

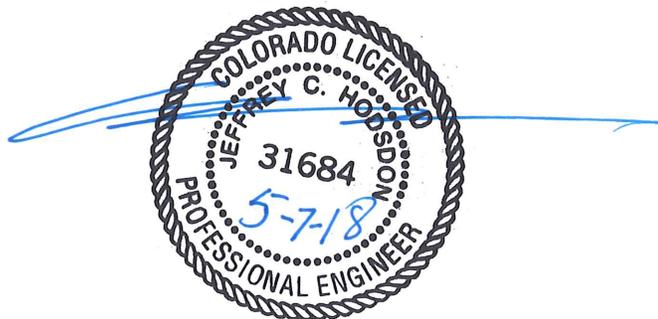


LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lscstrans.com
Website: <http://www.lscstrans.com>

Judge Orr Ranchettes
(Formerly Jennings Subdivision)
PCD File Nos.:
P-17-015, SP-17-011, SF-17-021
Updated Transportation Memorandum
(LSC #174140)
May 7, 2018

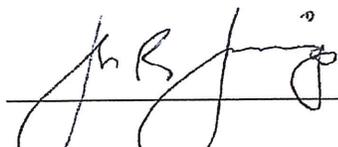
Traffic Engineer's Statement

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



Developer's Statement

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



8 May 2018
Date



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

May 7, 2018

Mr. John Jennings
2030 Tabor Court
Colorado Springs, CO 80919

RE: Judge Orr Ranchettes
El Paso County, Colorado
PCD File Nos.: P-17-015, SP-17-011, SF-17-021
Updated Transportation Memorandum
LSC #174140

Dear Mr. Jennings:

In response to your request, we have prepared this updated Transportation Memorandum for the proposed Jennings Subdivision, to be located generally northwest of the intersection of Judge Orr Road/Curtis Road in unincorporated El Paso County, Colorado. Access is proposed to Stapleton Road and Judge Orr Road. The site location and vicinity are shown on Figure 1.

This report is being prepared for submittal to El Paso County. The report contains an analysis of the vehicle trips estimated to be generated by the proposed subdivision and estimates of the projected site-generated traffic volumes on the adjacent roadways. This report includes required analysis elements and presents analysis findings.

REPORT CONTENTS

This report is being prepared as part of a submittal to El Paso County. It identifies the traffic impacts of this development. The report contains the following:

- The traffic count data and street conditions.
- Projections of short-term (2020) baseline/background traffic volumes.
- The projected average weekday and peak-hour vehicle-trips to be generated by the site.
- The assignment of the site's projected traffic volumes to the resulting total traffic volumes at the proposed site access intersections.
- The level of service analysis at the site access intersections and average daily and peak hour traffic volumes on key street sections in the vicinity of the site.
- Access sight distance analysis.
- Discussion regarding conformance with the Stapleton Access Management Plan.
- Pedestrian and bicycle analysis.
- Street classifications.

- County Transportation Fee Program requirements.
- Sign recommendations for the interim 90-degree intersection at north end of the site.
- Summary of findings/conclusions.

LAND USE AND ACCESS

Jennings Subdivision is a proposed single-family residential subdivision consisting of seven lots, each a minimum of 5.0 acres. Figure 1 provides a visual of the site relative to the nearby roadway network. The proposed Jennings subdivision is located northwest of the intersection of Judge Orr Road and Curtis Drive in El Paso County, Colorado. US Highway 24 intersects Stapleton Road about one-half mile north of the site and Judge Orr Road approximately 1.1 miles west of the site. Two of the seven lots are shown to have access to Judge Orr Road (access location will be about 1,290 feet west of Curtis Road and about 790 feet east of Aerostar Drive), while the northern five lots are shown to have interim access to Stapleton Drive (access location will be about 2,530 feet south of US Highway 24). The site plan is shown in Figure 2.

The access to the north five lots to Stapleton Drive will initially be via a 30-foot access easement which will be vacated upon the creation of a northerly road connection. This access will be closed once the planned future connection to the north (per the Stapleton Access Management Plan) is implemented and permanent access is provided to this subdivision.

Stapleton Access Management Plan

The roads and access points on the plan conform to the Stapleton Access Management Plan. The north/south local street right-of-way matches the plan as it is adjacent to the west property line and runs the entire length of the property. The street will not be constructed across the floodplain as this would not be feasible for this project to complete. Moreover, the Stapleton Access Management Plan appears to show a future east/west roadway extending west from the aforementioned north/south street from a location within the floodplain. The east/west street is unlikely to be constructed in the floodplain. Rather the roadway is likely to be constructed south of the floodplain and would likely tie into this subdivision's north/south street at a point near or south of the proposed cul-de-sac.

The Stapleton Access Management Plan does not specify that this applicant needs to construct the north/south roadway along the west property line; however, the applicant will construct most of the roadway (except the section through the floodplain) and dedicate all necessary right-of-way. The local roadways shown in concept on the Stapleton Access Management Plan do not appear to be reimbursable under the MTCP/El Paso County Roadway Impact Fee Program.

Access Sight Distance

The proposed access points to Judge Orr Road and Stapleton Road have been field-measured by LSC. The sight distance along Judge Orr Road is greater than a quarter-mile in both directions, so the El Paso County *Engineering Criteria Manual (ECM)* criteria is met. The sight distance along Stapleton

Drive is greater than a quarter-mile to the north and over 1,000 feet to the south, so the ECM criteria is met.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

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

- **US Highway 24** is a two-lane east/west State Highway extending locally from the City of Colorado Springs to Peyton in a northeasterly direction and then continuing east. US 24 is classified as an Expressway by CDOT in the vicinity of the site and is shown as an Expressway on the MTCP. US 24 is shown on the transportation plans as a future four-lane facility in the vicinity of the site. CDOT is currently conducting a Planning and Environmental Linkage (PEL) study. The posted speed limit on US 24 is 65 miles per hour (mph) in the vicinity of Stapleton.
- **Stapleton Drive** is shown as a four-lane Principal Arterial on the El Paso County MTCP and El Paso County Corridor Preservation Plan (CPP). Stapleton Drive extends east from Towner Drive to US Highway (US) 24. Stapleton continues southeast, then south as Curtis Road. It is planned to ultimately be extended west to connect with the Briargate Parkway extension. Stapleton Drive currently has one through lane in each direction adjacent to the site. There are currently no auxiliary turn lanes along Stapleton Drive in the immediate vicinity of the proposed site access. The posted speed limit is 45 mph.
- **Judge Orr Road** is currently classified as a two-lane Minor Arterial in El Paso County's 2040 MTCP. The preserved corridors plan shows a four-lane minor arterial. Judge Orr Road extends west to US 24 then approximately 0.7 miles to the intersection of Eastonville Road/Meridian Ranch Boulevard. Judge Orr extends east from Curtis Road to North Davenport Road. There are currently no turn lanes at existing driveways along Judge Orr Road within the study area limits. Adjacent to the site, the posted speed limit is 45 mph.

Existing Traffic Volumes

Vehicular turning movement counts were conducted at the following locations at the times specified in Table 1.

Table 1: Vehicular Turning Movement Count Collection Data

Intersection		Data Collection			
Major Street	Minor Street	Day	Date	From	To
US 24	Stapleton Drive	Wednesday	March 22, 2017	6:30 a.m.	8:30 a.m.
		Tuesday	March 21, 2017	4:00 p.m.	6:00 p.m.
Judge Orr Drive	Proposed South Access	Tuesday	August 16, 2016	6:30 a.m.	8:30 a.m.
		Thursday	August 11, 2016	4:00 p.m.	6:00 p.m.

Existing weekday morning and evening peak-hour traffic volumes at the intersections of Stapleton Road/US 24 and Judge Orr Road/proposed south site access are shown in Figure 3. Raw count data are attached.

Existing Level of Service

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

Table 2: Intersection Levels of Service Delay Ranges

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

(1) Source: *Transportation Research Circular 212*
 (2) For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.

TRIP GENERATION

Estimates of the vehicle-trips projected to be generated by the Jennings Subdivision have been made using the nationally published trip generation rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). Land use code 210 – Single-Family Detached Housing was categorized using the *Trip Generation Manual, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE) and used for trip generation estimates.

The proposed Jennings Subdivision is projected to generate about 67 total vehicle-trips on the average weekday during a 24-hour period, with about half entering the site and half exiting the site. The peak-hour trip generation is also summarized in Table 3. A detailed trip generation estimate for the development, including ITE rates for the proposed land use, is presented in Table 5 (attached).

