CLH Associates, LLC

April 9, 2024

Diedre Smith
12960 Peyton Hwy
PO Box 516
Peyton, CO 80831
diedre@yjsmith.com

RE: Lazy Y and Rocking J RV Park
Transportation Memo, El Paso County, CO

Dear Ms. Smith:

Per your request, CLH Associates completed this revised Transportation Memo for the proposed Lazy Y and Rocking J RV Park in Peyton, El Paso County, CO. The proposed development has been made smaller and now includes 100 RV campsites plus 10 tent/wagon campsites. One single family house is also proposed but will have its own access point (the access location proposed in the previous version of this assessment). The are no phases to this development. The site is located on the west side of Peyton Highway, south of Elliott View. with one proposed access to Peyton Highway. Comments submitted by CDOT and El Paso County have been addressed in this revised memo.

US 24 consists of one to two lanes per direction in the study area, with left and right turn lanes at key intersections. It is classified as a Principal Arterial. In 2022, the AADT volume on US 24 in Peyton was approximately 7,000 vehicles per day. Peyton Highway consists of one lane per direction. South of US 24, it is classified as a Minor Arterial. North of US 24, it is classified as a Collector. Internal site roads will be private and will not have classifications. The El Paso County MTCP does not list any proposed 2040 improvements on Peyton Highway in the study area.

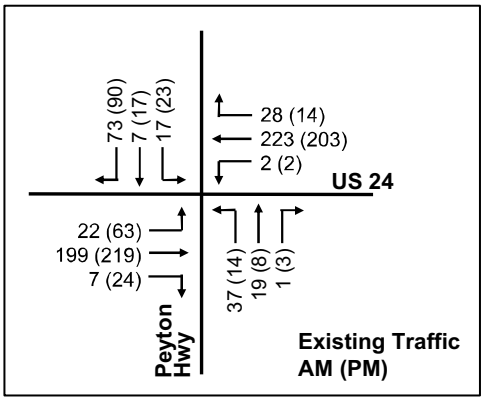
15-minute traffic counts were collected on Tuesday, Wednesday and Thursday, January 24th – 26th, 2023, on Peyton Highway, south of Elliott View. A three-day average for the morning and afternoon peak periods was calculated and is presented in the table below. AM and PM peak hours are highlighted. Raw count data is included at the end of the memo.

Time	3 Day Avg	
	NB	SB
7:00 AM	8	3
7:15 AM	14	5
7:30 AM	8	10
7:45 AM	7	5
8:00 AM	5	4
8:15 AM	6	6
8:30 AM	5	4
8:45 AM	4	6
9:00 AM	3	3

Time	3 Day Avg	
	NB	SB
4:00 PM	6	10
4:15 PM	5	12
4:30 PM	6	13
4:45 PM	2	10
5:00 PM	3	9
5:15 PM	6	10
5:30 PM	3	10
5:45 PM	4	7
6:00 PM	4	6

CLH Associates, LLC

As requested by CDOT, traffic counts were collected at the intersection of US 24 and Peyton Highway on Wednesday, March 20, 2024. AM/PM existing peak hour volumes are shown at right.

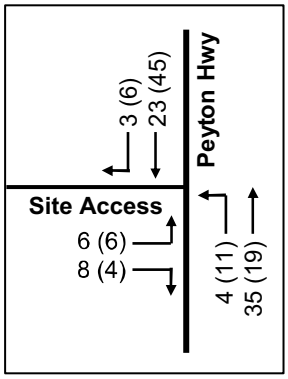


Given the low existing traffic volumes and expected completion year for this development being 2024, there will be negligible background traffic growth. No background traffic increase was assumed for this memo and analysis.

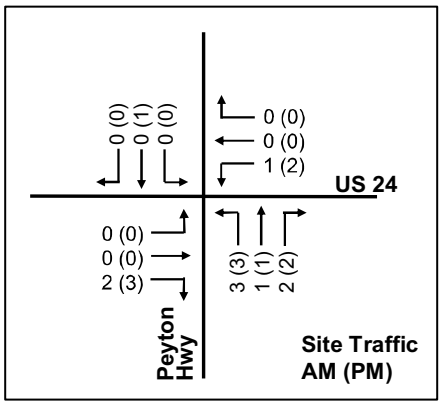
The proposed trip generation is presented below. Average trip generation rates presented in the ITE Trip Generation Manual, 11th edition, 2022, for Land Use Code 416 (campground/recreational vehicle park) was used. ITE does not list a Daily Traffic Volume for this land use. However, it is expected that a daily volume would be around 110 vehicles per day, given 110 campsites. This increase is not expected to be perceptible.

