

Ellicott Gas Station

Traffic Impact Study

Prepared for:

AE Leuken, LLC Architectural Engineers
2121 Academy Circle, Suite 200
Colorado Springs, CO 80909

Contact: Mr. J. Justin Garcia

DECEMBER 17, 2020

LSC Transportation Consultants

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

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LSC #204480

PCD File No.
CS-21-002



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Please include signature blocks before report contents. See attached document for TIS signature blocks.

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December 17, 2020

J. Justin Garcia
AE Leuken, LLC Architectural Engineers
2121 Academy Circle, Suite 200
Colorado Springs, CO 80909

RE: Ellicott Gas Station
Traffic Impact Study
El Paso County, Colorado
LSC #204480

Dear Mr. Garcia:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact study (TIS) for the plan for installation of truck pumps and truck access points at the Fuel B's gas station in Ellicott. As shown in Figure 1, the site is located north of State Highway (SH) 94 approximately 250 feet west of the intersection of SH 94/Ellicott Highway in El Paso County, Colorado (El Paso County parcel no. 3412000015).

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;
- Weekday morning and afternoon peak-hour turning movement traffic counts at the intersections:
 - SH 94/Ellicott Highway
 - Existing site access
- Estimated current average weekday traffic (AWT) volumes on the study area streets;
- 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 gas station expansion;
- Assignment of the site-generated traffic to the roadway network;

- Projected resulting total peak-hour intersection traffic volumes at the intersections:
 - SH 94/Ellicott Highway
 - Site access points
- Projected total daily (AWT) volumes on the study area streets;
- Intersection level of service analysis at the study intersections for both background and total traffic scenarios;
- Queuing and auxiliary lane analysis at the site access;
- Findings and recommendations;

RECENT TRAFFIC REPORTS

The following traffic reports were utilized in the preparation of this report:

- SH 94 Access Management Plan, 2012
- Ellicott Town Center

LAND USE

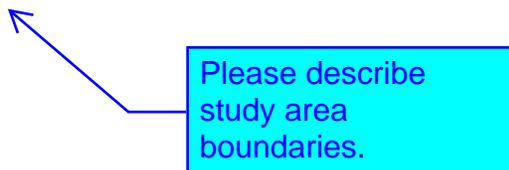
Figure 1 shows the site location relative to the adjacent and nearby streets and roadways. As shown, the gas station is located on the north side of SH 94 approximately 250 feet west of the intersection of SH 94/Ellicott Highway. The gas station currently has 10 vehicle fueling positions with a convenience store and fast food. The proposed expansion would add three additional fueling positions for trucks with no other changes to the land use. The site plan is shown in Figure 2.

The parcel to the west of the site has a liquor store and Subway. Immediately to the east on the same parcel there is a fire station building.

ACCESS PLAN

The gas station currently has one access point on SH 94. It is proposed that an additional access point be added to allow trucks to enter, circulate within, and exit the site. It is not possible for trucks to circulate through the site with a single access.

Figure 2 presents notes regarding Access Code criteria. Potentially, to address some of these criteria and some of the access guidelines contained in the Highway 94 Access Management Plan, the applicant could work with the property owner of the parcel to the west to create a combined access for both properties. A shared access could potentially align with the access point on the south side of SH 94. It is recommended that the east access be located approximately 400 feet west of the SH 94/Ellicott Highway intersection (centerline-to-centerline). This is the location of the existing access which will need to be upgraded to meet current CDOT State Highway Access Code standards. In the long term, this access could be used to serve adjacent parcels allowing for additional access consolidation.



The State Highway 94 Access Management Plan (2012) was reviewed to verify the access changes meet the plan as much as possible. As noted on page 12 of the Plan, some considerations for approving an access that this design meets include:

- Consideration of a shared west access such that it would not be for a single business. Rather, the access would serve two parcels and potentially additional adjacent parcels in the future.
- The proposed access will line up with an existing access on the south side of SH 94.
- A shared access with the adjacent property to the west would replace an existing adjacent access point,
- The development would combine lower density access points.

The configuration of the east access should be modified to eliminate the configuration with one inbound lane between two outbound lanes. Access geometry would need to conform to Access Code sections (4.5, 4.6, and 4.7).

Access Code section 4.4 requires 400' spacing (if/when allowed) between access points. It appears that if a second access is permitted, a design waiver would be necessary for the spacing shown on the site plan.

The west access configuration would need to be modified to eliminate the configuration with one outbound lane between two inbound lanes. Access geometry would need to conform to Access Code sections (4.5, 4.6, and 4.7).

Providing an access easement for the propert(ies) to the east (on the NW corner of SH 94/Ellicott highway) would allow future options for access to that parcel if turn-movement restrictions are implemented in the future due to the proximity of that parcel to the intersection. That would assist with the goals of the Highway 94 Access Management Plan.

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:

SH 94 is a three-lane (in the vicinity of the site) NR-A (non-rural principal arterial) that runs east/west from US Highway (US Hwy) 24 to US Hwy 40. There is a single through lane in each direction and a two-way left-turn center lane. The posted speed limit is 45 miles per hour (mph) adjacent to the site.

Ellicott Highway is a two-lane minor arterial road that runs north/south. The intersection of SH 94/Ellicott Highway is stop-controlled. The posted speed limit is 45 miles per hour (mph) adjacent to the site.

Existing Traffic Volumes

Figure 3 shows the results of peak-hour traffic volume counts conducted in August 2020 at the intersections of SH 94/Ellicott Highway and the gas station site access along with existing lane geometries and traffic controls. Truck volumes were also recorded to determine the percentage of heavy vehicle traffic. It was found that heavy vehicles make up 2 percent and 6 percent of the traffic during the morning and afternoon peak hours, respectively.

Crash History

There were three reported crashes at the intersection of SH 94/Ellicott Highway during the three-year study period. There is no pattern of any particular type of crash.

Pedestrian, Bicycle and Public Transit Access

There are no sidewalks along SH 94 or Ellicott Highway in the vicinity of the site. In the El Paso County Major Transportation Corridors Plan Update it is shown that a regional trail is planned adjacent to SH 94. Additionally, the plan showed Ellicott Highway south of SH 94 is a proposed bicycle route.

There are no Mountain Metropolitan routes in the vicinity of the site.

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 gas station expansion is not included in the 2040 background traffic volumes.

The planned Ellicott Town Center development site is located to the west of the site. The pace of development of Ellicott Town Center, once development begins, is subject to change. Therefore, estimated 2040 background traffic volumes were based on the traffic growth projected by the Colorado Department of Transportation (CDOT) along SH 94. CDOT projects a 20-year growth factor of 1.29 which is almost 1.3 percent per year. This growth factor was applied to SH 94 and Ellicott Highway.

TRIP GENERATION

Estimates of the vehicle trips currently being generated and projected to be generated following the school expansion were developed using counts recorded at the existing gas station. Traffic counts conducted at the site access were used to develop trip-generation rates, based on the existing number of pumps. Then those rates were used to forecast how much traffic would be generated with the proposed additional pumps.

Table 1 provides the existing traffic generated by the gas station during the morning and afternoon school peak hours.

Table 1: Existing Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	58	52	110
Afternoon Peak Hour	83	89	172

Table 2 provides the increase in site-generated traffic projected to occur with the additional pumps. A detailed trip-generation estimate for the gas station, including calculated trip-generation rates, is presented in Table 4 (attached).

Table 2: Estimated Increase in Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	17	16	33
Afternoon Peak Hour	25	27	52

The proposed gas station expansion is projected to generate approximately 33 additional vehicle trips during the morning peak hour and 52 additional vehicle trips during the afternoon peak hour.

A large percentage of gas station traffic is typical from pass-by traffic. Based on the ITE "Trip Generation Handbook", it is anticipated that approximately 76 percent of the traffic generated by the additional gas pumps will be pass-by trips. This means the vehicles are already on the adjacent roadway and make a stop at the gas station before continuing on to their final destination. These trips are not new to the adjacent roadway but are new to the site access.

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 each approach to the site. Estimates have been based on the directional distribution of existing traffic.

Site-generated traffic volumes have been estimated at the study intersections, as shown in Figure 5. These volumes have been calculated by applying the directional distribution percentages to the trip-generation estimates (from Table 4). Both new trips and pass-by trips are provided in the figure.

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 construction of the additional pumps. 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 the site-generated peak-hour traffic volumes (shown in **Error! Reference source not found.**). These volumes represent the projected long-term total traffic following the construction of the additional pumps. Laneage and traffic control at the study-area intersections are also shown in this figure.

Fix.

LEVEL OF SERVICE ANALYSIS

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

- SH 94/Ellicott Highway
- Site access points

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

Table 3: 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.

As shown on Figure 3, all the turning movements at the intersection of SH 94/Ellicott Highway operate at LOS C or better during all peak hours. All turning movements at this intersection are forecast to operate at LOS D or better in all future scenarios.

The turning movements at the existing site access operate at LOS B or better during the peak hours. With the additional proposed access point to the site, all turning movements at the site access points are expected to operate at LOS C or better during the peak hours in the short-term and long-term scenarios.

Please discuss in more detail. When will the threshold be met?

AUXILIARY LANES AND QUEUING ANALYSIS

The eastbound right turn to the SH 94/Ellicott Highway intersection currently exceeds the minimum threshold for requiring a right-turn lane. This movement requires a 435-foot deceleration lane, which includes a taper of 165 feet.

A potential future signal was called out for the SH 94/Ellicott Highway intersection in the Ellicott Town Center TIS report.

There currently exists a two-way left-turn lane on SH 94 adjacent to the site access points. This will allow eastbound left-turning vehicles to move out of the through lane when turning into the site. The queuing analysis shows that none of the left-turning movements into the site are anticipated to have a 95th percentile queue length exceeding 25 feet. This indicates that queuing will not be an issue between site entrances.

Based on current traffic volumes, the site access meets the minimum threshold to require a westbound right-turn lane. This will continue to be required in the future. The westbound right-turn lane will be required to be 435 feet in length, which includes a taper of 165 feet. The spacing between this access and the intersection of SH 94/Ellicott Highway is not adequate for a full-length turn lane with taper. It is recommended that an acceleration/deceleration lane be constructed on westbound SH 94 between Ellicott Highway and the eastern access.

No additional auxiliary lanes are required for the site.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- The site is projected to generate approximately 33 new morning peak-hour trips, with 17 inbound and 16 outbound. Approximately 75 percent of these trips will be pass-by trips.

- The site is projected to generate approximately 52 new afternoon peak-hour trips, with 25 inbound and 27 outbound. Approximately 75 percent of these trips will be pass-by trips.

Level of Service

- All individual turning movements at the unsignalized intersection of SH 94/Ellicott Highway are projected to operate at LOS D or better during both peak hours through the 2040 horizon year, with or without the proposed gas station expansion.
- All individual turning movements at the site accesses are projected to operate at LOS C or better during both peak hours in the short-term and long-term scenario.

Auxiliary Lanes

- The eastbound right-turn at the SH 94/Ellicott Highway intersection currently meets the minimum threshold for requiring a deceleration lane. The lane would need to have 435 feet of deceleration, which includes a taper of 165 feet.
- A continuous westbound acceleration/deceleration lane is required on SH 94 per the CDOT SH Access Code between Ellicott Highway and the east access to the site.
- No additional auxiliary lanes are required for the proposed site access points.

Other Access Related Findings/Recommendations

- Please refer to the access section above and Figure 2 for other access-related findings/recommendations.

* * * * *

Please provide a list of references that were used to create report. This includes ECM and any CDOT criteria.

-Please discuss future improvements that are expected for roads that are included in the MTCP.

-Please coordinate with CDOT for any potential waivers from code or requirements for driveway permit. Provide a summary or coordination efforts.

-Please provide a discussion on how the Ellicott Town Center traffic has been incorporated in the background traffic.

-Were there any COVID adjustments to trips? What percentage was used to adjust?

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: Table 4
Figures 1-7
Traffic Count Reports
Level of Service Reports

Tables



Table 4: Detailed Trip Generation Estimate

Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated					Pass-By Trips ⁽²⁾	New External Trips Generated Average Weekday Traffic
		Average Weekday Traffic ⁽⁵⁾	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour				
			In	Out	In	Out		In	Out	In	Out			
Existing														
Gas Station with Convenience Store	10 Pumps	205.40	5.80	5.20	8.30	8.90	2,054	58	52	83	89	76%	493	
Future														
Gas Station with Convenience Store	13 Pumps	205.40	5.80	5.20	8.30	8.90	2,670	75	68	108	116	76%	641	
							Difference	616	17	16	25	27	148	
Notes:														
(1) Rates calculated based on existing counts at site														
(2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice, Third Edition September 2017" by ITE														
Source: LSC Transportation Consultants, Inc.														

