

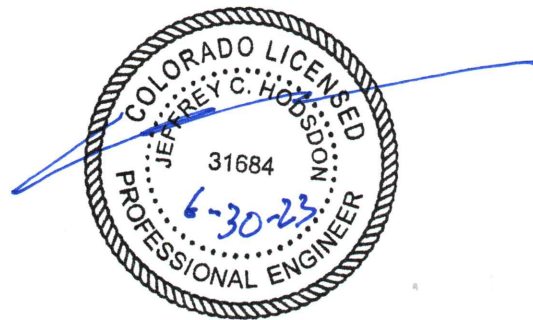


LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Joyful View Subdivision
Traffic Impact Study
PCD File No.: SF22-31
(LSC #S214050)
June 30, 2023

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.

Date

Joyful View Subdivision

Traffic Impact Study

Prepared for:

Nina Ruiz

Vertex Consulting Services

Senior Executive Consultant

455 E Pikes Peak Ave, Suite 101

Colorado Springs, CO 80903

JUNE 30, 2023

LSC Transportation Consultants

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

LSC #S214050

PCD File # SF22-31



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June 30, 2023

Nina Ruiz
Vertex Consulting Services
Senior Executive Consultant
455 E Pikes Peak Ave, Suite 101
Colorado Springs, CO 80903

RE: Joyful View Subdivision
Traffic Impact Study
El Paso County, Colorado
LSC # S214050
PCD File # SF22-31

Dear Ms. Ruiz,

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact study (TIS) for the proposed Joyful View residential development in El Paso County. As shown in Figure 1, the site is located east of Peyton Highway approximately two miles north of State Highway (SH) 94 in El Paso County, Colorado (El Paso County parcel numbers 3300000466 and 3300000467).

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 traffic counts on Peyton Highway in the general vicinity of the property;
- Estimated current average weekday traffic (AWT) volumes;
- Projections of 20-year background traffic volumes;
- The proposed site land use, the roadways proposed to provide access to the site, and the location of the proposed access road connection to Peyton Highway;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed development;

- Assignment of the site-generated traffic to the roadway network;
- Projected resulting total peak-hour traffic volumes at the access point intersections with Peyton Highway;
- Projected total daily (AWT) volumes;
- Intersection level of service analysis at the intersection of Peyton Highway/Joyful View for both background and total traffic scenarios;
- Evaluation of the need for any auxiliary-lane at the site-access points; and
- Findings and recommendations;

RECENT TRAFFIC REPORTS

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

LAND USE

Figure 1 shows the site location relative to the adjacent and nearby roadways. As shown, the development is located approximately 600 feet east of Peyton Highway and approximately two miles north SH 94 in El Paso County, Colorado. The land is currently vacant and is proposed to be subdivided into 9 lots for single-family dwelling units. The site plan is shown in Figure 2.

ACCESS PLAN

As shown in Figure 2, the access to the site is proposed via a 30-foot, east/west, private, gravel road, Joyful View, which will connect the site to Peyton Highway. Currently, a driveway to Peyton Highway exists at the location where Joyful View will extend east to the site. This driveway currently provides access to one single-family home. The proposed subdivision road will extend south from Joyful View to a cul-de-sac within the site. The spacing along Joyful View between Peyton Highway and the proposed subdivision road will exceed the required spacing along a Rural Local Roadway.

SIGHT DISTANCE - JOYFUL VIEW/PEYTON HIGHWAY

Stopping Sight Distance

The required "sight distance along the roadway," per the El Paso County *Engineering Criteria Manual (ECM)* and extrapolating from Table 2-21, is 665 feet for Peyton Highway/Joyful View. There is sufficient line of sight at the intersection. The intersection line of sight "triangles" will need to be kept free of site improvements and landscaping (that would limit the line of sight needed to maintain *ECM* prescribed stopping sight distance).

