

Bradley Point Filing 1

Traffic Memorandum

Prepared for:

Bradley Point, LLC

2010 Fox Mountain Point

Colorado Springs, Colorado 80906

Contact: Mr. Steve Schnurr

JANUARY 12, 2021

LSC Transportation Consultants

Prepared by: Colleen Guillotte, P.E., PTOE, RSP

Reviewed by: Jeffrey C. Hodsdon, P.E.

LSC #204800



CONTENTS

REPORT CONTENTS	1
RECENT TRAFFIC REPORTS	2
LAND USE AND ACCESS	2
EXISTING ROAD AND TRAFFIC CONDITIONS.....	2
Existing Traffic Volumes	2
Pedestrian, Bicycle and Public Transit Access	3
FUTURE BACKGROUND CONDITIONS.....	3
TRIP GENERATION.....	3
TRIP DISTRIBUTION AND ASSIGNMENT.....	4
TOTAL TRAFFIC.....	4
Short-Term Total Traffic Volumes	4
2040 Total Traffic Volumes	4
LEVEL OF SERVICE ANALYSIS	4
AUXILIARY TURN LANES	5
CONCLUSIONS AND RECOMMENDATIONS	6
Trip Generation	6
Site Access.....	6
Auxiliary Lanes	6
Enclosures:.....	6

Table 3

Figures 1-7

SimTraffic Delay/Vehicle with Synchro Inputs



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

January 12, 2021

Bradley Point, LLC
2010 Fox Mountain Point
Colorado Springs, Colorado 80906

RE: Bradley Point Filing 1
Traffic Memorandum
El Paso County, Colorado
LSC #204800

Dear Mr. Schnurr:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic memorandum for the proposed Bradley Point Filing 1 development. The location is proposed to be used as a holding area for landscaping materials only to be access by employees, not the general public. As shown in Figure 1, the site is located northeast of the US Highway 85/South Academy Boulevard interchange in El Paso County, Colorado (El Paso County parcel IDs 6503400040 and 6503400038). This memorandum has been prepared for submittal to El Paso County and the Colorado Department of Transportation (CDOT).

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, widths, pavement markings, traffic control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Current average weekday traffic (AWT) volumes on US Highway 85 (US Hwy 85);
- Estimated weekday morning and evening peak-hour traffic volumes on US Hwy 85;
- Projections of 20-year background traffic volumes on the study-area streets;
- The proposed site land use;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed land use;
- Assignment of the site-generated traffic to the site access point and US Hwy 85 adjacent to the site;
- Projected resulting total peak-hour intersection traffic volumes at the site access;

- Projected total daily (AWT) volumes on the study-area streets;
- Intersection level of service analysis at the site access intersection
- Queuing and auxiliary lane analysis at the site access; and
- Findings and recommendations.

RECENT TRAFFIC REPORTS

LSC is not aware of any traffic studies completed within the study area in the last five years.

LAND USE AND ACCESS

The property is proposed to be used for loading trailers with landscaping product for delivery. The property will not be open to the general public, but will only be accessed by employees of the landscaping supply company.

Three on-site employees are anticipated, with additional employees, including truck drivers, associated with this operation. During the months of January and February, about 10 truckloads per day are anticipated. During the peak season, which occurs March thru June, operation will run for 10 hours per day with approximately six truckloads per hour. This would translate to an average of about 60 truckloads per day. The anticipated maximum daily would be up to 80 loads per day. By July, the truck traffic would taper back down to about 10 truckloads per day.

Figure 1 shows the site location relative to the adjacent and nearby streets and roadways. As shown, the development is located northeast of the US Hwy 85/South Academy Boulevard interchange. The property currently has a single full-movement access onto US Hwy 85. The access is planned to remain in its current location. Figure 2 provides the site plan and access location.

EXISTING ROAD AND TRAFFIC CONDITIONS

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

US Highway 85 is a NR-A (non-rural principal arterial) that runs north/south parallel to I-25. The roadway has four-lanes south of the site access. The two northbound lanes merge into a single lane at approximately the site access. The roadway has a painted median at the site access location. The posted speed limit is 50 miles per hour (mph) adjacent to the site.

Existing Traffic Volumes

Figure 3 shows the peak-hour and daily traffic volume from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS). The peak-hour volumes

are based on the calculated 2019 design hour volumes (DHV). These were consistent with CDOT counts from October 2018. The daily volumes are from 2019.

Pedestrian, Bicycle and Public Transit Access

There are no sidewalks or trails in the vicinity of the site. Mountain Metropolitan Transit Route 27 passes the site on South Academy Boulevard. However, there are no stops within a half mile of the proposed development.