Figures





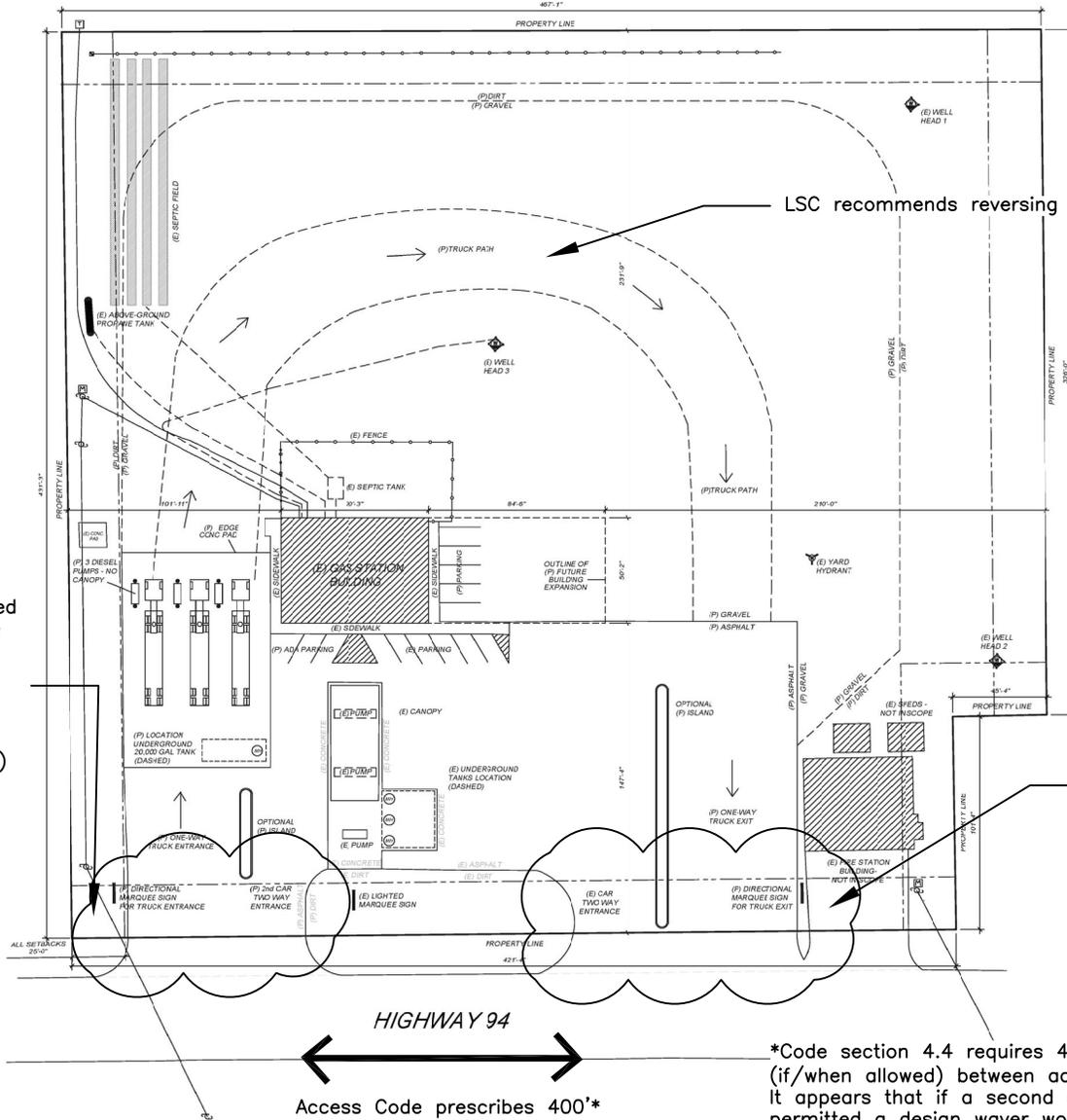
Not to scale

Figure 1
Vicinity

Ellicott Gas Station (LSC# 204480)



Not to scale



The configuration would need to be modified to eliminate the configuration with one outbound lane between two inbound lanes. Access geometry would need to conform to Access Code sections (4.5, 4.6, and 4.7)

Please provide what code is being referenced.

The configuration should be modified to eliminate the configuration with one inbound lane between two outbound lanes. Access geometry would need to conform to Access Code sections (4.5, 4.6, and 4.7)

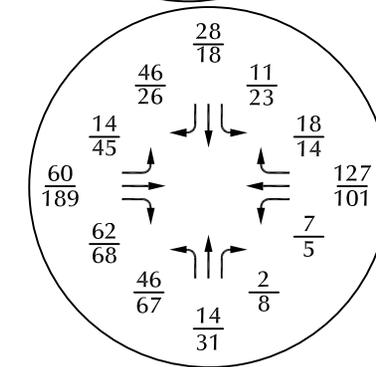
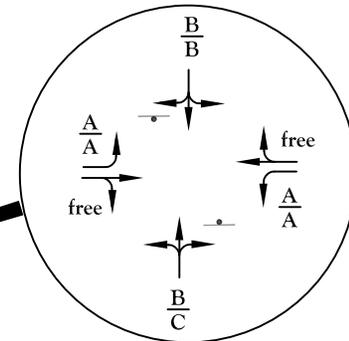
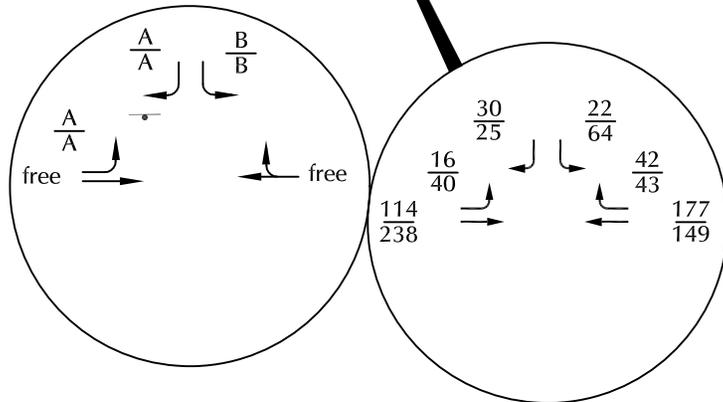
*Code section 4.4 requires 400' spacing (if/when allowed) between access points. It appears that if a second access is permitted a design waiver would be necessary for the spacing shown on the site plan.

Note: Utilize CDOT Access Code for design.



Figure 2
Site Plan

Ellicott Gas Station (LSC# 204480)



LEGEND:

$\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)

XXX = Average Weekday Daily Traffic (vehicles per day)

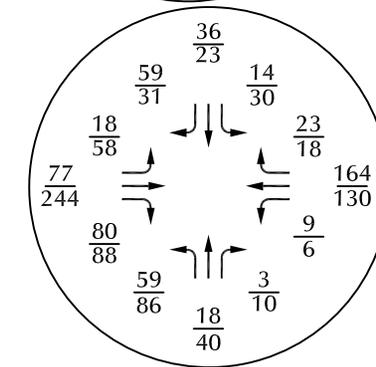
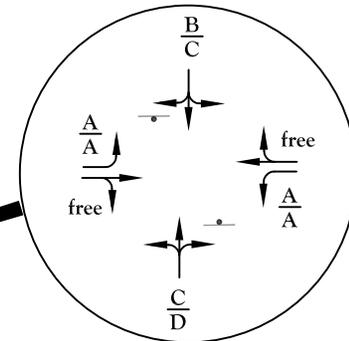
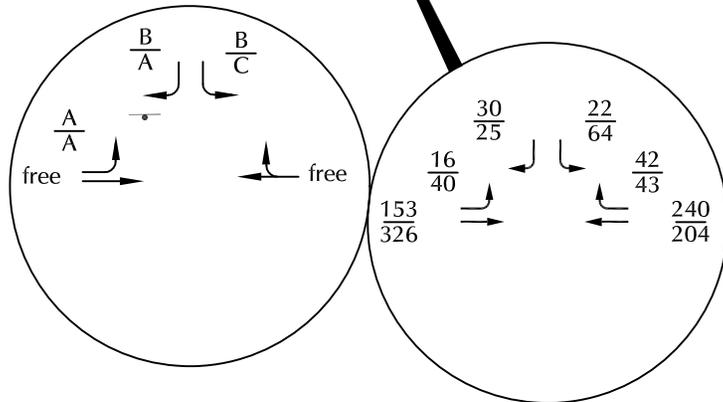
= Traffic Signal = Stop Sign

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

Counts completed by LSC August 2020

Figure 3
Existing Traffic Conditions

Ellicott Gas Station (LSC# 204480)



LEGEND:

$\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)

XXX = Average Weekday Daily Traffic (vehicles per day)

 = Traffic Signal  = Stop Sign

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



Figure 4
 Long-Term Background Traffic Conditions

Ellicott Gas Station (LSC# 204480)

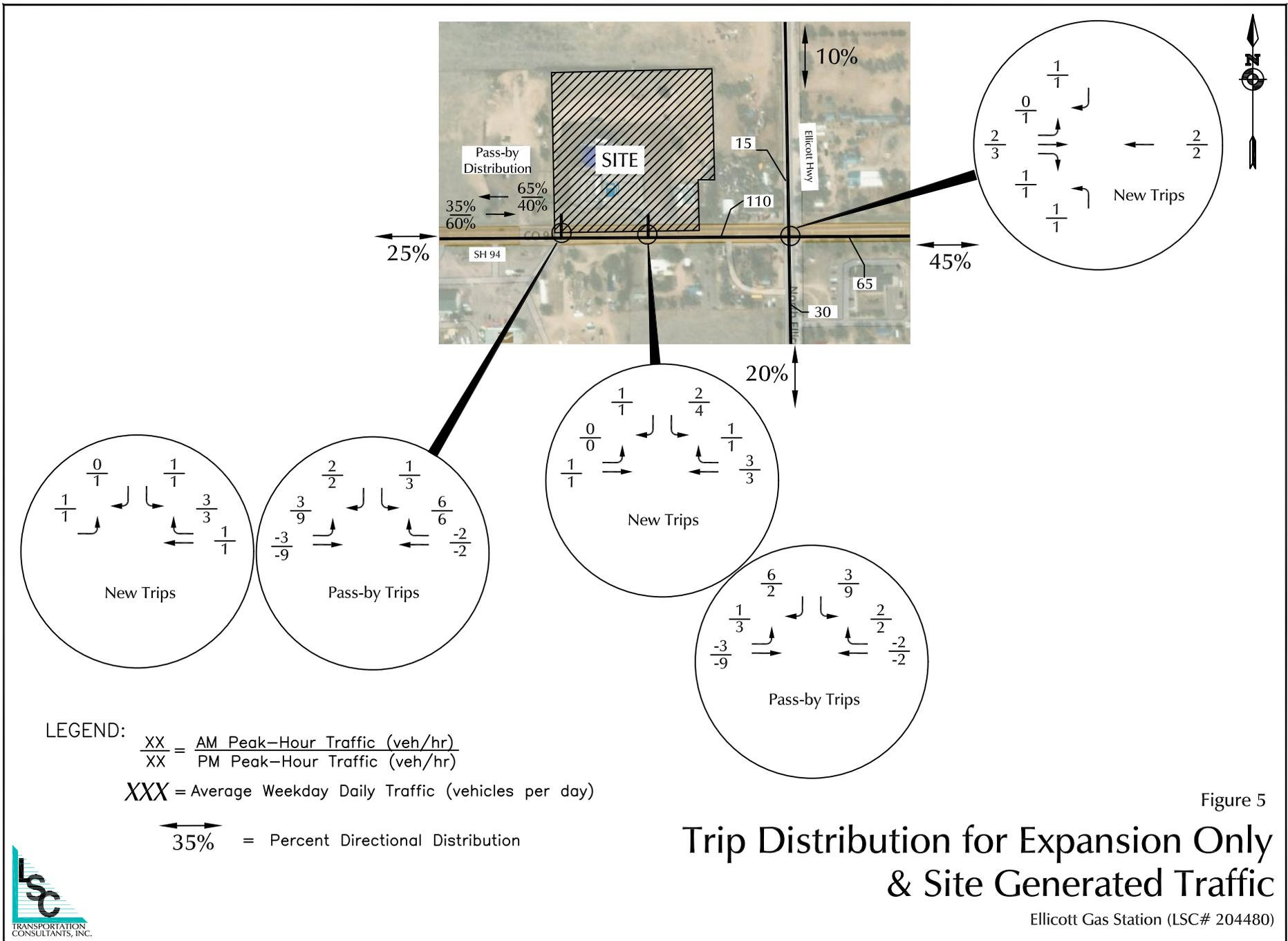


Figure 5

Trip Distribution for Expansion Only & Site Generated Traffic

Ellicott Gas Station (LSC# 204480)

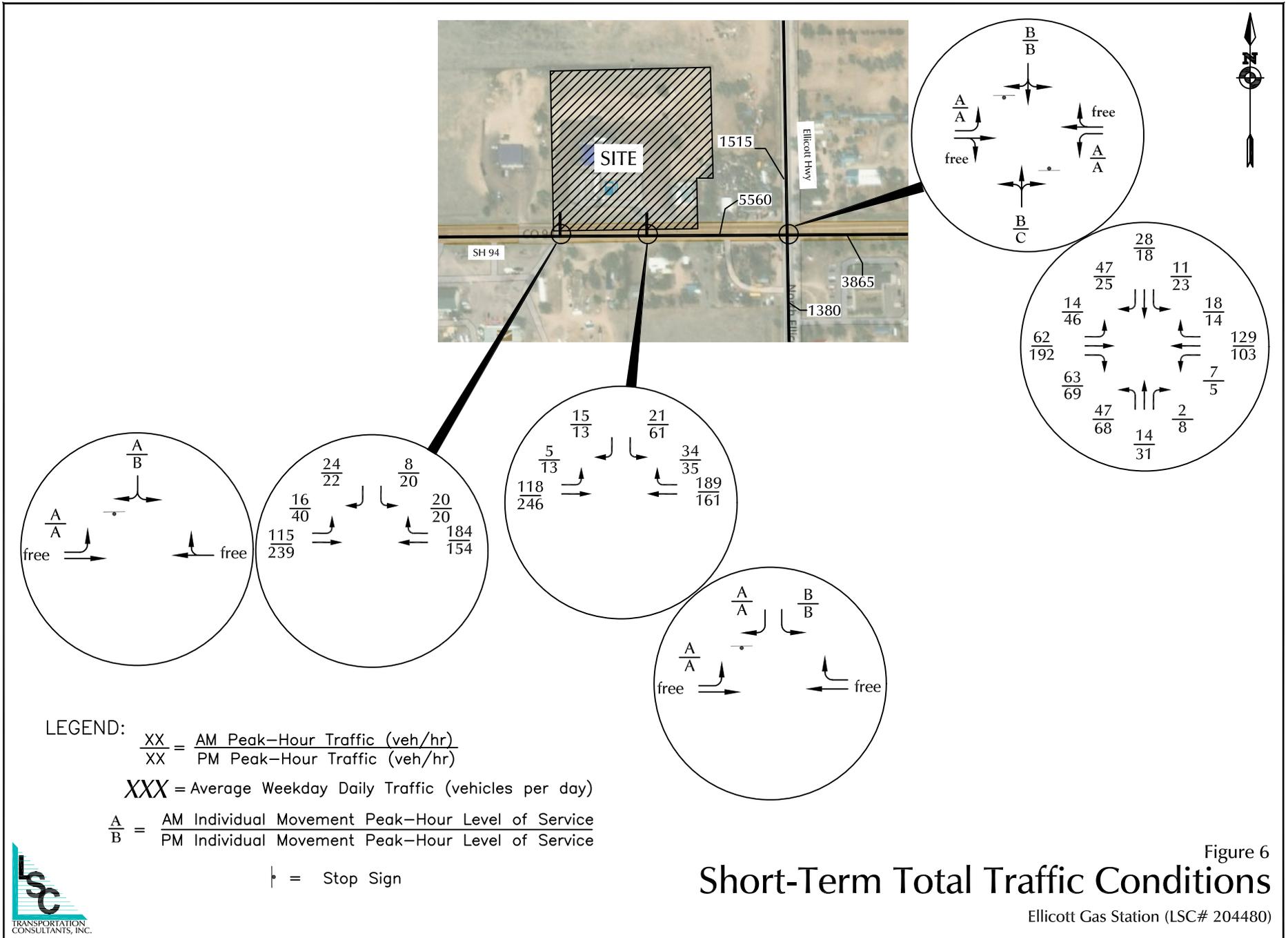


Figure 6
Short-Term Total Traffic Conditions

Ellicott Gas Station (LSC# 204480)



