

Eagleview Subdivision

Traffic Impact Analysis Report

Prepared for:
Joseph W. DesJardin, PE
Director of Entitlements
PT Eagleview, LLC
1864 Woodmoor Drive, Suite 100
Monument, CO 80132

OCTOBER 28, 2022

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

PCD File # SP-21-06
LSC #S214750





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Eagleview Subdivision
Traffic Impact Study
PCD File # SP-21-06
(LSC #S214750)
October 28, 2022

Traffic Engineer's Statement

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



Developer's Statement

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

✓ *Joseph W. Desjardin*

10/31/2022

Date

CONTENTS

REPORT CONTENTS 1

SITE DEVELOPMENT AND LAND USE 2

ROADWAY AND TRAFFIC CONDITIONS..... 3

 Area Roadways 3

INTERSECTION SIGHT DISTANCE 4

 Existing Traffic Volumes..... 4

 Short-Term Baseline Traffic Volumes 5

TRIP GENERATION..... 5

TRIP DISTRIBUTION AND ASSIGNMENT..... 6

 Trip Directional Distribution 6

 Site-Generated Traffic 6

 Short Term 6

 Long Term 6

SHORT-TERM TOTAL TRAFFIC 7

2041 BACKGROUND TRAFFIC 7

2041 TOTAL TRAFFIC..... 7

LEVEL OF SERVICE ANALYSIS 7

RAYGOR ROAD “LINK LOS” 8

AUXILIARY TURN-LANE NEEDS ANALYSIS 9

 Burgess Road 9

 Westbound Left-Turn Deceleration Lane 9

 Eastbound Right-Turn Deceleration Lane..... 9

SUBDIVISION ROAD CLASSIFICATIONS 10

CONFORMANCE WITH THE MTCP 10

 Reimbursable Improvements 10

COUNTY ROAD IMPROVEMENT FEE PROGRAM..... 10

MULTI-MODAL TRANSPORTATION AND TRANSPORTATION DEMAND MANAGEMENT (TDM)
OPPORTUNITIES 10

DEVIATIONS 11

SUMMARY OF FINDINGS AND RECOMMENDATIONS..... 11

 Trip Generation 11

 Projected Levels of Service 11

Improvements	11
Internal Street Classifications	12
Enclosures:.....	12
Table 3	
Figure 1 - Figure 10	
Traffic Count Reports	
Synchro Level of Service Reports	



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Joseph W. DesJardin, PE
Director of Entitlements
PT Eagleview, LLC
1864 Woodmoor Drive, Suite 100
Monument, CO 80132

RE: Eagleview Subdivision
Traffic Impact Study
El Paso County, Colorado
PCD File # SP-21-06
LSC #S214750

Dear Mr. DesJardin,

LSC Transportation Consultants, Inc. has prepared this traffic impact study (TIS) for the proposed Eagleview Subdivision residential development to be located east of Raygor Road approximately one mile south of Burgess Road in El Paso County, Colorado.

LSC previously conducted a traffic impact study for this site in October 2007. This report has been prepared for submittal to El Paso County.

REPORT CONTENTS

- Inventory of existing adjacent and nearby area road system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;
- Estimates of existing morning and late-afternoon peak-hour turning-movement traffic counts at the following “study-area” intersection:
 - Burgess Road/Raygor Road
 - Raygor Road/Arroya Lane
 - Raygor Road/Flaming Sun Drive
- Short-term baseline traffic-volume estimates, which take into account remaining effects of the COVID-19 pandemic;

- Review of previously-completed traffic studies in the vicinity of this site for information and findings relative to this development. Other recent studies completed in the area and any applicable data/transferrable information/analysis etc. from previous LSC studies adjacent to the site were also utilized;
- Estimates of average weekday and peak-hour trip generation for the proposed development;
- Estimation of directional distribution of site-generated vehicle trips on the area road system, at the study-area intersections, and at the proposed site-access point. A roadway link for the planned Raygor Road connection was coded to estimate potential through traffic, directional-distribution splits, and model traffic volumes.
- Projections of site-generated turning-movement traffic volumes at the following “study-area” intersections:
 - Burgess Road/Raygor Road
 - Raygor Road/Arroya Lane
 - Raygor Road/Flaming Sun Drive
 - Raygor Road/Stapleton Drive (long-term only)
- Estimates of short- and long-term background traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic plus background traffic) projections at the study-area intersections for the short and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes on Burgess Road, based on the criteria in the County’s *Engineering Criteria Manual*;
- Estimated average daily traffic (ADT) on Raygor Road
- El Paso County Road Impact Fee Program requirement;
- Other recommended improvements/modifications to the study-area roads and intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

SITE DEVELOPMENT AND LAND USE

Figure 2 shows the site plan. The site is located within unincorporated El Paso County. The site is planned to be developed for 38 single-family residential dwelling units. Access to the site is proposed via three existing intersections:

- Raygor Road/Arroya Lane
- Raygor Road/Flaming Sun Drive
- Stapleton Drive/Arroya Lane

Proposed site access (and existing) intersection centerline spacings are shown in Figure 2 and are as follows:

- Arroya Lane/Raygor Road

- 1,320 feet to Salbeck Lane (to the north)
- 1,490 feet to Flaming Sun Drive (to the south)
- Flaming Sun Drive/Raygor Road
 - 1,490 feet to Flaming Sun Drive (to the north)
 - 1,507 feet to Old Settlers Trail (to the south)
- Stapleton Drive/Arroya Lane
 - 1,180 feet to Raygor Road (to the west)

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.

Raygor Road is a two-lane paved Rural Local County road extending between Burgess Road and Stapleton Drive. The rural cross-section is 24 feet (two travel lanes) with no shoulders or lane striping. The surface condition of Raygor Road is good, as it was most recently paved in 2013. The posted speed limit on Raygor Road is 35 miles per hour (mph). The Raygor Road/Burgess Road intersection is currently stop-sign controlled on Raygor Road. The right-of-way is primarily 60 feet, but there appears to be a short section with 30 feet of right-of-way. Raygor Road is not identified as a major transportation corridor on the *El Paso County Major Transportation Corridors Plan (MTCP)*.

Burgess Road is an east/west two-lane Rural Minor Arterial, with continuity from Milam Road on the west to Goodson Road on the east. Burgess Road is located approximately one mile north of the proposed development. The posted speed limit on Burgess Road in the vicinity of the site is 45 mph.

Arroya Lane is a Rural Gravel, road with a 15-16-foot width east of Raygor Road. No auxiliary turn lanes currently exist at the stop- sign-controlled intersection of Arroya Lane/Raygor Road. There are no posted speed limits on Arroya Lane.

Flaming Sun Drive is a 24-foot-wide Rural Gravel road serving the surrounding residential area. No auxiliary turn lanes currently exist at the stop-sign-controlled intersection of Flaming Sun Drive/Raygor Road. There is no posted speed limit on Flaming Sun Drive adjacent to the site.

Stapleton Drive (East of Towner Avenue) is shown on *El Paso County Major Transportation Corridors Plan (MTCP)* as a four-lane Urban Principal Arterial. Stapleton Drive currently extends east from Towner Avenue to just east of US Highway 24, at which point the roadway alignment curves to the south and becomes Curtis Road. The *MTCP* shows Stapleton Drive extending west in the future to connect to Briargate Parkway.

Stapleton Drive (isolated segment) The portion of Stapleton Drive near the site (about half a mile south of the site), extends for 0.9 miles from Tomahawk to one-quarter mile east of Arroya Lane. Although this segment is classified as a Collector on the *MTCP*, it is currently a gravel-surfaced roadway which does not currently connect to the arterial portion of Stapleton Drive which currently extends east from Towner Ave. Raygor Road intersects this isolated portion of Stapleton Drive and is currently the south terminus of the roadway. Neither Raygor Road nor this isolated segment of Stapleton Drive (which are roads used to access this Eagleview Subdivision), currently provide access to/from the south or a connection to the east to the Towner/Stapleton intersection. The only outlet is north on Raygor to Burgess Road.

INTERSECTION SIGHT DISTANCE

Three existing intersections would provide access to the site (via Raygor Road and Stapleton Drive) and would remain stop-sign controlled, full-movement intersections. These existing intersections meet El Paso County's *Engineering Criteria Manual (ECM)* standards for sight distance.

LSC recorded sight distance field measurements utilizing a driver's eye height of 3.5 feet and a height of 3.5 feet for northbound and southbound vehicles traveling on Raygor Road. The minimum intersection sight distance for passenger vehicles (per *ECM* Table 2-21) is 445 feet. Field-measured sight distances for passenger vehicles at the site access intersections are as follows:

- Raygor Road/Arroya Lane
 - To the north – 938 feet
 - To the south – 572 feet
- Raygor Road/Flaming Sun Drive
 - To the north – greater than 1/4-mile
 - To the south – greater than 1/4-mile
- Stapleton Drive/Arroya Lane
 - To the west – 1,180 feet (unobstructed to Raygor Road)
 - To the east – greater than 1/4-mile

Therefore, entering sight distance at all proposed site-access connections is acceptable.

Existing Traffic Volumes

Existing traffic volumes at the following intersections are shown on Figure 3. The traffic volumes are from traffic counts conducted by LSC in August 2021. Traffic count reports are attached.

- Burgess Road/Raygor Road
- Raygor Road/Arroya Lane

Short-Term Baseline Traffic Volumes

Figure 4 shows estimated “short-term baseline” traffic volumes on the study-area roadways and at the study-area intersections (short-term peak-hour turning-movement volumes). These estimates do not include the planned future Raygor extension south of the Raygor Road/Stapleton Drive intersection. These estimates also do not assume significant potential future development (such as “The Ranch” development – PCD No. SK-18-006), as those were assumed to have been completed during the long term.

Previous and other current LSC traffic counts in the study area were also referenced to establish short-term baseline traffic volumes. The short-term baseline estimates are intended to estimate (and compensate for) the 2021 traffic volumes and travel patterns that may have reflected remaining effects of the COVID-19 pandemic in the middle of 2021. Counts at Burgess/Raygor in 2006 were used to estimate these adjustments (these are attached for reference). Also, 2021 traffic counts conducted at Burgess/Goodson (located to the east) were reviewed as part of the development of the baseline through traffic volumes. Other factors, such as road construction activity in Falcon, may also have contributed to some higher peak volumes – notably the westbound through volume during the morning peak hour. At the intersection of Burgess/Raygor, the short-term baseline eastbound right-turn volume was increased to the level of the 2006 counts (and rounded up to 50) as was the northbound left-turn volume during the morning peak hour. These typical “commuter” volumes were used as COVID-19 adjustments. Similar minor adjustments were applied to the turning movements to/from the east.

TRIP GENERATION

Estimates of the existing and projected vehicle trips to be generated by the site have been made using the following nationally-published average trip-generation rates land use code “210 – Single-Family (Detached) Housing” in *Trip Generation, 11th Edition, 2017* by the Institute of Transportation Engineers (ITE).

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

Table 1: Estimated Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	7	21	28
Evening Peak Hour	24	14	38
Daily/24-hour	180	180	359

Based on the ITE estimate for the proposed Eagleview residential development, the site would generate about 359 external vehicle trips on the average weekday. During the weekday morning peak hour, approximately 7 vehicles would enter and 21 vehicles would exit the site. Approximately 24 entering vehicles and 14 exiting vehicles are projected for the weekday evening peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Separate short-term and long-term directional-distribution splits have been included. The short-term distribution does not include a Raygor extension south, but the long-term distribution **does** include the planned future connection.

Estimates have been based on the following factors: the proposed land use, the existing and planned future area road system, the site's geographic location relative to Falcon area, the City of Colorado Springs and the balance of the Pikes Peak region, current traffic-count data, distribution estimates from the PPACG regional transportation model, and previously-conducted traffic studies in the vicinity of the site.

Site-Generated Traffic

Projected site-generated traffic volumes have been calculated at the following intersections:

- Burgess Road/Raygor Road
- Raygor Road/Arroya Lane
- Raygor Road/Flaming Sun Drive
- Stapleton Drive (existing local road)/Raygor Road
- Stapleton Drive/Arroya Lane

Short Term

Figure 6 shows the projected short-term site-generated traffic volumes for the weekday morning and evening peak hours. Short-term site-generated traffic volumes have been calculated by applying the short-term directional-distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 3).

Long Term

Projected long-term site-generated traffic volumes for the weekday morning and evening peak hours are shown in Figure 7. Long-term site-generated traffic volumes have been calculated by

applying the long-term directional-distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 3).

SHORT-TERM TOTAL TRAFFIC

Figure 8 shows the projected short-term total traffic volumes, which are the sum of short-term baseline traffic volumes (from Figure 4) plus the estimated Eagleview development short-term site-generated traffic (from Figure 6).

2041 BACKGROUND TRAFFIC

Figure 9 shows the background traffic volumes for the year 2041. Background traffic is the traffic estimated to be on the adjacent roadway system without consideration of the proposed development. Background traffic includes the through traffic and the traffic generated by adjacent developments (existing and anticipated future) but assumes zero traffic generated by the site.

LSC used the PPACG regional transportation model and the Visum transportation modeling program, in part, to estimate 2041 background traffic volumes on Raygor Road (with connection) and Burgess Road in the study area. A roadway link for the planned Raygor Road connection was coded to estimate potential through traffic and traffic analysis zones connecting to Raygor Road were analyzed to estimate link volumes and directional splits for based on model trip estimates. Background traffic-volume estimates have also been based on existing and previous traffic-count data and previous work completed in the area by LSC.

2041 TOTAL TRAFFIC

Figure 10 shows the total traffic volumes for the year 2041 at the study-area intersections, which are the sum of the 2041 background traffic volumes (from Figure 9) plus the site-generated traffic volumes (from Figure 7).

LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

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

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

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 10: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning and evening peak-hour time periods:

- Burgess Road/Raygor Road
- Raygor Road/Arroya Lane
- Raygor Road/Flaming Sun Drive
- Stapleton Drive/Raygor Road
- Stapleton Drive/Arroya Lane

All study-area intersections listed above currently operate at and are projected to remain at LOS D or better through the 20-year horizon, with or without the addition of site-generated traffic.

RAYGOR ROAD “LINK LOS”

The Raygor Road baseline ADT and projected future ADT exceed the *ECM* design ADT of a Rural Local roadway (750 vehicles per day). However, there is not sufficient right-of-way to accommodate the *ECM*-standard Rural Minor Collector roadway cross section. A deviation has been prepared and is included with the submittal. Raygor Road is identified as a Local roadway

on the *MTCP*. The deviation identifies a calculated 18-percent fair share of Raygor improvements and proposes an improvement to the north segment between Burgess and Pine Park Trail. Please refer to the deviation request for details.