Entering Sight Distance

With a 55-mph posted speed limit and minimal vertical curvature on Peyton Highway in the vicinity of the site, the minimum sight distance for both approaches at Joyful View is 550 feet for passenger vehicles (per Table 2-33 of the *ECM*). Intersection line of sight “triangles” will need to be kept free of site improvements and landscaping (that would limit the line of sight needed to maintain *ECM* prescribed entering sight distance).

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:

Peyton Highway is a two-lane major collector, per the 2019 Road Report. The *2016 Major Transportation Corridor Plan* (MTCP) shows the 2040 classification of Peyton Highway as a Minor Arterial. The roadway runs north/south from Hanover Road to the south to Falcon Highway to the north. At Falcon Highway, the roadway shifts one mile to the west and continues north to the County Line. The posted speed limit is 55 miles per hour (mph) adjacent to the site.

Joyful View is a proposed 30-foot, private, local, gravel road that would extend east from Peyton Highway to the proposed north-south subdivision road (also a 30-foot, private road).

Existing Traffic Volumes

A daily-traffic-volume machine count was conducted in February 2021 on Peyton Highway just north of State Highway 94. Peyton Highway has a daily traffic volume of 750 vehicles per day (vpd) on an average weekday. There are 64 vehicles per hour (vph) during the morning peak and 74 vph during the evening peak. Please refer to the attached count data sheet for additional detail.

Pedestrian, Bicycle, and Public Transit Access

There are no sidewalks along Peyton Highway. In the *El Paso County Major Transportation Corridors Plan Update*, it is shown that Peyton Highway is planned to have multi-modal improvements, including a proposed bicycle route.

There are no Mountain Metropolitan Transit 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 3 shows the estimated short-term background traffic volumes that include Peyton Highway through traffic plus traffic on Joyful View. Joyful View traffic assumes trips

to/from the existing home and one potential additional home on the large lot north of the site (LSC assumption). These include estimates of peak-hour intersection turning movements, based on ITE trip-generation rates.

Long-term background volumes on Peyton Highway were projected using the Pikes Peak Area Council of Government (PPACG) travel demand model. Based on the model, it is estimated that the roadway will experience a growth rate of approximately 9.1 percent per year. This results in Peyton Highway having a long-term volume of 4,350 vpd. Figure 4 shows the daily and peak-hour projected long-term background traffic volumes. This estimate may be conservative. The Joyful View background traffic is assumed to be the same as the short term. Note: Lots to the west of this site are assumed to take access in the future to a future road on the Log Road alignment, as that is a section-line road. Therefore, no additional future trips are assumed to utilize Joyful View.

TRIP GENERATION

The estimates of vehicle trips expected to be generated by the proposed development have been made using the nationally-published trip-generation rates found in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE).

Table 1 provides a summary of the site-generated traffic for the development. As shown, the development is anticipated to generate approximately 110 total daily trips on the average weekday. During the morning peak hour, approximately 2 vehicles would enter, and 6 vehicles would exit the site. During the evening peak hour, approximately 6 vehicles would enter, and 4 vehicles would exit.

Table 1: Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	2	6	8
Afternoon Peak Hour	6	4	10
Daily	55	55	110

A detailed trip-generation estimate for the development, including calculated trip-generation rates, is presented in Table 3 (attached). Note: This trip-generation estimate based on ITE rates may be conservative given the rural and relatively remote location of the site.

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. The directional-distribution estimates have been based on the following

factors: the location of the site with respect to employment, commercial, schools, and activity centers; the land use proposed for the site; the proposed access system for the site-access points; the roadway system serving the site; and the traffic counts.

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 3).

TOTAL TRAFFIC

Short-Term Total Traffic Volumes

Figure 6 shows the sum of the short-term background 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 completion of the development. Laneage and traffic control at the study intersections are all

2040 traffic volume should include development for the parcels to the east along and north of Joyful View or state why they are not being included in the 2040 traffic volumes.

2043 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 Figure 5). These volumes represent the projected long-term total traffic following completion of the development. Laneage and traffic control at the study-area intersections are also shown in this figure.