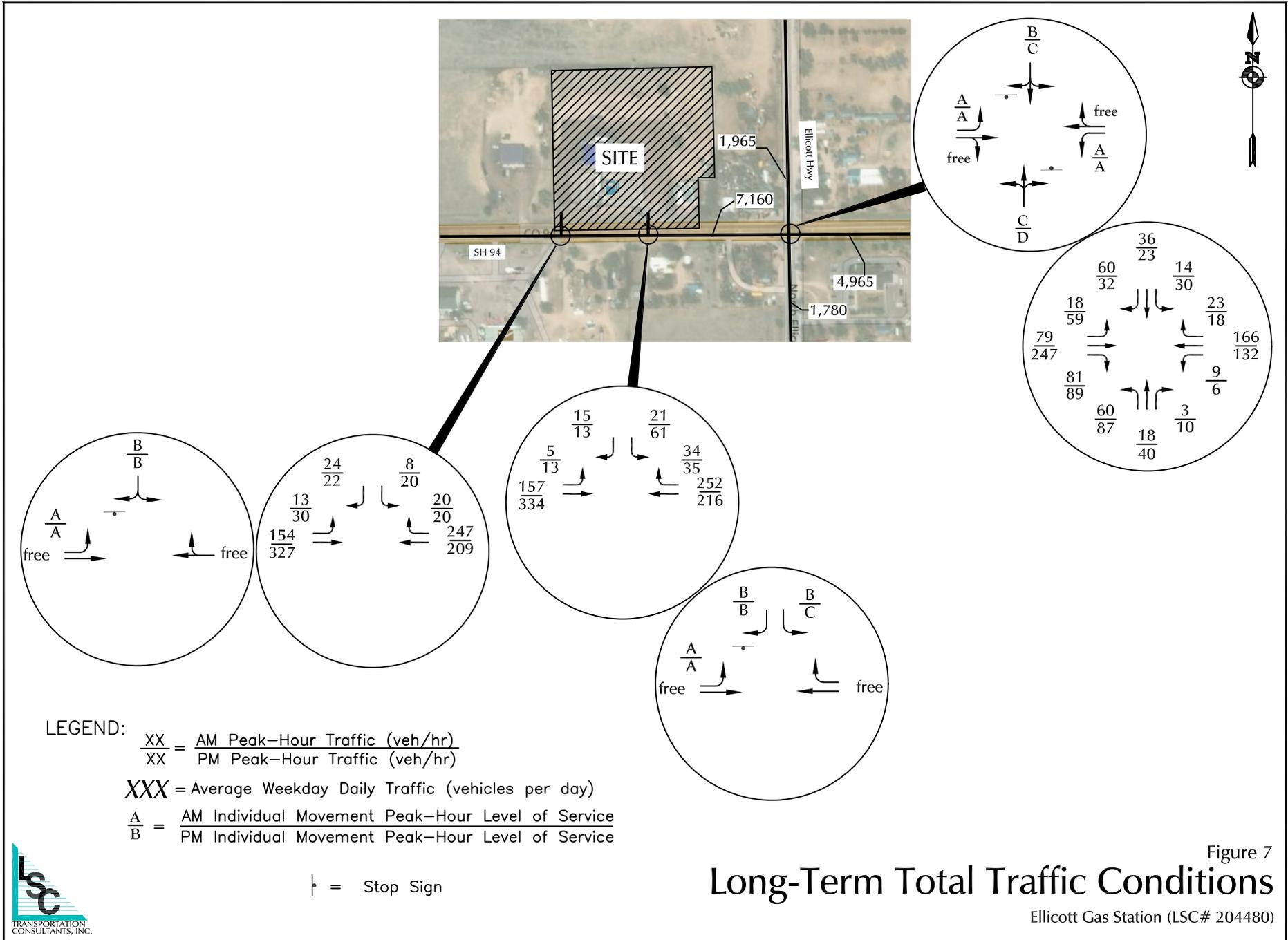


Figure 7
 Long-Term Total Traffic Conditions

Ellicott Gas Station (LSC# 204480)

Traffic Counts



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
 Colorado Springs, CO 80905
 719-633-2868

File Name : Ellicott Hwy - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 1

Groups Printed- Unshifted

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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	
07:00 AM	1	3	9	0	13	1	32	5	0	38	9	4	0	0	13	5	8	9	0	22	86
07:15 AM	4	9	8	0	21	1	33	3	0	37	16	3	0	0	19	3	13	10	0	26	103
07:30 AM	3	6	16	0	25	5	28	8	0	41	9	1	0	0	10	4	21	25	0	50	126
07:45 AM	3	10	13	0	26	0	34	2	0	36	12	6	2	0	20	2	18	18	0	38	120
Total	11	28	46	0	85	7	127	18	0	152	46	14	2	0	62	14	60	62	0	136	435
08:00 AM	2	3	4	0	9	0	24	2	0	26	10	3	0	0	13	7	16	3	0	26	74
08:15 AM	1	1	3	0	5	0	25	3	0	28	12	2	0	0	14	3	20	9	0	32	79
08:30 AM	4	7	11	0	22	1	25	2	0	28	15	2	0	0	17	6	16	5	0	27	94
08:45 AM	3	2	8	0	13	2	19	1	0	22	6	4	2	0	12	3	17	2	0	22	69
Total	10	13	26	0	49	3	93	8	0	104	43	11	2	0	56	19	69	19	0	107	316
Grand Total	21	41	72	0	134	10	220	26	0	256	89	25	4	0	118	33	129	81	0	243	751
Apprch %	15.7	30.6	53.7	0		3.9	85.9	10.2	0		75.4	21.2	3.4	0		13.6	53.1	33.3	0		
Total %	2.8	5.5	9.6	0	17.8	1.3	29.3	3.5	0	34.1	11.9	3.3	0.5	0	15.7	4.4	17.2	10.8	0	32.4	

LSC Transportation Consultants, Inc.

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 Colorado Springs, CO 80905
 719-633-2868

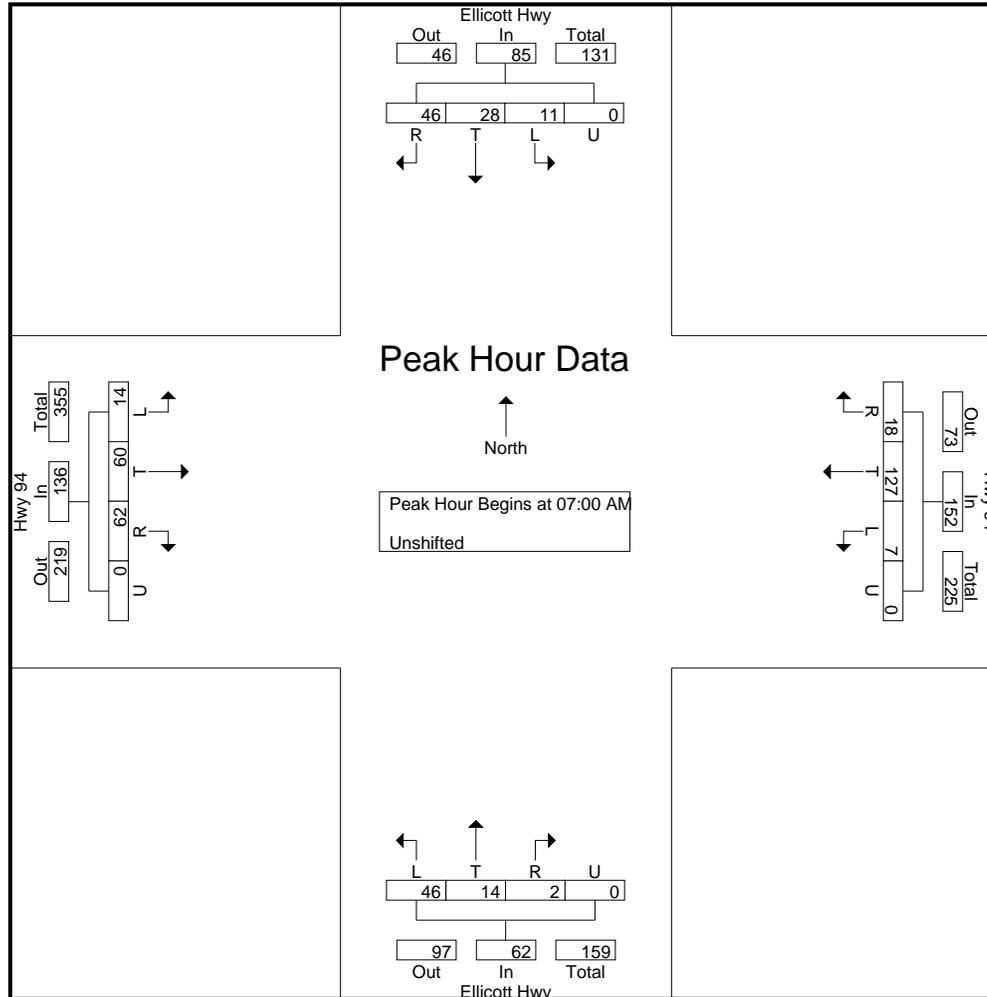
File Name : Ellicott Hwy - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 2

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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 7:00:00 AM to 8:45:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	1	3	9	0	13	1	32	5	0	38	9	4	0	0	13	5	8	9	0	22	86
7:15:00 AM	4	9	8	0	21	1	33	3	0	37	16	3	0	0	19	3	13	10	0	26	103
7:30:00 AM	3	6	16	0	25	5	28	8	0	41	9	1	0	0	10	4	21	25	0	50	126
7:45:00 AM	3	10	13	0	26	0	34	2	0	36	12	6	2	0	20	2	18	18	0	38	120
Total Volume	11	28	46	0	85	7	127	18	0	152	46	14	2	0	62	14	60	62	0	136	435
% App. Total	12.9	32.9	54.1	0		4.6	83.6	11.8	0		74.2	22.6	3.2	0		10.3	44.1	45.6	0		
PHF	.688	.700	.719	.000	.817	.350	.934	.563	.000	.927	.719	.583	.250	.000	.775	.700	.714	.620	.000	.680	.863

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
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 719-633-2868

File Name : Ellicott Hwy - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 3



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File Name : Ellicott Hwy - Hwy 94 AM
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 Start Date : 8/5/2020
 Page No : 4

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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 7:00:00 AM to 8:45:00 AM - Peak 1 of 1

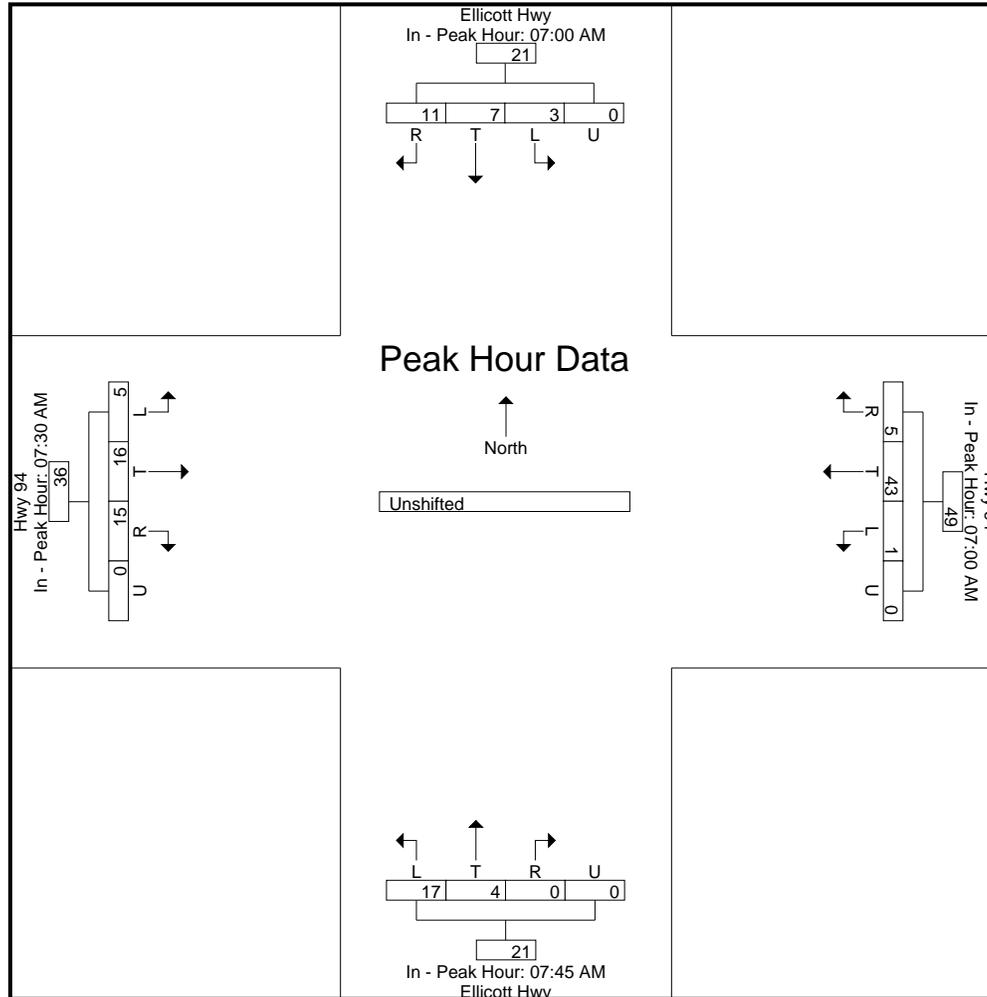
Peak Hour for Each Approach Begins at:

	7:00:00 AM					7:00:00 AM					7:45:00 AM					7:30:00 AM				
+0 mins.	1	3	9	0	13	1	32	5	0	38	12	6	2	0	20	4	21	25	0	50
+5 mins.	4	9	8	0	21	1	33	3	0	37	10	3	0	0	13	2	18	18	0	38
+10 mins.	3	6	16	0	25	5	28	8	0	41	12	2	0	0	14	7	16	3	0	26
+15 mins.	3	10	13	0	26	0	34	2	0	36	15	2	0	0	17	3	20	9	0	32
Total Volume	11	28	46	0	85	7	127	18	0	152	49	13	2	0	64	16	75	55	0	146
% App. Total	12.9	32.9	54.1	0		4.6	83.6	11.8	0		76.6	20.3	3.1	0		11	51.4	37.7	0	
PHF	.688	.700	.719	.000	.817	.350	.934	.563	.000	.927	.817	.542	.250	.000	.800	.571	.893	.550	.000	.730

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File Name : Ellicott Hwy - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 5



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File Name : Ellicott Hwy - Hwy 94 AM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 1

Groups Printed- Bank 2

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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	
07:00 AM	0	0	2	0	2	0	3	1	0	4	0	1	0	0	1	1	0	0	0	1	8
07:15 AM	0	1	2	0	3	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	7
07:30 AM	0	0	0	0	0	1	2	1	0	4	1	0	0	0	1	0	0	1	0	1	6
07:45 AM	1	0	3	0	4	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	9
Total	1	1	7	0	9	1	9	3	0	13	1	1	0	0	2	1	4	1	0	6	30
08:00 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	4
08:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
08:45 AM	2	0	3	0	5	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	10
Total	3	2	4	0	9	0	2	1	0	3	1	0	0	0	1	1	7	1	0	9	22
Grand Total	4	3	11	0	18	1	11	4	0	16	2	1	0	0	3	2	11	2	0	15	52
Apprch %	22.2	16.7	61.1	0		6.2	68.8	25	0		66.7	33.3	0	0		13.3	73.3	13.3	0		
Total %	7.7	5.8	21.2	0	34.6	1.9	21.2	7.7	0	30.8	3.8	1.9	0	0	5.8	3.8	21.2	3.8	0	28.8	

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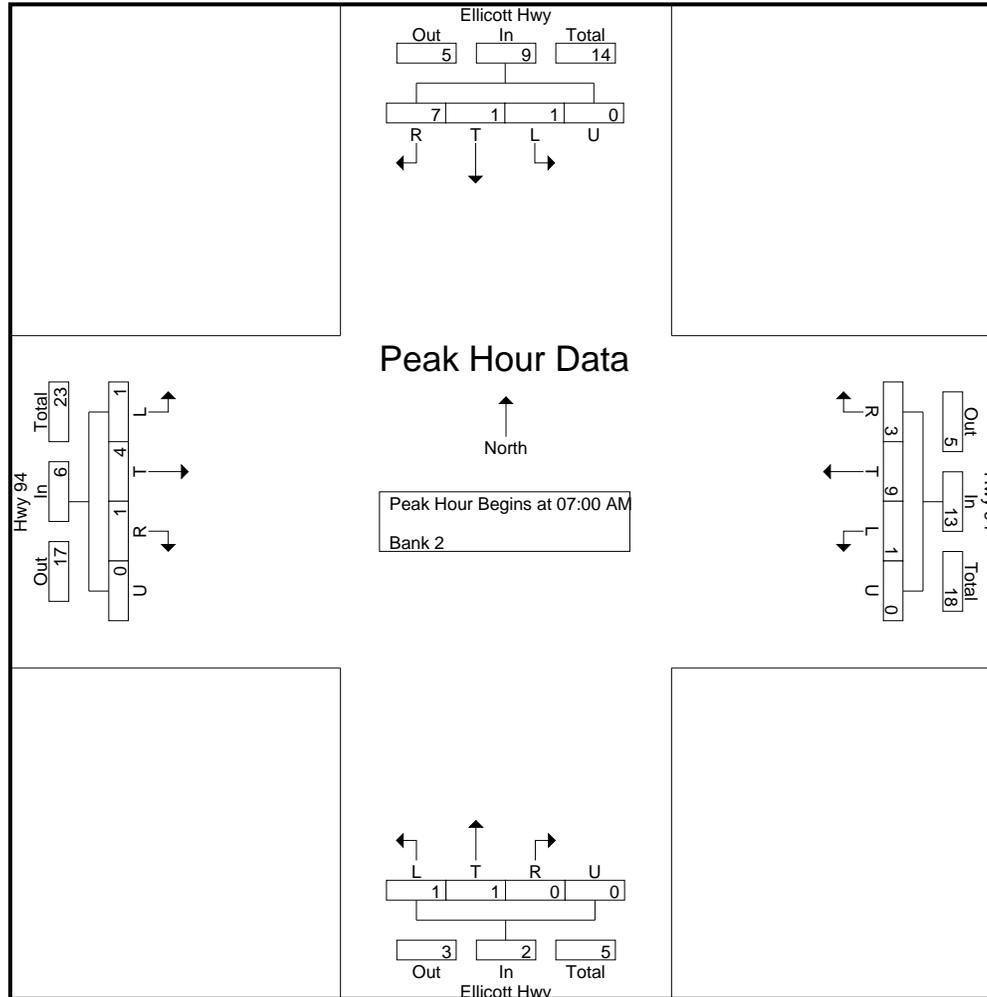
File Name : Ellicott Hwy - Hwy 94 AM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 2

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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 7:00:00 AM to 8:45:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	0	0	2	0	2	0	3	1	0	4	0	1	0	0	1	1	0	0	0	1	8
7:15:00 AM	0	1	2	0	3	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	7
7:30:00 AM	0	0	0	0	0	1	2	1	0	4	1	0	0	0	1	0	0	1	0	1	6
7:45:00 AM	1	0	3	0	4	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	9
Total Volume	1	1	7	0	9	1	9	3	0	13	1	1	0	0	2	1	4	1	0	6	30
% App. Total	11.1	11.1	77.8	0		7.7	69.2	23.1	0		50	50	0	0		16.7	66.7	16.7	0		
PHF	.250	.250	.583	.000	.563	.250	.750	.750	.000	.813	.250	.250	.000	.000	.500	.250	.500	.250	.000	.750	.833

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File Name : Ellicott Hwy - Hwy 94 AM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 3



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File Name : Ellicott Hwy - Hwy 94 AM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 4

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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 7:00:00 AM to 8:45:00 AM - Peak 1 of 1

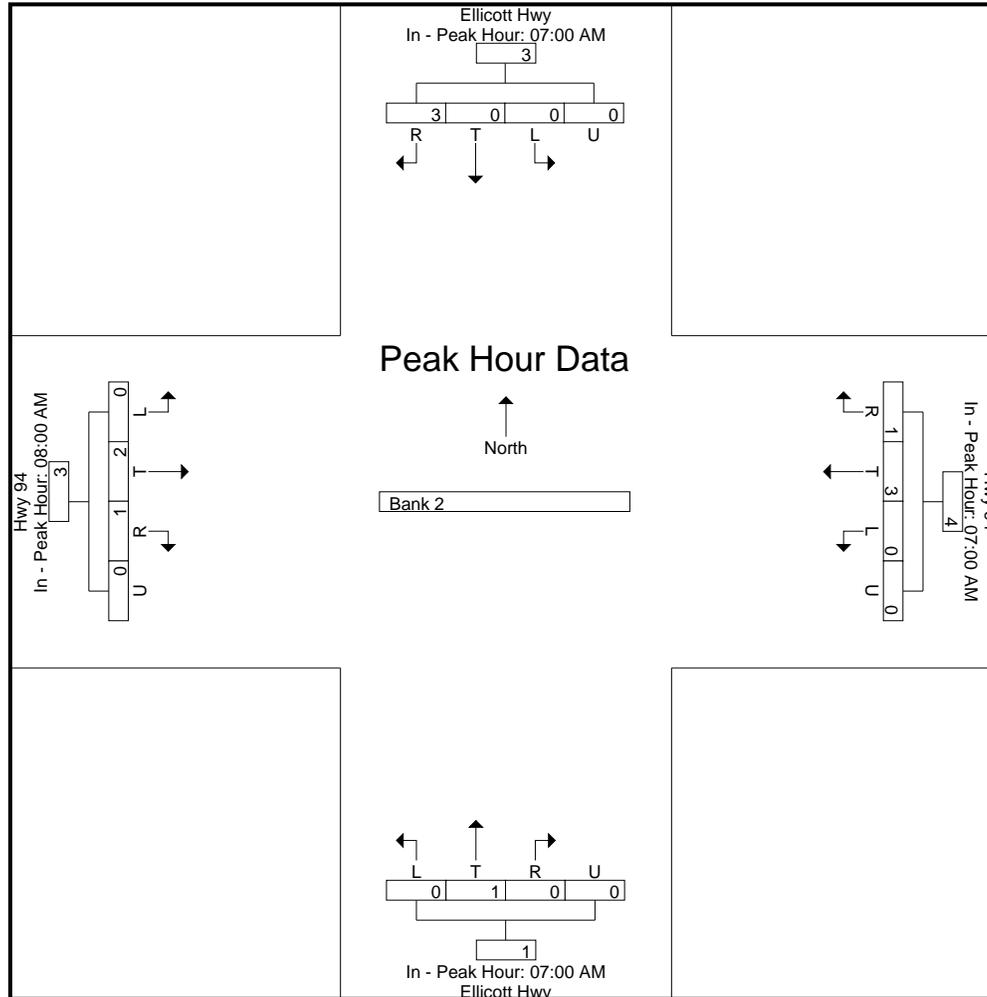
Peak Hour for Each Approach Begins at:

	7:00:00 AM					7:00:00 AM					7:00:00 AM					8:00:00 AM				
+0 mins.	0	0	2	0	2	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0
+5 mins.	0	1	2	0	3	0	1	1	0	2	0	0	0	0	0	0	2	1	0	3
+10 mins.	0	0	0	0	0	1	2	1	0	4	1	0	0	0	1	0	2	0	0	2
+15 mins.	1	0	3	0	4	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4
Total Volume	1	1	7	0	9	1	9	3	0	13	1	1	0	0	2	1	7	1	0	9
% App. Total	11.1	11.1	77.8	0		7.7	69.2	23.1	0		50	50	0	0		11.1	77.8	11.1	0	
PHF	.250	.250	.583	.000	.563	.250	.750	.750	.000	.813	.250	.250	.000	.000	.500	.250	.583	.250	.000	.563

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File Name : Ellicott Hwy - Hwy 94 AM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 5



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545 E Pikes Peak Ave, Suite 210
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File Name : Ellicott Hwy - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 1

Groups Printed- Unshifted

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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	4	4	7	0	15	2	20	4	0	26	22	8	2	0	32	8	44	11	0	63	136
04:15 PM	3	2	11	0	16	3	31	7	0	41	23	10	4	0	37	12	37	14	0	63	157
04:30 PM	6	6	5	0	17	0	28	3	0	31	19	9	1	0	29	12	39	12	0	63	140
04:45 PM	6	7	2	0	15	1	22	2	0	25	14	3	0	0	17	8	69	15	0	92	149
Total	19	19	25	0	63	6	101	16	0	123	78	30	7	0	115	40	189	52	0	281	582
05:00 PM	8	3	6	0	17	1	20	2	0	23	11	9	3	0	23	13	44	27	0	84	147
05:15 PM	5	3	11	0	19	1	13	0	0	14	9	3	1	0	13	12	39	18	0	69	115
05:30 PM	6	3	4	0	13	2	16	1	0	19	4	3	1	0	8	12	36	10	0	58	98
05:45 PM	2	3	5	0	10	1	25	0	0	26	9	5	0	0	14	8	30	11	0	49	99
Total	21	12	26	0	59	5	74	3	0	82	33	20	5	0	58	45	149	66	0	260	459
Grand Total	40	31	51	0	122	11	175	19	0	205	111	50	12	0	173	85	338	118	0	541	1041
Apprch %	32.8	25.4	41.8	0		5.4	85.4	9.3	0		64.2	28.9	6.9	0		15.7	62.5	21.8	0		
Total %	3.8	3	4.9	0	11.7	1.1	16.8	1.8	0	19.7	10.7	4.8	1.2	0	16.6	8.2	32.5	11.3	0	52	