Table 3: Site Vehicle-Trip Generation Summary

Analysis Period	In	Out	
Morning Peak Hour (vehicle-trips/hour)	1	4	5
Evening Peak Hour (vehicle-trips/hour)	4	3	7
Weekday (vehicle-trips/day)	33	33	67
* Please refer to Table 5 (attached) for detailed trip generation table			

As shown in the table, Jennings Subdivision is expected to generate about 67 vehicle-trips on the average weekday (one-half entering and one-half exiting in a 24-hour period). During the morning peak hour, about one vehicle would enter and four vehicles would exit the site. During the afternoon peak hour, about four vehicles would enter and three vehicles would exit the site. The morning peak hour generally occurs for one hour between 6:30 and 8:30 a.m., and the afternoon peak hour occurs for one hour between 4:00 and 6:00 p.m.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Distribution of the site-generated vehicle-trips to the study area streets and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the directional distribution estimate for the site-generated trips. The figure shows the percentages of the site-generated vehicle-trips projected to be oriented to and from the site's major approaches. Estimates were based on the following factors: the proposed land use and access plan, the area roadway system, and the site location with respect to trip attractors in the Falcon area and the greater Colorado Springs metropolitan area.

Site-Generated Traffic

When the directional distribution percentages (from Figure 4) were applied to the trip generation estimates (from Table 5), the site-generated traffic volumes on the adjacent streets were determined. Figure 5 shows the projected site-generated traffic volumes at the site access intersections.

Existing Plus Site-Generated Traffic Volumes

Figure 6 shows the sum of the existing (baseline) 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 site buildout.

Estimated Future Background Volumes

Figure 7 shows the projected future background traffic volumes for the year 2040. Background traffic is the traffic projected to be on the roadway system without consideration of the proposed Jennings subdivision. Background traffic volumes include through traffic and traffic generated by anticipated area development but assume zero traffic generated by the site. The 2040 background traffic volumes were based on volume projections contained in the Major Transportation Corridors Plan as well as forecasted traffic volumes from previous work done by LSC in the area.

Future Total Traffic Volumes

Figure 8 shows the projected 2040 total traffic volumes. The 2020 total traffic volumes are the sum of the projected 2040 background traffic volumes (from Figure 7) plus the site-generated traffic volumes (from Figure 5).

PROJECTED LEVELS OF SERVICE

Both proposed site access driveways have been analyzed to determine the projected short-term and long-term LOS and control delay for the site access intersections, as summarized in Table 4.

Table 4: Level of Service Analysis Summary

Scenario	North Access @ Stapleton Dr		South Access @ Judge Orr	
	NB	EB	EB	SB
A.M. Peak Hour				
2017 Existing	-	-	-	-
2017 Existing + Site	A	A	A	A
2040 Background	-	-	-	-
2040 Background + Site	A	B	A	B
P.M. Peak Hour				
2017 Existing	-	-	-	-
2017 Existing + Site	A	B	A	A
2040 Background	-	-	-	-
2040 Background + Site	A	B	A	B

All turning movements at the proposed site access intersections are projected to operate at LOS B or better during all short-term and long-term morning and evening peak hour traffic scenarios.

ACCESS/INTERSECTION SIGHT DISTANCE

The sight distance at both access point locations meets the criteria contained in the County Engineering Criteria Manual (ECM).

PEDESTRIAN AND BICYCLE FACILITIES

Regarding the continuity and adequacy of pedestrian and bicycle facilities adjacent to the site, both roadways adjacent to the site have rural cross sections (no sidewalks). Stapleton Drive between the site and US Highway 24 was recently constructed with paved outside shoulders which are suitable for road bicyclists. About one-half mile to the northwest, the Rock Island Trail intersects Stapleton Drive on the north side of US Highway 24. This trail provides a connection to the “downtown” Falcon area. A park-n-ride facility is planned near the intersection of Meridian and US 24 in Falcon.

STREET CLASSIFICATIONS

Both streets within the Jennings Subdivision should be classified as Rural Local.

TRANSPORTATION IMPACT FEE PROGRAM

This subdivision will be required to participate in the County Transportation Impact Fee Program. Should the applicant decide to annex into the 10 mil PID. Based on a per-lot, up-front building permit fee of \$923 per dwelling unit, the total building permit fee amount for the seven lots (both filings) would be \$6,461.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

Based on the information provided by the client, Jennings subdivision is expected to generate about 67 “new” vehicle-trips on the average weekday (one-half entering and one-half exiting in a 24-hour period). During the morning peak hour, about one vehicle would enter and four vehicles would exit the site. During the afternoon peak hour, about four vehicles would enter and three vehicles would exit the site.

Auxiliary Turn Lanes

Based on projected site-generated turning movement volumes and the criteria contained in the *El Paso County Engineering Criteria Manual (ECM)*, auxiliary turn lanes would not be required on either Stapleton Drive or Judge Orr Road at the site access intersections. Note: the Stapleton access is interim/temporary. This access will be closed once the planned future connection to the north (per the Stapleton Access Management Plan) is implemented and permanent access is provided to this subdivision.

Sign Recommendations

The intersection of the permanent north/south local street and the temporary east/west connection to Stapleton Road should be signed with the following MUTCD standard signs:

- MUTCD W1-1 (Turn sign) with W13-1P (10 mph) supplemental panel: Install on the westbound approach at a location east of this intersection and on the northbound approach at a location south of this intersection.
- MUTCD W1-6 (One-Direction Large Arrow Signs): Install on the west side of the intersection facing east. Install on the north side of the intersection facing south.

Level of Service Analysis

Minor street approaches at the site access intersections with Stapleton and Judge Orr are projected to operate at LOS B or better based on projected short-term and long-term morning and evening peak hour traffic volumes.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By



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

JCH/JAB:bjwb

Enclosures: Table 5
Figure 1 – Figure 8
Traffic Count Reports
Level of Service Reports

Table 5: Detailed Trip Generation Estimate

Lots	ITE Land Use Code	Land Use Description	Value	Units	Trip Generation Rates ⁽¹⁾					Total Trips Generated									
					Average Weekday Traffic	A.M.		P.M.		Average Weekday Traffic	A.M.		P.M.						
						In	Out	In	Out		In	Out	In	Out					
<u>Northern Lots</u>																			
1-5	210	Single-Family Detached Housing	5	DU	9.52	0.19	0.56	0.63	0.37	48	1	3	3	2					
<u>Southern Lots</u>																			
6-7	210	Single-Family Detached Housing	2	DU	9.52	0.19	0.56	0.63	0.37	19	0	1	1	1					
Total										67	1	4	4	3					



Vicinity Map

Judge Orr Ranchettes (LSC #174140)

Figure 1

Approximate Scale
Scale: 1" = 1,200'