FUTURE BACKGROUND CONDITIONS

Background traffic is traffic that is anticipated to occur without the addition of the proposed development. Figure 4 shows the projected long-term background traffic volumes for the year 2040. Traffic from the proposed development is not included in the 2040 background traffic volumes.

Estimated 2040 background traffic volumes are based on CDOT 20-year factor for the roadway. It is estimated that US Hwy 85 will experience 0.74 percent/year growth.

TRIP GENERATION

Estimates of site-generated vehicle trips for the proposed development were made using information provided by the applicant regarding the planned usage of the site - a storage and product truck loading operation. The ITE Warehousing land use (ITE Code 150) was selected as the most applicable ITE land use category. However, the standard published trip-generation rates for this land use category were adjusted to account for the unique nature of the proposed use of the site, as described in the land use section above. The vehicle-trip calculations reflect the planned three employees that will be working on-site.

Table 1 provides a summary of the trip-generation forecast for the site. These estimates are representative of **the busy season (March through May)**. Other months of the year would have significantly lower trip generation. As shown, the proposed land use is estimated to generate approximately 130 total daily trips on the average weekday during the spring busy season. During the morning peak hour, approximately 6 vehicles would enter, and 6 vehicles would exit the site. During the evening peak hour, approximately 6 vehicles would enter, and 6 vehicles would exit. All peak-hour vehicles trips would be **truck trips**, and truck trips have been used in the analysis in this report.

Table 1: Estimated Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	6	6	12
Afternoon Peak Hour	6	6	12
Daily	65	65	130

A detailed trip-generation estimate for the site, including adjusted ITE trip-generation rates, is presented in Table 3 (attached).

Table 4 (attached) provides, for reference only, a trip-generation estimate based on the unadjusted, nationally published trip-generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE) for land use 150. As shown, the application of unadjusted ITE rates results in lower trip generation than calculated in Table 3. To be conservative, the higher trip-generation rates from Table 3 (and Table 2) have been used for the analysis.

TRIP DISTRIBUTION AND ASSIGNMENT

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/from the north and south via US Hwy 85. As shown, it is estimated that most traffic would be oriented to/from the south where there is access to South Academy Boulevard and a route to/from Interstate 25.

Site-generated traffic volumes have been estimated at the site access, as shown in Figure 5. These volumes have been calculated by applying the directional distribution percentages to the trip generation estimates (from Table 3).

TOTAL TRAFFIC

Short-Term Total Traffic Volumes

Figure 6 shows the sum of the existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following the site development. Laneage and traffic control at the study-area intersections are also shown in this figure.

2040 Total Traffic Volumes

Figure 7 shows the sum of the long-term background traffic volumes (from Figure 4) and site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected long-term total traffic following the site development. Laneage and traffic control at the study-area intersections are also shown in this figure.

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.		

The site access has been analyzed to determine the projected intersection levels of service for short- and long-term total traffic scenarios for the morning and afternoon peak-hour periods using SimTraffic model runs. The level of service is based on SimTraffic simulation rather than the Highway Capacity Manual (HCM) methodology because it better accounts for gaps created by the adjacent signals.

In both the short-term and long-term scenarios, the southbound left-turn into the site operates at LOS A during the peak hours. The westbound approach is anticipated to operate at LOS C during both peak hours in the short-term scenarios. In the long-term scenario, this movement is projected to operate at LOS D during both peak hours.

AUXILIARY TURN LANES

Based on requirements in the CDOT State Highway Access Code, an NR-A highway is required to have a left-turn deceleration lane if the turning volume exceeds 10 vph. A right-turn deceleration lane is required in the turning volume exceeds 25 vph. Using passenger car equivalents for the truck volumes, neither turn meets the threshold for requiring a deceleration lane.

Although a southbound left-turn deceleration lane is not required, there is a painted median that allows for a turn lane. There is a northbound left-turn lane located approximately 150 feet north of the site access (queuing distance) which currently has a striped turn lane that extends back to the site access. It is recommended that the center painted median be restriped for back-to-back left-turn lanes.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- The site is projected to generate approximately 12 new morning peak hour trips, with 6 inbound and 6 outbound.
- The site is projected to generate approximately 12 new afternoon peak hours trips, with 6 inbound and 6 outbound.
- The site is projected to generate approximately 130 new daily trips (annual average daily trips).