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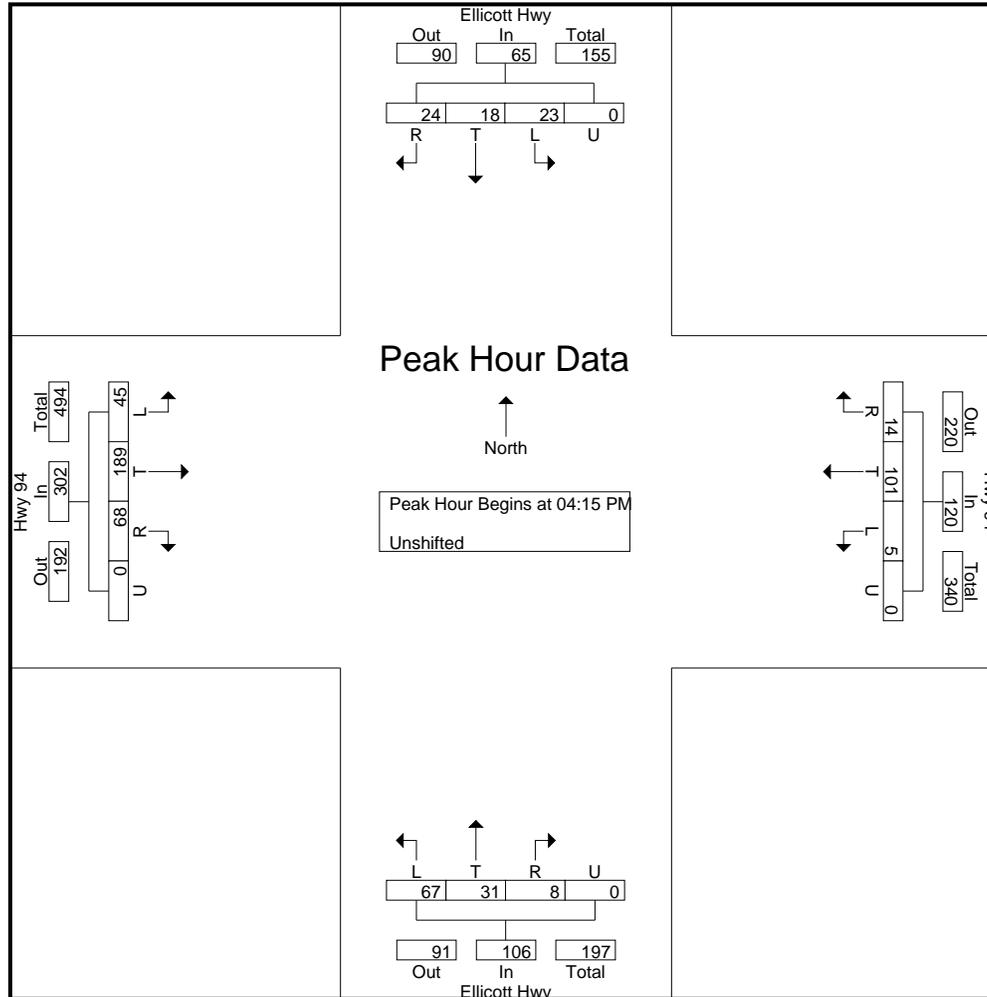
File Name : Ellicott Hwy - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 2

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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 4:15:00 PM																					
4:15:00 PM	3	2	11	0	16	3	31	7	0	41	23	10	4	0	37	12	37	14	0	63	157
4:30:00 PM	6	6	5	0	17	0	28	3	0	31	19	9	1	0	29	12	39	12	0	63	140
4:45:00 PM	6	7	2	0	15	1	22	2	0	25	14	3	0	0	17	8	69	15	0	92	149
5:00:00 PM	8	3	6	0	17	1	20	2	0	23	11	9	3	0	23	13	44	27	0	84	147
Total Volume	23	18	24	0	65	5	101	14	0	120	67	31	8	0	106	45	189	68	0	302	593
% App. Total	35.4	27.7	36.9	0		4.2	84.2	11.7	0		63.2	29.2	7.5	0		14.9	62.6	22.5	0		
PHF	.719	.643	.545	.000	.956	.417	.815	.500	.000	.732	.728	.775	.500	.000	.716	.865	.685	.630	.000	.821	.944

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File Name : Ellicott Hwy - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 3



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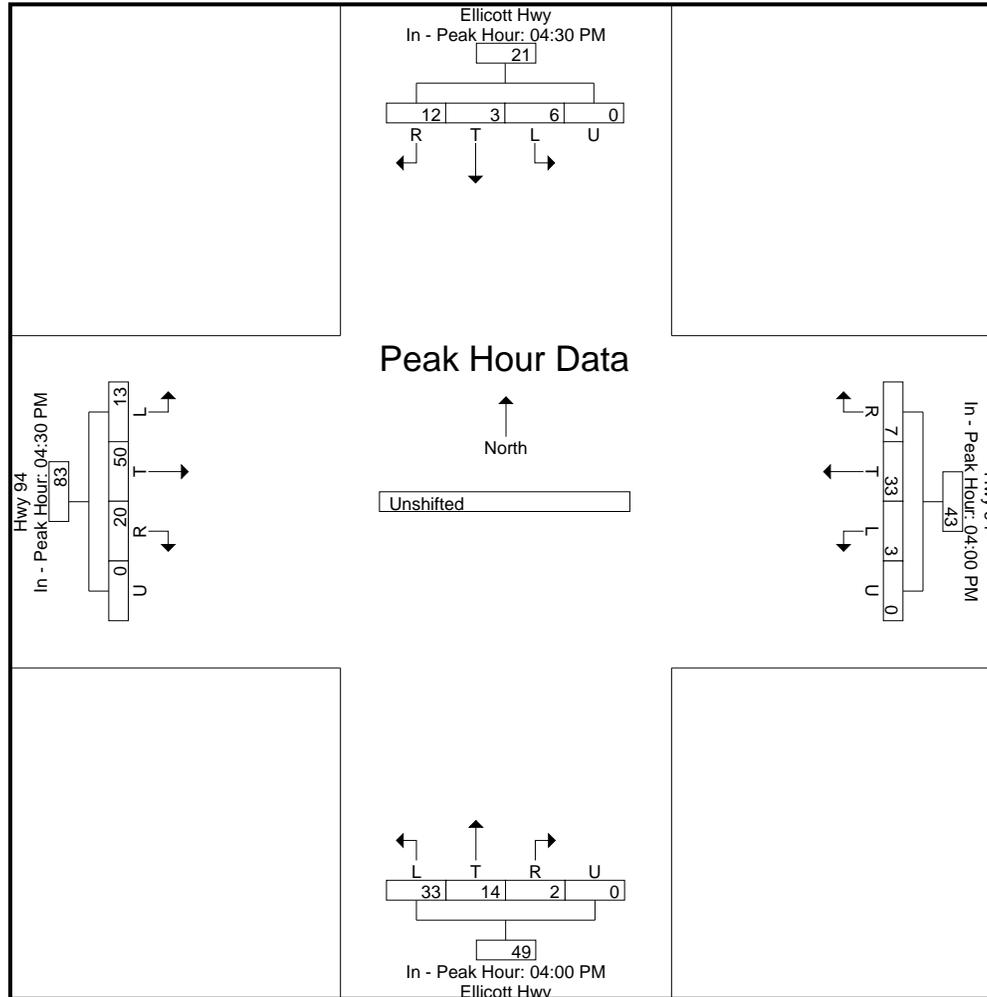
File Name : Ellicott Hwy - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 4

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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:																					
	4:30:00 PM					4:00:00 PM					4:00:00 PM					4:30:00 PM					
+0 mins.	6	6	5	0	17	2	20	4	0	26	22	8	2	0	32	12	39	12	0	63	
+5 mins.	6	7	2	0	15	3	31	7	0	41	23	10	4	0	37	8	69	15	0	92	
+10 mins.	8	3	6	0	17	0	28	3	0	31	19	9	1	0	29	13	44	27	0	84	
+15 mins.	5	3	11	0	19	1	22	2	0	25	14	3	0	0	17	12	39	18	0	69	
Total Volume	25	19	24	0	68	6	101	16	0	123	78	30	7	0	115	45	191	72	0	308	
% App. Total	36.8	27.9	35.3	0		4.9	82.1	13	0		67.8	26.1	6.1	0		14.6	62	23.4	0		
PHF	.781	.679	.545	.000	.895	.500	.815	.571	.000	.750	.848	.750	.438	.000	.777	.865	.692	.667	.000	.837	

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File Name : Ellicott Hwy - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 5



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545 E Pikes Peak Ave, Suite 210
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File Name : Ellicott Hwy - Hwy 94 PM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 1

Groups Printed- Bank 2

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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	0	0	0	0	0	0	0	0	0	0	3	5	0	0	8	8
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	2	3	1	0	6	9
04:30 PM	0	1	1	0	2	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	13
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	8
Total	0	1	1	0	2	0	9	0	0	9	1	1	0	0	2	5	18	2	0	25	38
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	4
05:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	7
05:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
Total	0	0	1	0	1	1	6	1	0	8	1	0	0	0	1	3	6	0	0	9	19
Grand Total	0	1	2	0	3	1	15	1	0	17	2	1	0	0	3	8	24	2	0	34	57
Apprch %	0	33.3	66.7	0		5.9	88.2	5.9	0		66.7	33.3	0	0		23.5	70.6	5.9	0		
Total %	0	1.8	3.5	0	5.3	1.8	26.3	1.8	0	29.8	3.5	1.8	0	0	5.3	14	42.1	3.5	0	59.6	

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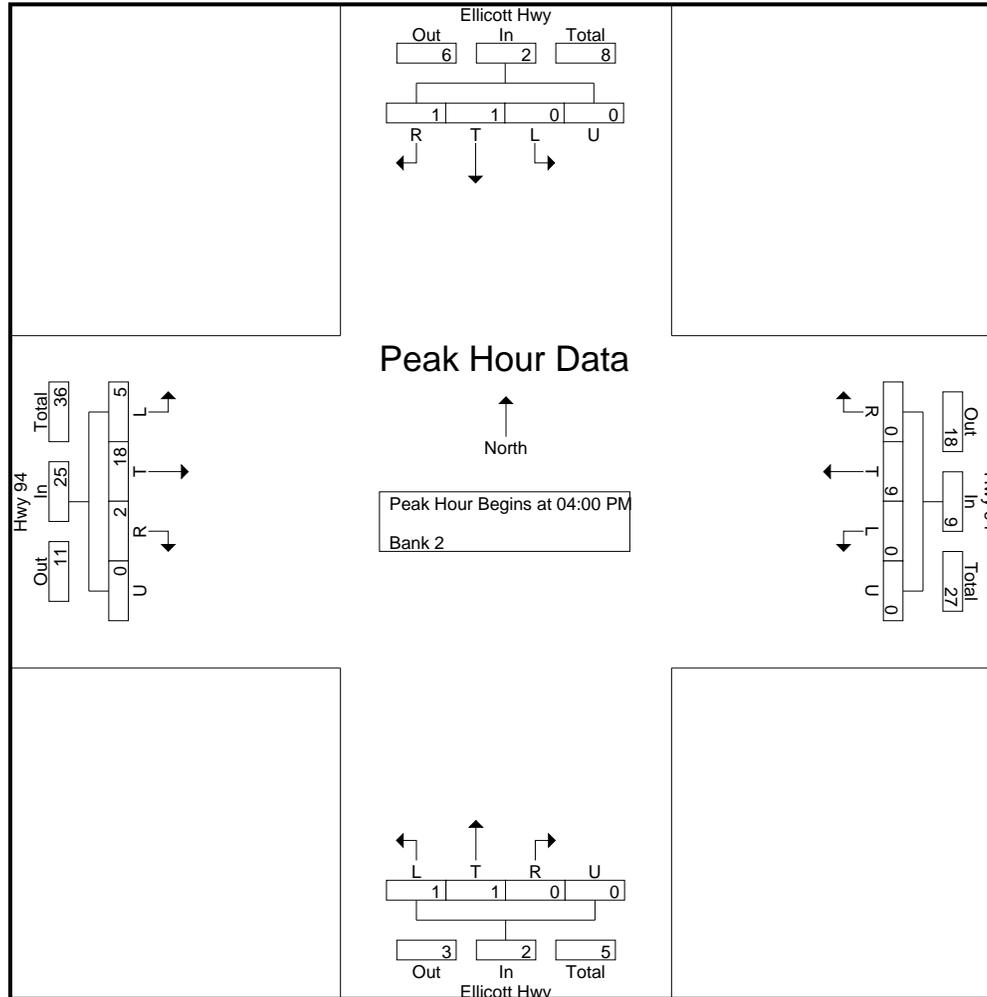
File Name : Ellicott Hwy - Hwy 94 PM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 2

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	8	8
4:15:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	2	3	1	0	6	9
4:30:00 PM	0	1	1	0	2	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	13
4:45:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	8
Total Volume	0	1	1	0	2	0	9	0	0	9	1	1	0	0	2	5	18	2	0	25	38
% App. Total	0	50	50	0		0	100	0	0		50	50	0	0		20	72	8	0		
PHF	.000	.250	.250	.000	.250	.000	.375	.000	.000	.375	.250	.250	.000	.000	.500	.417	.750	.500	.000	.781	.731

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File Name : Ellicott Hwy - Hwy 94 PM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 3



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File Name : Ellicott Hwy - Hwy 94 PM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 4

Start Time	Ellicott Hwy Southbound					Hwy 94 Westbound					Ellicott Hwy Northbound					Hwy 94 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