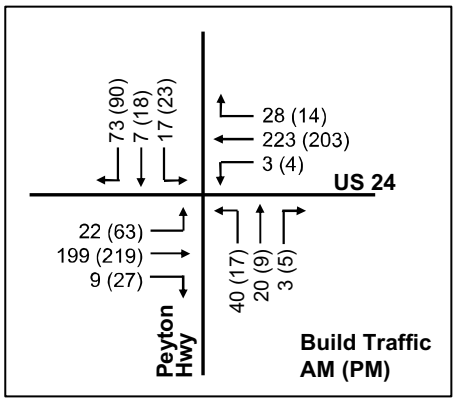
		AM Peak Hour			PM Peak Hour		
LU Code 416	Units	Enter	Exit	Total	Enter	Exit	Total
RV/Campsites	110	7	14	21	17	10	27

The diagram at right presents the AM and PM peak hour volumes at the new proposed development access with Peyton Highway. PM volumes are shown in parentheses. The distribution of traffic was assumed to follow the existing traffic patterns on Peyton Highway.



The diagrams below present the AM and PM peak hour volumes at the US 24 / Peyton Highway intersections. Site traffic volumes are shown, as well as Build traffic volumes with the site volumes added to the existing volumes.





Traffic operations were analyzed using methodologies in the Transportation Research Board Highway Capacity Manual 6th Edition (HCM) and the Synchro software (Version 11), HCM 6th edition methodology. At the proposed access point to Peyton Highway, analysis indicates that LOS **"A"** will be experienced during both the AM and PM peak hours for all movements with the proposed development, with minimal delays. Analysis also indicated that all movements at the US 24 / Peyton Highway intersection currently operate at acceptable LOS during both peak hours. The LOS and delays will not increase significantly with the addition of development traffic. Intersection analysis printouts are attached to this memo.

17727 Polo Trail, Lakewood Ranch, FL 34211
(720) 670-7712; chuffine79@gmail.com

CLH Associates, LLC

INTERSECTION	EXISTING TRAFFIC		BUILD TRAFFIC	
	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
1. US 24 / Peyton Hwy				
a. NB LTR	C (17)	C (18)	C (17)	C (18)
b. SB LTR	A (9)	A (9)	A (9)	A (9)
c. EB L	A (8)	A (8)	A (8)	A (8)
d. WB L	A (8)	A (8)	A (8)	A (9)
2. Peyton Hwy / Site Access				
a. EB LR	-	-	A (9)	A (9)
b. NB LT	-	-	A (7)	A (7)

The proposed location of the site access has been moved to the north of the original proposed location. There are no vertical or horizontal curves or sight distance impediments, and there are no driveways on the east side of Peyton Highway, other than single family residences, in the vicinity of the proposed access point. Intersection and stopping sight distance standards, as stated in the "El Paso County Engineering Criteria Manual", 12/13/16 Revision 6, will be met, as sight distance is virtually unlimited. An Autoturn exhibit for the site access intersection is attached to this memo. The entry gate will be place to provide space for two large recreational vehicles to queue.

The El Paso County requirements for exclusive left turn and right turn lanes were also examined. For a Minor Arterial Road like Peyton Highway, a left turn lane is required for any access with a projected peak hour ingress turning volume of 25 vehicles per hour (vph) or greater. Only a maximum of 11 vph is forecast to make the northbound left turn during an hour (PM peak hour). A right turn lane is required for any access with a projected peak hour right turning volume of 50 vehicles per hour (vph) or greater. Only a maximum of 6 vph is forecast to make the southbound right turn. Therefore, left and right turn lanes are not required, and neither are any acceleration or deceleration lanes. No additional signing and striping is needed, except for possibly signs to warn approaching this development access point on Peyton Highway that they may encounter slow moving vehicles. A single exiting lane is also sufficient for this development.

There are currently no on-road or roadside facilities for pedestrians or bicycles in this area. To the best of our knowledge, they only neighborhood or public input issues associated with this development are associated with site traffic during school arrival and departure peaks. The morning school peak may coincide with the site AM peak hour, but the afternoon school peak will be earlier than the site PM peak hour. For all peak hours, trip generation is quite low and will have negligible effects on school traffic or operations during school peak hours. This development is subject to the road impact fee program and the contribution amount will be calculated at the site development stage of the development.

We trust that this information will assist you in obtaining approvals for this development. Please let me know if you have any questions or need additional information. The attached 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.