Site Access

- The southbound left-turning movement into the site is projected to operate at LOS A during all peak hours.
- The westbound approach is expected to operate at LOS D or better for all scenarios.

Auxiliary Lanes

- The center striped median should be restriped for back-to-back left-turns between the site access and the access (to the west side of the highway) located 150 feet to the north. It should be noted that a southbound left-turn lane is not required per the State Highway Access Code, but restriping would “formalize” the access opening such that traffic turning left in or out of the access would not cross two sets of dual yellow stripes.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

CRG:jas

Enclosures: Tables 3-4
Figures 1-7
SimTraffic Delay/Vehicle with Synchro Inputs

Tables

Table 3: Detailed Trip Generation Estimate

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated ⁽³⁾					
			Average	Morning		Afternoon		Average	Morning		Afternoon			
			Weekday	Peak Hour		Peak Hour		Weekday	Peak Hour		Peak Hour			
			Traffic	In	Out	In	Out	Traffic	In	Out	In	Out		
150	Warehousing	3 Emp ⁽²⁾	43.33	2.00	2.00	2.00	2.00	130	6	6	6	6		
Notes:														
(1) Standard Institute of Transportation Engineers (ITE) rates were adjusted for this site specific use														
(2) Emp = Employees														
(3) Trip Generation Estimate is for March through May. Other months are anticipated to have lower trip generation														
Source: LSC Transportation Consultants, Inc.														

Table 4: Trip Generation Estimate Based on Unadjusted ITE Rates – For Reference Only

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated					
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour			
				In	Out	In	Out		In	Out				
150	Warehousing	3 Emp ⁽²⁾	8.43	1.56	0.61	0.24	0.42	25	5	2	1	1		
Notes:														
(1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)														
(2) Emp = Employees														
Source: LSC Transportation Consultants, Inc.														