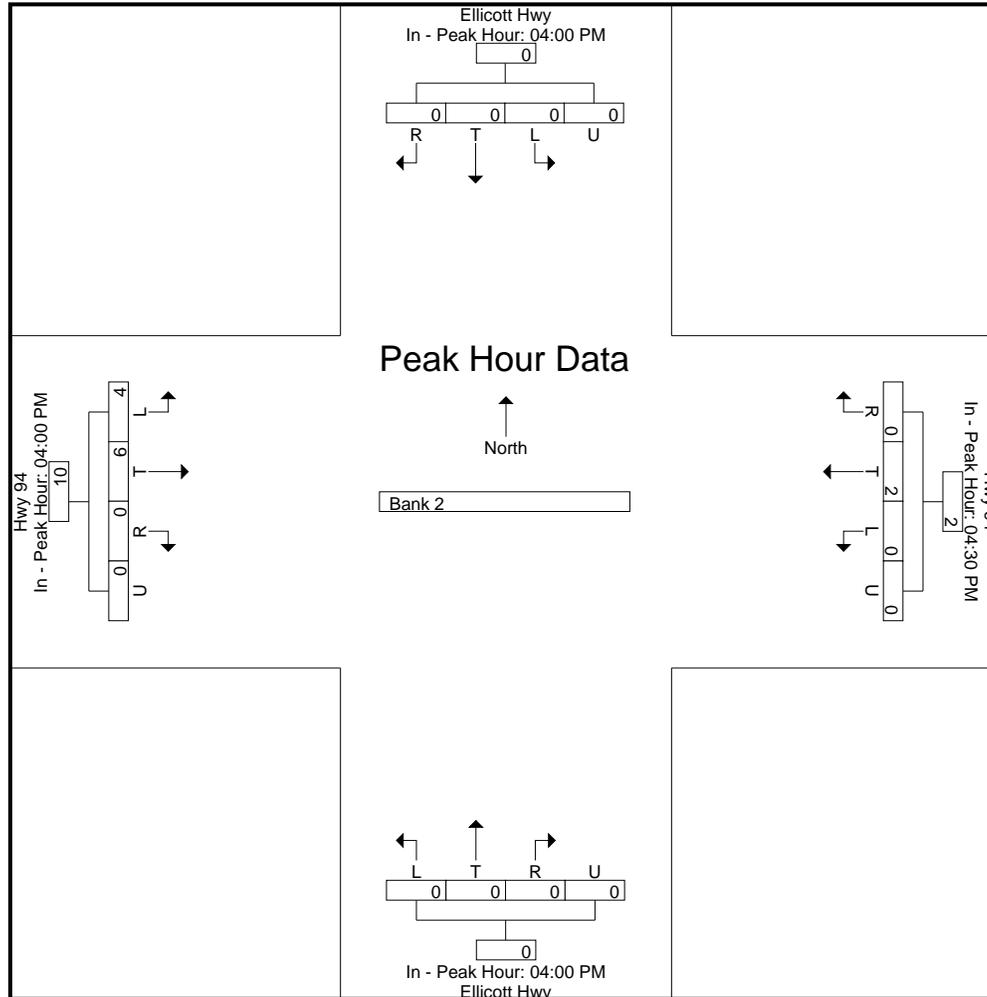
Peak Hour for Each Approach Begins at:

	4:00:00 PM					4:30:00 PM					4:00:00 PM					4:00:00 PM				
+0 mins.	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	5	0	0	8
+5 mins.	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	3	1	0	6
+10 mins.	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5
+15 mins.	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	6	0	0	6
Total Volume	0	1	1	0	2	0	10	1	0	11	1	1	0	0	2	5	18	2	0	25
% App. Total	0	50	50	0		0	90.9	9.1	0		50	50	0	0		20	72	8	0	
PHF	.000	.250	.250	.000	.250	.000	.417	.250	.000	.458	.250	.250	.000	.000	.500	.417	.750	.500	.000	.781

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File Name : Ellicott Hwy - Hwy 94 PM Trucks
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 5



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File Name : Fuel B's Access - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 1

Groups Printed- Bank 1

Start Time	Fuel B's Access Southbound					Hwy 94 Westbound					Northbound					Hwy 94 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	
07:00 AM	2	0	3	0	5	0	0	2	0	2	0	0	0	0	0	4	0	0	0	4	11
07:15 AM	4	0	7	0	11	0	0	10	0	10	0	0	0	0	0	3	0	0	0	3	24
07:30 AM	8	0	4	0	12	0	0	10	0	10	0	0	0	0	0	6	0	0	0	6	28
07:45 AM	8	0	16	0	24	0	0	20	0	20	0	0	0	0	0	3	0	0	0	3	47
Total	22	0	30	0	52	0	0	42	0	42	0	0	0	0	0	16	0	0	0	16	110
08:00 AM	14	0	3	0	17	0	0	6	0	6	0	0	0	0	0	6	0	0	0	6	29
08:15 AM	4	0	2	0	6	0	0	11	0	11	0	0	0	0	0	2	0	0	0	2	19
08:30 AM	9	0	15	0	24	0	0	11	0	11	0	0	0	0	0	6	0	0	0	6	41
08:45 AM	4	0	6	0	10	0	0	7	0	7	0	0	0	0	0	2	0	0	0	2	19
Total	31	0	26	0	57	0	0	35	0	35	0	0	0	0	0	16	0	0	0	16	108
Grand Total	53	0	56	0	109	0	0	77	0	77	0	0	0	0	0	32	0	0	0	32	218
Apprch %	48.6	0	51.4	0		0	0	100	0		0	0	0	0		100	0	0	0		
Total %	24.3	0	25.7	0	50	0	0	35.3	0	35.3	0	0	0	0	0	14.7	0	0	0	14.7	

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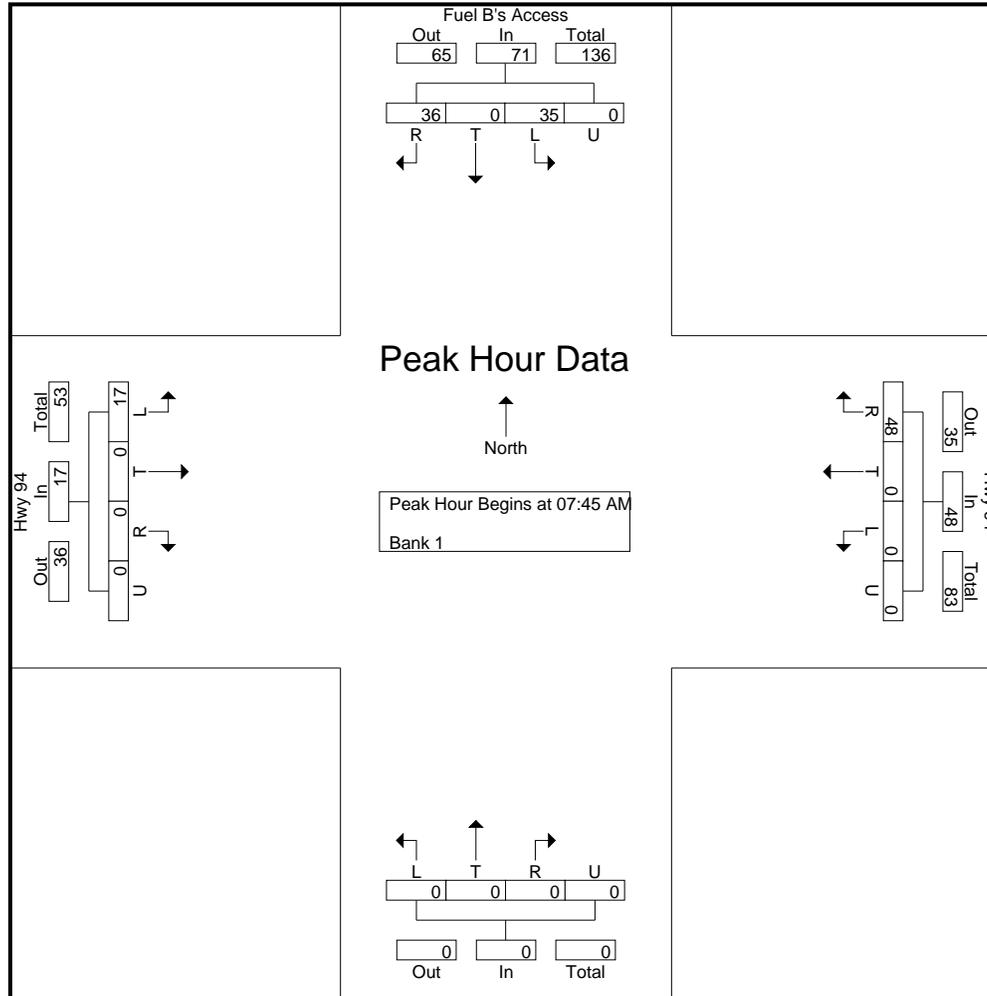
File Name : Fuel B's Access - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 2

Start Time	Fuel B's Access Southbound					Hwy 94 Westbound					Northbound					Hwy 94 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 7:00:00 AM to 8:45:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:45:00 AM																					
7:45:00 AM	8	0	16	0	24	0	0	20	0	20	0	0	0	0	0	3	0	0	0	3	47
8:00:00 AM	14	0	3	0	17	0	0	6	0	6	0	0	0	0	0	6	0	0	0	6	29
8:15:00 AM	4	0	2	0	6	0	0	11	0	11	0	0	0	0	0	2	0	0	0	2	19
8:30:00 AM	9	0	15	0	24	0	0	11	0	11	0	0	0	0	0	6	0	0	0	6	41
Total Volume	35	0	36	0	71	0	0	48	0	48	0	0	0	0	0	17	0	0	0	17	136
% App. Total	49.3	0	50.7	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.625	.000	.563	.000	.740	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.708	.000	.000	.000	.708	.723

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File Name : Fuel B's Access - Hwy 94 AM
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File Name : Fuel B's Access - Hwy 94 AM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 4

Start Time	Fuel B's Access Southbound					Hwy 94 Westbound					Northbound					Hwy 94 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 7:00:00 AM to 8:45:00 AM - Peak 1 of 1

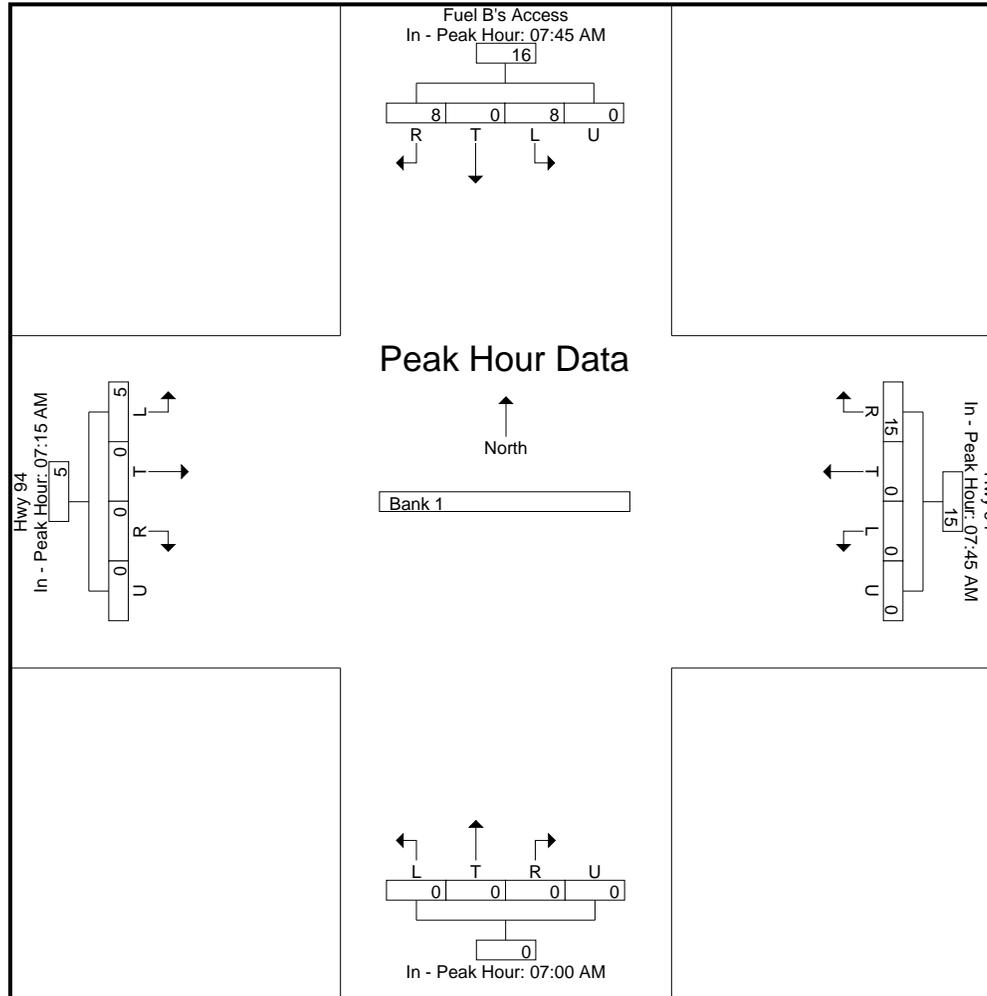
Peak Hour for Each Approach Begins at:

	7:45:00 AM					7:45:00 AM					7:00:00 AM					7:15:00 AM				
+0 mins.	8	0	16	0	24	0	0	20	0	20	0	0	0	0	0	3	0	0	0	3
+5 mins.	14	0	3	0	17	0	0	6	0	6	0	0	0	0	0	6	0	0	0	6
+10 mins.	4	0	2	0	6	0	0	11	0	11	0	0	0	0	0	3	0	0	0	3
+15 mins.	9	0	15	0	24	0	0	11	0	11	0	0	0	0	0	6	0	0	0	6
Total Volume	35	0	36	0	71	0	0	48	0	48	0	0	0	0	0	18	0	0	0	18
% App. Total	49.3	0	50.7	0		0	0	100	0		0	0	0	0		100	0	0	0	
PHF	.625	.000	.563	.000	.740	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750

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File Name : Fuel B's Access - Hwy 94 AM
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File Name : Fuel B's Access - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 1

Groups Printed- Bank 1

Start Time	Fuel B's Acces Southbound					Hwy 94 Westbound					Northbound					Hwy 94 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	10	0	3	0	13	0	0	6	0	6	0	0	0	0	0	8	0	0	0	8	27
04:15 PM	16	0	8	0	24	0	0	13	0	13	1	0	0	0	1	7	0	0	0	7	45
04:30 PM	12	0	4	0	16	0	0	11	0	11	0	0	0	0	0	15	0	0	0	15	42
04:45 PM	24	0	7	0	31	0	0	11	0	11	0	0	0	0	0	8	0	0	0	8	50
Total	62	0	22	0	84	0	0	41	0	41	1	0	0	0	1	38	0	0	0	38	164
05:00 PM	12	0	6	0	18	0	0	8	0	8	0	0	0	0	0	10	0	0	0	10	36
05:15 PM	10	0	8	0	18	0	0	12	0	12	0	0	0	0	0	3	0	0	0	3	33
05:30 PM	4	0	5	0	9	0	0	5	0	5	0	0	0	0	0	13	0	0	0	13	27
05:45 PM	10	0	10	0	20	0	0	9	0	9	0	0	0	0	0	5	0	0	0	5	34
Total	36	0	29	0	65	0	0	34	0	34	0	0	0	0	0	31	0	0	0	31	130
Grand Total	98	0	51	0	149	0	0	75	0	75	1	0	0	0	1	69	0	0	0	69	294
Apprch %	65.8	0	34.2	0		0	0	100	0		100	0	0	0		100	0	0	0		
Total %	33.3	0	17.3	0	50.7	0	0	25.5	0	25.5	0.3	0	0	0	0.3	23.5	0	0	0	23.5	