Unresolved - dotschoenheit
07/27/2023 3:00:37 PM

LEVEL OF SERVICE ANALYSIS

The intersection of Peyton Highway/Joyful View has been analyzed to determine intersection levels of service for short- and long-term background and to

Log Road is over 1mi to the east beyond Jd Johnson. The parcels of Grand View Estates III/IV intended to have access to Peyton Road to west and Jd Johnson to east not to Log Road. Update the long term traffic volumes for Joyful View to reflect this. Current 2040 analysis only reflects two subdivided parcels worth of traffic not the remainder of the the parcels. Update FIG7

Grand View Estates III
A Portion of Section 33, Township 13 South, Range 63 West of the 6th P.M., El Paso County, Colorado

205900168
9/02/2005

Grand View Estates IV
A portion of Section 33, Township 13 South, Range 63 West of the 6th P.M., El Paso County, Colorado

208900290
12/23/2006

ALESSI & ASSOCIATES
A Division of AESSA Inc. Survey and Mapping Division
1400 N. 10th Street, Suite 200
Denver, CO 80202
Tel: 303.733.8888
Fax: 303.733.8889
www.alessi.com

Table 2: Intersection Levels of Service Delay Ranges

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

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

All turning movements at the intersection of Joyful View/Peyton Highway are forecast to operate at LOS B or better in all future scenarios during all peak hours.

AUXILIARY LANES

Due to the low volume of turning traffic at the intersection of Joyful View/Peyton Highway, no auxiliary lanes are required as the volumes do not exceed the thresholds in the El Paso County *Engineering Criteria Manual*.

MAJOR TRANSPORTATION CORRIDORS PLAN (MTCP)

Roadway Classifications

Peyton Highway is shown as a Rural Minor Arterial on the 2016 *MTCP*.

Joyful View and the north-south subdivision roadway within the proposed single-family residential development are proposed to be 30-foot, private, Rural Local (Gravel) roads.

Reimbursable Improvements

No roadway improvement projects in the vicinity of the site have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County’s 2016 *MTCP*. Per the *MTCP*, Peyton Highway will remain acceptable as a paved, “unimproved” roadway through 2040.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

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

- M1 – bicycle lanes on S. Peyton Highway from Squirrel Creek Road to Falcon Highway (15.93 miles)

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

COUNTY ROAD IMPROVEMENT FEE PROGRAM

The Joyful View Subdivision will be required to participate in the Countywide Road Impact Fee program. The specific PID option (or opt-out option), as well as the specific calculated fee amount, will be provided prior to recording of the plat. The fee per residential dwelling unit will be payable at the time of the building permit.

DEVIATIONS

The following transportation-related deviations to *ECM* design criteria are requested:

- 2.3.2 Design Standards by Functional Classification - for 30-foot gravel roadways (private)
- 2.3.8.A Roadway Terminations - Cul-de-Sacs – for length of cul-de-sac/non-through street.

Please see the Deviations, which are separate submittal documents.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- The development is projected to generate the following trips:
 - Approximately 110 total daily trips on the average weekday.
 - About 8 new morning peak-hour trips, with 2 inbound and 6 outbound.
 - About 10 new afternoon peak-hour trips, with 6 inbound and 4 outbound.

Level of Service

- All individual turning movements at the unsignalized intersection of Joyful View/Peyton Highway are projected to operate at LOS B or better in all future scenarios during both peak hours.

Auxiliary Turn Lanes

- Due to the low volume of turning traffic at the intersection of Joyful View/Peyton Highway, no auxiliary lanes are required. The volumes do not exceed the thresholds in the El Paso County *Engineering Criteria Manual*.