Approximate Scale
Scale: NTS

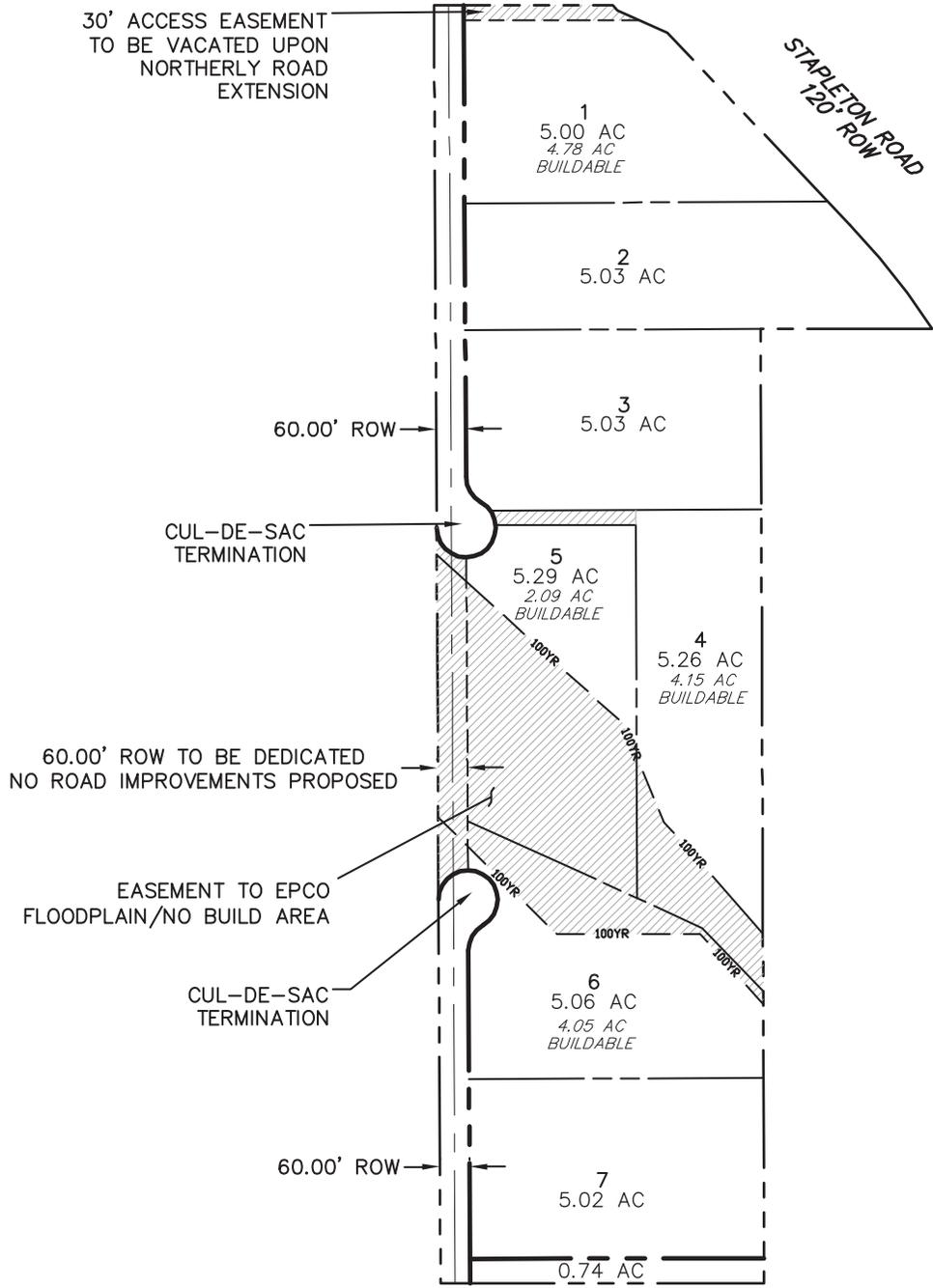
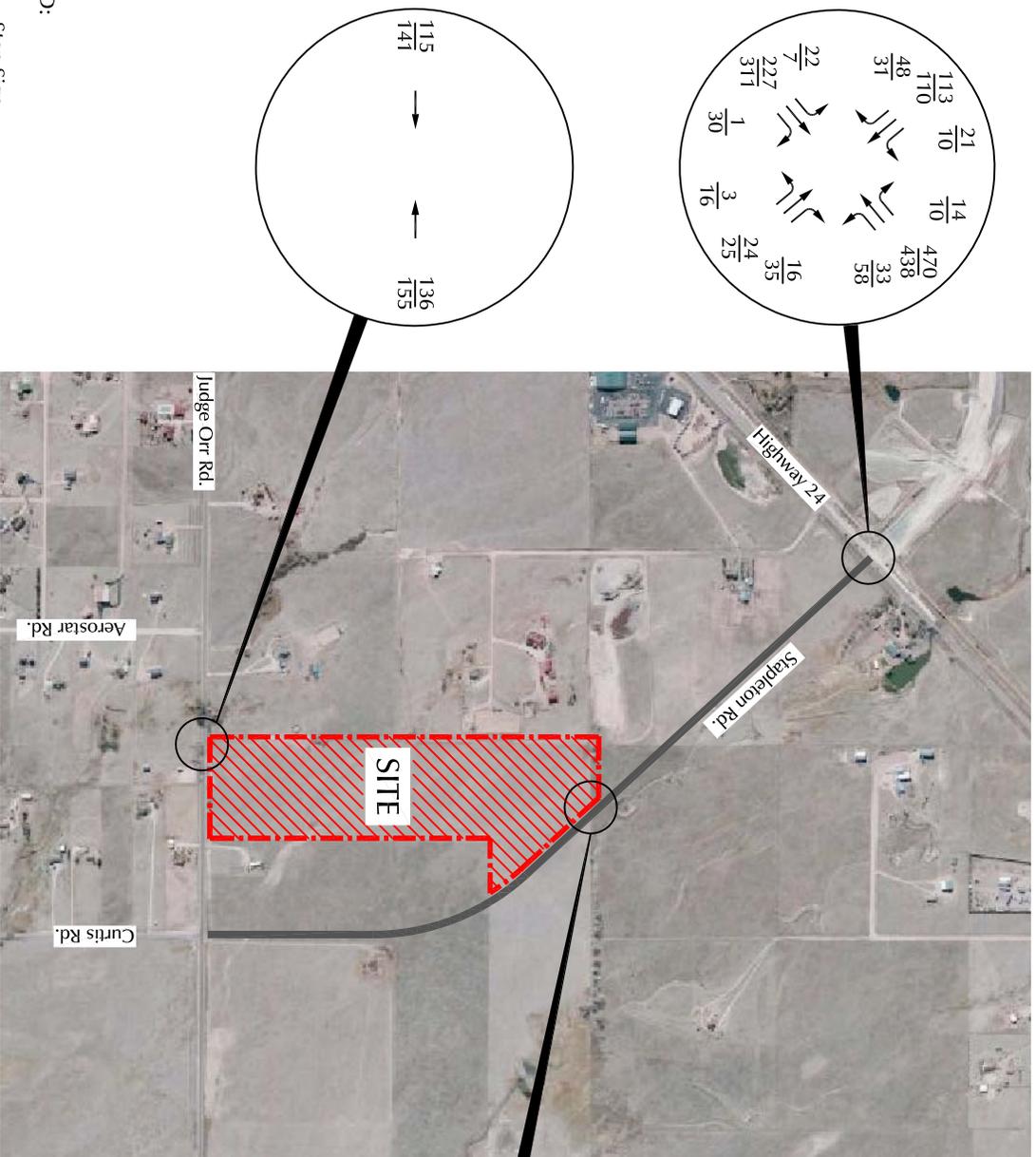


Figure 2
Site Plan

Judge Orr Ranchettes (LSC #174140)





Approximate Scale
Scale: 1" = 1,200'

LEGEND:

- | = Stop Sign
 - XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
 - XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
 - A = AM Individual Movement Peak-Hour Level of Service
 - B = PM Individual Movement Peak-Hour Level of Service
 - X,XXX = Average Weekday Traffic (vehicles per day)
- Estimates by LSC



Existing Traffic and Level of Service

Judge Orr Ranchettes (LSC #174140)

Figure 3



Approximate Scale
Scale: 1" = 1,200'

Figure 4

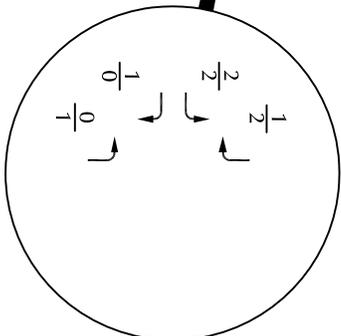
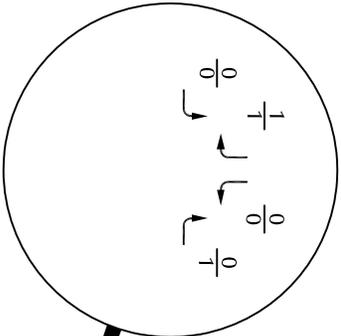
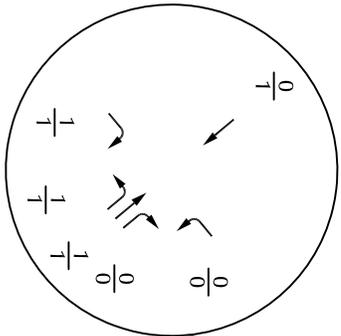
Directional Distribution of Site-Generated Traffic

Judge Orr Ranchettes (LSC #174140)

LEGEND:

XX% = Percent Directional Distribution





Approximate Scale
Scale: 1" = 1,200'

LEGEND:

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

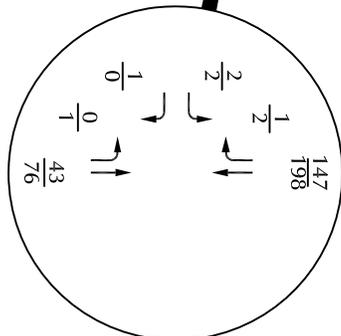
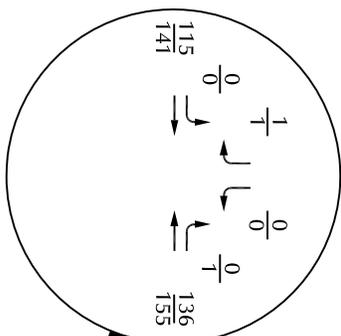
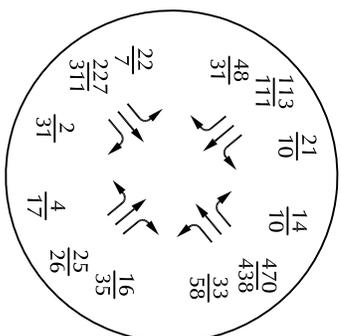
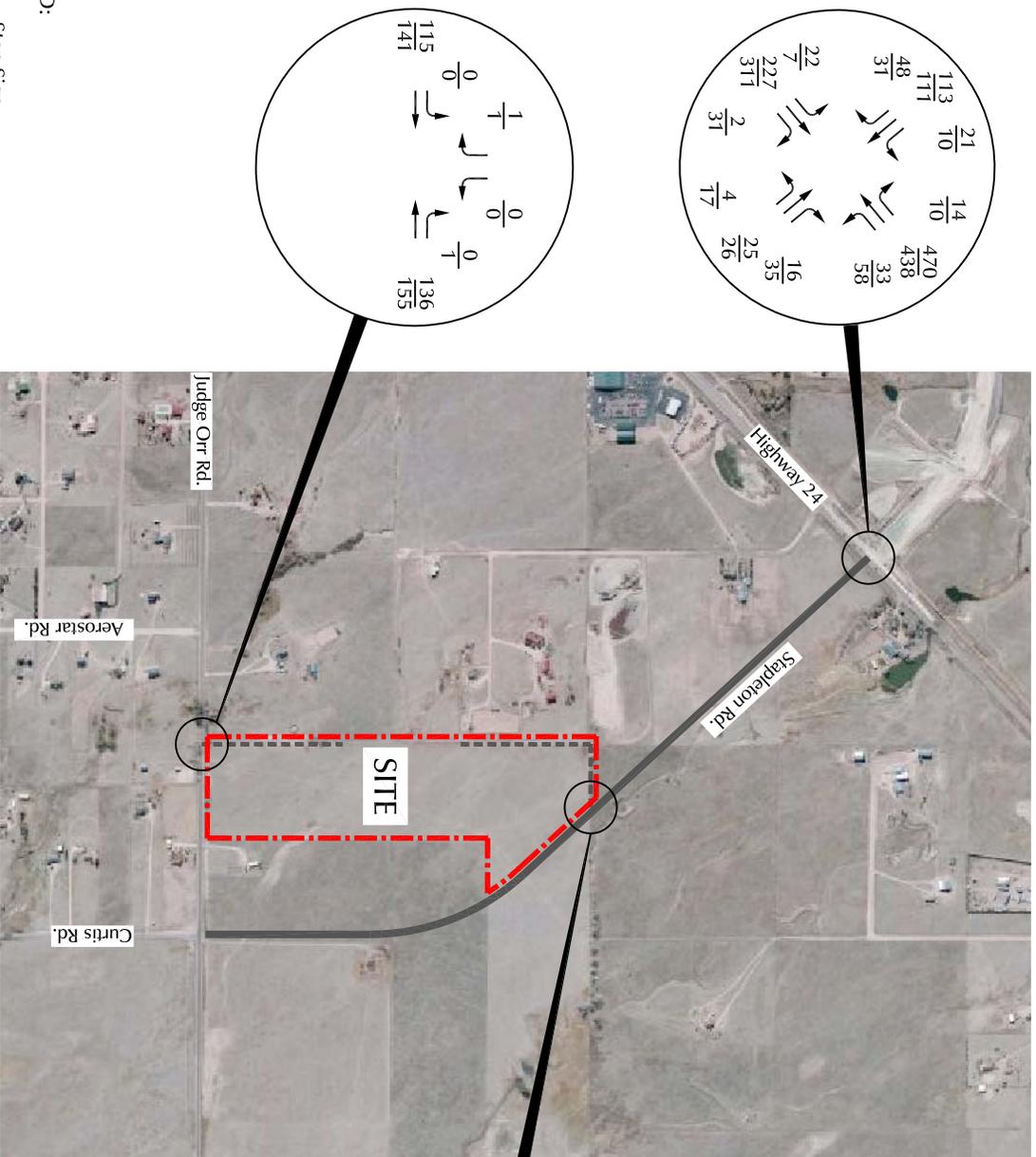
X,XXX = Average Weekday Traffic (vehicles per day)
Estimates by LSC



Figure 5

Assignment of Site-Generated Traffic

Judge Orr Ranchettes (LSC #174140)

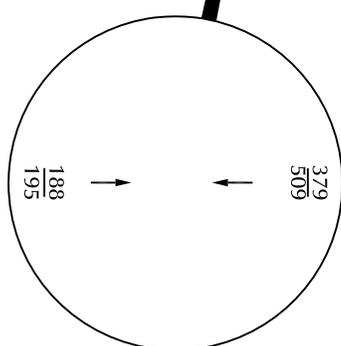
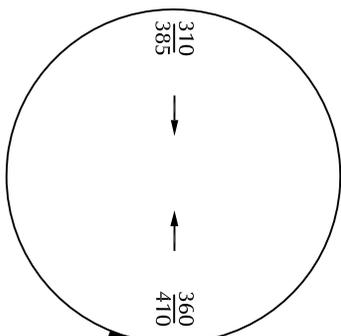
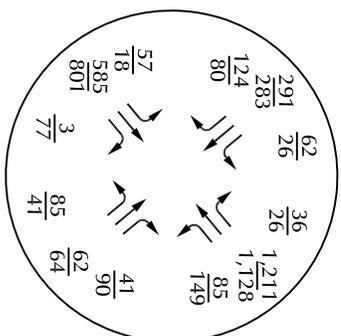
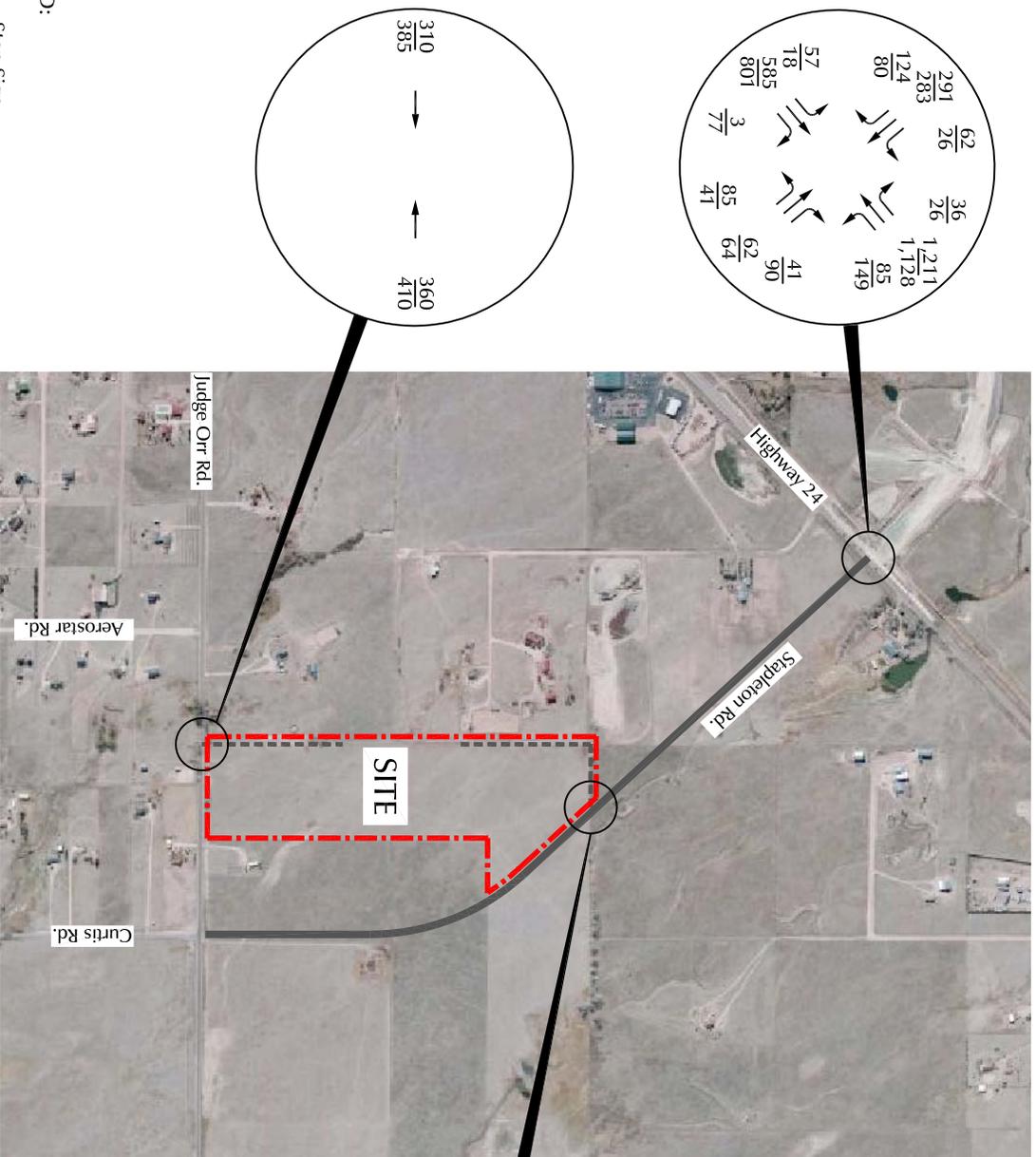