Sincerely,

CLH Associates LLC

Chuck Huffine, P.E., PTOE, AICP
President

17727 Polo Trail, Lakewood Ranch, FL 34211
(720) 670-7712; chuffine79@gmail.com

CLH
Associates, LLC

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

Developer Name:_____

Title:_____

Company:_____

Address:_____

Phone/Email:_____

Signature:_____

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LAZY Y & ROCKIN J SITE

SITE ENTRY AUTOTURN EXHIBIT

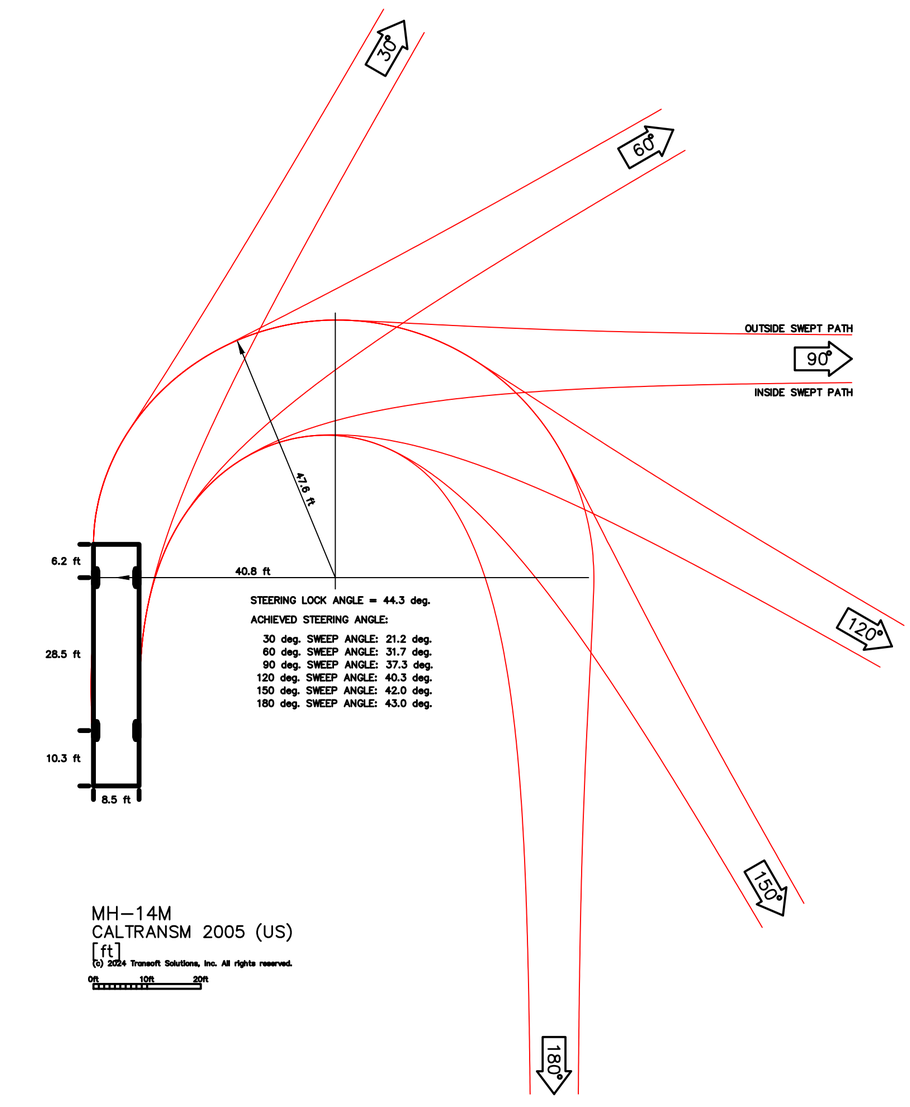
SOUTH BOUND RIGHT TURN FROM PAYTON HIGHWAY INTO SITE.

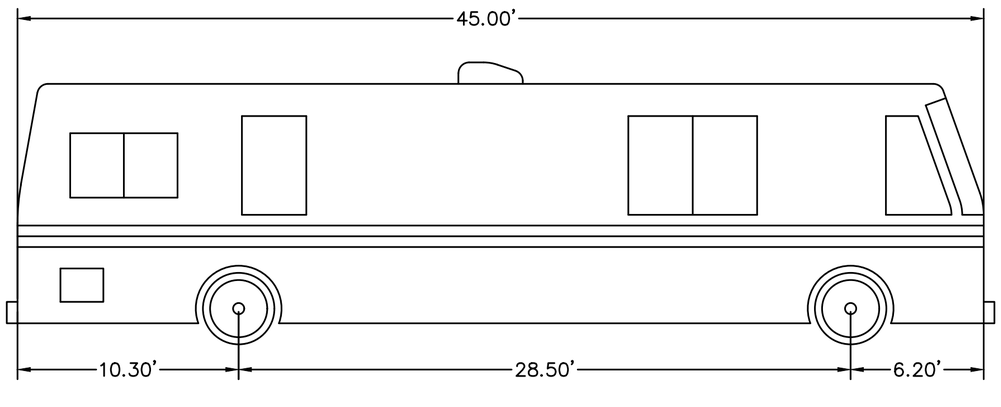
NORTH BOUND LEFT TURN FROM PAYTON HIGHWAY INTO SITE.