AUXILIARY TURN-LANE NEEDS ANALYSIS

Burgess Road

Burgess Road is classified as a Rural Minor Arterial with a posted speed limit of 45 mph in the vicinity of Raygor Road. No auxiliary turn lanes currently exist at the two-way stop-sign-controlled intersection of Burgess Road/Raygor Road.

Westbound Left-Turn Deceleration Lane

Left-turn deceleration lanes are required on Minor Arterials (or roadways with lower classifications, like Collectors) with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or higher. Based on projected long-term total volumes, a westbound left-turn lane would **not** be required at the intersection of Burgess Road/Raygor Road based on the short term or long-term projections.

Eastbound Right-Turn Deceleration Lane

Right-turn deceleration lanes are required on Minor Arterials (or roadways with lower classifications, like Collectors) with a projected peak-hour ingress turning volume of 50 vph or higher. Based on projected long-term total volumes, the *ECM* threshold requiring the addition of an eastbound right-turn deceleration lane would be met at the intersection of Burgess Road/Raygor Road.

Per criteria in the *ECM*, right-turn deceleration lanes should consist of the following design:

- 435-foot total lane length (adjusted for upgrade)
- 235 feet of full-width lane (adjusted for upgrade)
- 200-foot transition taper

Once the planned Stapleton Drive connection is made to the west of Briargate Parkway, any of the vehicle trips currently generated by land uses along Raygor Road (including the site-generated buildout traffic volumes) would be removed from the Burgess Road/Raygor Road intersection, since these vehicle trips would then travel to and from Stapleton Drive to the south. Therefore, not all of the vehicle trips entering this area would need to enter via the Burgess Road/Raygor Road intersection.

Given the continuity of Raygor Road between Stapleton Drive and Burgess Road, as well as the potential for additional development in the area, the Burgess Road/Raygor Road intersection will likely meet *ECM* thresholds for an eastbound right-turn deceleration lane, based on projected short-term total

volumes. Long-term traffic-volume projections indicate the proposed Eagleview residential development is projected to only add two eastbound right-turning vehicles per hour to this movement.

The applicant is being required to construct this turn lane and has prepared plans for it.

SUBDIVISION ROAD CLASSIFICATIONS

The subdivision roads should be classified as Rural Local.

CONFORMANCE WITH THE MTCP

Raygor Road is identified as a Local roadway on the *MTCP*.

Reimbursable Improvements

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

- N5 – Stapleton Road from Towner Road to Black Forest Road (\$55,771,000)
 - Existing conditions – roadway does not exist
 - Future conditions – 4-lane Urban Principal Arterial

See the attached *MTCP* maps for reference. Improvements by the developer are currently not reimbursable under the current *MTCP*.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

The applicant will be required to participate in this program. The PID option will be identified with the Plat submittal.

MULTI-MODAL TRANSPORTATION AND TRANSPORTATION DEMAND MANAGEMENT (TDM) OPPORTUNITIES

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

- Proposed bicycle route on Burgess Road (Milam Road to Meridian Road – via Goodson and Ayer Roads)

No sidewalks would be required, as all study-area roadways are Rural.

There is a park and ride lot to the southeast at the intersection of US Hwy 24/Meridian Road in Falcon.

DEVIATIONS

Three deviation requests are included with this application.

- Deviation No. 2 – Length of non-through road (cul-de-sac)
- Deviation No. 3 – Rural Minor Collector criteria
- Deviation No. 4 – Stopping sight distance along Burgess

Note: Deviation No. 1 from the initial submittal has been withdrawn. The right-turn lane on Burgess will be constructed.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

Trip Generation

- The site is projected to generate about 359 vehicle trips on the average weekday, with about 180 vehicles entering and 180 vehicles exiting the site in a 24-hour period.
- During the morning peak hour, about 7 vehicles would enter and 21 vehicles would exit the site.
- Approximately 24 vehicles would enter and 14 vehicles would exit the site during the afternoon peak hour.

Projected Levels of Service

- Intersection Level of Service: All study-area intersections are projected to remain at LOS D or better during both peak hours, with or without the addition of site-generated traffic.
- “Link LOS:” The Raygor Road baseline ADT and projected future ADT exceed the *ECM* design ADT of a Rural Local roadway (750 vehicles per day). However, there is not sufficient right-of-way to accommodate the *ECM*-standard Rural Minor Collector roadway cross section. A deviation has been prepared and is included with the submittal. Raygor Road is identified as a Local roadway on the *MTCP*.

Improvements

- An eastbound right-turn deceleration lane would be required by *ECM* criteria in the short term at the intersection of Burgess Road/Raygor Road. Please refer to the “Auxiliary Turn-Lane Analysis” section for more detail. The applicant plans to construct this turn lane.
- Staff comments indicate the requirement to pave Arroya Lane and Flaming Sun Drive.
- The deviation identifies a calculated 18-percent fair share of Raygor improvements and proposes an improvement (in lieu of escrow) to the north segment between Burgess and Pine Park Trail. Please refer to Deviation No. 3 for details.
- The applicant will provide an emergency access easement on the east side of the property. Please refer to Deviation No. 2 for details.

Internal Street Classifications

- All internal streets should be classified as Rural Local.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 3
Figure 1 - Figure 10
Traffic Count Reports
Synchro Level of Service Reports

Tables



Table 3: Detailed Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ²				Total Trips Generated					
Code	Description			Average Weekday	A.M.		P.M.		Average Weekday	A.M.		P.M.	
					In	Out	In	Out		In	Out	In	Out
210	Single-Family (Detached) Housing	38	DU	9.44	0.19	0.56	0.62	0.37	359	7	21	24	14

¹ DU = dwelling units
² Source: Trip Generation, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

Figures

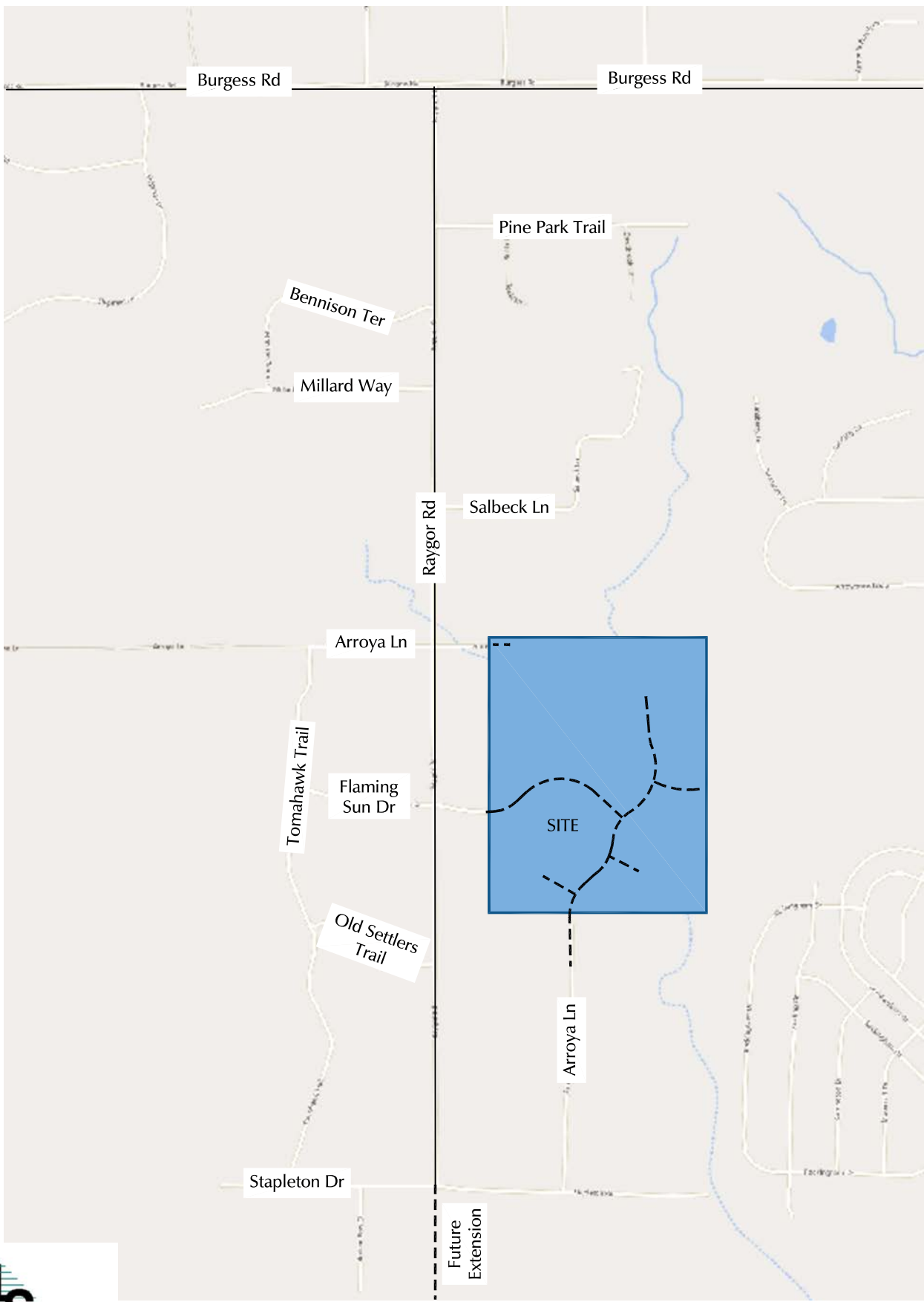


Figure 1
Vicinity Map

Eagleview Subdivision (LSC# S214750)

To Salbeck Ln



1,320'

1,490'

1,507'

To Old Settlers Trail



1" = 500'
scale

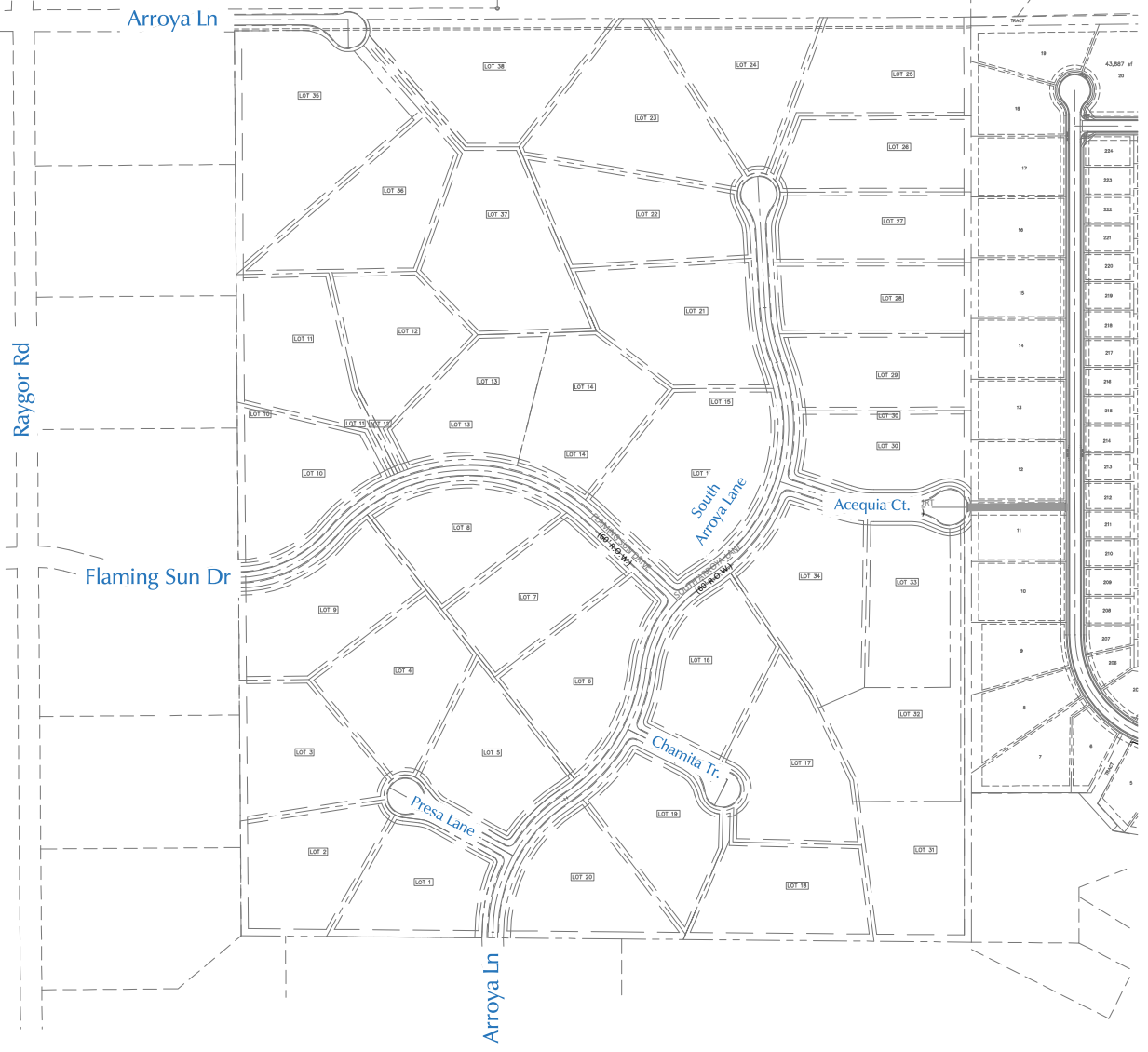
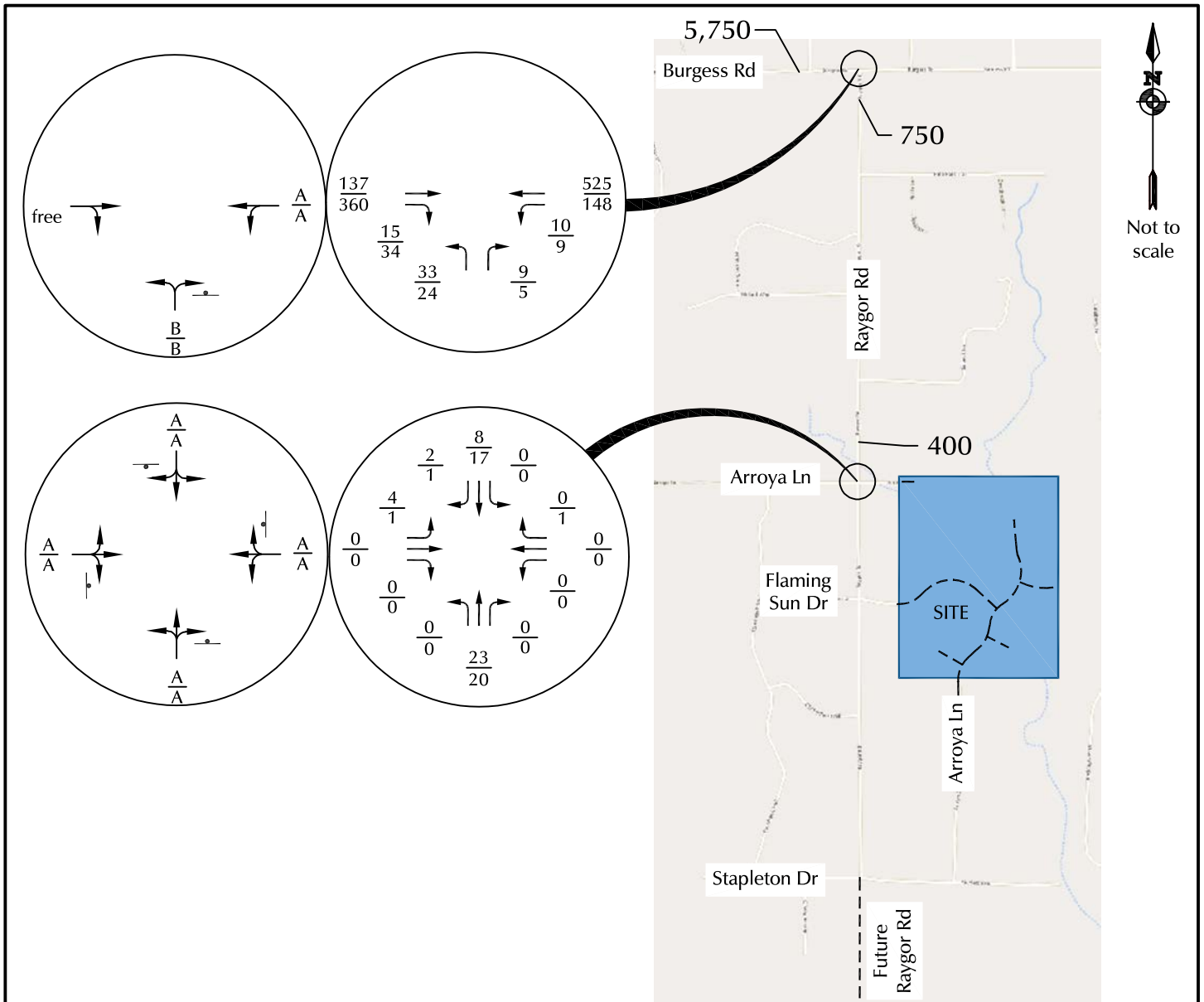