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- XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
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- A = AM Individual Movement Peak-Hour Level of Service
- B = PM Individual Movement Peak-Hour Level of Service
- X,XXX = Average Weekday Traffic (vehicles per day)

Figure 6
Existing + Site Generated Traffic
and Level of Service
Judge Orr Ranchettes (LSC #174140)





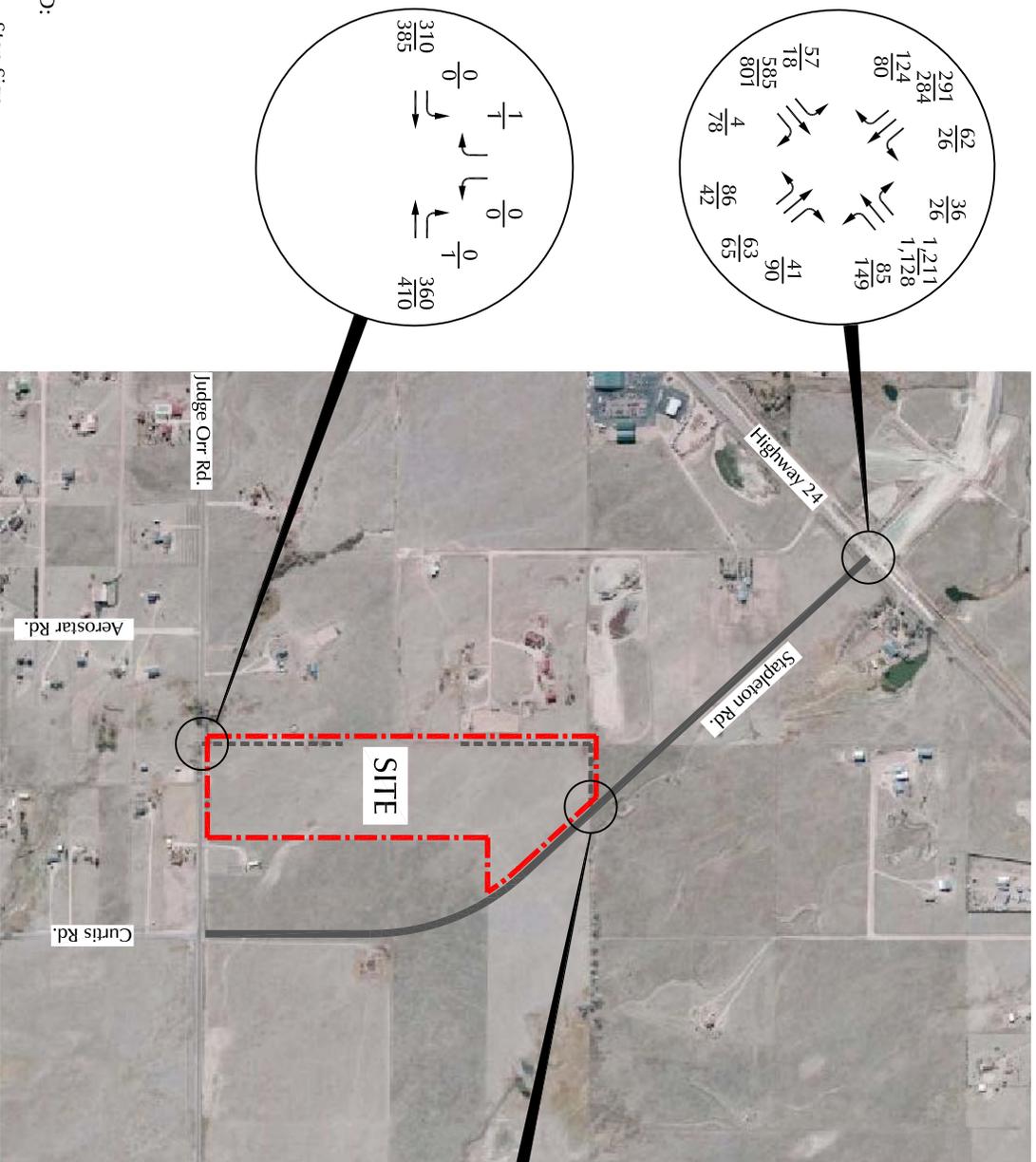
Approximate Scale
Scale: 1" = 1,200'

LEGEND:

- | = Stop Sign
- XX = AM Weekday Peak-Hour Traffic (vehicles per hour)
- XX = PM Weekday Peak-Hour Traffic (vehicles per hour)
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- B = PM Individual Movement Peak-Hour Level of Service
- X,XXX = Average Weekday Traffic (vehicles per day)



Figure 7
2040 Background Traffic and Level of Service
 Judge Orr Ranchettes (LSC #174140)



Approximate Scale
Scale: 1" = 1,200'

LEGEND:

- ⊥ = Stop Sign
- $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
PM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service
PM Individual Movement Peak-Hour Level of Service
- X,XXX = Average Weekday Traffic (vehicles per day)
Estimates by LSC

Figure 8

2040 Total Traffic and Level of Service

Judge Orr Ranchettes (LSC #174140)



LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210

LSC Transportation Consultants, Inc. Colorado Springs, CO 80903 File Name : Hwy 24 - Stapleton Dr AM
 (719) 633-2868 Site Code : 00174140
 Start Date : 03/22/2017