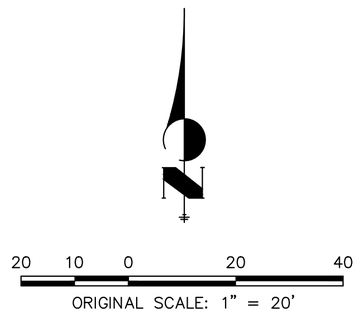
PAYTON HIGHWAY

VEHICLE NOTE:

TURNING MOVEMENT IN THE EXHIBIT BASED UPON A 45' CLASS A RV, WITH THE DIMENSIONS SHOWN BELOW.







SITE ENTRY AUTOTURN EXHIBIT
LAZY Y & ROCKIN J SITE
JOB NO. 25228.00
04/08/24
SHEET 1 OF 2

J·R ENGINEERING
A Westrian Company

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Fort Collins 970-491-9888 • www.jrengineering.com

LAZY Y & ROCKIN J SITE

SITE ENTRY AUTOTURN EXHIBIT

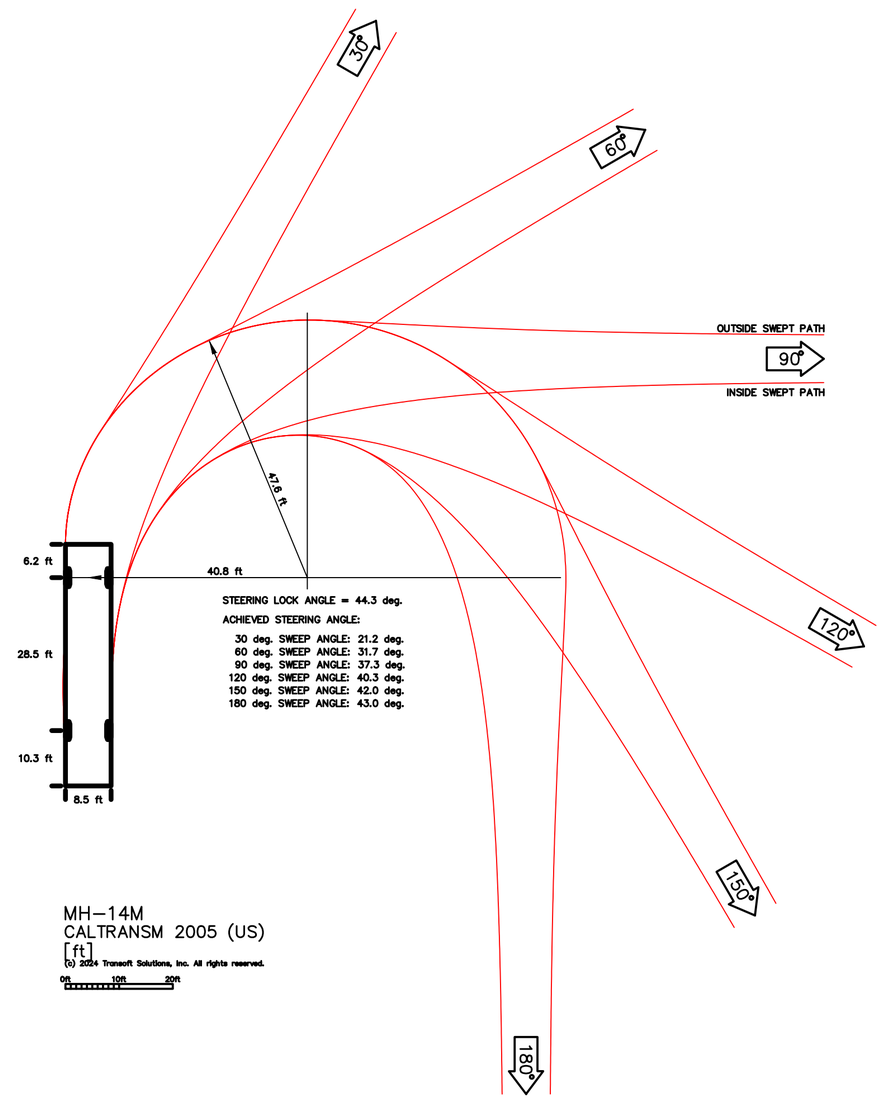
LEFT TURN FROM SITE
TO NORTH BOUND
PAYTON HIGHWAY

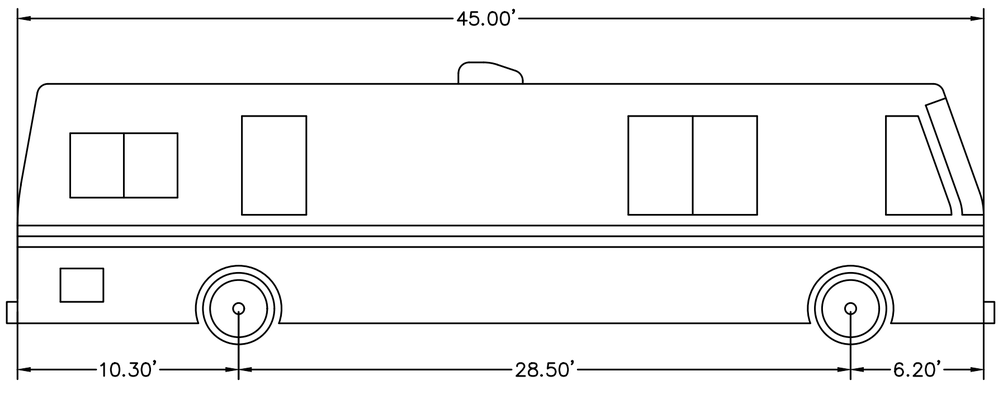
RIGHT TURN FROM SITE