Improvements to be Constructed

- The developer would construct the gravel private roadways – Joyful View and the proposed subdivision road – from Peyton Highway into the development. The developer would also construct the Joyful View connection to Peyton Highway to specifications identified as part of an El Paso County driveway permit.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By

Jeffrey C. Hodsdon, P.E.
Principal

JCH/JAB:jas

Enclosures: Table 3
Figures 1-7
Traffic Count Reports
Level of Service Reports
MTCP Maps 13-15

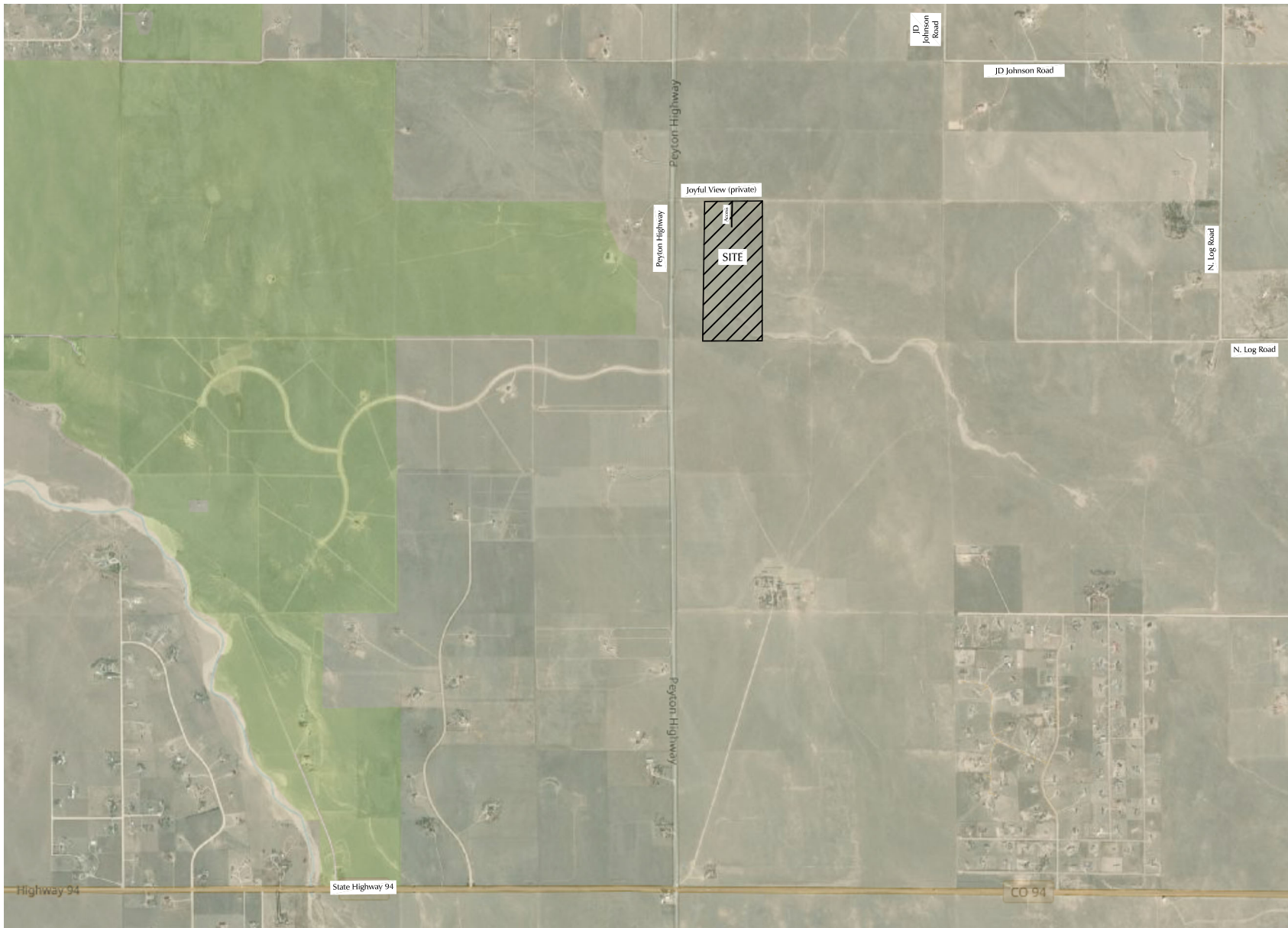
Table 3



Table 3: Detailed Trip-Generation Estimate