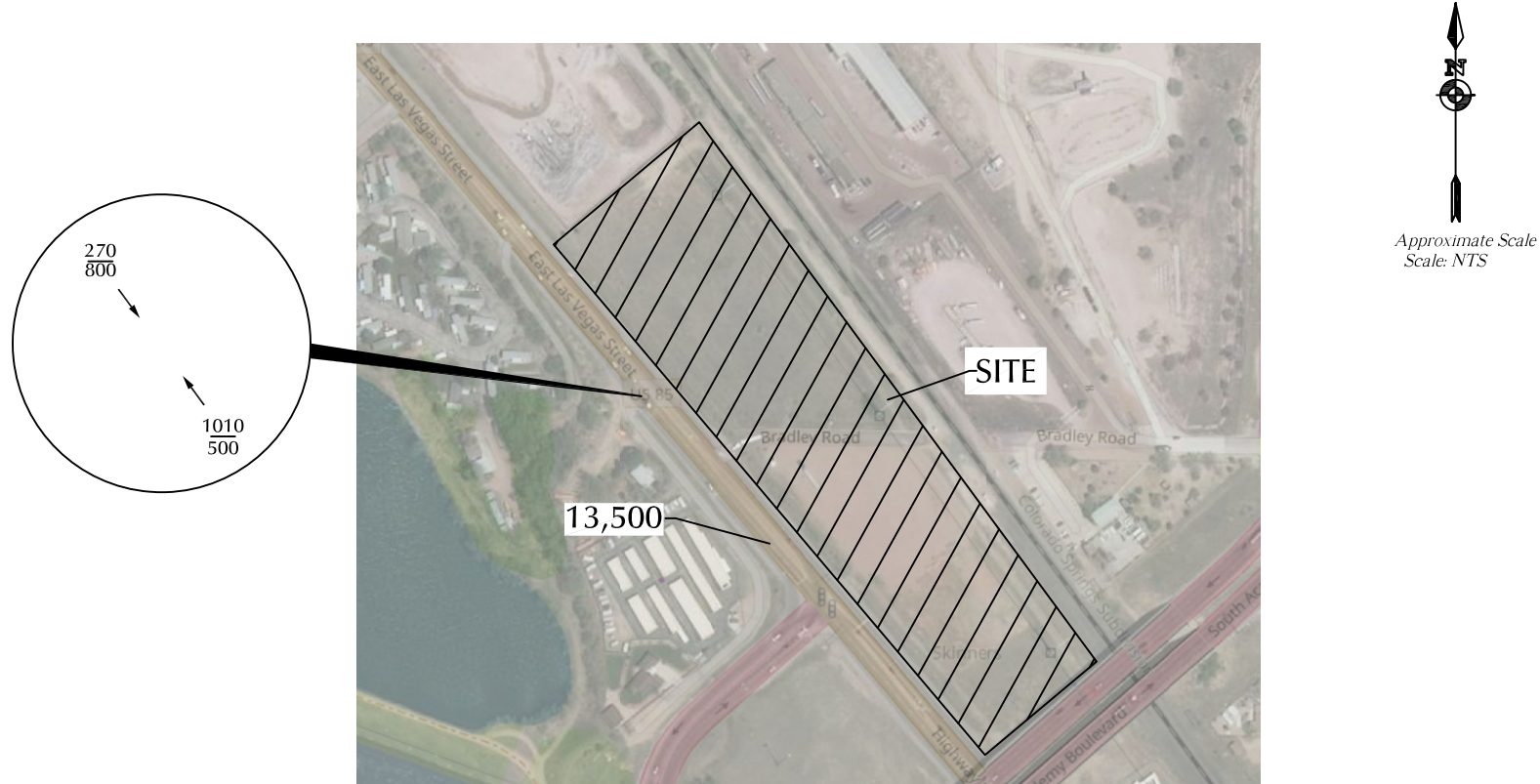
Figures



Approximate Scale
Scale: NTS

Figure 1
**Vicinity
Map**

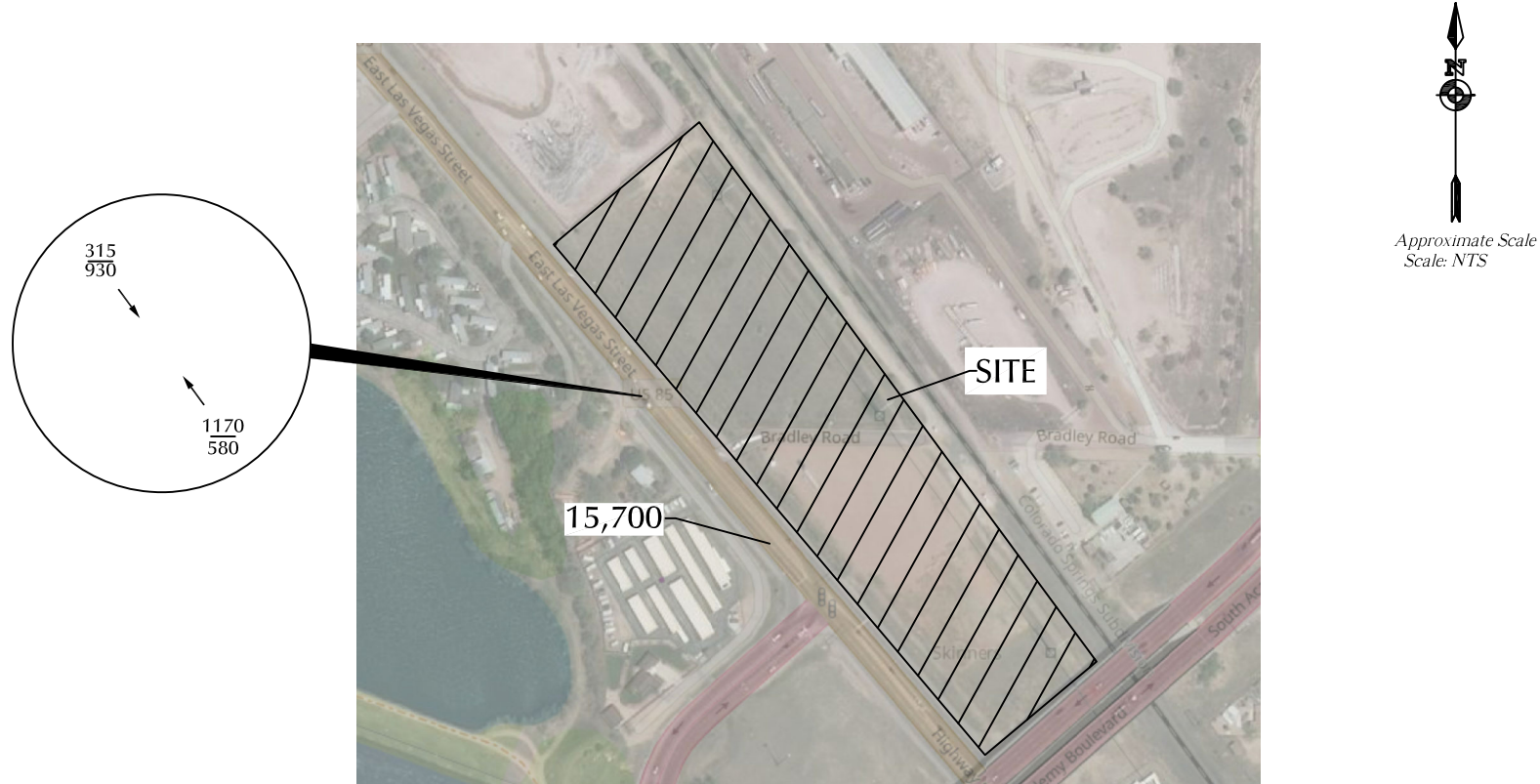
Bradley Point Filing 1 (LSC #204800)