TO SOUTH BOUND
PAYTON HIGHWAY

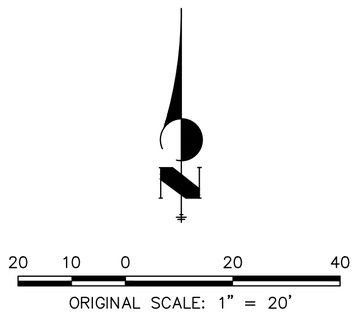
PAYTON HIGHWAY

VEHICLE NOTE:

TURNING MOVEMENT IN THE EXHIBIT BASED UPON
A 45' CLASS A RV, WITH THE DIMENSIONS SHOWN BELOW.







SITE ENTRY AUTOTURN EXHIBIT
LAZY Y & ROCKIN J SITE
JOB NO. 25228.00
04/08/24
SHEET 2 OF 2

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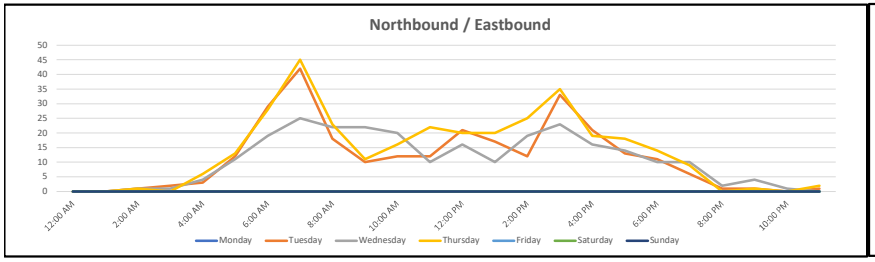
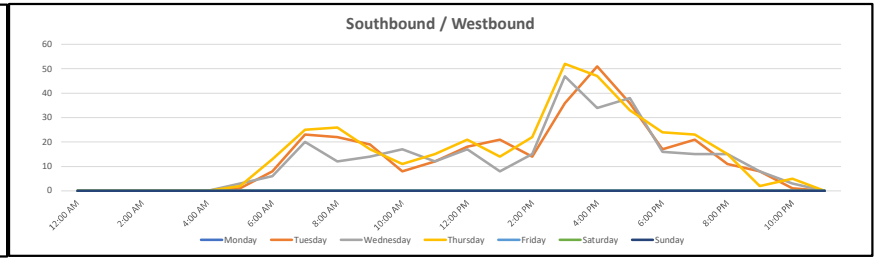
Fort Collins 970–491–9888 • www.jrengineering.com

Vehicle Volume Report - Hourly

Site Description: PEYTON HWY S.O. ELLIOT VIEW
Site Number: 1
Start Date: 1/24/2023
End Date: 1/26/2023