Figure 2
Site Plan

Eagleview Subdivision (LSC# S214750)

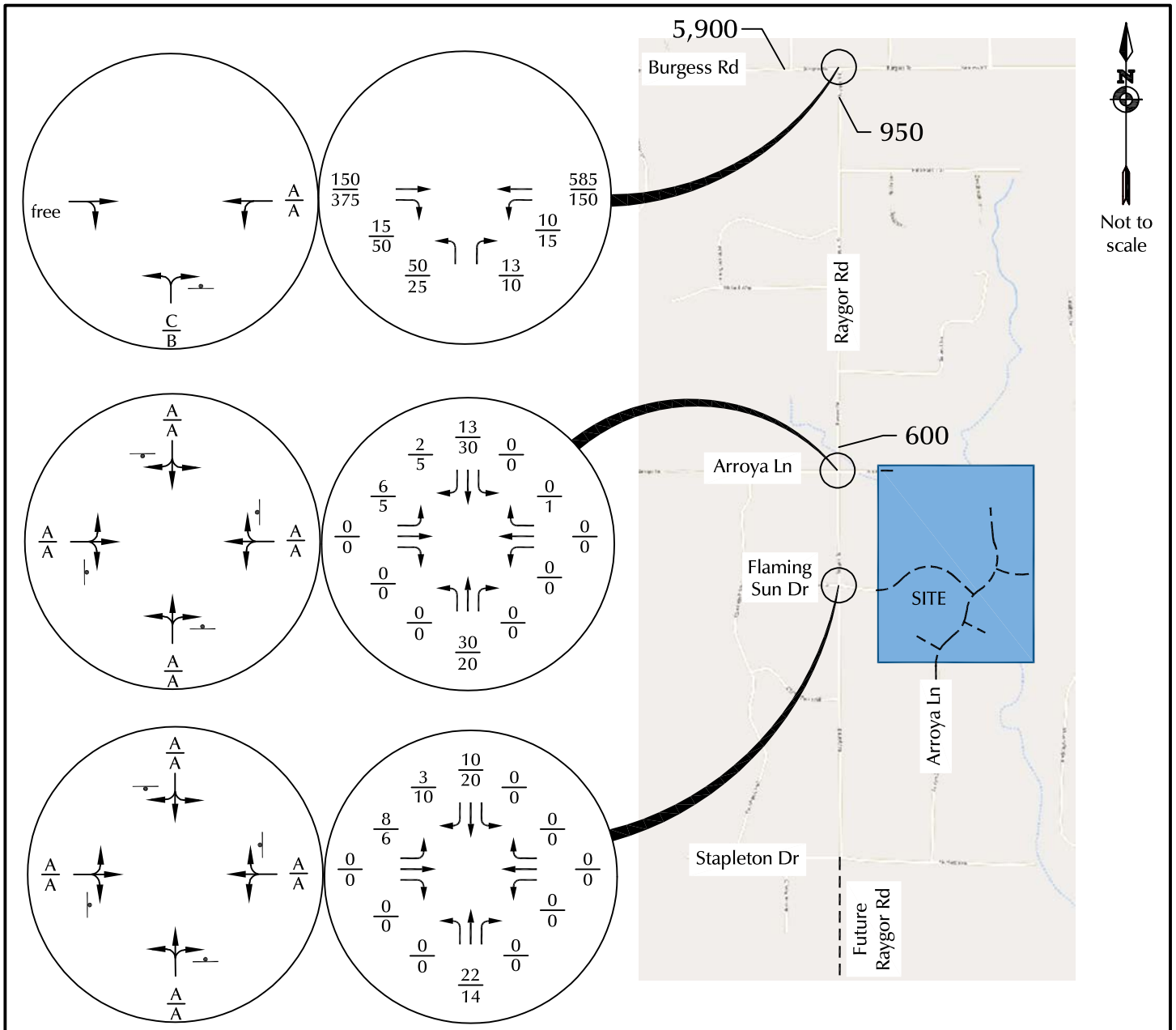


- ⊥ = Stop Sign
 - $\frac{X}{X}$ = $\frac{\text{AM Individual Movement Peak-Hour LOS}}{\text{PM Individual Movement Peak-Hour LOS}}$
 - $\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (Veh/Hour)}}{\text{PM Weekday Peak-Hour Traffic (Veh/Hour)}}$
 - X,XXX = Average Daily Traffic (Vehicles/Day)
- Counts by LSC (August 18 & 25, Sept 1, 2021)

Figure 3
**Existing Traffic, Lane
 Geometry, Traffic
 Control, and LOS**

Eagleview Subdivision (LSC# S214750)





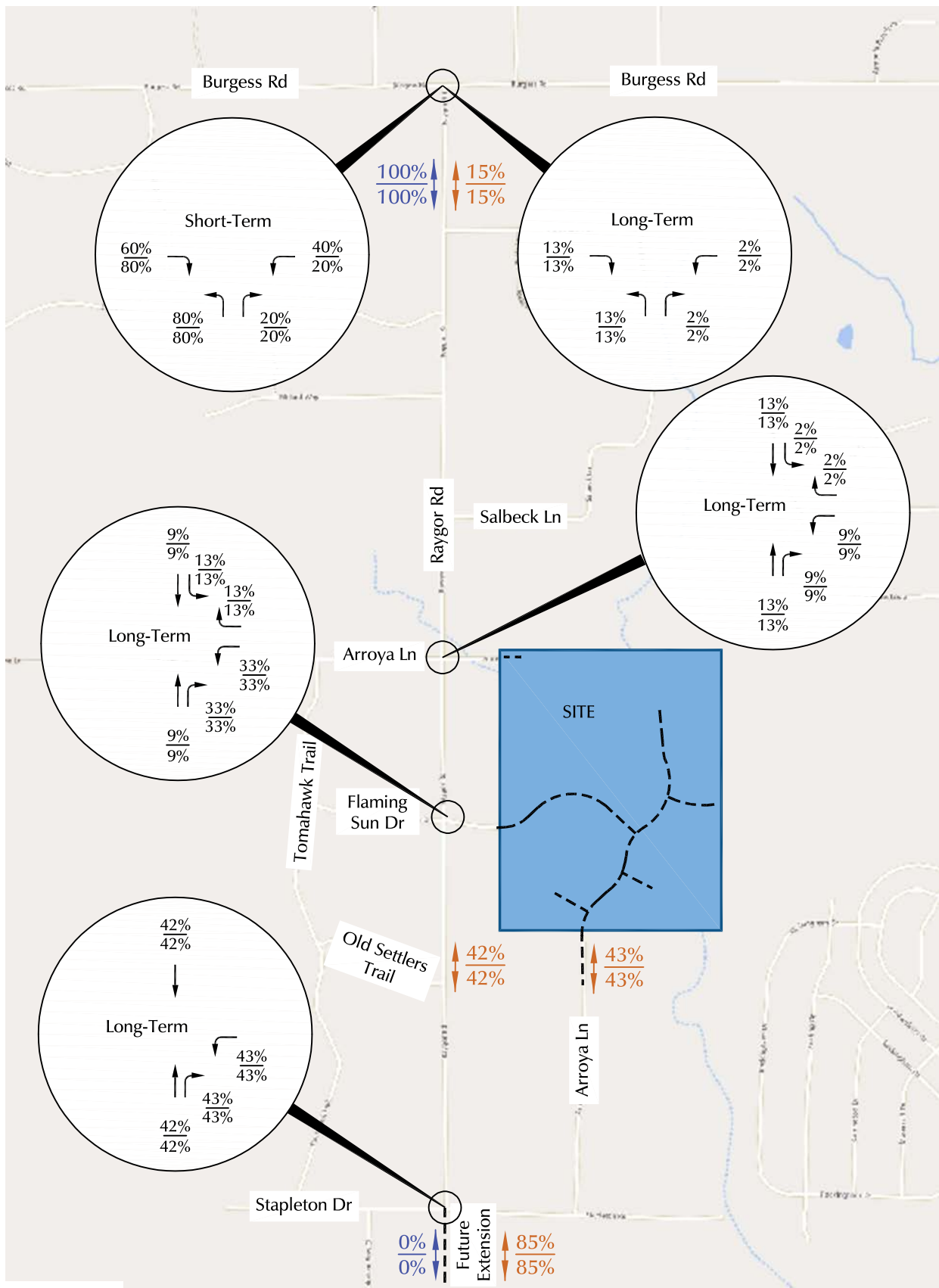
*Estimates by LSC - Short-term baseline = adjusted estimates for effects of Covid-19 pandemic



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

Figure 4
Short-Term Baseline Traffic*, Lane Geometry, Traffic Control, and LOS

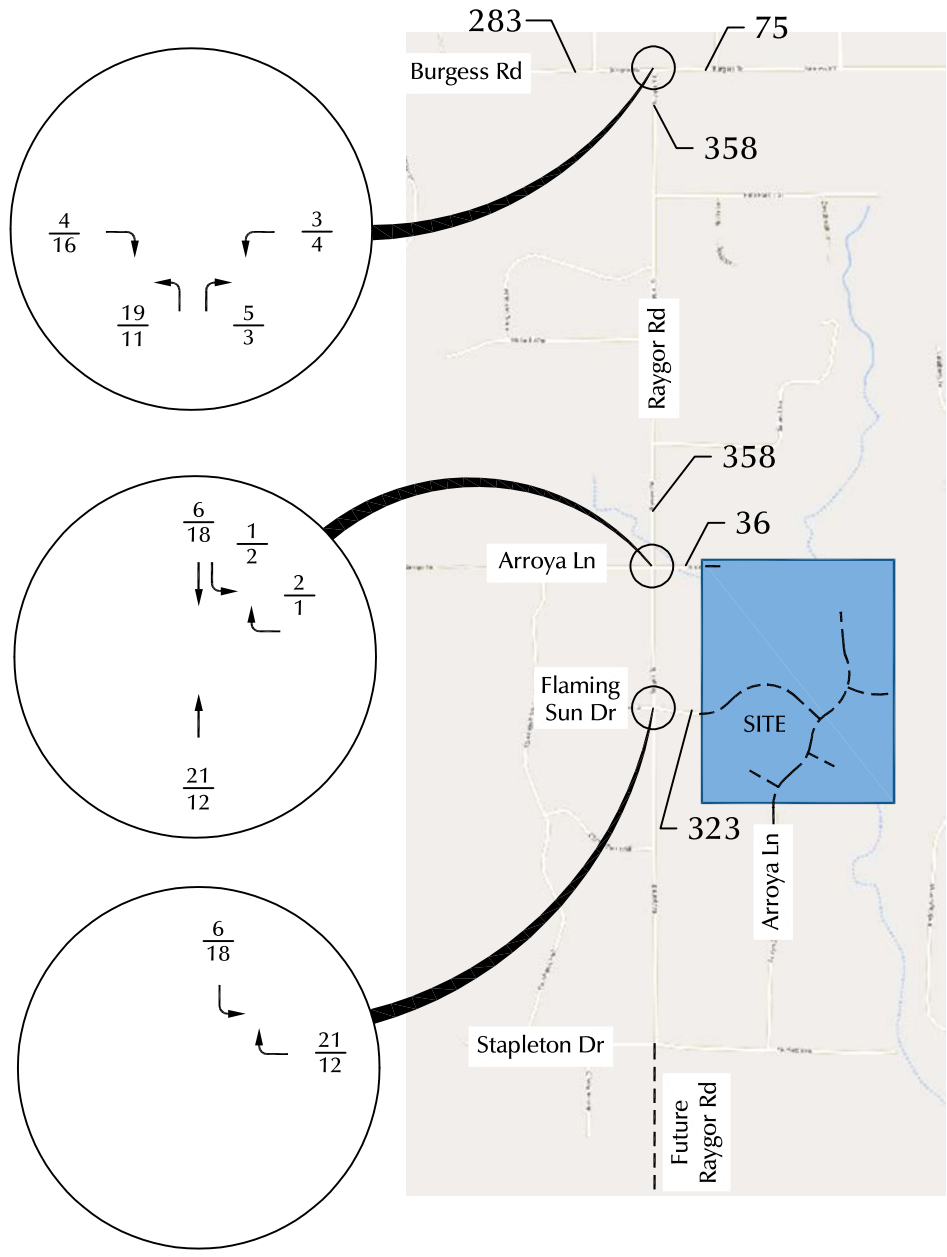
Eagleview Subdivision (LSC# S214750)