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated			
			Average Weekday Traffic ⁽²⁾	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out		In	Out	In	Out
210	Single Family Detached Housing	9 DU ⁽²⁾	12.23	0.23	0.69	0.71	0.42	110	2	6	6	4
Notes: (1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE) (2) DU = dwelling unit												
Source: LSC Transportation Consultants, Inc.											6/30/2023	

Figures 1-7



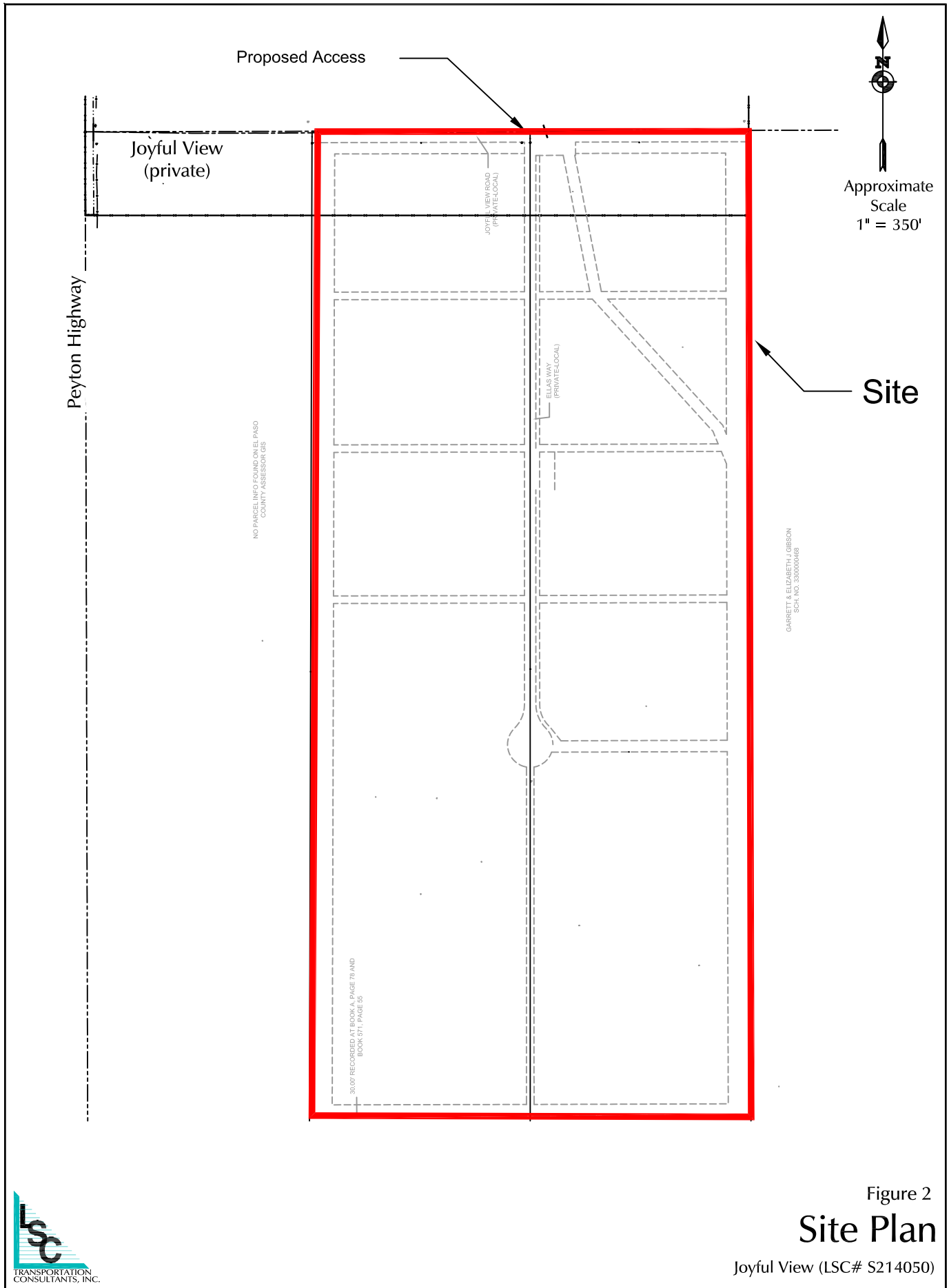
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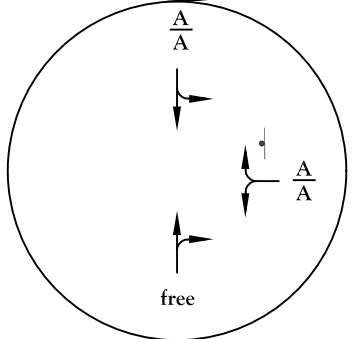
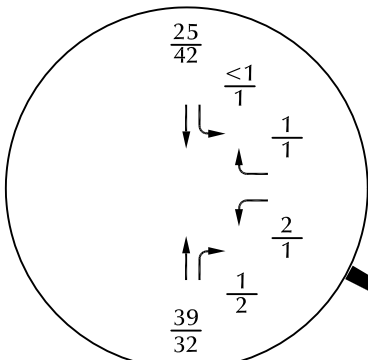
Figure 1