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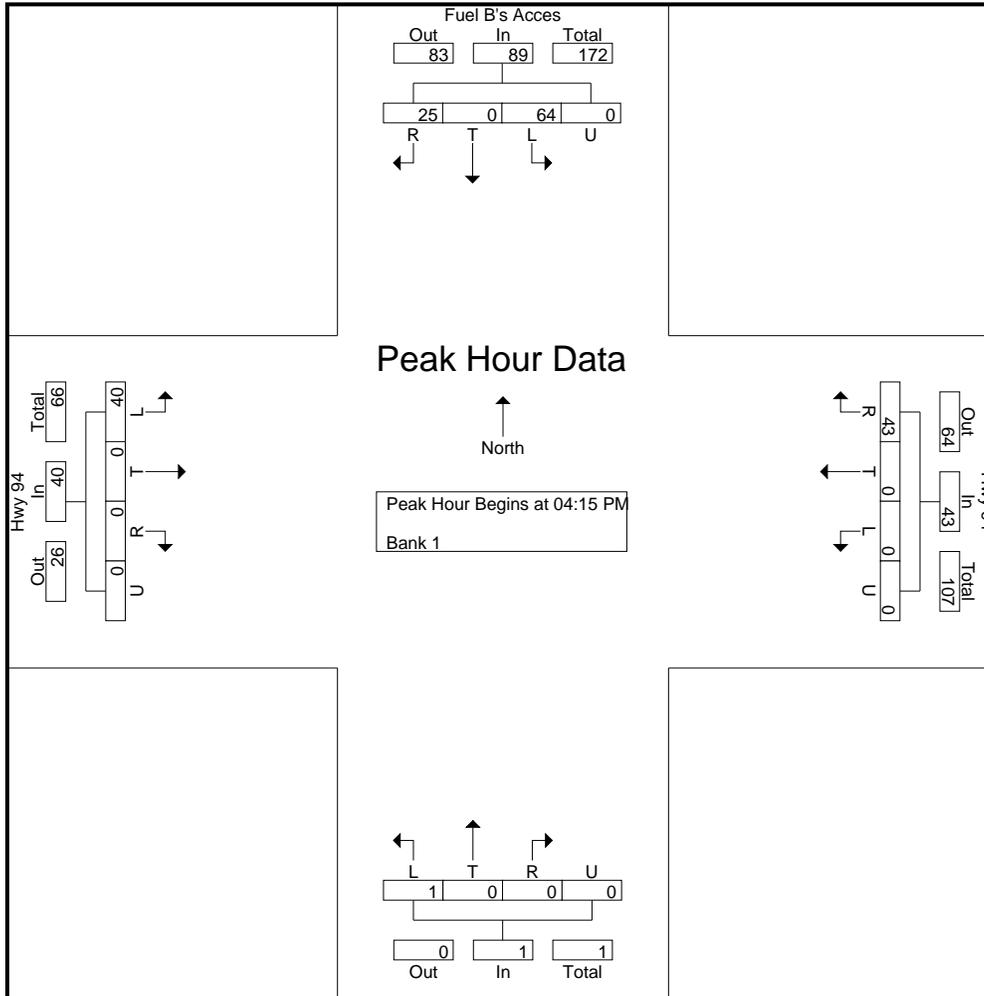
File Name : Fuel B's Access - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 2

Start Time	Fuel B's Acces Southbound					Hwy 94 Westbound					Northbound					Hwy 94 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 4:15:00 PM																					
4:15:00 PM	16	0	8	0	24	0	0	13	0	13	1	0	0	0	1	7	0	0	0	7	45
4:30:00 PM	12	0	4	0	16	0	0	11	0	11	0	0	0	0	0	15	0	0	0	15	42
4:45:00 PM	24	0	7	0	31	0	0	11	0	11	0	0	0	0	0	8	0	0	0	8	50
5:00:00 PM	12	0	6	0	18	0	0	8	0	8	0	0	0	0	0	10	0	0	0	10	36
Total Volume	64	0	25	0	89	0	0	43	0	43	1	0	0	0	1	40	0	0	0	40	173
% App. Total	71.9	0	28.1	0		0	0	100	0		100	0	0	0		100	0	0	0		
PHF	.667	.000	.781	.000	.718	.000	.000	.827	.000	.827	.250	.000	.000	.000	.250	.667	.000	.000	.000	.667	.865

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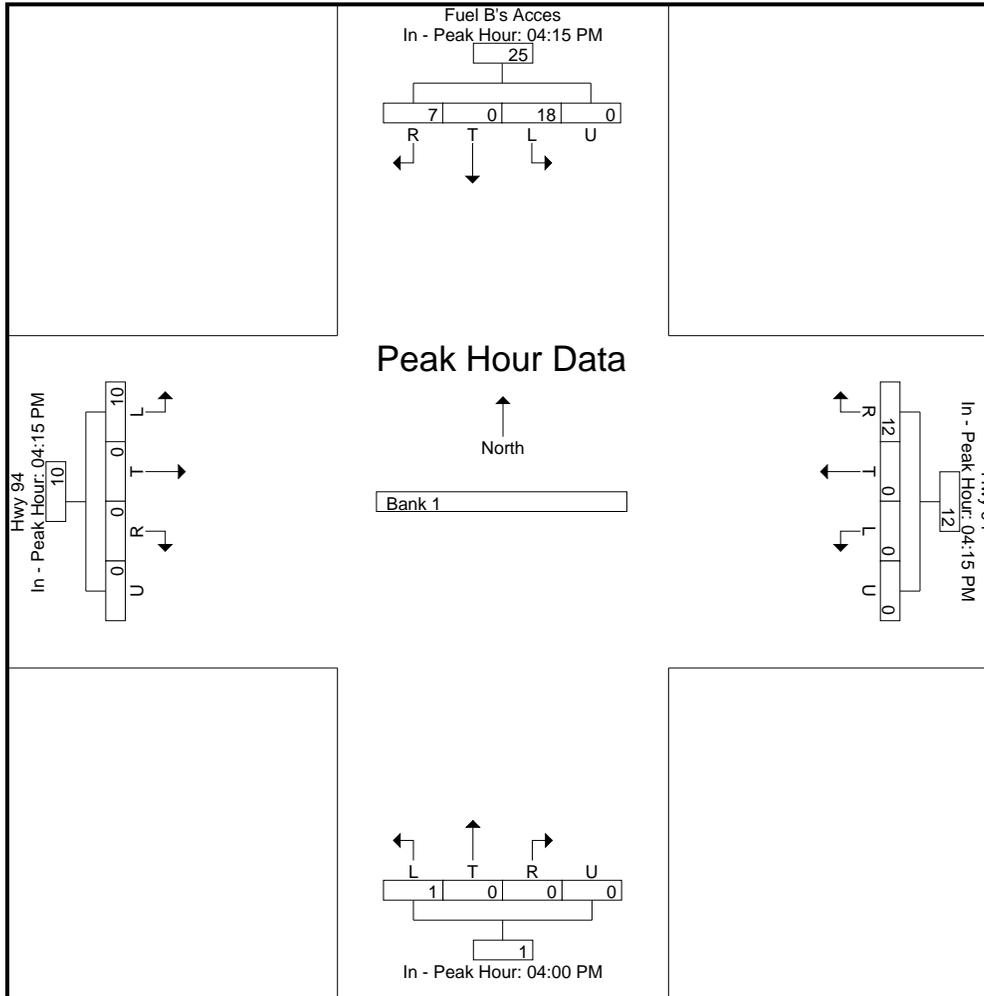
File Name : Fuel B's Access - Hwy 94 PM
 Site Code : 00204480
 Start Date : 8/5/2020
 Page No : 4

Start Time	Fuel B's Acces Southbound					Hwy 94 Westbound					Northbound					Hwy 94 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:																					
	4:15:00 PM					4:15:00 PM					4:00:00 PM					4:15:00 PM					
+0 mins.	16	0	8	0	24	0	0	13	0	13	0	0	0	0	0	7	0	0	0	7	
+5 mins.	12	0	4	0	16	0	0	11	0	11	1	0	0	0	1	15	0	0	0	15	
+10 mins.	24	0	7	0	31	0	0	11	0	11	0	0	0	0	0	8	0	0	0	8	
+15 mins.	12	0	6	0	18	0	0	8	0	8	0	0	0	0	0	10	0	0	0	10	
Total Volume	64	0	25	0	89	0	0	43	0	43	1	0	0	0	1	40	0	0	0	40	
% App. Total	71.9	0	28.1	0		0	0	100	0		100	0	0	0		100	0	0	0		
PHF	.667	.000	.781	.000	.718	.000	.000	.827	.000	.827	.250	.000	.000	.000	.250	.667	.000	.000	.000	.667	

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File Name : Fuel B's Access - Hwy 94 PM
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Levels of Service



HCM 6th TWSC
3: Ellicott Hwy & SH 94

Existing
AM Peak

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	60	62	7	127	18	46	14	2	11	28	46
Future Vol, veh/h	14	60	62	7	127	18	46	14	2	11	28	46
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	92	92	92	78	78	78	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	88	91	8	138	20	59	18	3	13	34	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	179	0	0	385	350	134	350	385	148
Stage 1	-	-	-	-	-	-	176	176	-	164	164	-
Stage 2	-	-	-	-	-	-	209	174	-	186	221	-
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	1422	-	-	1397	-	-	573	574	915	605	549	899
Stage 1	-	-	-	-	-	-	826	753	-	838	762	-
Stage 2	-	-	-	-	-	-	793	755	-	816	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1397	-	-	503	562	915	580	537	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	562	-	580	537	-
Stage 1	-	-	-	-	-	-	814	742	-	825	757	-
Stage 2	-	-	-	-	-	-	706	750	-	782	709	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			13.1			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	523	1422	-	-	1397	-	-	695
HCM Lane V/C Ratio	0.152	0.014	-	-	0.005	-	-	0.149
HCM Control Delay (s)	13.1	7.6	-	-	7.6	-	-	11.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↘
Traffic Vol, veh/h	16	114	177	42	22	30
Future Vol, veh/h	16	114	177	42	22	30
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	124	192	46	41	56

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	238	0	-	0	373
Stage 1	-	-	-	-	215
Stage 2	-	-	-	-	158
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	1329	-	-	-	628
Stage 1	-	-	-	-	821
Stage 2	-	-	-	-	871
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1329	-	-	-	620
Mov Cap-2 Maneuver	-	-	-	-	620
Stage 1	-	-	-	-	810
Stage 2	-	-	-	-	871

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1329	-	-	-	620	825
HCM Lane V/C Ratio	0.013	-	-	-	0.066	0.067
HCM Control Delay (s)	7.7	-	-	-	11.2	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

HCM 6th TWSC
3: Ellicott Hwy & SH 94

Existing
PM Peak

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	45	189	68	5	101	14	67	31	8	23	18	24
Future Vol, veh/h	45	189	68	5	101	14	67	31	8	23	18	24
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	73	73	73	72	72	72	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	55	230	83	7	138	19	93	43	11	25	20	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	313	0	0	567	553	272	571	585	148
Stage 1	-	-	-	-	-	-	382	382	-	162	162	-
Stage 2	-	-	-	-	-	-	185	171	-	409	423	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1393	-	-	1220	-	-	427	434	755	424	416	886
Stage 1	-	-	-	-	-	-	630	604	-	828	755	-
Stage 2	-	-	-	-	-	-	805	748	-	610	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1393	-	-	1220	-	-	385	414	755	371	397	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	414	-	371	397	-
Stage 1	-	-	-	-	-	-	605	580	-	796	750	-
Stage 2	-	-	-	-	-	-	757	744	-	534	556	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.3			18.7			13.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1393	-	-	1220	-	-	484
HCM Lane V/C Ratio	0.361	0.039	-	-	0.006	-	-	0.146
HCM Control Delay (s)	18.7	7.7	-	-	8	-	-	13.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	40	238	149	43	64	25
Future Vol, veh/h	40	238	149	43	64	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	92	92	72	72
Heavy Vehicles, %	2	7	7	2	2	2
Mvmt Flow	44	262	162	47	89	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	209	0	-	0	536 186
Stage 1	-	-	-	-	186 -
Stage 2	-	-	-	-	350 -
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	1362	-	-	-	505 856
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	713 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1362	-	-	-	489 856
Mov Cap-2 Maneuver	-	-	-	-	489 -
Stage 1	-	-	-	-	819 -
Stage 2	-	-	-	-	713 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1362	-	-	-	489	856
HCM Lane V/C Ratio	0.032	-	-	-	0.182	0.041
HCM Control Delay (s)	7.7	-	-	-	14	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.1

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	18	77	80	9	164	23	59	18	3	14	36	59
Future Vol, veh/h	18	77	80	9	164	23	59	18	3	14	36	59
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	92	92	92	78	78	78	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	113	118	10	178	25	76	23	4	17	44	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	231	0	0	493	447	172	449	494	191
Stage 1	-	-	-	-	-	-	224	224	-	211	211	-
Stage 2	-	-	-	-	-	-	269	223	-	238	283	-
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	1369	-	-	1337	-	-	486	506	872	520	476	851
Stage 1	-	-	-	-	-	-	779	718	-	791	728	-
Stage 2	-	-	-	-	-	-	737	719	-	765	677	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1369	-	-	1337	-	-	404	493	872	489	464	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	404	493	-	489	464	-
Stage 1	-	-	-	-	-	-	764	704	-	776	723	-
Stage 2	-	-	-	-	-	-	629	714	-	723	664	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			16			12.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1369	-	-	1337	-	-	621
HCM Lane V/C Ratio	0.239	0.019	-	-	0.007	-	-	0.214
HCM Control Delay (s)	16	7.7	-	-	7.7	-	-	12.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↙	↗
Traffic Vol, veh/h	16	153	240	42	22	30
Future Vol, veh/h	16	153	240	42	22	30
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	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	166	261	46	41	56