Page No : 1

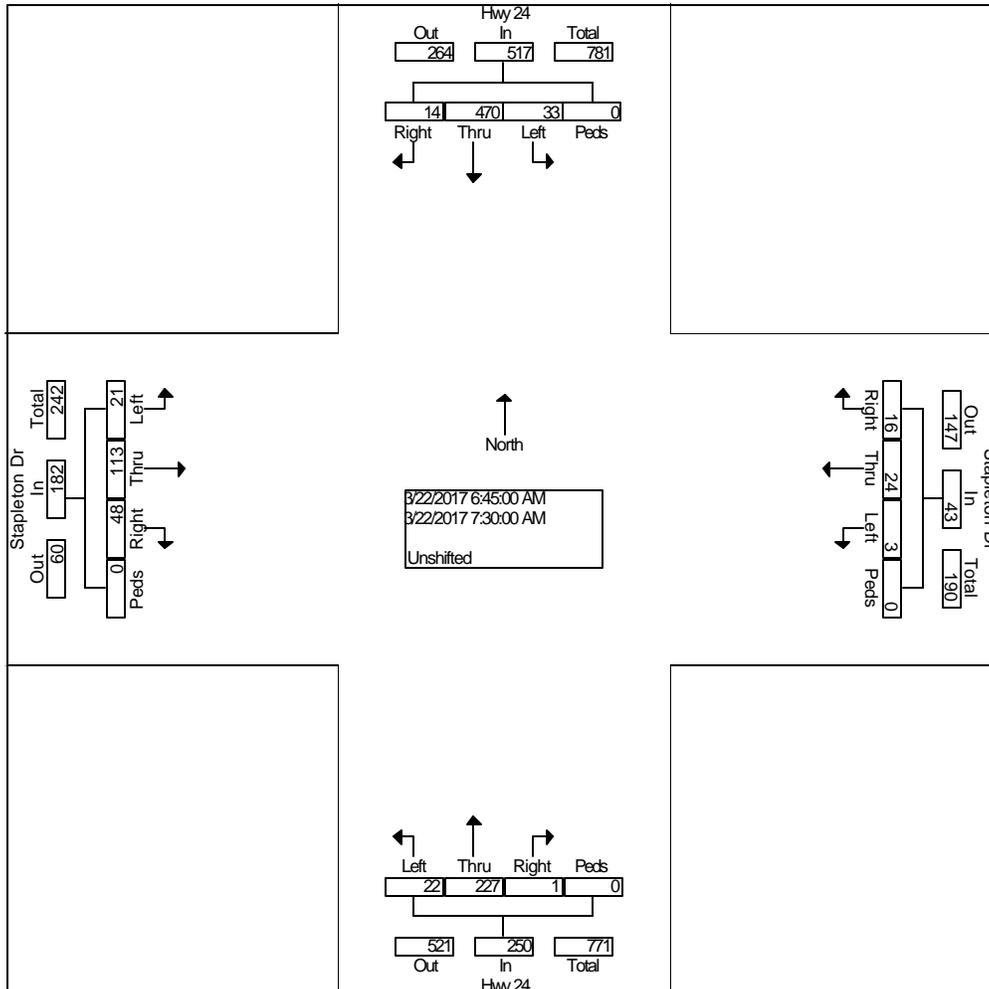
Groups Printed- Unshifted

Start Time	Hwy 24 From North				Stapleton Dr From East				Hwy 24 From South				Stapleton Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	107	5	0	1	1	0	0	0	48	3	0	12	21	1	0	200
06:45 AM	3	115	8	0	2	6	0	0	0	47	7	0	19	38	7	0	252
Total	4	222	13	0	3	7	0	0	0	95	10	0	31	59	8	0	452
07:00 AM	5	130	13	0	4	7	0	0	0	56	6	0	11	24	5	0	261
07:15 AM	1	119	5	0	6	5	1	0	0	59	5	0	12	28	5	0	246
07:30 AM	5	106	7	0	4	6	2	0	1	65	4	0	6	23	4	0	233
07:45 AM	4	85	7	0	1	6	4	0	1	49	3	0	7	15	2	0	184
Total	15	440	32	0	15	24	7	0	2	229	18	0	36	90	16	0	924
08:00 AM	5	77	7	0	2	3	3	0	2	62	4	0	9	19	2	0	195
08:15 AM	1	91	3	0	4	2	0	0	2	61	1	0	7	4	7	0	183
Grand Total	25	830	55	0	24	36	10	0	6	447	33	0	83	172	33	0	1754
Apprch %	2.7	91.2	6.0	0.0	34.3	51.4	14.3	0.0	1.2	92.0	6.8	0.0	28.8	59.7	11.5	0.0	
Total %	1.4	47.3	3.1	0.0	1.4	2.1	0.6	0.0	0.3	25.5	1.9	0.0	4.7	9.8	1.9	0.0	

LSC Transportation Consultants, Inc.
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File Name : Hwy 24 - Stapleton Dr AM
 Site Code : 00174140
 Start Date : 03/22/2017
 Page No : 2

Start Time	Hwy 24 From North					Stapleton Dr From East					Hwy 24 From South					Stapleton Dr From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	14	47	33	0	517	16	24	3	0	43	1	22	22	0	250	48	11	21	0	182	992
Percent	2.7	90.9	6.4	0.0		37.2	55.8	7.0	0.0		0.4	90.8	8.8	0.0		26.4	62.1	11.5	0.0		
07:00 Volume	5	13	13	0	148	4	7	0	0	11	0	56	6	0	62	11	24	5	0	40	261
Peak Factor																					
High Int.	07:00 AM					07:15 AM					07:30 AM					06:45 AM					
Volume	5	13	13	0	148	6	5	1	0	12	1	65	4	0	70	19	38	7	0	64	0.950
Peak Factor	0.87					0.89					0.89					0.71					
	3					6					3					1					



LSC Transportation Consultants, Inc.
545 E. Pikes Peak Ave., #210

LSC Transportation Consultants, Inc. Colorado Springs, CO 80903 File Name : Hwy 24 - Stapleton Dr PM
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 Start Date : 03/21/2017
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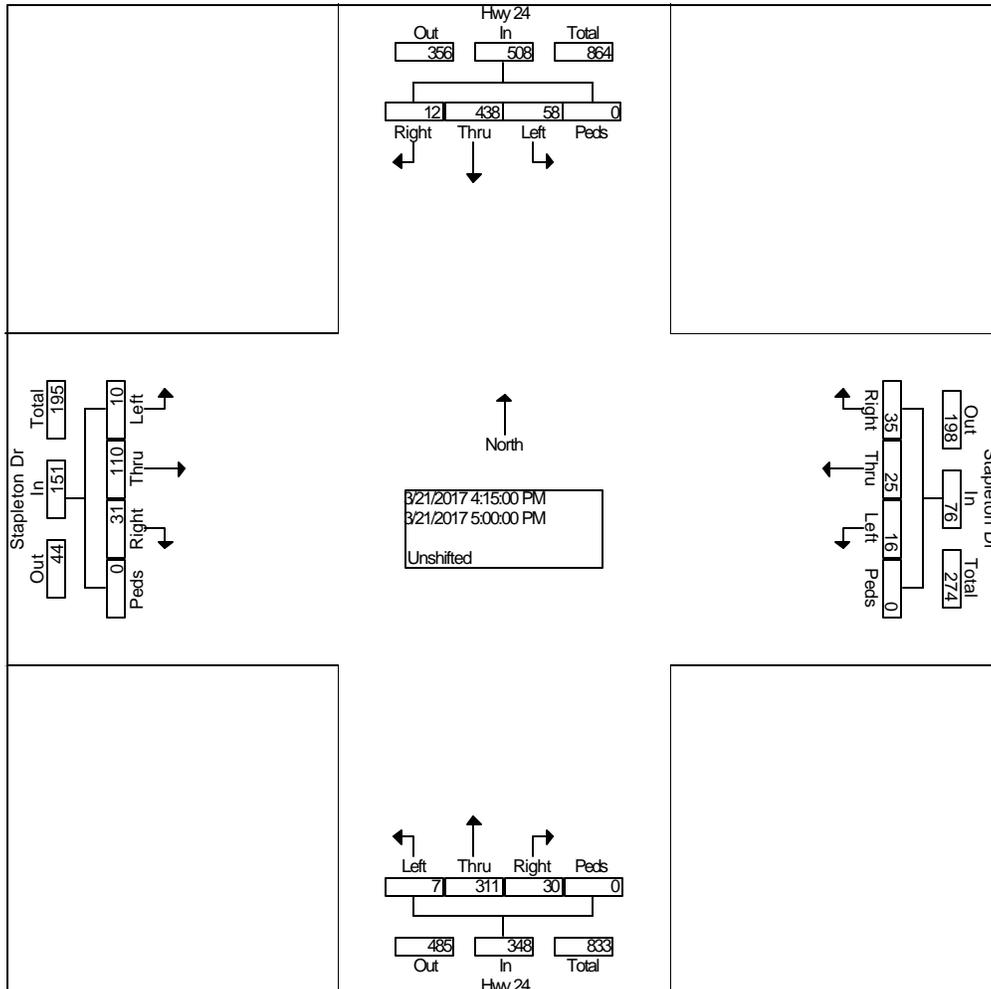
Groups Printed- Unshifted