Vicinity Map

Joyful View (LSC# S214050)

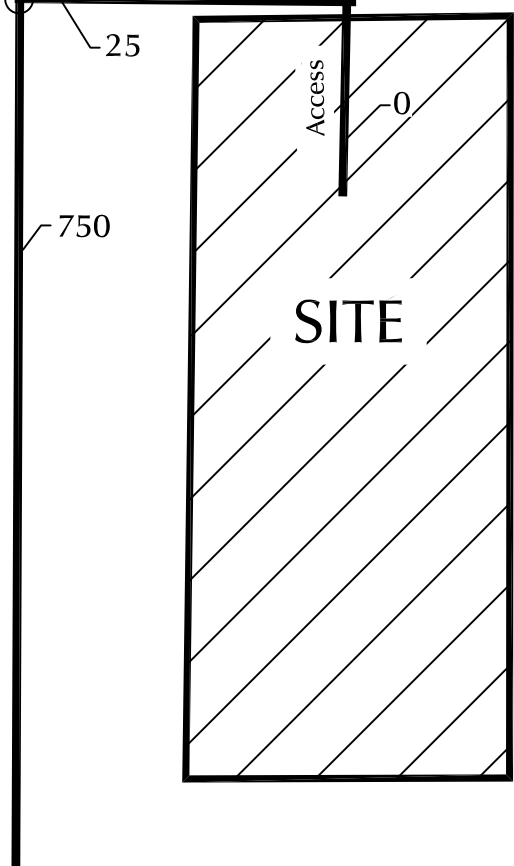






Peyton Highway

Joyful View (private)



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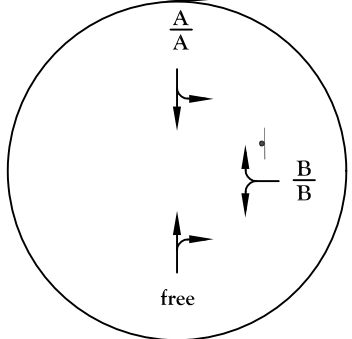
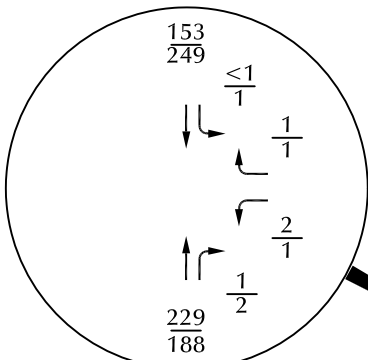
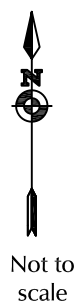
- $\frac{XX}{XX}$ = $\frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$ † = Stop Sign
- XXX = Average Weekday Traffic (vehicles per day)
- $\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