LEGEND:

$\frac{XX}{XX} = \frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$ 2019 CDOT DHV and considering CDOT 2018 Counts

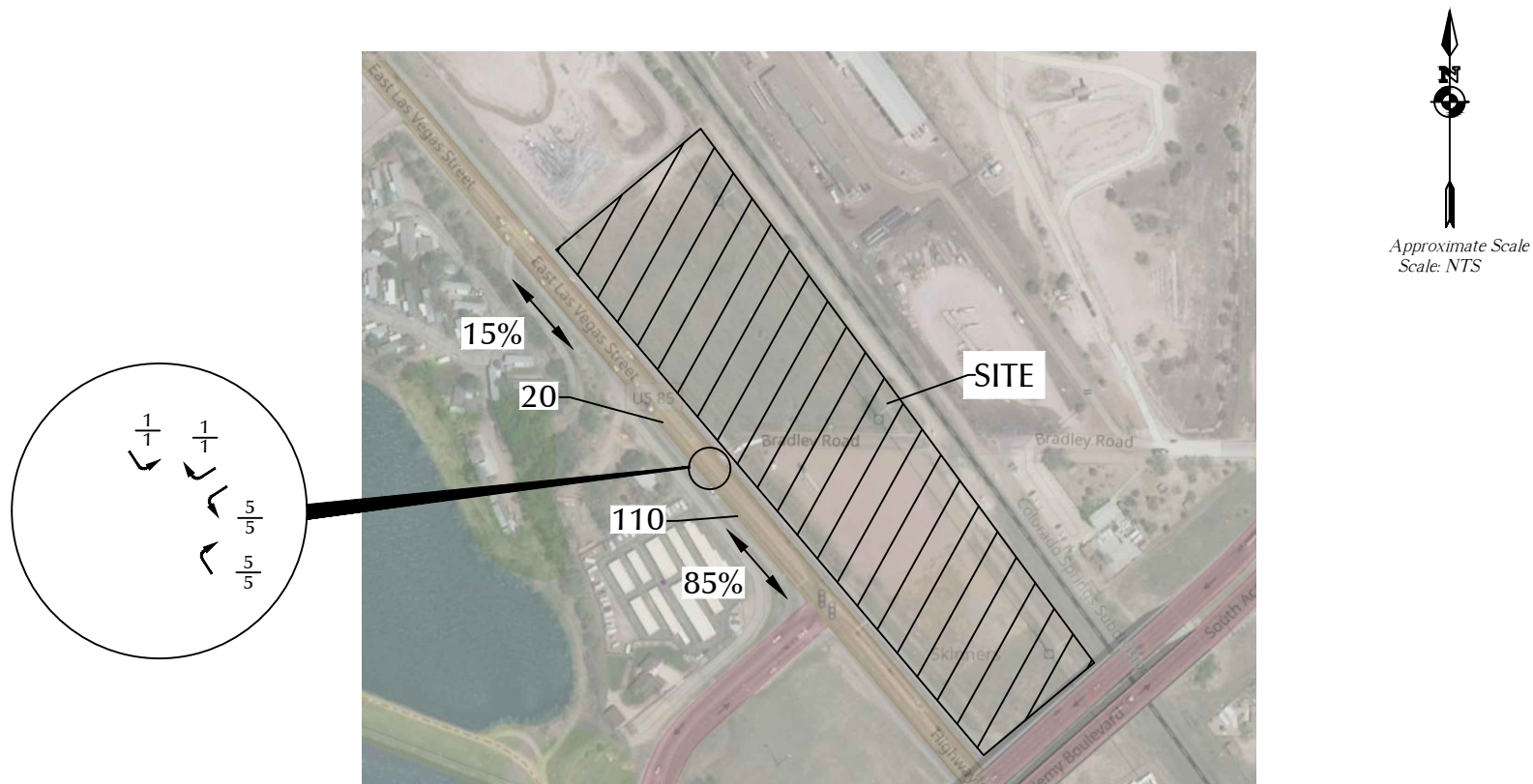
X,XXX = Annual Average Daily Traffic (vehicles per day) (2019 CDOT)