XX% = A.M. Peak Hour % Distribution (Short-Term)
 XX% = P.M. Peak Hour % Distribution (Short-Term)
 XX% = A.M. Peak Hour % Distribution (Long-Term)
 XX% = P.M. Peak Hour % Distribution (Long-Term)

Figure 5
Directional Distribution

Eagleview Subdivision (LSC# S214750)



North Arrow
Not to scale

Figure 6
Site-Generated Traffic
(Short-Term)

Eagleview Subdivision (LSC# S214750)



$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hour)
 X,XXX = Average Daily Traffic (Vehicles/Day)

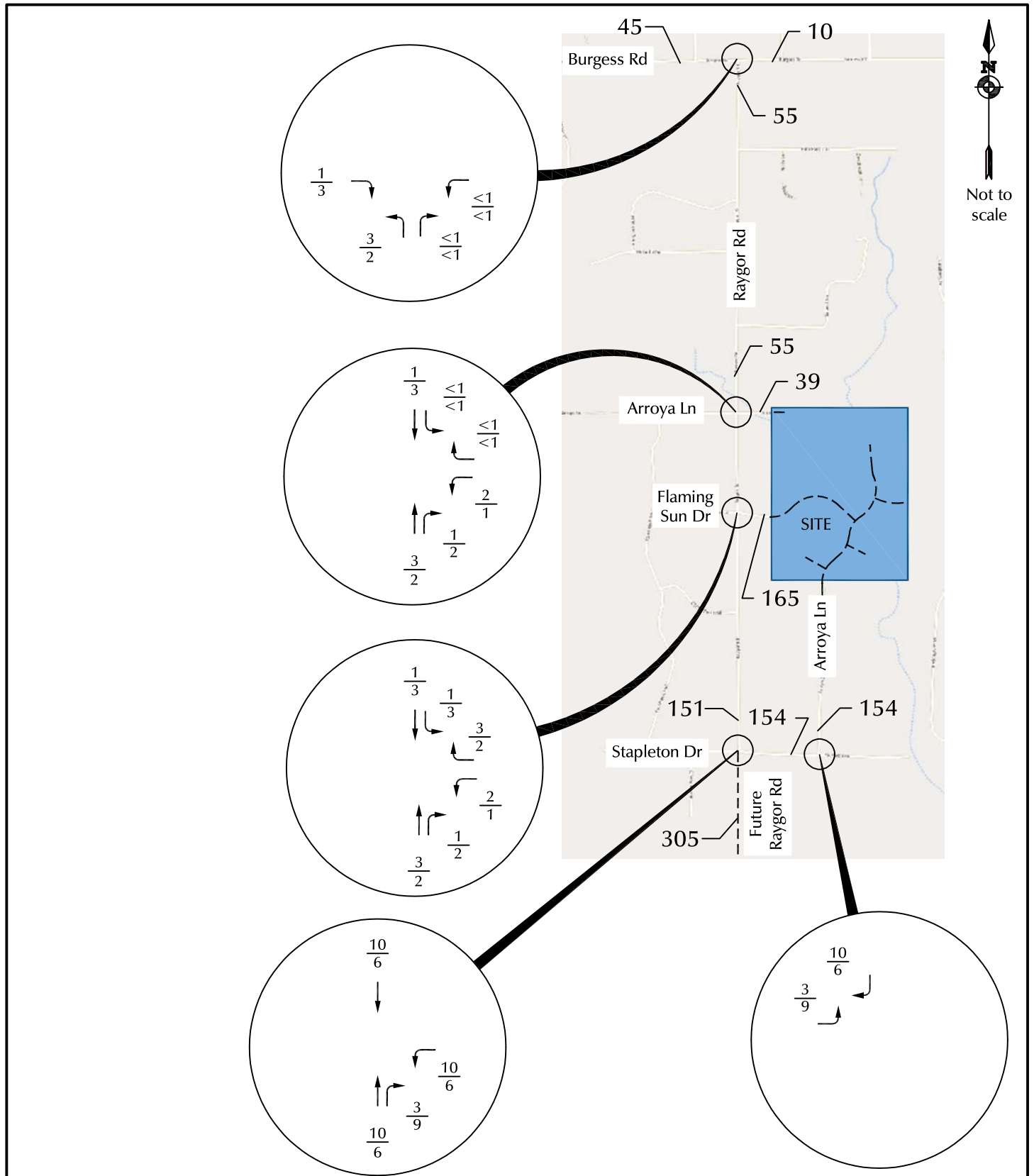


Figure 7
**Site-Generated Traffic
 (Long-Term)**

Eagleview Subdivision (LSC# S214750)



$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hour)
 X,XXX = Average Daily Traffic (Vehicles/Day)

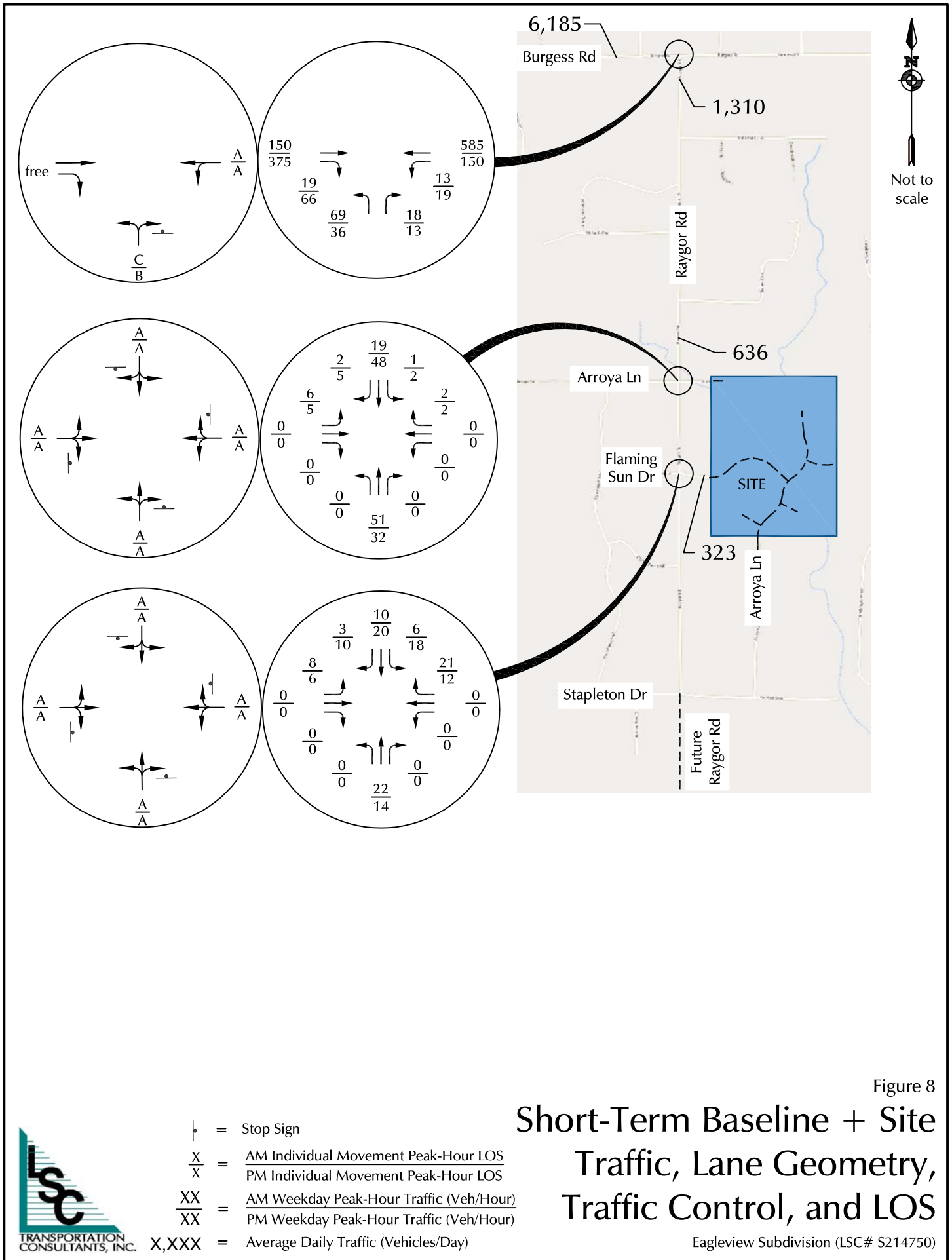


Figure 8

Short-Term Baseline + Site Traffic, Lane Geometry, Traffic Control, and LOS

Eagleview Subdivision (LSC# S214750)



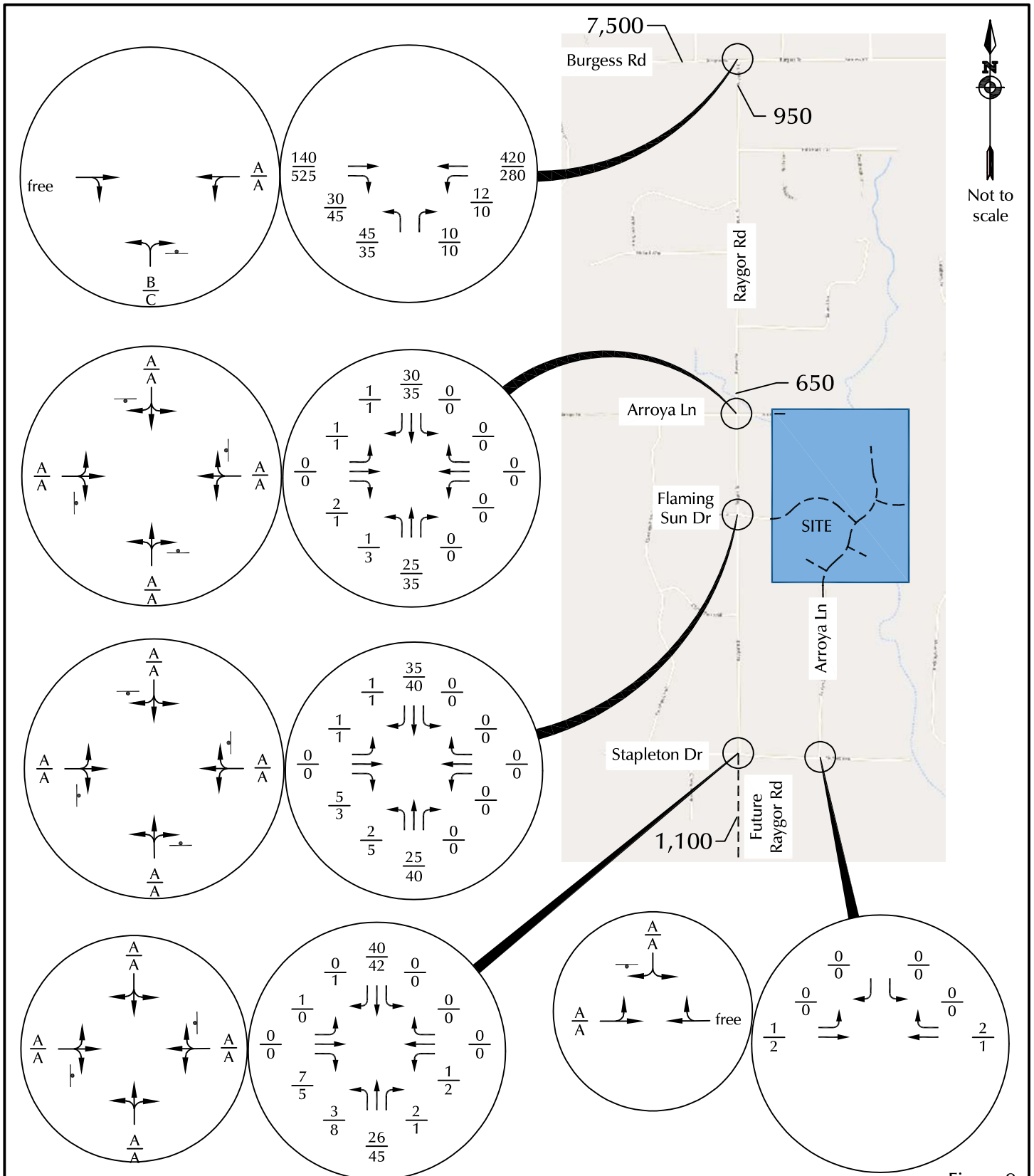


Figure 9

2041 Background Traffic, Lane Geometry, Traffic Control, and LOS

Eagleview Subdivision (LSC# S214750)