Figure 3

Short-Term Background Conditions

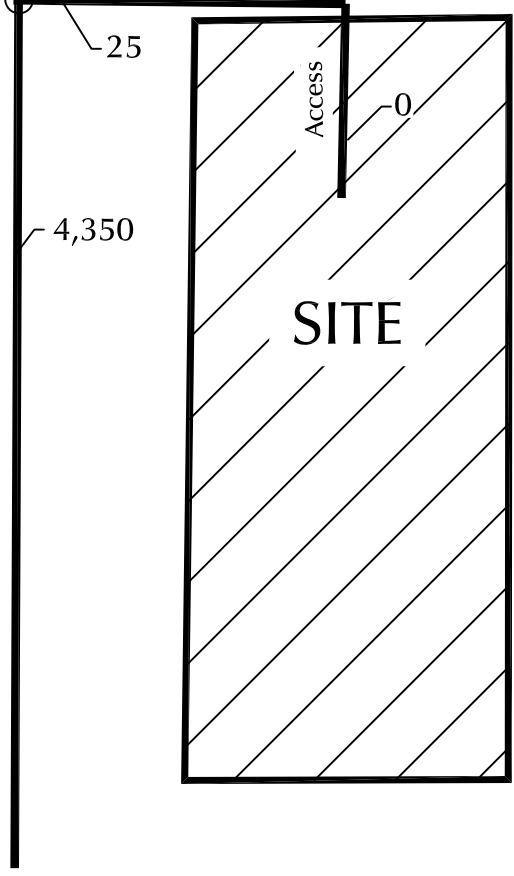
Joyful View (LSC# S214050)





Peyton Highway

Joyful View (private)



LEGEND:

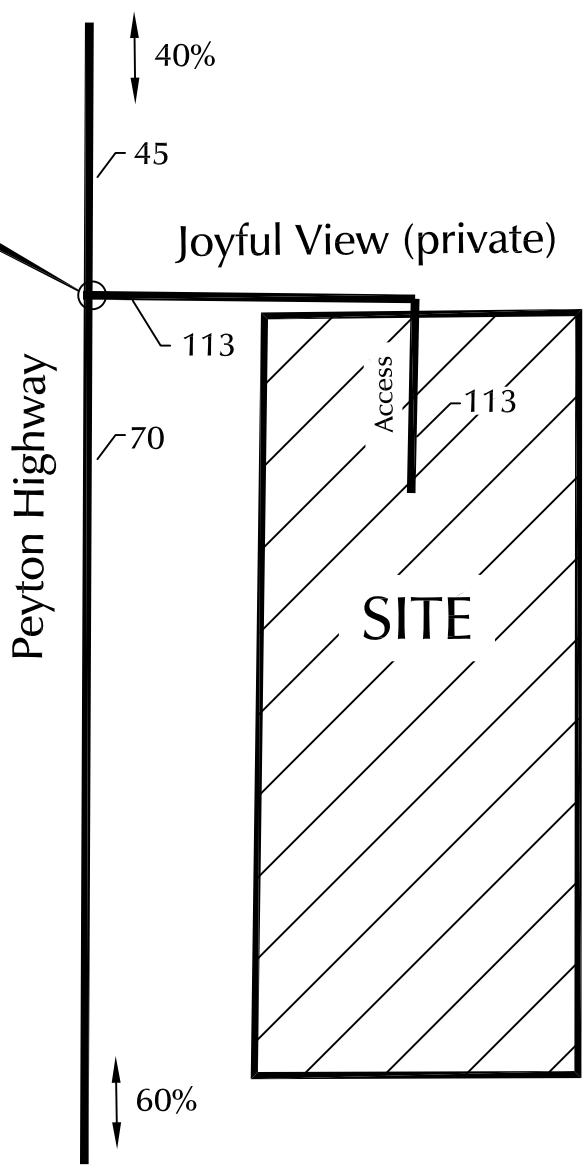
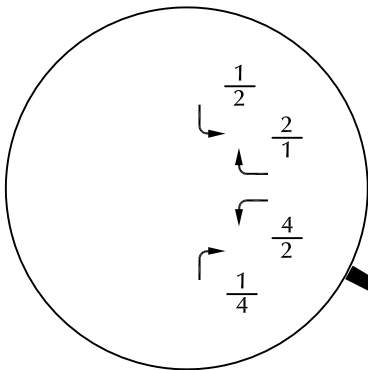
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- $\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service / PM Individual Movement Peak-Hour Level of Service