Time	Monday 1/30/23			Tuesday 1/24/23			Wednesday 1/25/23			Thursday 1/26/23			Friday 1/27/23			Saturday 1/28/23			Sunday 1/29/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-
1:00 AM	-	-	-	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-
2:00 AM	-	-	-	1	0	1	1	0	1	1	0	1	-	-	-	-	-	-	-	-	-	1	0	-	-	-	-
3:00 AM	-	-	-	2	0	2	1	0	1	0	0	0	-	-	-	-	-	-	-	-	-	1	0	-	-	-	-
4:00 AM	-	-	-	3	0	3	4	0	4	6	0	6	-	-	-	-	-	-	-	-	-	4	0	-	-	-	-
5:00 AM	-	-	-	12	1	13	11	3	14	13	2	15	-	-	-	-	-	-	-	-	-	12	2	-	-	-	-
6:00 AM	-	-	-	29	8	37	19	6	25	28	13	41	-	-	-	-	-	-	-	-	-	25	9	-	-	-	-
7:00 AM	-	-	-	42	23	65	25	20	45	45	25	70	-	-	-	-	-	-	-	-	-	37	23	-	-	-	-
8:00 AM	-	-	-	18	22	40	22	12	34	23	26	49	-	-	-	-	-	-	-	-	-	21	20	-	-	-	-
9:00 AM	-	-	-	10	19	29	22	14	36	11	17	28	-	-	-	-	-	-	-	-	-	14	17	-	-	-	-
10:00 AM	-	-	-	12	8	20	20	17	37	16	11	27	-	-	-	-	-	-	-	-	-	16	12	-	-	-	-
11:00 AM	-	-	-	12	12	24	10	12	22	22	15	37	-	-	-	-	-	-	-	-	-	15	13	-	-	-	-
12:00 PM	-	-	-	21	18	39	16	17	33	20	21	41	-	-	-	-	-	-	-	-	-	19	19	-	-	-	-
1:00 PM	-	-	-	17	21	38	10	8	18	20	14	34	-	-	-	-	-	-	-	-	-	16	14	-	-	-	-
2:00 PM	-	-	-	12	14	26	19	15	34	25	22	47	-	-	-	-	-	-	-	-	-	19	17	-	-	-	-
3:00 PM	-	-	-	33	36	69	23	47	70	35	52	87	-	-	-	-	-	-	-	-	-	30	45	-	-	-	-
4:00 PM	-	-	-	21	51	72	16	34	50	19	47	66	-	-	-	-	-	-	-	-	-	19	44	-	-	-	-
5:00 PM	-	-	-	13	36	49	14	38	52	18	33	51	-	-	-	-	-	-	-	-	-	15	36	-	-	-	-
6:00 PM	-	-	-	11	17	28	10	16	26	14	24	38	-	-	-	-	-	-	-	-	-	12	19	-	-	-	-
7:00 PM	-	-	-	6	21	27	10	15	25	9	23	32	-	-	-	-	-	-	-	-	-	8	20	-	-	-	-
8:00 PM	-	-	-	1	11	12	2	15	17	0	15	15	-	-	-	-	-	-	-	-	-	1	14	-	-	-	-
9:00 PM	-	-	-	1	8	9	4	8	12	1	2	3	-	-	-	-	-	-	-	-	-	2	6	-	-	-	-
10:00 PM	-	-	-	0	1	1	1	3	4	0	5	5	-	-	-	-	-	-	-	-	-	0	3	-	-	-	-
11:00 PM	-	-	-	1	0	1	0	0	0	2	0	2	-	-	-	-	-	-	-	-	-	1	0	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	89	53	142	66	38	104	96	64	160	-	-	-	-	-	-	-	-	-	84	52	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	67	123	190	53	119	172	72	132	204	-	-	-	-	-	-	-	-	-	64	125	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	251	285	536	226	256	482	296	320	616	-	-	-	-	-	-	-	-	-	258	287	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	278	327	605	260	300	560	328	367	695	-	-	-	-	-	-	-	-	-	289	331	-	-	-	-
Percent	-	-	-	*46.0%*	*54.0%*	*100.0%*	*46.4%*	*53.6%*	*100.0%*	*47.2%*	*52.8%*	*100.0%*	-	-	-	-	-	-	-	-	-	*46.6%*	*53.4%*	-	-	-	-
AM Peak	-	-		7:00 AM	8:00 AM		7:00 AM	8:00 AM		7:00 AM	8:00 AM		-	-		-	-		-	-							
PM Peak	-	-		4:00 PM	5:00 PM		3:00 PM	4:00 PM		3:00 PM	4:00 PM		-	-		-	-		-	-							



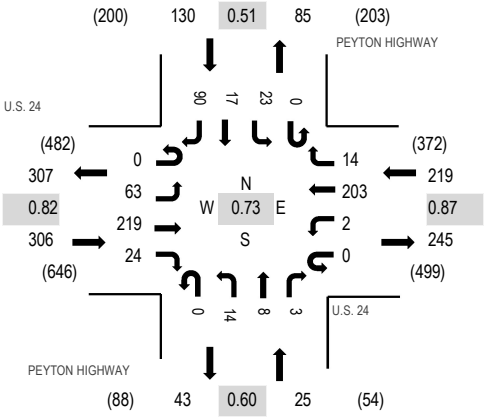


Nathan Warren: (720) 660-4048
nathanwarren@alltrafficdata.net

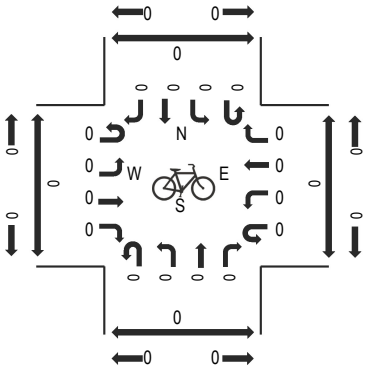
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 PEYTON HIGHWAY & U.S. 24 PM
Date: Wednesday, March 20, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