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	307	0	-	0	484
Stage 1	-	-	-	-	284
Stage 2	-	-	-	-	200
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	1254	-	-	-	542
Stage 1	-	-	-	-	764
Stage 2	-	-	-	-	834
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1254	-	-	-	534
Mov Cap-2 Maneuver	-	-	-	-	534
Stage 1	-	-	-	-	753
Stage 2	-	-	-	-	834

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1254	-	-	-	534	755
HCM Lane V/C Ratio	0.014	-	-	-	0.076	0.074
HCM Control Delay (s)	7.9	-	-	-	12.3	10.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	58	244	88	6	130	18	86	40	10	30	23	31
Future Vol, veh/h	58	244	88	6	130	18	86	40	10	30	23	31
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	73	73	73	72	72	72	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	71	298	107	8	178	25	119	56	14	33	25	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	405	0	0	730	713	352	736	754	191
Stage 1	-	-	-	-	-	-	494	494	-	207	207	-
Stage 2	-	-	-	-	-	-	236	219	-	529	547	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1339	-	-	1127	-	-	332	351	680	328	332	838
Stage 1	-	-	-	-	-	-	548	538	-	784	721	-
Stage 2	-	-	-	-	-	-	756	713	-	524	509	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1339	-	-	1127	-	-	286	330	680	267	312	838
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	330	-	267	312	-
Stage 1	-	-	-	-	-	-	519	509	-	742	716	-
Stage 2	-	-	-	-	-	-	695	708	-	433	482	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.3			33			17.6		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	1339	-	-	1127	-	-	377
HCM Lane V/C Ratio	0.607	0.053	-	-	0.007	-	-	0.242
HCM Control Delay (s)	33	7.8	-	-	8.2	-	-	17.6
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.7	0.2	-	-	0	-	-	0.9

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	40	326	204	43	64	25
Future Vol, veh/h	40	326	204	43	64	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	92	92	72	72
Heavy Vehicles, %	2	7	7	2	2	2
Mvmt Flow	44	358	222	47	89	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	269	0	-	0	692 246
Stage 1	-	-	-	-	246 -
Stage 2	-	-	-	-	446 -
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	1295	-	-	-	410 793
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	645 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1295	-	-	-	396 793
Mov Cap-2 Maneuver	-	-	-	-	396 -
Stage 1	-	-	-	-	768 -
Stage 2	-	-	-	-	645 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1295	-	-	-	396	793
HCM Lane V/C Ratio	0.034	-	-	-	0.224	0.044
HCM Control Delay (s)	7.9	-	-	-	16.7	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.1

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	14	62	63	7	129	18	47	14	2	11	28	47
Future Vol, veh/h	14	62	63	7	129	18	47	14	2	11	28	47
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	92	92	92	78	78	78	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	91	93	8	140	20	60	18	3	13	34	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	184	0	0	392	356	138	356	392	150
Stage 1	-	-	-	-	-	-	180	180	-	166	166	-
Stage 2	-	-	-	-	-	-	212	176	-	190	226	-
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	1419	-	-	1391	-	-	567	570	910	599	544	896
Stage 1	-	-	-	-	-	-	822	750	-	836	761	-
Stage 2	-	-	-	-	-	-	790	753	-	812	717	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1419	-	-	1391	-	-	497	558	910	574	533	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	558	-	574	533	-
Stage 1	-	-	-	-	-	-	810	739	-	823	756	-
Stage 2	-	-	-	-	-	-	702	748	-	778	706	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			13.2			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	1419	-	-	1391	-	-	693
HCM Lane V/C Ratio	0.156	0.015	-	-	0.005	-	-	0.151
HCM Control Delay (s)	13.2	7.6	-	-	7.6	-	-	11.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	5	118	189	34	21	15
Future Vol, veh/h	5	118	189	34	21	15
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	-	-	0	0	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	14	33
Mvmt Flow	5	128	205	37	23	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	242	0	-	0	343
Stage 1	-	-	-	-	205
Stage 2	-	-	-	-	138
Critical Hdwy	4.12	-	-	-	6.54
Critical Hdwy Stg 1	-	-	-	-	5.54
Critical Hdwy Stg 2	-	-	-	-	5.54
Follow-up Hdwy	2.218	-	-	-	3.626
Pot Cap-1 Maneuver	1324	-	-	-	630
Stage 1	-	-	-	-	802
Stage 2	-	-	-	-	860
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1324	-	-	-	627
Mov Cap-2 Maneuver	-	-	-	-	627
Stage 1	-	-	-	-	799
Stage 2	-	-	-	-	860

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1324	-	-	-	627	763
HCM Lane V/C Ratio	0.004	-	-	-	0.036	0.021
HCM Control Delay (s)	7.7	-	-	-	11	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	115	184	20	24	8
Future Vol, veh/h	16	115	184	20	24	8
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	2	2	75	2	2
Mvmt Flow	17	125	200	22	26	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	222	0	-	0	370 211
Stage 1	-	-	-	-	211 -
Stage 2	-	-	-	-	159 -
Critical Hdwy	4.29	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.371	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1253	-	-	-	630 829
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	870 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1253	-	-	-	621 829
Mov Cap-2 Maneuver	-	-	-	-	621 -
Stage 1	-	-	-	-	812 -
Stage 2	-	-	-	-	870 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	663
HCM Lane V/C Ratio	0.014	-	-	-	0.052
HCM Control Delay (s)	7.9	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	46	192	69	5	103	14	68	31	8	23	18	25
Future Vol, veh/h	46	192	69	5	103	14	68	31	8	23	18	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	73	73	73	72	72	72	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	56	234	84	7	141	19	94	43	11	25	20	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	318	0	0	576	562	276	580	595	151
Stage 1	-	-	-	-	-	-	388	388	-	165	165	-
Stage 2	-	-	-	-	-	-	188	174	-	415	430	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1389	-	-	1214	-	-	421	429	751	418	411	882
Stage 1	-	-	-	-	-	-	626	600	-	825	752	-
Stage 2	-	-	-	-	-	-	802	746	-	605	575	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1389	-	-	1214	-	-	379	409	751	366	392	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	409	-	366	392	-
Stage 1	-	-	-	-	-	-	601	576	-	792	747	-
Stage 2	-	-	-	-	-	-	753	742	-	529	552	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.3			19.1			13.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	402	1389	-	-	1214	-	-	481
HCM Lane V/C Ratio	0.37	0.04	-	-	0.006	-	-	0.149
HCM Control Delay (s)	19.1	7.7	-	-	8	-	-	13.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	13	246	161	35	61	13
Future Vol, veh/h	13	246	161	35	61	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	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	7	7	2	15	38
Mvmt Flow	14	267	175	38	66	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	213	0	-	0	470 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	295 -
Critical Hdwy	4.12	-	-	-	6.55 6.58
Critical Hdwy Stg 1	-	-	-	-	5.55 -
Critical Hdwy Stg 2	-	-	-	-	5.55 -
Follow-up Hdwy	2.218	-	-	-	3.635 3.642
Pot Cap-1 Maneuver	1357	-	-	-	529 783
Stage 1	-	-	-	-	825 -
Stage 2	-	-	-	-	727 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1357	-	-	-	524 783
Mov Cap-2 Maneuver	-	-	-	-	524 -
Stage 1	-	-	-	-	817 -
Stage 2	-	-	-	-	727 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1357	-	-	-	524	783
HCM Lane V/C Ratio	0.01	-	-	-	0.127	0.018
HCM Control Delay (s)	7.7	-	-	-	12.9	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	239	154	20	20	22
Future Vol, veh/h	40	239	154	20	20	22
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	7	7	30	2	2
Mvmt Flow	43	260	167	22	22	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	189	0	-	0	524 178
Stage 1	-	-	-	-	178 -
Stage 2	-	-	-	-	346 -
Critical Hdwy	4.28	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.362	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1294	-	-	-	514 865
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	716 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1294	-	-	-	497 865
Mov Cap-2 Maneuver	-	-	-	-	497 -
Stage 1	-	-	-	-	825 -
Stage 2	-	-	-	-	716 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1294	-	-	-	640
HCM Lane V/C Ratio	0.034	-	-	-	0.071
HCM Control Delay (s)	7.9	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	18	79	81	9	166	23	60	18	3	14	36	60
Future Vol, veh/h	18	79	81	9	166	23	60	18	3	14	36	60
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	92	92	92	78	78	78	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	116	119	10	180	25	77	23	4	17	44	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	235	0	0	499	453	176	454	500	193
Stage 1	-	-	-	-	-	-	228	228	-	213	213	-
Stage 2	-	-	-	-	-	-	271	225	-	241	287	-
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	1366	-	-	1332	-	-	482	503	867	516	473	849
Stage 1	-	-	-	-	-	-	775	715	-	789	726	-
Stage 2	-	-	-	-	-	-	735	718	-	762	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1366	-	-	1332	-	-	400	489	867	485	460	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	489	-	485	460	-
Stage 1	-	-	-	-	-	-	760	701	-	774	720	-
Stage 2	-	-	-	-	-	-	626	712	-	720	661	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			16.2			12.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	1366	-	-	1332	-	-	619
HCM Lane V/C Ratio	0.244	0.019	-	-	0.007	-	-	0.217
HCM Control Delay (s)	16.2	7.7	-	-	7.7	-	-	12.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	5	157	252	34	21	15
Future Vol, veh/h	5	157	252	34	21	15
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	-	-	0	0	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	14	33
Mvmt Flow	5	171	274	37	23	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	311	0	-	0	455 274
Stage 1	-	-	-	-	274 -
Stage 2	-	-	-	-	181 -
Critical Hdwy	4.12	-	-	-	6.54 6.53
Critical Hdwy Stg 1	-	-	-	-	5.54 -
Critical Hdwy Stg 2	-	-	-	-	5.54 -
Follow-up Hdwy	2.218	-	-	-	3.626 3.597
Pot Cap-1 Maneuver	1249	-	-	-	542 696
Stage 1	-	-	-	-	745 -
Stage 2	-	-	-	-	822 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1249	-	-	-	540 696
Mov Cap-2 Maneuver	-	-	-	-	540 -
Stage 1	-	-	-	-	742 -
Stage 2	-	-	-	-	822 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1249	-	-	-	540	696
HCM Lane V/C Ratio	0.004	-	-	-	0.042	0.023
HCM Control Delay (s)	7.9	-	-	-	12	10.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	154	247	20	8	24
Future Vol, veh/h	16	154	247	20	8	24
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	2	2	75	2	2
Mvmt Flow	17	167	268	22	9	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	290	0	-	0	480 279
Stage 1	-	-	-	-	279 -
Stage 2	-	-	-	-	201 -
Critical Hdwy	4.29	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.371	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1181	-	-	-	545 760
Stage 1	-	-	-	-	768 -
Stage 2	-	-	-	-	833 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1181	-	-	-	537 760
Mov Cap-2 Maneuver	-	-	-	-	537 -
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	833 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1181	-	-	-	689
HCM Lane V/C Ratio	0.015	-	-	-	0.05
HCM Control Delay (s)	8.1	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	59	247	89	6	132	18	87	40	10	30	23	32
Future Vol, veh/h	59	247	89	6	132	18	87	40	10	30	23	32
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									
Storage Length	150	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	73	73	73	72	72	72	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	72	301	109	8	181	25	121	56	14	33	25	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	410	0	0	740	722	356	745	764	194
Stage 1	-	-	-	-	-	-	500	500	-	210	210	-
Stage 2	-	-	-	-	-	-	240	222	-	535	554	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1336	-	-	1122	-	-	326	347	677	324	328	835
Stage 1	-	-	-	-	-	-	544	535	-	781	719	-
Stage 2	-	-	-	-	-	-	752	710	-	520	506	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1336	-	-	1122	-	-	280	326	677	263	308	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	326	-	263	308	-
Stage 1	-	-	-	-	-	-	515	506	-	739	714	-
Stage 2	-	-	-	-	-	-	690	705	-	429	479	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.3			34.3			17.8		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	1336	-	-	1122	-	-	374
HCM Lane V/C Ratio	0.622	0.054	-	-	0.007	-	-	0.247
HCM Control Delay (s)	34.3	7.8	-	-	8.2	-	-	17.8
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.9	0.2	-	-	0	-	-	1

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	13	334	216	35	61	13
Future Vol, veh/h	13	334	216	35	61	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	-	-	0	0	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	15	39
Mvmt Flow	14	363	235	38	66	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	273	0	0	626	235
Stage 1	-	-	-	235	-
Stage 2	-	-	-	391	-
Critical Hdwy	4.12	-	-	6.55	6.59
Critical Hdwy Stg 1	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	5.55	-
Follow-up Hdwy	2.218	-	-	3.635	3.651
Pot Cap-1 Maneuver	1290	-	-	428	721
Stage 1	-	-	-	774	-
Stage 2	-	-	-	656	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1290	-	-	423	721
Mov Cap-2 Maneuver	-	-	-	423	-
Stage 1	-	-	-	765	-
Stage 2	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1290	-	-	-	423	721
HCM Lane V/C Ratio	0.011	-	-	-	0.157	0.02
HCM Control Delay (s)	7.8	-	-	-	15.1	10.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	327	209	20	20	22
Future Vol, veh/h	40	327	209	20	20	22
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	7	7	30	2	2
Mvmt Flow	43	355	227	22	22	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	249	0	-	0	679 238
Stage 1	-	-	-	-	238 -
Stage 2	-	-	-	-	441 -
Critical Hdwy	4.28	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.362	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1229	-	-	-	417 801
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	648 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1229	-	-	-	402 801
Mov Cap-2 Maneuver	-	-	-	-	402 -
Stage 1	-	-	-	-	774 -
Stage 2	-	-	-	-	648 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1229	-	-	-	544
HCM Lane V/C Ratio	0.035	-	-	-	0.084
HCM Control Delay (s)	8	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3