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

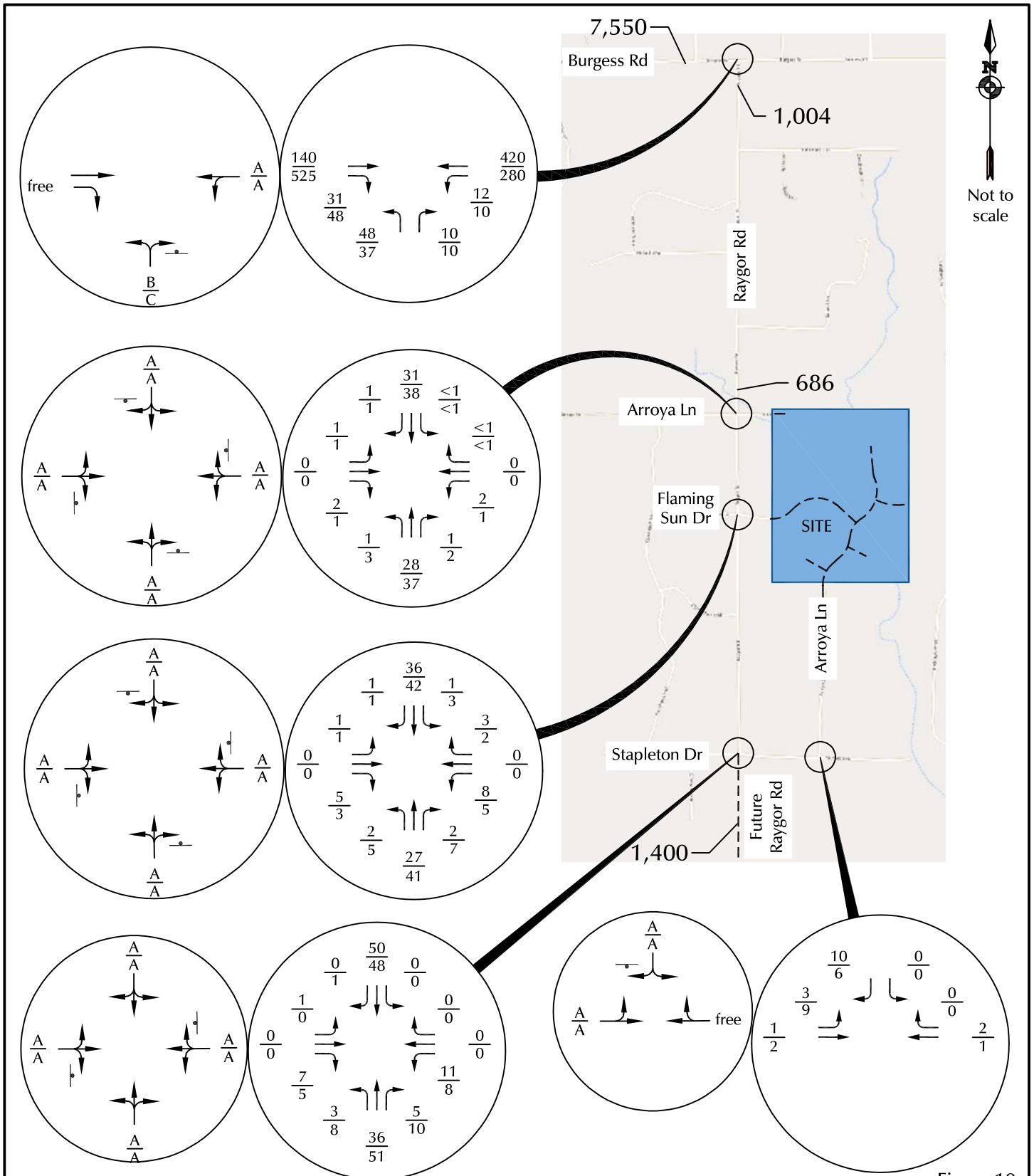


Figure 10

2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Eagleview Subdivision (LSC# S214750)



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

Traffic Counts



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File Name : Raygor Rd - Burgess Rd AM
 Site Code : S214750
 Start Date : 8/25/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Burgess Rd Westbound					Raygor Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	1	82	0	0	83	8	0	4	0	12	0	11	0	0	11	106
06:45 AM	0	0	0	0	0	1	97	0	0	98	7	0	1	0	8	0	19	3	0	22	128
Total	0	0	0	0	0	2	179	0	0	181	15	0	5	0	20	0	30	3	0	33	234
07:00 AM	0	0	0	0	0	0	162	0	0	162	11	0	2	0	13	0	26	1	0	27	202
07:15 AM	0	0	0	0	0	5	114	0	0	119	8	0	2	0	10	0	24	3	0	27	156
07:30 AM	0	0	0	0	0	2	131	0	0	133	5	0	1	0	6	0	41	2	0	43	182
07:45 AM	0	0	0	0	0	3	118	0	0	121	9	0	4	0	13	0	46	9	0	55	189
Total	0	0	0	0	0	10	525	0	0	535	33	0	9	0	42	0	137	15	0	152	729
08:00 AM	0	0	0	0	0	3	80	0	0	83	5	0	1	0	6	0	29	4	0	33	122
08:15 AM	0	0	0	0	0	2	63	0	0	65	9	0	1	0	10	0	41	2	0	43	118
Grand Total	0	0	0	0	0	17	847	0	0	864	62	0	16	0	78	0	237	24	0	261	1203
Apprch %	0	0	0	0	0	2	98	0	0		79.5	0	20.5	0		0	90.8	9.2	0		
Total %	0	0	0	0	0	1.4	70.4	0	0	71.8	5.2	0	1.3	0	6.5	0	19.7	2	0	21.7	

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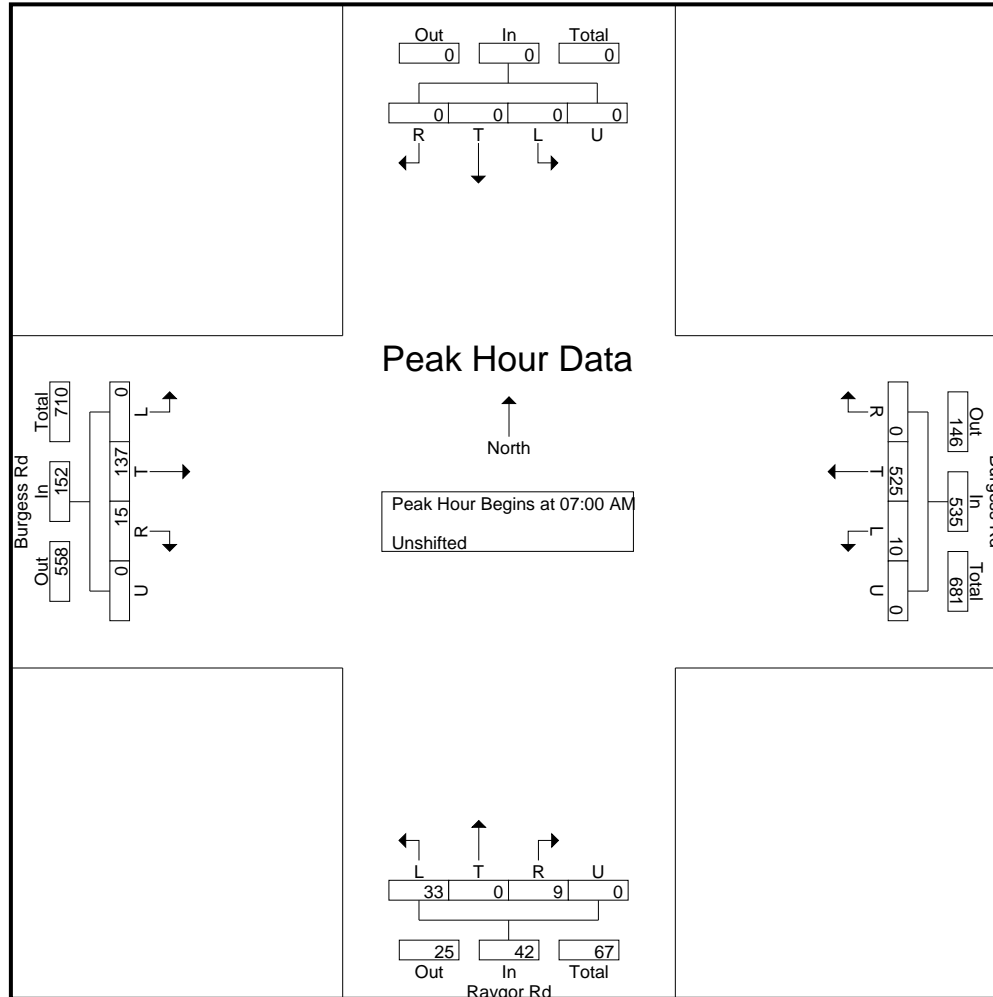
File Name : Raygor Rd - Burgess Rd AM
 Site Code : S214750
 Start Date : 8/25/2021
 Page No : 2

Start Time	Southbound					Burgess Rd Westbound					Raygor Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	0	0	0	0	0	0	162	0	0	162	11	0	2	0	13	0	26	1	0	27	202
7:15:00 AM	0	0	0	0	0	5	114	0	0	119	8	0	2	0	10	0	24	3	0	27	156
7:30:00 AM	0	0	0	0	0	2	131	0	0	133	5	0	1	0	6	0	41	2	0	43	182
7:45:00 AM	0	0	0	0	0	3	118	0	0	121	9	0	4	0	13	0	46	9	0	55	189
Total Volume	0	0	0	0	0	10	525	0	0	535	33	0	9	0	42	0	137	15	0	152	729
% App. Total	0	0	0	0	0	1.9	98.1	0	0		78.6	0	21.4	0		0	90.1	9.9	0		
PHF	.000	.000	.000	.000	.000	.500	.810	.000	.000	.826	.750	.000	.563	.000	.808	.000	.745	.417	.000	.691	.902

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File Name : Raygor Rd - Burgess Rd AM
 Site Code : S214750
 Start Date : 8/25/2021
 Page No : 3



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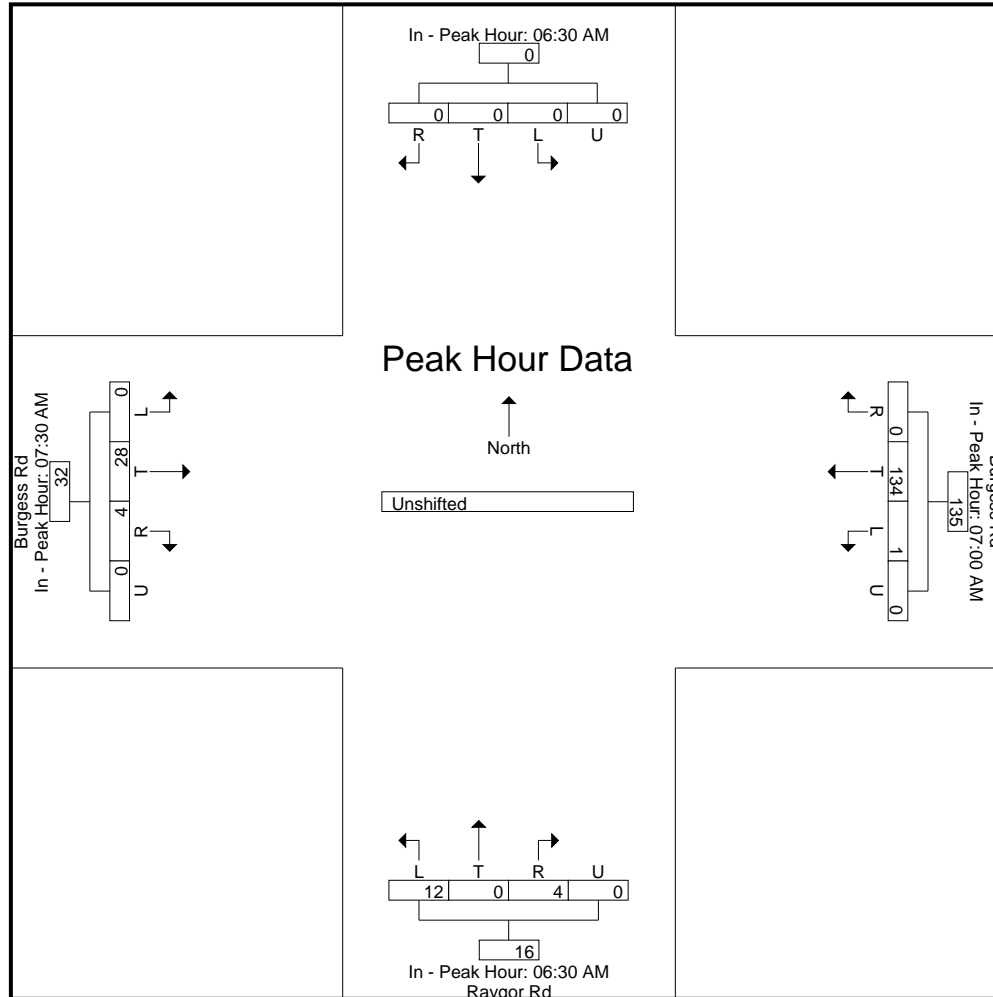
File Name : Raygor Rd - Burgess Rd AM
 Site Code : S214750
 Start Date : 8/25/2021
 Page No : 4

Start Time	Southbound					Burgess Rd Westbound					Raygor Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:30:00 AM					7:00:00 AM					6:30:00 AM					7:30:00 AM					
+0 mins.	0	0	0	0	0	0	162	0	0	162	8	0	4	0	12	0	41	2	0	43	
+5 mins.	0	0	0	0	0	5	114	0	0	119	7	0	1	0	8	0	46	9	0	55	
+10 mins.	0	0	0	0	0	2	131	0	0	133	11	0	2	0	13	0	29	4	0	33	
+15 mins.	0	0	0	0	0	3	118	0	0	121	8	0	2	0	10	0	41	2	0	43	
Total Volume	0	0	0	0	0	10	525	0	0	535	34	0	9	0	43	0	157	17	0	174	
% App. Total	0	0	0	0	0	1.9	98.1	0	0		79.1	0	20.9	0		0	90.2	9.8	0		
PHF	.000	.000	.000	.000	.000	.500	.810	.000	.000	.826	.773	.000	.563	.000	.827	.000	.853	.472	.000	.791	

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File Name : Raygor Rd - Burgess Rd AM
 Site Code : S214750
 Start Date : 8/25/2021
 Page No : 5



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File Name : Raygor Rd - Burgess Rd PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Burgess Rd Westbound					Raygor Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	1	32	0	0	33	9	0	1	0	10	0	94	9	0	103	146
04:15 PM	0	0	0	0	0	1	29	0	0	30	7	0	0	0	7	0	89	11	0	100	137
04:30 PM	0	0	0	0	0	2	41	0	0	43	5	0	0	0	5	0	88	14	0	102	150
04:45 PM	0	0	0	0	0	5	29	0	0	34	7	0	1	0	8	0	79	3	0	82	124
Total	0	0	0	0	0	9	131	0	0	140	28	0	2	0	30	0	350	37	0	387	557
05:00 PM	0	0	0	0	0	1	39	0	0	40	4	0	1	0	5	0	94	5	0	99	144
05:15 PM	0	0	0	0	0	1	39	0	0	40	8	0	3	0	11	0	99	12	0	111	162
05:30 PM	0	0	0	0	0	2	37	0	0	39	3	0	2	0	5	0	91	8	0	99	143
05:45 PM	0	0	0	0	0	2	47	0	0	49	5	0	1	0	6	0	63	6	0	69	124
Total	0	0	0	0	0	6	162	0	0	168	20	0	7	0	27	0	347	31	0	378	573
Grand Total	0	0	0	0	0	15	293	0	0	308	48	0	9	0	57	0	697	68	0	765	1130
Apprch %	0	0	0	0	0	4.9	95.1	0	0		84.2	0	15.8	0		0	91.1	8.9	0		
Total %	0	0	0	0	0	1.3	25.9	0	0	27.3	4.2	0	0.8	0	5	0	61.7	6	0	67.7	