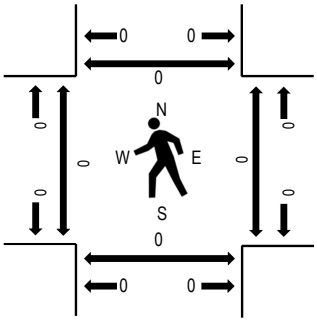
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

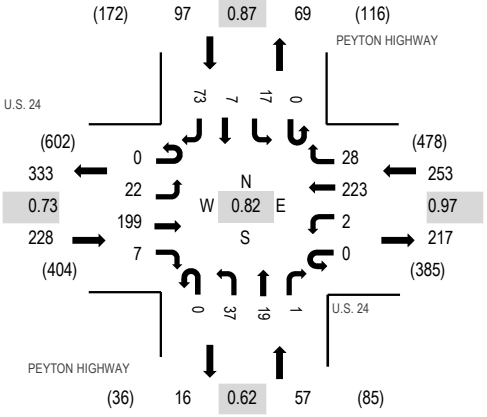
Traffic Counts - Motorized Vehicles

Interval Start Time	U.S. 24 Eastbound				U.S. 24 Westbound				PEYTON HIGHWAY Northbound				PEYTON HIGHWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	20	46	4	0	0	30	9	0	1	3	1	0	8	3	6	131	672	0	0	0	0
4:15 PM	0	17	44	2	0	0	52	5	0	6	1	0	0	8	1	10	146	680	0	0	0	0
4:30 PM	0	18	68	10	0	1	59	3	0	5	2	1	0	7	5	53	232	674	0	0	0	0
4:45 PM	0	18	46	9	0	0	50	3	0	2	3	0	0	5	9	18	163	629	0	0	0	0
5:00 PM	0	10	61	3	0	1	42	3	0	1	2	2	0	3	2	9	139	600	0	0	0	0
5:15 PM	0	18	57	6	0	0	36	3	0	2	4	0	0	4	4	6	140		0	0	0	0
5:30 PM	0	20	73	12	0	0	41	5	0	6	4	2	0	6	6	12	187		0	0	0	0
5:45 PM	0	25	53	6	0	0	27	2	0	2	4	0	1	4	4	6	134		0	0	0	2
Count Total	0	146	448	52	0	2	337	33	0	25	23	6	1	45	34	120	1,272		0	0	0	2
Peak Hour	0	63	219	24	0	2	203	14	0	14	8	3	0	23	17	90	680		0	0	0	0

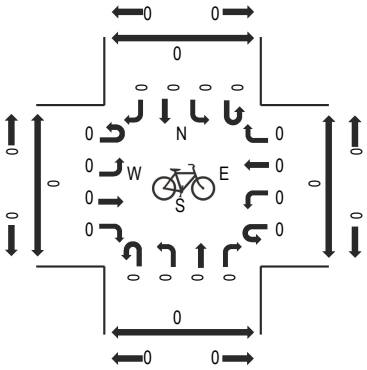
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 PEYTON HIGHWAY & U.S. 24 AM
Date: Wednesday, March 20, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