Start Time	Hwy 24 From North				Stapleton Dr From East				Hwy 24 From South				Stapleton Dr From West				Int. Total			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds				
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
04:00 PM	5	93	25	0	4	3	1	0	4	67	5	0	6	17	2	2	234			
04:15 PM	4	109	17	0	10	5	1	0	9	75	1	0	7	20	2	0	260			
04:30 PM	2	118	23	0	10	8	8	0	3	81	5	0	4	30	4	0	296			
04:45 PM	2	120	10	0	8	5	4	0	8	83	0	0	4	24	2	0	270			
Total	13	440	75	0	32	21	14	0	24	306	11	0	21	91	10	2	1060			
05:00 PM	4	91	8	0	7	7	3	0	10	72	1	0	16	36	2	0	257			
05:15 PM	2	94	12	0	6	12	2	0	2	51	1	0	17	23	2	0	224			
05:30 PM	0	154	12	0	5	5	5	0	7	62	2	0	17	19	0	0	288			
05:45 PM	1	128	20	0	4	5	5	0	7	83	1	0	13	19	1	0	287			
Total	7	467	52	0	22	29	15	0	26	268	5	0	63	97	5	0	1056			
Grand Total	20	907	127	0	54	50	29	0	50	574	16	0	84	188	15	2	2116			
Apprch %	1.9	86.1	12.0	0.0	40.6	37.6	21.8	0.0	7.8	89.7	2.5	0.0	29.1	65.1	5.2	0.7				
Total %	0.9	42.9	6.0	0.0	2.6	2.4	1.4	0.0	2.4	27.1	0.8	0.0	4.0	8.9	0.7	0.1				

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File Name : Hwy 24 - Stapleton Dr PM
 Site Code : 00174140
 Start Date : 03/21/2017
 Page No : 2

Start Time	Hwy 24 From North					Stapleton Dr From East					Hwy 24 From South					Stapleton Dr From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	12	438	58	0	508	35	25	16	0	76	30	311	7	0	348	31	110	10	0	151	1083
Percent	2.4	86.2	11.4	0.0		46.1	32.9	21.1	0.0		8.6	89.4	2.0	0.0		20.5	72.8	6.6	0.0		
04:30 Volume	2	118	23	0	143	10	8	8	0	26	3	81	5	0	89	4	30	4	0	38	296
Peak Factor																					
High Int.	04:30 PM					04:30 PM					04:45 PM					05:00 PM					
Volume	2	118	23	0	143	10	8	8	0	26	8	83	0	0	91	16	36	2	0	54	
Peak Factor	0.888					0.731					0.956					0.699					



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Site Name : Judge Orr Rd - Cessna Dr AM

Site Code : 00164650

Start Date : 08/16/2016

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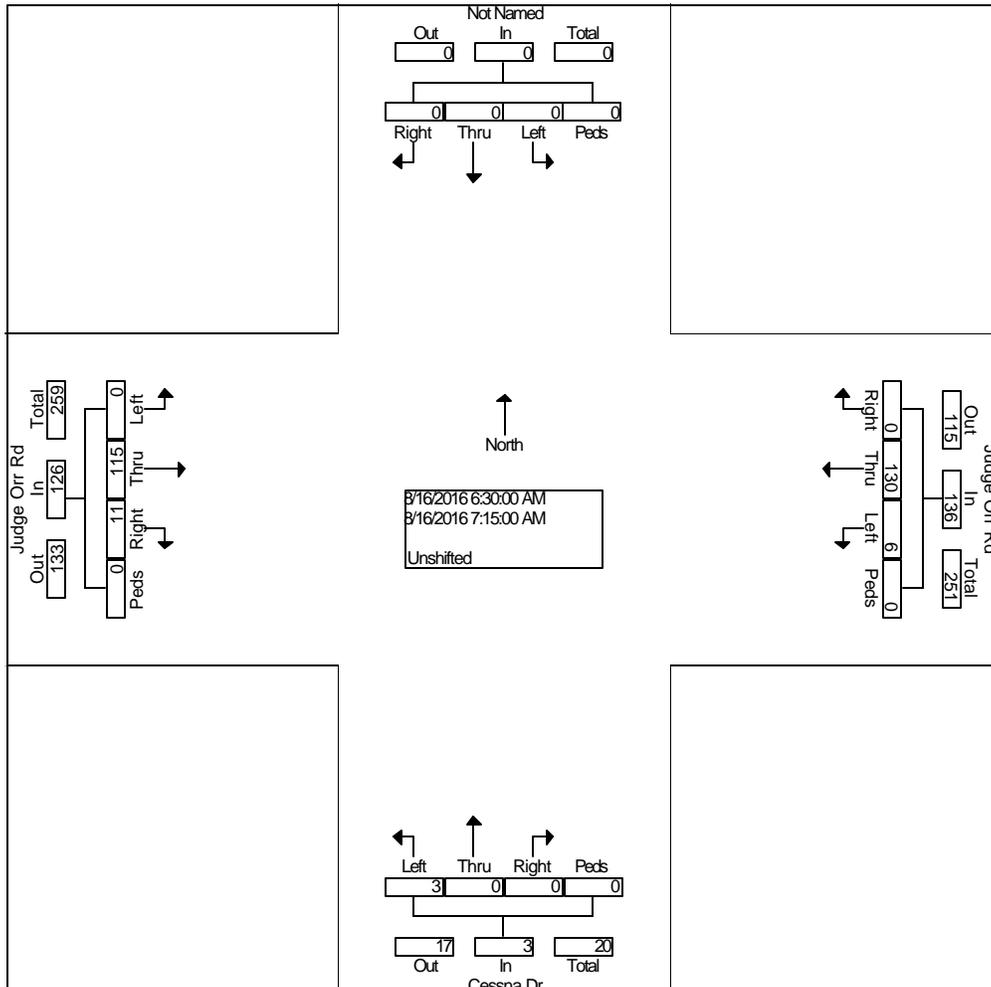
Groups Printed- Unshifted

Start Time	From North				Judge Orr Rd From East				Cessna Dr From South				Judge Orr Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	26	1	0	0	0	1	0	2	24	0	0	54
06:45 AM	0	0	0	0	0	30	2	0	0	0	0	0	4	28	0	0	64
Total	0	0	0	0	0	56	3	0	0	0	1	0	6	52	0	0	118
07:00 AM	0	0	0	0	0	26	2	0	0	0	2	0	1	32	0	0	63
07:15 AM	0	0	0	0	0	48	1	0	0	0	0	0	4	31	0	0	84
07:30 AM	0	0	0	0	0	29	0	0	0	0	0	0	4	21	0	0	54
07:45 AM	0	0	0	0	0	32	2	0	0	0	3	0	4	14	0	0	55
Total	0	0	0	0	0	135	5	0	0	0	5	0	13	98	0	0	256
08:00 AM	0	0	0	0	0	29	1	0	0	0	3	0	8	21	0	0	62
08:15 AM	0	0	0	0	0	33	0	0	0	0	3	0	7	20	0	0	63
Grand Total	0	0	0	0	0	253	9	0	0	0	12	0	34	191	0	0	499
Apprch %	0.0	0.0	0.0	0.0	0.0	96.6	3.4	0.0	0.0	0.0	100.0	0.0	15.1	84.9	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	50.7	1.8	0.0	0.0	0.0	2.4	0.0	6.8	38.3	0.0	0.0	

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Site Name : Judge Orr Rd - Cessna Dr AM
 Site Code : 00164650
 Start Date : 08/16/2016
 Page No : 2

Start Time	From North					Judge Orr Rd From East					Cessna Dr From South					Judge Orr Rd From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	0	0	0	0	0	0	130	6	0	136	0	0	3	0	3	11	115	0	0	126	265
Percent	0.0	0.0	0.0	0.0		0.0	95.6	4.4	0.0		0.0	0.0	10.0	0.0		8.7	91.3	0.0	0.0		
07:15 Volume	0	0	0	0	0	0	48	1	0	49	0	0	0	0	0	4	31	0	0	35	84
Peak Factor	0.789																				
High Int.	6:15:00 AM					07:15 AM					07:00 AM					07:15 AM					
Volume	0	0	0	0	0	0	48	1	0	49	0	0	2	0	2	4	31	0	0	35	
Peak Factor						0.69					0.37					0.90					
						4					5					0					