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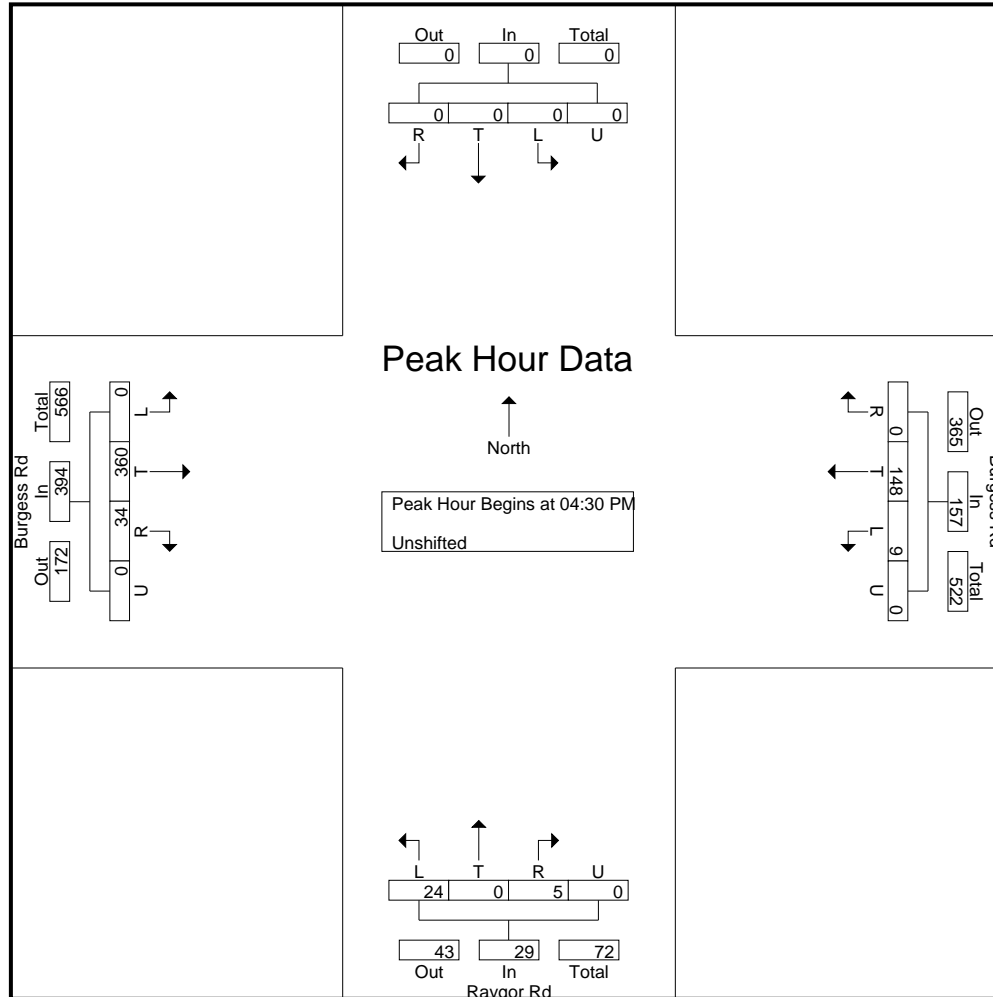
File Name : Raygor Rd - Burgess Rd PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 2

Start Time	Southbound					Burgess Rd Westbound					Raygor Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	0	0	0	0	2	41	0	0	43	5	0	0	0	5	0	88	14	0	102	150
4:45:00 PM	0	0	0	0	0	5	29	0	0	34	7	0	1	0	8	0	79	3	0	82	124
5:00:00 PM	0	0	0	0	0	1	39	0	0	40	4	0	1	0	5	0	94	5	0	99	144
5:15:00 PM	0	0	0	0	0	1	39	0	0	40	8	0	3	0	11	0	99	12	0	111	162
Total Volume	0	0	0	0	0	9	148	0	0	157	24	0	5	0	29	0	360	34	0	394	580
% App. Total	0	0	0	0	0	5.7	94.3	0	0		82.8	0	17.2	0		0	91.4	8.6	0		
PHF	.000	.000	.000	.000	.000	.450	.902	.000	.000	.913	.750	.000	.417	.000	.659	.000	.909	.607	.000	.887	.895

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File Name : Raygor Rd - Burgess Rd PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 3



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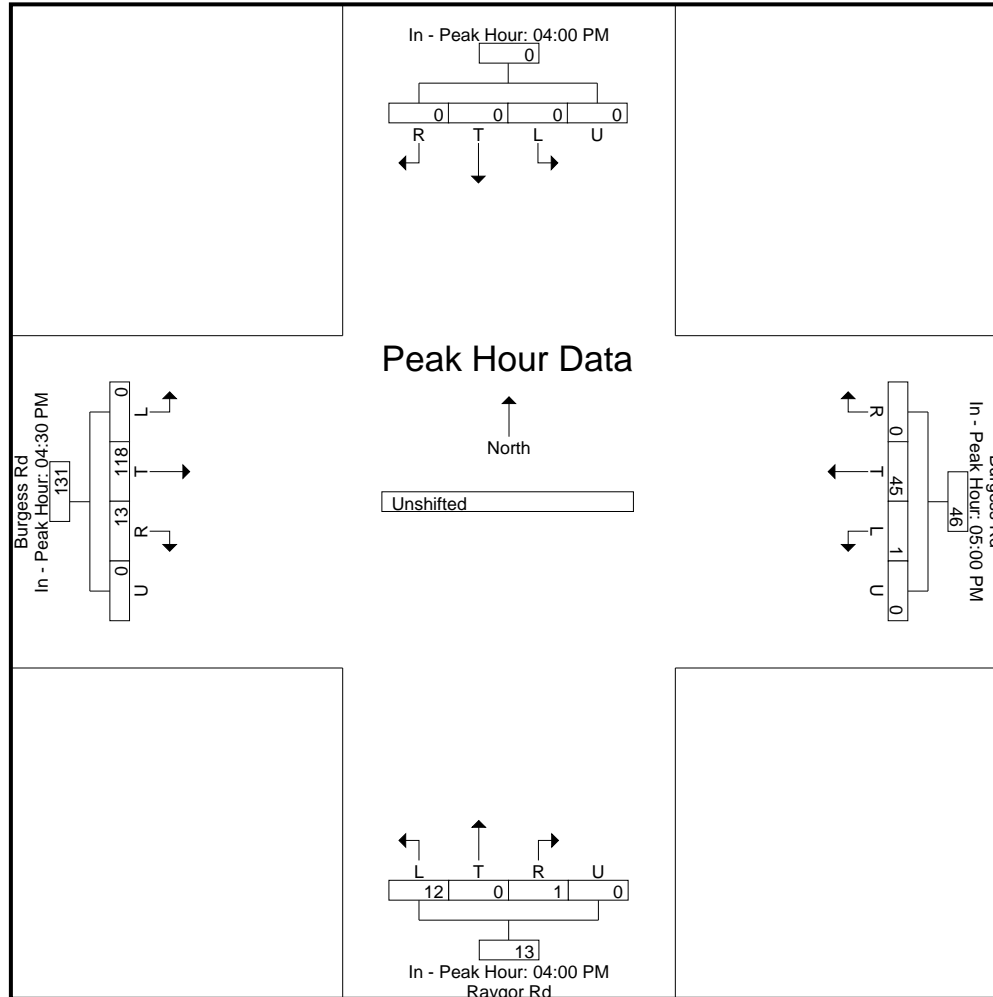
File Name : Raygor Rd - Burgess Rd PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 4

Start Time	Southbound					Burgess Rd Westbound					Raygor Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					5:00:00 PM					4:00:00 PM					4:30:00 PM					
+0 mins.	0	0	0	0	0	1	39	0	0	40	9	0	1	0	10	0	88	14	0	102	
+5 mins.	0	0	0	0	0	1	39	0	0	40	7	0	0	0	7	0	79	3	0	82	
+10 mins.	0	0	0	0	0	2	37	0	0	39	5	0	0	0	5	0	94	5	0	99	
+15 mins.	0	0	0	0	0	2	47	0	0	49	7	0	1	0	8	0	99	12	0	111	
Total Volume	0	0	0	0	0	6	162	0	0	168	28	0	2	0	30	0	360	34	0	394	
% App. Total	0	0	0	0	0	3.6	96.4	0	0		93.3	0	6.7	0		0	91.4	8.6	0		
PHF	.000	.000	.000	.000	.000	.750	.862	.000	.000	.857	.778	.000	.500	.000	.750	.000	.909	.607	.000	.887	

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File Name : Raygor Rd - Burgess Rd PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 5



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File Name : Raygor Rd - Arroya Ln AM
 Site Code : S214750
 Start Date : 9/1/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Raygor Rd Southbound					Arroya Ln Westbound					Raygor Rd Northbound					Arroya Ln Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	8
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	11
Total	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	4	0	0	0	4	19
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13
07:15 AM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	6	2	0	8	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	31
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	10
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
Grand Total	0	19	2	0	21	0	0	0	0	0	0	40	0	0	40	5	0	1	0	6	67
Apprch %	0	90.5	9.5	0		0	0	0	0		0	100	0	0		83.3	0	16.7	0		
Total %	0	28.4	3	0	31.3	0	0	0	0	0	0	59.7	0	0	59.7	7.5	0	1.5	0	9	

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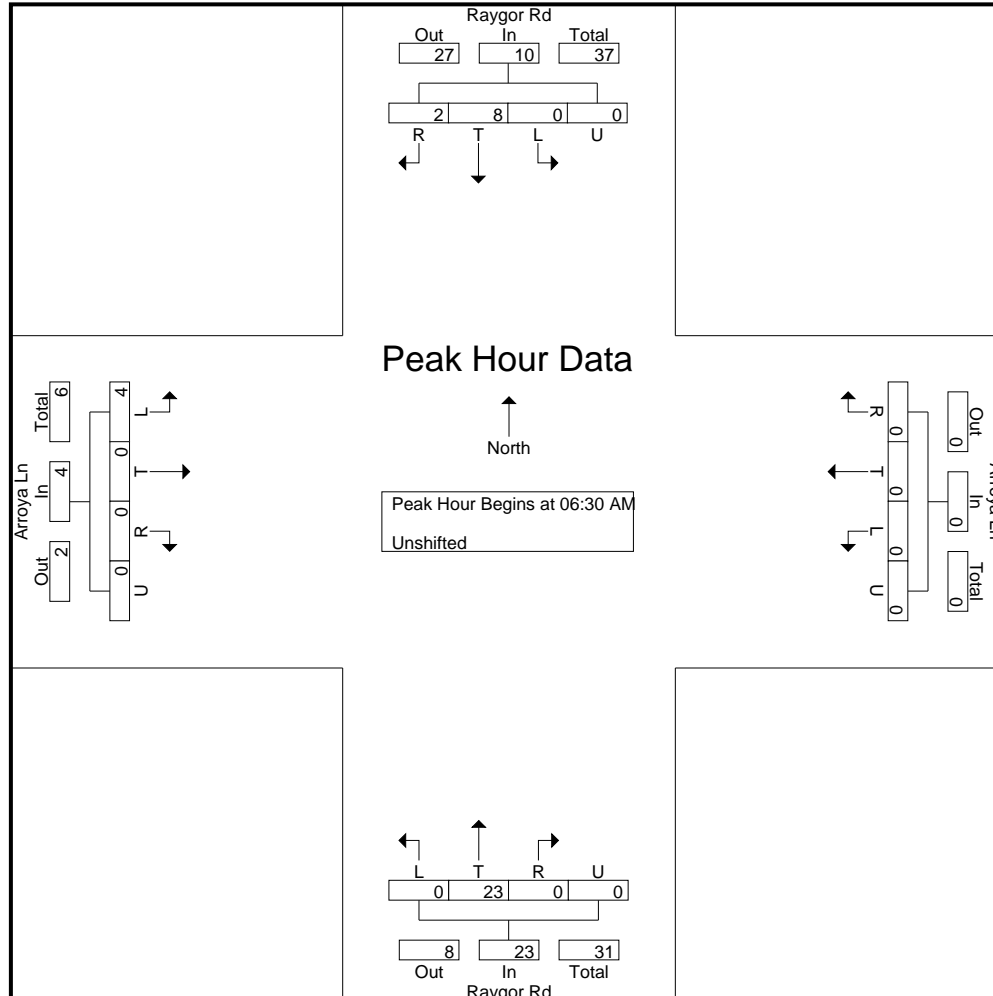
File Name : Raygor Rd - Arroya Ln AM
 Site Code : S214750
 Start Date : 9/1/2021
 Page No : 2

Start Time	Raygor Rd Southbound					Arroya Ln Westbound					Raygor Rd Northbound					Arroya Ln Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:30:00 AM																					
6:30:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	8
6:45:00 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	11
7:00:00 AM	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13
7:15:00 AM	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	8	2	0	10	0	0	0	0	0	0	23	0	0	23	4	0	0	0	4	37
% App. Total	0	80	20	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.667	.250	.000	.833	.000	.000	.000	.000	.000	.000	.479	.000	.000	.479	.500	.000	.000	.000	.500	.712

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File Name : Raygor Rd - Arroya Ln AM
 Site Code : S214750
 Start Date : 9/1/2021
 Page No : 3