LEGEND:

$\frac{XX}{XX} = \frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

X,XXX = Annual Average Daily Traffic (vehicles per day)



LEGEND:

$\frac{XX}{XX} = \frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

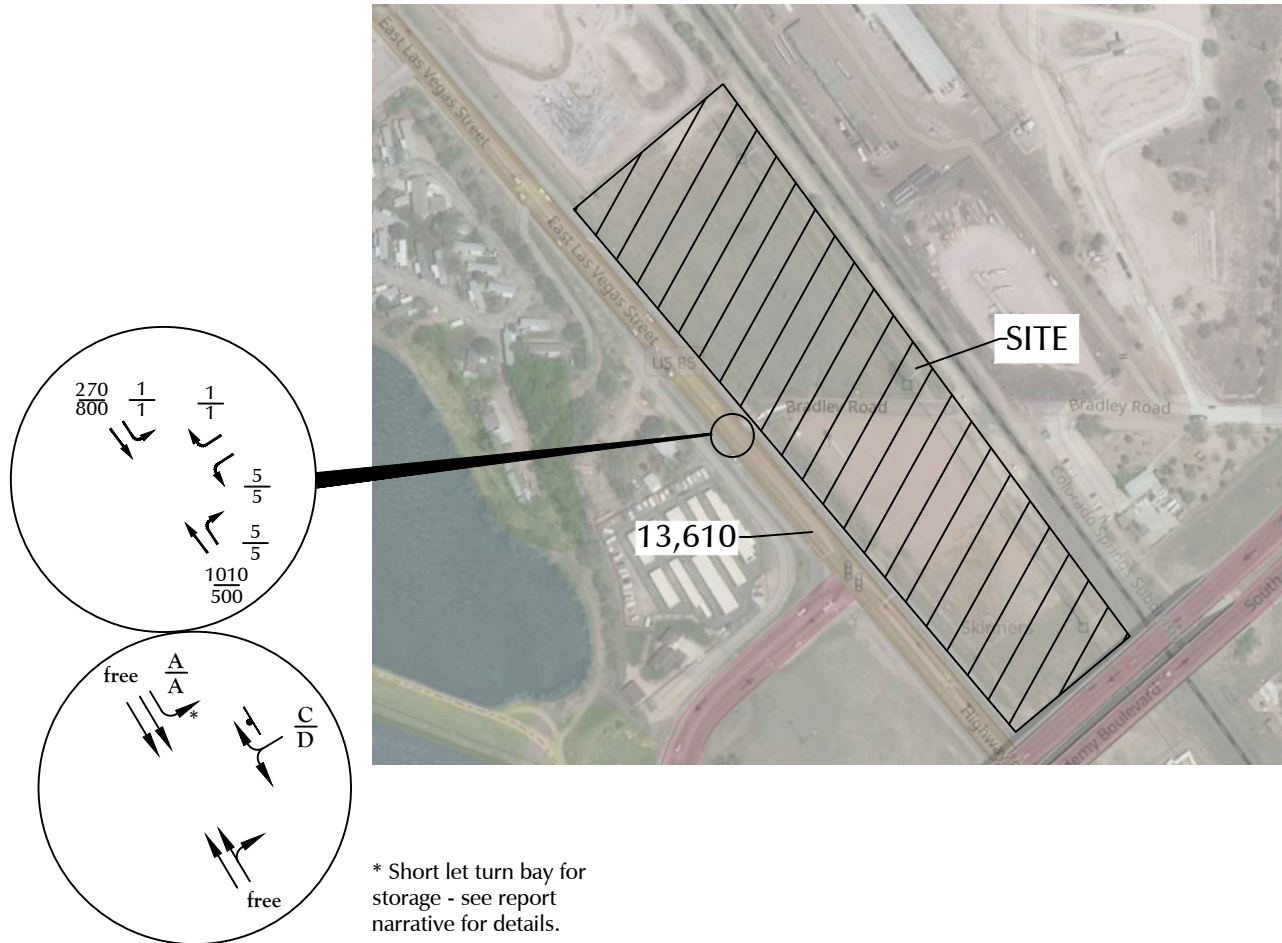
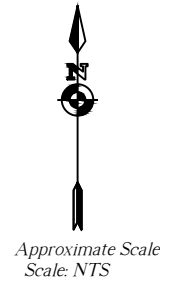
X,XXX = Annual Average Daily Traffic (vehicles per day)