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LSC Transportation Consultants, Inc. **Site Name : Judge Orr Rd - Cessna Dr PM**
Site Code : 00164650
Start Date : 08/11/2016
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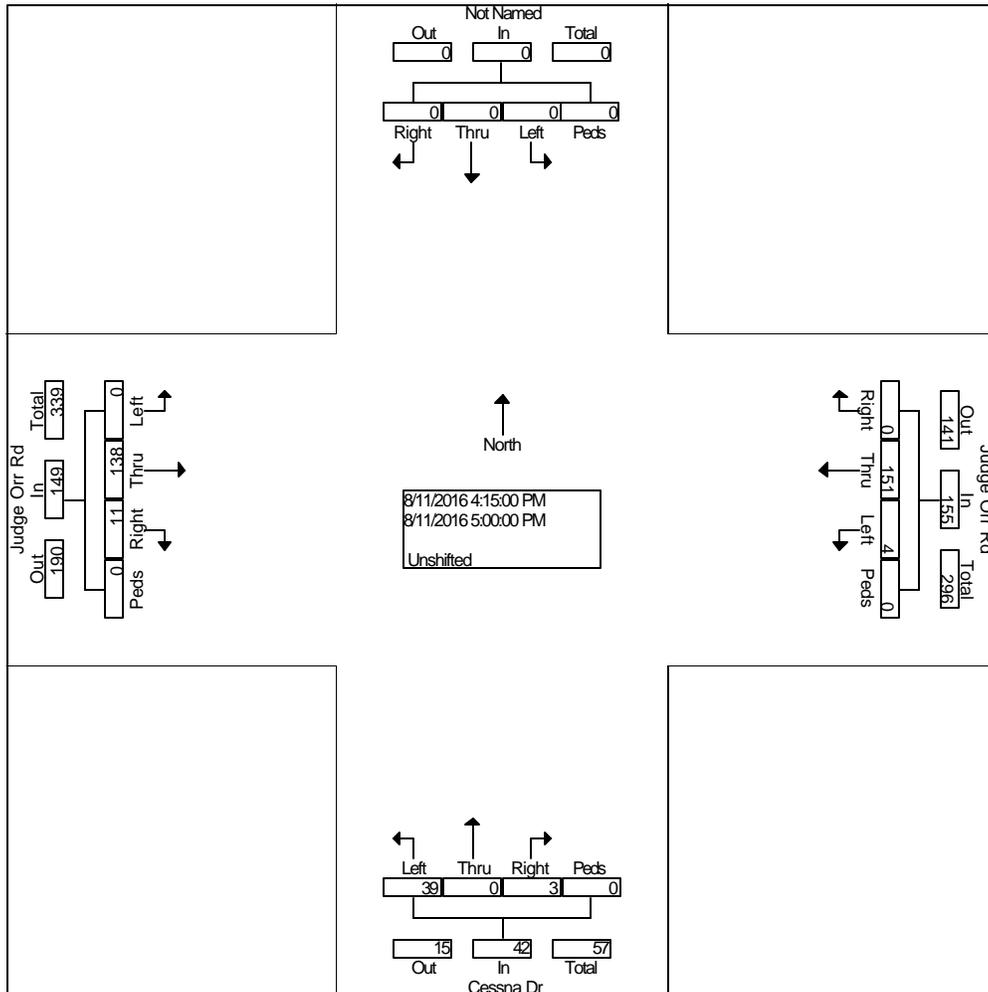
Groups Printed- Unshifted

Start Time	From North				Judge Orr Rd From East				Cessna Dr From South				Judge Orr Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	31	0	0	0	0	4	0	7	35	0	0	77
04:15 PM	0	0	0	0	0	38	2	0	0	0	6	0	1	31	0	0	78
04:30 PM	0	0	0	0	0	47	0	0	2	0	7	0	1	29	0	0	86
04:45 PM	0	0	0	0	0	41	0	0	0	0	13	0	5	39	0	0	98
Total	0	0	0	0	0	157	2	0	2	0	30	0	14	134	0	0	339
05:00 PM	0	0	0	0	0	25	2	0	1	0	13	0	4	39	0	0	84
05:15 PM	0	0	0	0	0	32	1	0	1	0	2	0	3	38	0	0	77
05:30 PM	0	0	0	0	0	23	0	0	0	0	4	0	5	37	0	0	69
05:45 PM	0	0	0	0	0	20	0	0	2	0	5	0	5	35	0	0	67
Total	0	0	0	0	0	100	3	0	4	0	24	0	17	149	0	0	297
Grand Total	0	0	0	0	0	257	5	0	6	0	54	0	31	283	0	0	636
Apprch %	0.0	0.0	0.0	0.0	0.0	98.1	1.9	0.0	10.0	0.0	90.0	0.0	9.9	90.1	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	40.4	0.8	0.0	0.9	0.0	8.5	0.0	4.9	44.5	0.0	0.0	

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Site Name : Judge Orr Rd - Cessna Dr PM
 Site Code : 00164650
 Start Date : 08/11/2016
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Start Time	From North					Judge Orr Rd From East					Cessna Dr From South					Judge Orr Rd From West					Int. Total	
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersection	04:15 PM																					
Volume	0	0	0	0	0	0	15	4	0	155	3	0	39	0	42	11	13	8	0	0	149	346
Percent	0.0	0.0	0.0	0.0		0.0	97.4	2.6	0.0		7.1	0.0	92.9	0.0		7.4	92.6	0.0	0.0			
04:45 Volume	0	0	0	0	0	0	41	0	0	41	0	0	13	0	13	5	39	0	0	44	98	
Peak Factor	0.883																					
High Int.	3:45:00 PM					04:30 PM					05:00 PM					04:45 PM						
Volume	0	0	0	0	0	0	47	0	0	47	1	0	13	0	14	5	39	0	0	44	0.84	
Peak Factor						0.82					0.75					0.84						
						4					0					7						



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	
Traffic Vol, veh/h	0	115	136	0	0	1
Future Vol, veh/h	0	115	136	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	125	148	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	148	0	-	0	273 148
Stage 1	-	-	-	-	148 -
Stage 2	-	-	-	-	125 -
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	1434	-	-	-	716 899
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	901 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1434	-	-	-	716 899
Mov Cap-2 Maneuver	-	-	-	-	716 -
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	901 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1434	-	-	-	899
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	0	43	147	1
Future Vol, veh/h	2	1	0	43	147	1
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	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	0	47	160	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	208	161	161	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	780	884	1418	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	884	1418	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	812	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	141	155	1	0	1
Future Vol, veh/h	0	141	155	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	153	168	1	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	169	0	-	0	322 169
Stage 1	-	-	-	-	169 -
Stage 2	-	-	-	-	153 -
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	1409	-	-	-	672 875
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	875 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1409	-	-	-	672 875
Mov Cap-2 Maneuver	-	-	-	-	672 -
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	875 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1409	-	-	-	875
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	76	198	2
Future Vol, veh/h	2	0	1	76	198	2
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	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	83	215	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	301	216	217	0	0
Stage 1	216	-	-	-	-
Stage 2	85	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	691	824	1353	-	-
Stage 1	820	-	-	-	-
Stage 2	938	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	690	824	1353	-	-
Mov Cap-2 Maneuver	690	-	-	-	-
Stage 1	819	-	-	-	-
Stage 2	938	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	690	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.7	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	310	360	0	0	1
Future Vol, veh/h	0	310	360	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	337	391	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	391	0	-	0	728 391
Stage 1	-	-	-	-	391 -
Stage 2	-	-	-	-	337 -
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	1168	-	-	-	390 658
Stage 1	-	-	-	-	683 -
Stage 2	-	-	-	-	723 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1168	-	-	-	390 658
Mov Cap-2 Maneuver	-	-	-	-	390 -
Stage 1	-	-	-	-	683 -
Stage 2	-	-	-	-	723 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1168	-	-	-	658
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s)	0	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	2	1	0	188	379	1
Future Vol, veh/h	2	1	0	188	379	1
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	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	0	204	412	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	617	413	413	0	-	0
Stage 1	413	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	453	639	1146	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	453	639	1146	-	-	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	830	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1146	-	502	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	12.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	385	410	0	0	1
Future Vol, veh/h	0	385	410	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	418	446	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	446	0	-	0	864 446
Stage 1	-	-	-	-	446 -
Stage 2	-	-	-	-	418 -
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	1114	-	-	-	325 612
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	664 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1114	-	-	-	325 612
Mov Cap-2 Maneuver	-	-	-	-	325 -
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	664 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1114	-	-	-	612
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s)	0	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	195	509	2
Future Vol, veh/h	2	0	1	195	509	2
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	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	1	212	553	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	768	554	555	0	-	0
Stage 1	554	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	370	532	1015	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	532	1015	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	822	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1015	-	370	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	8.6	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-