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2504 E Pikes Peak Ave, Suite 304
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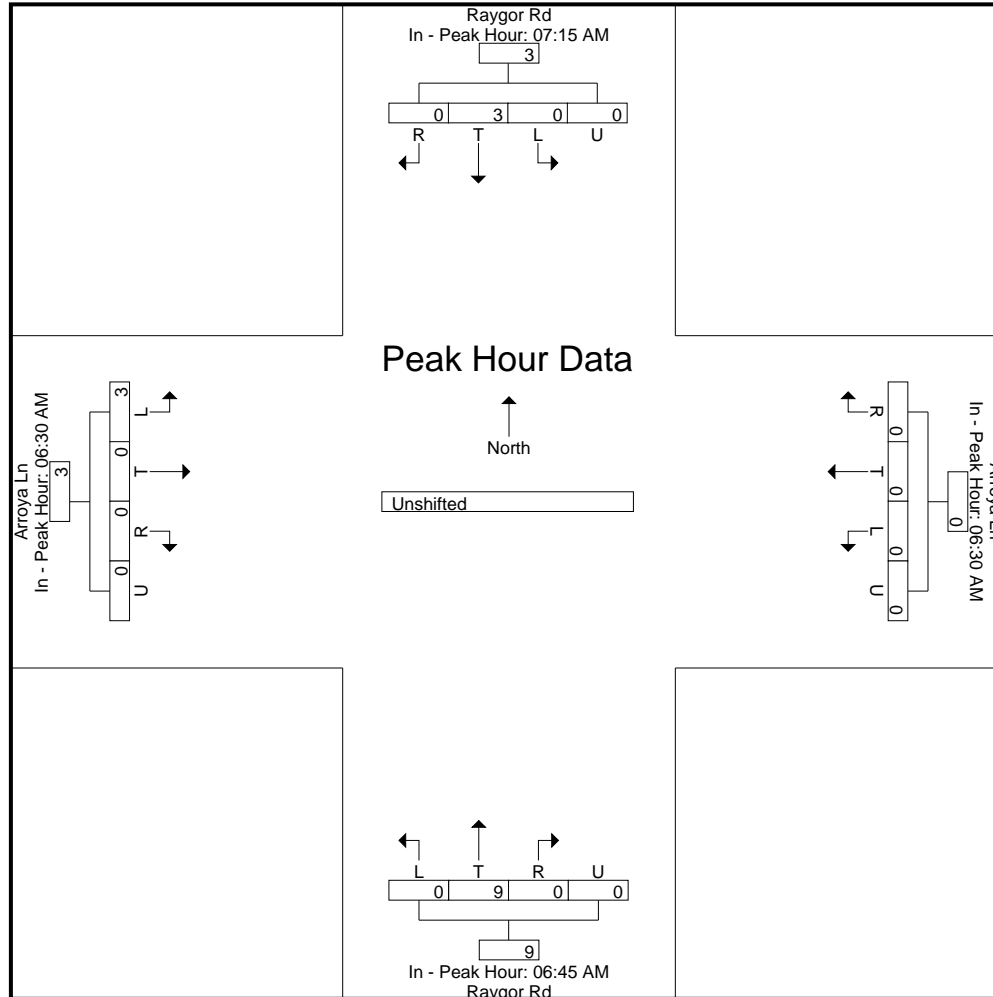
File Name : Raygor Rd - Arroya Ln AM
 Site Code : S214750
 Start Date : 9/1/2021
 Page No : 4

Start Time	Raygor Rd Southbound					Arroya Ln Westbound					Raygor Rd Northbound					Arroya Ln Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	7:15:00 AM					6:30:00 AM					6:45:00 AM					6:30:00 AM					
+0 mins.	0	1	2	0	3	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	
+5 mins.	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	
+10 mins.	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
+15 mins.	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	
Total Volume	0	11	2	0	13	0	0	0	0	0	0	26	0	0	26	4	0	0	0	4	
% App. Total	0	84.6	15.4	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.458	.250	.000	.542	.000	.000	.000	.000	.000	.000	.542	.000	.000	.542	.500	.000	.000	.000	.500	

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719-633-2868

File Name : Raygor Rd - Arroya Ln AM
Site Code : S214750
Start Date : 9/1/2021
Page No : 5



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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Raygor Rd - Arroya Ln PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Raygor Rd Southbound					Arroya Ln Westbound					Raygor Rd Northbound					Arroya Ln Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
04:15 PM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	12
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Total	0	20	2	0	22	0	0	0	0	0	0	18	0	0	18	3	0	0	0	3	43
05:00 PM	0	3	1	0	4	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	9
05:15 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
05:30 PM	0	8	2	0	10	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	11
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6
Total	0	19	3	0	22	0	0	1	0	1	0	11	0	0	11	3	0	0	0	3	37
Grand Total	0	39	5	0	44	0	0	1	0	1	0	29	0	0	29	6	0	0	0	6	80
Apprch %	0	88.6	11.4	0		0	0	100	0		0	100	0	0		100	0	0	0		
Total %	0	48.8	6.2	0	55	0	0	1.2	0	1.2	0	36.2	0	0	36.2	7.5	0	0	0	7.5	

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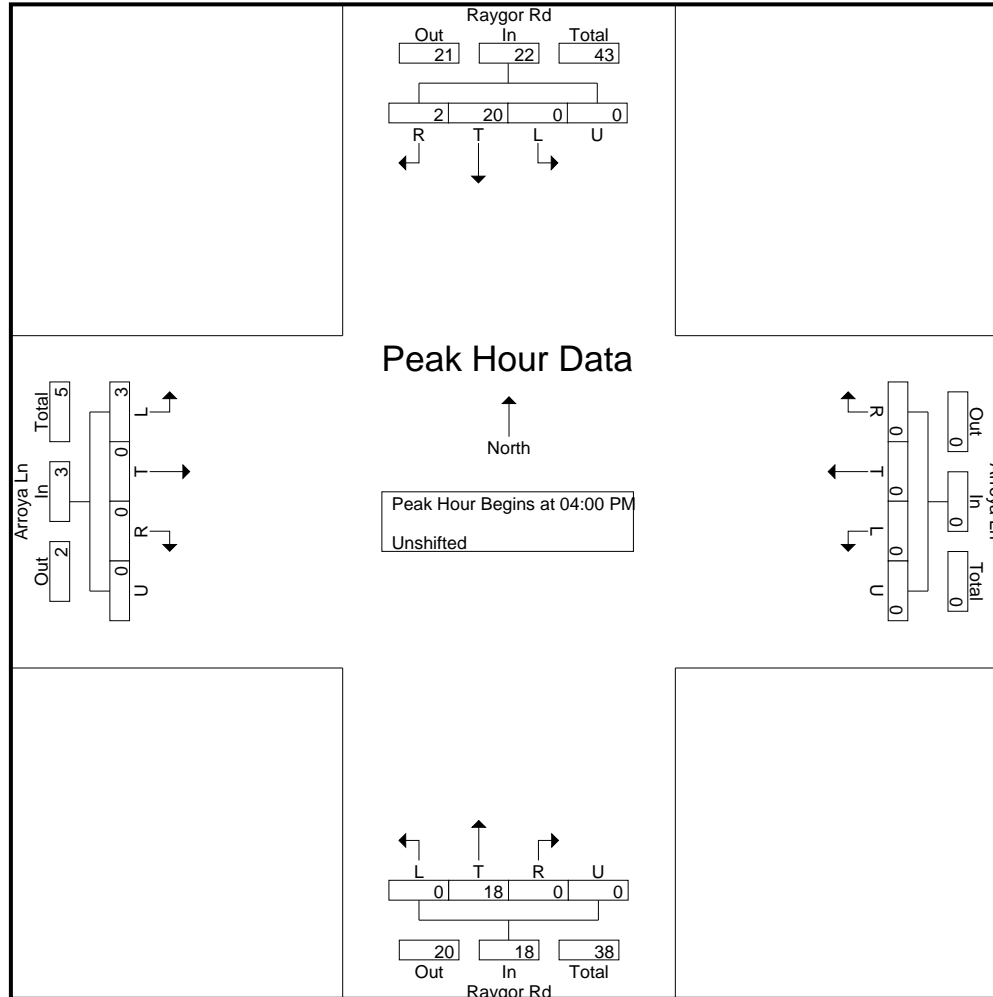
File Name : Raygor Rd - Arroya Ln PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 2

Start Time	Raygor Rd Southbound					Arroya Ln Westbound					Raygor Rd Northbound					Arroya Ln Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
4:15:00 PM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	12
4:30:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
4:45:00 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Total Volume	0	20	2	0	22	0	0	0	0	0	0	18	0	0	18	3	0	0	0	3	43
% App. Total	0	90.9	9.1	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.833	.500	.000	.786	.000	.000	.000	.000	.000	.000	.643	.000	.000	.643	.250	.000	.000	.000	.250	.896

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File Name : Raygor Rd - Arroya Ln PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 3



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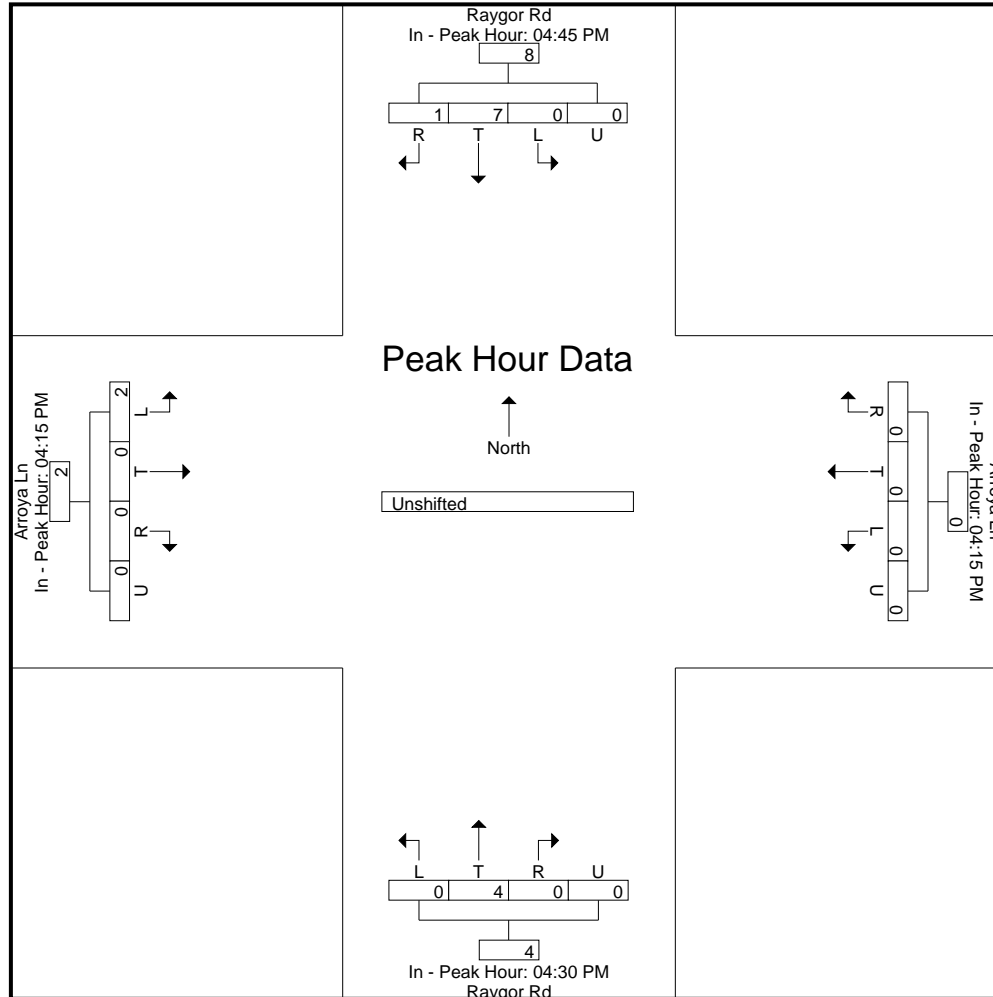
File Name : Raygor Rd - Arroya Ln PM
 Site Code : S214750
 Start Date : 8/18/2021
 Page No : 4

Start Time	Raygor Rd Southbound					Arroya Ln Westbound					Raygor Rd Northbound					Arroya Ln Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:45:00 PM					4:15:00 PM					4:30:00 PM					4:15:00 PM					
+0 mins.	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	
+5 mins.	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	
+10 mins.	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+15 mins.	0	8	2	0	10	0	0	1	0	1	0	6	0	0	6	1	0	0	0	1	
Total Volume	0	21	3	0	24	0	0	1	0	1	0	20	0	0	20	4	0	0	0	4	
% App. Total	0	87.5	12.5	0		0	0	100	0		0	100	0	0		100	0	0	0		
PHF	.000	.656	.375	.000	.600	.000	.000	.250	.000	.250	.000	.714	.000	.000	.714	.333	.000	.000	.000	.333	

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File Name : Raygor Rd - Arroya Ln PM
Site Code : S214750
Start Date : 8/18/2021
Page No : 5



Levels of Service



Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	15	10	525	33	9
Future Vol, veh/h	137	15	10	525	33	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	17	11	571	42	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	174	0	759
Stage 1	-	-	-	-	166
Stage 2	-	-	-	-	593
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	-	-	1403	-	374
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	552
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1403	-	370
Mov Cap-2 Maneuver	-	-	-	-	370
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	546

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	1403	-
HCM Lane V/C Ratio	0.128	-	-	0.008	-
HCM Control Delay (s)	14.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	360	34	9	148	24	5
Future Vol, veh/h	360	34	9	148	24	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	391	37	10	170	31	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	428	0	600
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	190
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	-	-	1131	-	464
Stage 1	-	-	-	-	670
Stage 2	-	-	-	-	842
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1131	-	459
Mov Cap-2 Maneuver	-	-	-	-	459
Stage 1	-	-	-	-	670
Stage 2	-	-	-	-	834

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	1131	-
HCM Lane V/C Ratio	0.077	-	-	0.009	-
HCM Control Delay (s)	13.1	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	15	10	585	50	13
Future Vol, veh/h	150	15	10	585	50	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	93	93	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	17	11	629	60	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	189	0	832 181
Stage 1	-	-	-	-	181 -
Stage 2	-	-	-	-	651 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1385	-	339 862
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	519 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1385	-	335 862
Mov Cap-2 Maneuver	-	-	-	-	335 -
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	513 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	1385	-
HCM Lane V/C Ratio	0.198	-	-	0.008	-
HCM Control Delay (s)	16.7	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	375	50	15	150	25	10
Future Vol, veh/h	375	50	15	150	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	408	54	17	172	32	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	462	0	641
Stage 1	-	-	-	-	435
Stage 2	-	-	-	-	206
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	-	-	1099	-	439
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	829
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1099	-	432
Mov Cap-2 Maneuver	-	-	-	-	432
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	815

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	473	-	-	1099	-
HCM Lane V/C Ratio	0.095	-	-	0.016	-
HCM Control Delay (s)	13.4	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	150	19	13	585	69	18
Future Vol, veh/h	150	19	13	585	69	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	195	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	93	93	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	22	14	629	83	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	194	0	829
Stage 1	-	-	-	-	172
Stage 2	-	-	-	-	657
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	-	-	1379	-	340
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	516
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1379	-	335
Mov Cap-2 Maneuver	-	-	-	-	335
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	508

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	1379	-
HCM Lane V/C Ratio	0.273	-	-	0.01	-
HCM Control Delay (s)	17.9	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0	-