$\longleftrightarrow 35\%$ = Percent Directional Distribution



Figure 5
**Estimated Distribution
and Site-Generated Traffic**

Bradley Point Filing 1 (LSC #204800)



LEGEND:

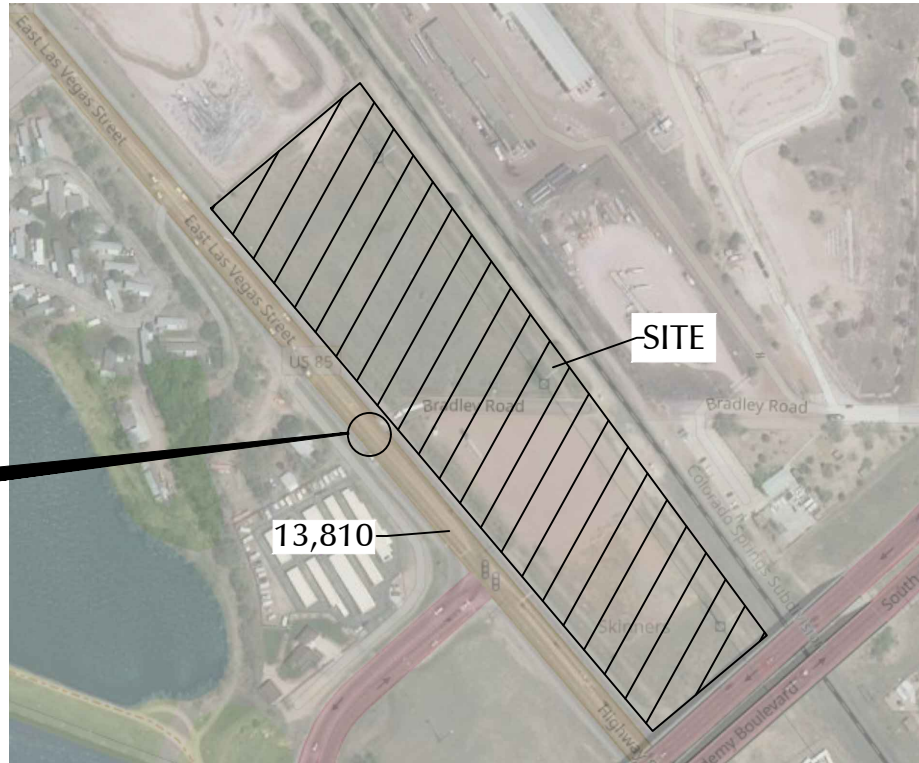
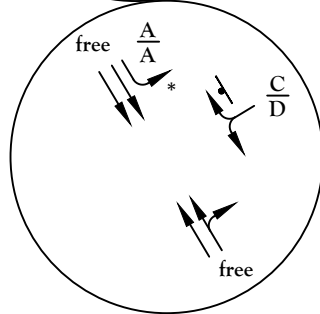
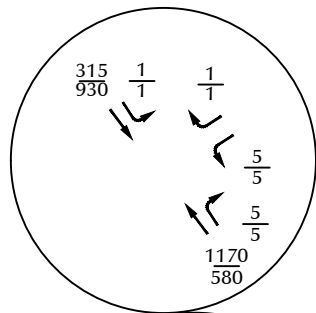
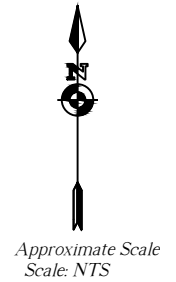
$\frac{XX}{XX} = \frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

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



Figure 6 Short-Term Total Traffic Conditions

Bradley Point Filing 1 (LSC #204800)



* Short let turn bay for storage - see report narrative for details.

LEGEND:

$\frac{XX}{XX} = \frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

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



Figure 7 Long-Term Total Traffic Conditions







Bradley Point Filing 1 (LSC #204800)

SimTraffic Delay/Vehicle with Synchro Inputs



Volume
3: US 85/87 & Site Access

Short Term Total
AM Peak Hour

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Traffic Volume (vph)	5	1	1	270	1010	5
Future Volume (vph)	5	1	1	270	1010	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	100%	100%	4%	4%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	1	1	293	1098	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	1	293	1103	0
Intersection Summary						

3: US 85/87 & Site Access Performance by movement Interval #1 7:00

Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1		0.1	0.0	0.6	0.0
Total Del/Veh (s)	22.2		0.3	1.0	0.4	0.9