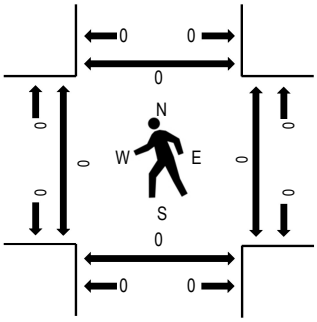
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	U.S. 24 Eastbound				U.S. 24 Westbound				PEYTON HIGHWAY Northbound				PEYTON HIGHWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	30	0	0	1	54	5	0	14	2	0	0	2	1	21	136	635	0	0	0	0
7:15 AM	0	5	68	5	0	0	55	12	0	15	8	0	0	8	0	17	193	623	0	0	0	0
7:30 AM	0	6	56	2	0	0	60	6	0	6	4	0	0	4	2	14	160	547	0	0	0	0
7:45 AM	0	5	45	0	0	1	54	5	0	2	5	1	0	3	4	21	146	532	0	0	0	0
8:00 AM	1	4	31	1	0	1	62	3	0	3	2	0	0	3	2	11	124	504	0	0	0	0
8:15 AM	0	4	38	4	0	1	43	7	0	2	3	0	0	3	3	9	117		0	0	0	0
8:30 AM	0	4	42	1	0	0	57	6	0	5	5	1	0	6	1	17	145		0	0	0	0
8:45 AM	1	4	37	4	0	1	42	2	0	3	3	1	0	6	1	13	118		0	0	0	0
Count Total	2	38	347	17	0	5	427	46	0	50	32	3	0	35	14	123	1,139		0	0	0	0
Peak Hour	0	22	199	7	0	2	223	28	0	37	19	1	0	17	7	73	635		0	0	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	4	35	23	3
Future Vol, veh/h	6	8	4	35	23	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	9	5	41	27	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	80	29	31	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	915	1037	1562	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1037	1562	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1562	-	979	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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	22	199	7	2	223	28	37	19	1	17	7	73
Future Vol, veh/h	22	199	7	2	223	28	37	19	1	17	7	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	0	-	400	450	-	700	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	97	97	97	62	62	62	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	273	10	2	230	29	60	31	2	20	8	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	283	0	0	586	596	273	588	577	230
Stage 1	-	-	-	-	-	-	333	333	-	234	234	-
Stage 2	-	-	-	-	-	-	253	263	-	354	343	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1279	-	-	422	417	766	421	427	809
Stage 1	-	-	-	-	-	-	681	644	-	769	711	-
Stage 2	-	-	-	-	-	-	751	691	-	663	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1279	-	-	366	407	766	389	416	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	407	-	389	416	-
Stage 1	-	-	-	-	-	-	665	629	-	751	710	-
Stage 2	-	-	-	-	-	-	664	690	-	615	622	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	17.2	8.7
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	1306	-	-	1279	-	-	1075
HCM Lane V/C Ratio	0.238	0.023	-	-	0.002	-	-	0.104
HCM Control Delay (s)	17.2	7.8	-	-	7.8	-	-	8.7
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	199	9	3	223	28	40	20	3	17	7	73
Future Vol, veh/h	22	199	9	3	223	28	40	20	3	17	7	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	0	-	400	450	-	700	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	97	97	97	62	62	62	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	273	12	3	230	29	65	32	5	20	8	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	285	0	0	588	598	273	591	581	230
Stage 1	-	-	-	-	-	-	333	333	-	236	236	-
Stage 2	-	-	-	-	-	-	255	265	-	355	345	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1277	-	-	421	416	766	419	425	809
Stage 1	-	-	-	-	-	-	681	644	-	767	710	-
Stage 2	-	-	-	-	-	-	749	689	-	662	636	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1277	-	-	365	406	766	384	414	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	406	-	384	414	-
Stage 1	-	-	-	-	-	-	665	629	-	749	709	-
Stage 2	-	-	-	-	-	-	662	688	-	610	621	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	17.2	8.7
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	397	1306	-	-	1277	-	-	1075
HCM Lane V/C Ratio	0.256	0.023	-	-	0.002	-	-	0.104
HCM Control Delay (s)	17.2	7.8	-	-	7.8	-	-	8.7
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	11	19	45	6
Future Vol, veh/h	6	4	11	19	45	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	5	13	22	53	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	105	57	60	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	886	1001	1525	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	878	1001	1525	-	-	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1525	-	923	-	-
HCM Lane V/C Ratio	0.008	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	219	24	2	203	14	14	8	3	23	17	90
Future Vol, veh/h	63	219	24	2	203	14	14	8	3	23	17	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	0	-	400	450	-	700	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	87	87	87	60	60	60	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	267	29	2	233	16	23	13	5	45	33	176

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	296	0	0	683	674	267	679	687	233
Stage 1	-	-	-	-	-	-	421	421	-	237	237	-
Stage 2	-	-	-	-	-	-	262	253	-	442	450	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1265	-	-	363	376	772	366	370	806
Stage 1	-	-	-	-	-	-	610	589	-	766	709	-
Stage 2	-	-	-	-	-	-	743	698	-	594	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1265	-	-	251	353	772	337	348	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	353	-	337	348	-
Stage 1	-	-	-	-	-	-	575	555	-	722	708	-
Stage 2	-	-	-	-	-	-	552	697	-	542	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.1	18	9.2
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	319	1317	-	-	1265	-	-	1110
HCM Lane V/C Ratio	0.131	0.058	-	-	0.002	-	-	0.23
HCM Control Delay (s)	18	7.9	-	-	7.9	-	-	9.2
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	219	27	4	203	14	17	9	5	23	18	90
Future Vol, veh/h	63	219	27	4	203	14	17	9	5	23	18	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	Yield
Storage Length	0	-	400	450	-	700	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	87	87	87	60	60	60	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	267	33	5	233	16	28	15	8	45	35	176

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	300	0	0	690	680	267	688	697	233
Stage 1	-	-	-	-	-	-	421	421	-	243	243	-
Stage 2	-	-	-	-	-	-	269	259	-	445	454	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1261	-	-	359	373	772	360	365	806
Stage 1	-	-	-	-	-	-	610	589	-	761	705	-
Stage 2	-	-	-	-	-	-	737	694	-	592	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1261	-	-	246	350	772	328	342	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	350	-	328	342	-
Stage 1	-	-	-	-	-	-	575	555	-	717	702	-
Stage 2	-	-	-	-	-	-	545	691	-	536	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.1	18.1	9.4
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	1317	-	-	1261	-	-	1067
HCM Lane V/C Ratio	0.158	0.058	-	-	0.004	-	-	0.241
HCM Control Delay (s)	18.1	7.9	-	-	7.9	-	-	9.4
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	0.9