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	6	0	0	0	0	2	0	51	0	1	19	2
Future Vol, veh/h	6	0	0	0	0	2	0	51	0	1	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	3	0	65	0	1	24	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	95	93	26	93	94	65	27	0	0	65	0	0
Stage 1	28	28	-	65	65	-	-	-	-	-	-	-
Stage 2	67	65	-	28	29	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	888	797	1050	891	796	999	1587	-	-	1537	-	-
Stage 1	989	872	-	946	841	-	-	-	-	-	-	-
Stage 2	943	841	-	989	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	885	796	1050	890	795	999	1587	-	-	1537	-	-
Mov Cap-2 Maneuver	885	796	-	890	795	-	-	-	-	-	-	-
Stage 1	989	871	-	946	841	-	-	-	-	-	-	-
Stage 2	941	841	-	988	870	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		8.6		0		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	885	999	1537	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.003	0.001	-	-
HCM Control Delay (s)	0	-	-	9.1	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	0	0	0	12	0	14	0	18	20	10
Future Vol, veh/h	6	0	0	0	0	12	0	14	0	18	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	15	0	18	0	23	26	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	105	97	33	97	103	18	39	0	0	18	0	0
Stage 1	79	79	-	18	18	-	-	-	-	-	-	-
Stage 2	26	18	-	79	85	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	793	1041	885	787	1061	1571	-	-	1599	-	-
Stage 1	930	829	-	1001	880	-	-	-	-	-	-	-
Stage 2	992	880	-	930	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	852	781	1041	875	775	1061	1571	-	-	1599	-	-
Mov Cap-2 Maneuver	852	781	-	875	775	-	-	-	-	-	-	-
Stage 1	930	817	-	1001	880	-	-	-	-	-	-	-
Stage 2	978	880	-	916	812	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		8.4		0		2.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1571	-	-	852	1061	1599	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.015	0.014	-	-
HCM Control Delay (s)	0	-	-	9.3	8.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1 1
Stage 1	-	-	-	-	1 -
Stage 2	-	-	-	-	0 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022 1084
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	- -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	1022 1084
Mov Cap-2 Maneuver	-	-	-	-	1022 -
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	- -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	375	66	19	150	36	13
Future Vol, veh/h	375	66	19	150	36	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	195	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	408	72	22	172	46	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	480	0	624 408
Stage 1	-	-	-	-	408 -
Stage 2	-	-	-	-	216 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1082	-	449 643
Stage 1	-	-	-	-	671 -
Stage 2	-	-	-	-	820 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	439 643
Mov Cap-2 Maneuver	-	-	-	-	439 -
Stage 1	-	-	-	-	671 -
Stage 2	-	-	-	-	802 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	1082	-
HCM Lane V/C Ratio	0.131	-	-	0.02	-
HCM Control Delay (s)	13.6	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	2	0	32	0	2	48	5
Future Vol, veh/h	5	0	0	0	0	2	0	32	0	2	48	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	0	0	0	3	0	41	0	2	58	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	108	106	61	106	109	41	64	0	0	41	0	0
Stage 1	65	65	-	41	41	-	-	-	-	-	-	-
Stage 2	43	41	-	65	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	871	784	1004	873	781	1030	1538	-	-	1568	-	-
Stage 1	946	841	-	974	861	-	-	-	-	-	-	-
Stage 2	971	861	-	946	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	868	783	1004	872	780	1030	1538	-	-	1568	-	-
Mov Cap-2 Maneuver	868	783	-	872	780	-	-	-	-	-	-	-
Stage 1	946	840	-	974	861	-	-	-	-	-	-	-
Stage 2	969	861	-	945	837	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		8.5		0		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	868	1030	1568	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.002	0.002	-	-
HCM Control Delay (s)	0	-	-	9.2	8.5	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	0	0	0	0	12	0	14	0	18	20	10
Future Vol, veh/h	6	0	0	0	0	12	0	14	0	18	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	15	0	18	0	23	26	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	105	97	33	97	103	18	39	0	0	18	0	0
Stage 1	79	79	-	18	18	-	-	-	-	-	-	-
Stage 2	26	18	-	79	85	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	793	1041	885	787	1061	1571	-	-	1599	-	-
Stage 1	930	829	-	1001	880	-	-	-	-	-	-	-
Stage 2	992	880	-	930	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	852	781	1041	875	775	1061	1571	-	-	1599	-	-
Mov Cap-2 Maneuver	852	781	-	875	775	-	-	-	-	-	-	-
Stage 1	930	817	-	1001	880	-	-	-	-	-	-	-
Stage 2	978	880	-	916	812	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		8.4		0		2.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1571	-	-	852	1061	1599	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.015	0.014	-	-
HCM Control Delay (s)	0	-	-	9.3	8.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	0
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	1622	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	1022
Mov Cap-2 Maneuver	-	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	0
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	1622	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	1022
Mov Cap-2 Maneuver	-	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	45	10	280	35	10
Future Vol, veh/h	525	45	10	280	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	48	11	304	45	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	613	0	915
Stage 1	-	-	-	-	589
Stage 2	-	-	-	-	326
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	-	-	966	-	303
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	731
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	966	-	299
Mov Cap-2 Maneuver	-	-	-	-	299
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	721

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	966	-
HCM Lane V/C Ratio	0.175	-	-	0.011	-
HCM Control Delay (s)	18.3	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	0	0	0	3	35	0	0	35	1
Future Vol, veh/h	1	0	1	0	0	0	3	35	0	0	35	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	0	0	4	45	0	0	45	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	99	99	46	99	99	45	46	0	0	45	0	0
Stage 1	46	46	-	53	53	-	-	-	-	-	-	-
Stage 2	53	53	-	46	46	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	883	791	1023	883	791	1025	1562	-	-	1563	-	-
Stage 1	968	857	-	960	851	-	-	-	-	-	-	-
Stage 2	960	851	-	968	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	881	789	1023	879	789	1025	1562	-	-	1563	-	-
Mov Cap-2 Maneuver	881	789	-	879	789	-	-	-	-	-	-	-
Stage 1	965	857	-	957	848	-	-	-	-	-	-	-
Stage 2	957	848	-	967	857	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		0		0.6		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1562	-	-	947	-	1563	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.8	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	3	0	0	0	5	40	0	0	40	1
Future Vol, veh/h	1	0	3	0	0	0	5	40	0	0	40	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	0	0	0	6	51	0	0	51	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	115	115	52	117	115	51	52	0	0	51	0	0
Stage 1	52	52	-	63	63	-	-	-	-	-	-	-
Stage 2	63	63	-	54	52	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	862	775	1016	859	775	1017	1554	-	-	1555	-	-
Stage 1	961	852	-	948	842	-	-	-	-	-	-	-
Stage 2	948	842	-	958	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	859	772	1016	853	772	1017	1554	-	-	1555	-	-
Mov Cap-2 Maneuver	859	772	-	853	772	-	-	-	-	-	-	-
Stage 1	957	852	-	944	839	-	-	-	-	-	-	-
Stage 2	944	839	-	954	852	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		0		0.8		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1554	-	-	972	-	1555	-	-
HCM Lane V/C Ratio	0.004	-	-	0.005	-	-	-	-
HCM Control Delay (s)	7.3	0	-	8.7	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	5	2	0	0	8	45	1	0	42	1
Future Vol, veh/h	0	0	5	2	0	0	8	45	1	0	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	3	0	0	10	54	1	0	54	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	130	130	55	133	130	55	55	0	0	55	0	0
Stage 1	55	55	-	75	75	-	-	-	-	-	-	-
Stage 2	75	75	-	58	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	843	761	1012	839	761	1012	1550	-	-	1550	-	-
Stage 1	957	849	-	934	833	-	-	-	-	-	-	-
Stage 2	934	833	-	954	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	839	756	1012	829	756	1012	1550	-	-	1550	-	-
Mov Cap-2 Maneuver	839	756	-	829	756	-	-	-	-	-	-	-
Stage 1	950	849	-	927	827	-	-	-	-	-	-	-
Stage 2	927	827	-	948	849	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		9.4		1.1		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	1012	829	1550	-	-
HCM Lane V/C Ratio	0.006	-	-	0.006	0.003	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	140	31	12	420	48	10
Future Vol, veh/h	140	31	12	420	48	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	195	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	36	13	457	58	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	197	0	644
Stage 1	-	-	-	-	161
Stage 2	-	-	-	-	483
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	-	-	1376	-	437
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	620
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1376	-	431
Mov Cap-2 Maneuver	-	-	-	-	431
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	612

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	473	-	-	1376	-
HCM Lane V/C Ratio	0.148	-	-	0.009	-
HCM Control Delay (s)	13.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	2	0	0	1	28	1	0	31	1
Future Vol, veh/h	1	0	2	2	0	0	1	28	1	0	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	3	0	0	1	36	1	0	40	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	80	80	41	81	80	37	41	0	0	37	0	0
Stage 1	41	41	-	39	39	-	-	-	-	-	-	-
Stage 2	39	39	-	42	41	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	908	810	1030	907	810	1035	1568	-	-	1574	-	-
Stage 1	974	861	-	976	862	-	-	-	-	-	-	-
Stage 2	976	862	-	972	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	907	809	1030	904	809	1035	1568	-	-	1574	-	-
Mov Cap-2 Maneuver	907	809	-	904	809	-	-	-	-	-	-	-
Stage 1	973	861	-	975	861	-	-	-	-	-	-	-
Stage 2	975	861	-	970	861	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9		0.2		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	985	904	1574	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.003	-	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	8	0	3	2	27	2	1	36	1
Future Vol, veh/h	1	0	5	8	0	3	2	27	2	1	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	6	10	0	4	3	35	3	1	46	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	94	93	47	95	92	37	47	0	0	38	0	0
Stage 1	49	49	-	43	43	-	-	-	-	-	-	-
Stage 2	45	44	-	52	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	797	1022	888	798	1035	1560	-	-	1572	-	-
Stage 1	964	854	-	971	859	-	-	-	-	-	-	-
Stage 2	969	858	-	961	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	884	795	1022	880	796	1035	1560	-	-	1572	-	-
Mov Cap-2 Maneuver	884	795	-	880	796	-	-	-	-	-	-	-
Stage 1	962	853	-	969	857	-	-	-	-	-	-	-
Stage 2	963	856	-	954	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	9	0.5	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1560	-	-	996	917	1572	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.015	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.6	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Vol, veh/h	1	0	7	11	0	0	3	36	5	0	50	0
Future Vol, veh/h	1	0	7	11	0	0	3	36	5	0	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	9	14	0	0	4	46	6	0	60	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	117	120	60	122	117	49	60	0	0	52	0	0
Stage 1	60	60	-	57	57	-	-	-	-	-	-	-
Stage 2	57	60	-	65	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	859	770	1005	853	773	1020	1544	-	-	1554	-	-
Stage 1	951	845	-	955	847	-	-	-	-	-	-	-
Stage 2	955	845	-	946	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	857	768	1005	844	771	1020	1544	-	-	1554	-	-
Mov Cap-2 Maneuver	857	768	-	844	771	-	-	-	-	-	-	-
Stage 1	948	845	-	952	844	-	-	-	-	-	-	-
Stage 2	952	842	-	938	845	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.3		0.5		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	984	844	1554	-	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.017	-	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	525	48	10	280	37	10
Future Vol, veh/h	525	48	10	280	37	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	195	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	52	11	304	47	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	617	0	891
Stage 1	-	-	-	-	565
Stage 2	-	-	-	-	326
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	-	-	963	-	313
Stage 1	-	-	-	-	569
Stage 2	-	-	-	-	731
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	963	-	309
Mov Cap-2 Maneuver	-	-	-	-	309
Stage 1	-	-	-	-	569
Stage 2	-	-	-	-	721

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	-	-	963	-
HCM Lane V/C Ratio	0.178	-	-	0.011	-
HCM Control Delay (s)	17.9	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	1	0	0	3	37	2	1	0	38
Future Vol, veh/h	1	0	1	1	0	0	3	37	2	1	0	38
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	1	0	0	4	47	3	1	0	49

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	85	85	25	84	108	50	49	0	0	50	0	0
Stage 1	27	27	-	57	57	-	-	-	-	-	-	-
Stage 2	58	58	-	27	51	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	901	805	1051	903	782	1018	1558	-	-	1557	-	-
Stage 1	990	873	-	955	847	-	-	-	-	-	-	-
Stage 2	954	847	-	990	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	897	802	1051	899	779	1017	1558	-	-	1557	-	-
Mov Cap-2 Maneuver	897	802	-	899	779	-	-	-	-	-	-	-
Stage 1	987	872	-	952	844	-	-	-	-	-	-	-
Stage 2	950	844	-	988	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9	0.5	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	968	899	1557	-	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.001	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	3	5	0	2	5	41	7	3	42	1
Future Vol, veh/h	1	0	3	5	0	2	5	41	7	3	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	6	0	3	6	49	8	4	54	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	130	132	55	130	128	53	55	0	0	57	0	0
Stage 1	63	63	-	65	65	-	-	-	-	-	-	-
Stage 2	67	69	-	65	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	843	759	1012	843	763	1014	1550	-	-	1547	-	-
Stage 1	948	842	-	946	841	-	-	-	-	-	-	-
Stage 2	943	837	-	946	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	836	754	1012	835	758	1014	1550	-	-	1547	-	-
Mov Cap-2 Maneuver	836	754	-	835	758	-	-	-	-	-	-	-
Stage 1	944	839	-	942	838	-	-	-	-	-	-	-
Stage 2	937	834	-	940	839	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.1		0.7		0.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	961	879	1547	-	-
HCM Lane V/C Ratio	0.004	-	-	0.005	0.01	0.002	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	5	2	0	0	8	45	1	0	42	1
Future Vol, veh/h	0	0	5	2	0	0	8	45	1	0	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	3	0	0	10	54	1	0	54	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	130	130	55	133	130	55	55	0	0	55	0	0
Stage 1	55	55	-	75	75	-	-	-	-	-	-	-
Stage 2	75	75	-	58	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	843	761	1012	839	761	1012	1550	-	-	1550	-	-
Stage 1	957	849	-	934	833	-	-	-	-	-	-	-
Stage 2	934	833	-	954	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	839	756	1012	829	756	1012	1550	-	-	1550	-	-
Mov Cap-2 Maneuver	839	756	-	829	756	-	-	-	-	-	-	-
Stage 1	950	849	-	927	827	-	-	-	-	-	-	-
Stage 2	927	827	-	948	849	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		9.4		1.1		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	1012	829	1550	-	-
HCM Lane V/C Ratio	0.006	-	-	0.006	0.003	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-