3: US 85/87 & Site Access Performance by movement Interval #2 7:15

Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1		0.1	0.0		0.0
Total Del/Veh (s)	18.5		0.4	0.8		0.9

3: US 85/87 & Site Access Performance by movement Interval #3 7:30

Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	1.3	0.0
Total Del/Veh (s)	13.9	4.1	0.4	0.9	0.3	0.8

3: US 85/87 & Site Access Performance by movement Interval #4 7:45







Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.8	0.0
Total Del/Veh (s)	24.9	8.1	0.3	1.0	1.2	0.9

3: US 85/87 & Site Access Performance by movement Entire Run

Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.8	0.0
Total Del/Veh (s)	19.6	7.2	0.4	0.9	0.6	0.9

Volume
3: US 85/87 & Site Access

Short Term Total
PM Peak Hour

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Traffic Volume (vph)	5	1	1	800	500	5
Future Volume (vph)	5	1	1	800	500	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	100%	100%	4%	4%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	1	1	870	543	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	1	870	548	0
Intersection Summary						

3: US 85/87 & Site Access Performance by movement Interval #1 5:00

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1			0.1	0.0	0.1	0.1
Total Del/Veh (s)	13.7			0.9	0.6	1.0	0.9

3: US 85/87 & Site Access Performance by movement Interval #2 5:15

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1		0.1	0.0	0.1	0.1	
Total Del/Veh (s)	14.7		0.8	0.6	0.0	0.8	

3: US 85/87 & Site Access Performance by movement Interval #3 5:30

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1			0.1	0.0	0.0	0.1
Total Del/Veh (s)	33.6			0.9	0.5	0.2	0.9

3: US 85/87 & Site Access Performance by movement Interval #4 5:45







Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.1	
Total Del/Veh (s)	23.6	4.2	0.9	0.5	0.7	0.8	

3: US 85/87 & Site Access Performance by movement Entire Run

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1		0.1	0.0	0.1	0.1
Total Del/Veh (s)	22.8	3.6		0.9	0.6	0.4	0.9

Volume
3: US 85/87 & Site Access

Long Term Total
AM Peak Hour

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Traffic Volume (vph)	5	1	1	315	1170	5
Future Volume (vph)	5	1	1	315	1170	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	100%	100%	4%	4%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	1	1	342	1272	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	1	342	1277	0
Intersection Summary						

3: US 85/87 & Site Access Performance by movement Interval #1 7:00

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	14.4	2.3	2.3	0.2	1.0	1.4	0.9

3: US 85/87 & Site Access Performance by movement Interval #2 7:15

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1			0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.4			0.3	1.0	1.7	0.9

3: US 85/87 & Site Access Performance by movement Interval #3 7:30

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1		0.1	0.0	0.9	0.0
Total Del/Veh (s)	6.5	2.4		0.4	1.0	1.2	0.9

3: US 85/87 & Site Access Performance by movement Interval #4 7:45







Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1		0.1	0.0	0.5	0.0
Total Del/Veh (s)	18.3		0.3	1.0	0.6	0.9

3: US 85/87 & Site Access Performance by movement Entire Run

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.3	0.0
Total Del/Veh (s)	11.6	3.2	13.8	0.3	1.0	1.2	0.9

Volume
3: US 85/87 & Site Access

Long Term Total
PM Peak Hour

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Traffic Volume (vph)	5	1	1	930	580	5
Future Volume (vph)	5	1	1	930	580	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	100%	100%	4%	4%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	1	1	1011	630	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	1	1011	635	0
Intersection Summary						

3: US 85/87 & Site Access Performance by movement Interval #1 5:00

Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	2.0	0.1
Total Del/Veh (s)	21.5	2.3	1.0	0.6	1.2	1.0

3: US 85/87 & Site Access Performance by movement Interval #2 5:15

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1		0.1	0.0	0.0	0.1
Total Del/Veh (s)	31.5	1.4		1.0	0.6	2.0	0.9

3: US 85/87 & Site Access Performance by movement Interval #3 5:30

Movement	WBL	WBR	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	13.1	1.3	1.0	0.5	1.4	0.9

3: US 85/87 & Site Access Performance by movement Interval #4 5:45

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1			0.1	0.0	0.1	0.1
Total Del/Veh (s)	16.8			0.9	0.6	0.1	0.9

3: US 85/87 & Site Access Performance by movement Entire Run

Movement	WBL	WBR	SEL	SET	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.1		0.1	0.0	0.5	0.1
Total Del/Veh (s)	24.2	2.7		1.0	0.6	1.2	0.9