Figure 4

Long-Term Background Conditions

Joyful View (LSC# S214050)





LEGEND:

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

XXX = Average Weekday Traffic (vehicles per day)

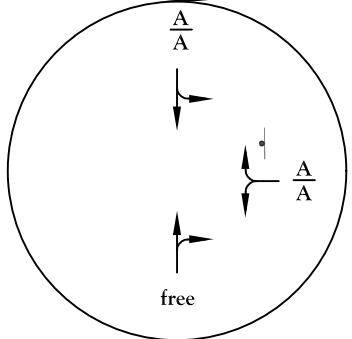
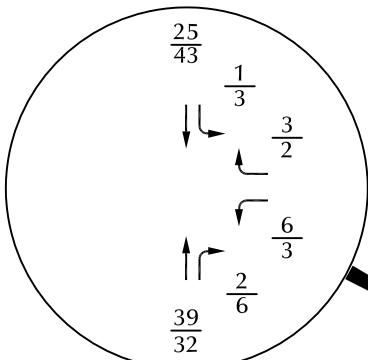
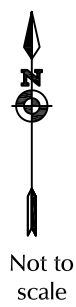
\longleftrightarrow XX% = Percent Directional Distribution

Figure 5

Directional Distribution + Site-Generated Traffic

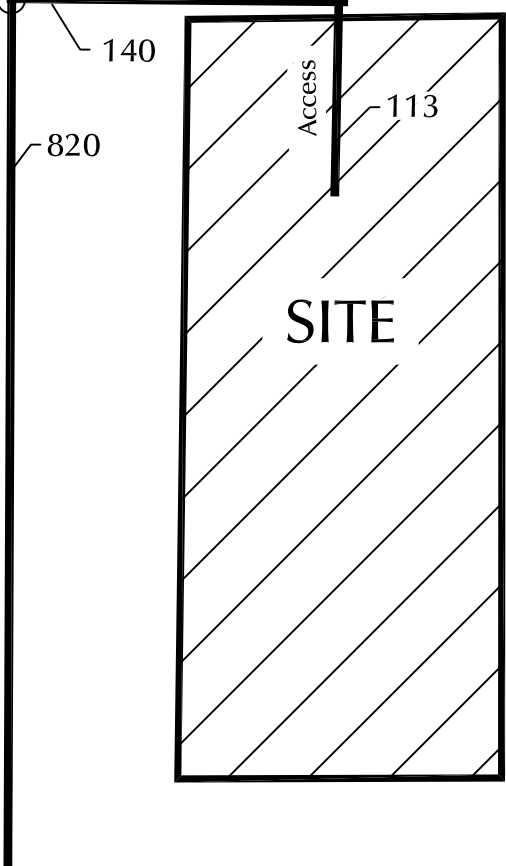
Joyful View (LSC# S214050)





Peyton Highway

Joyful View (private)



LEGEND:

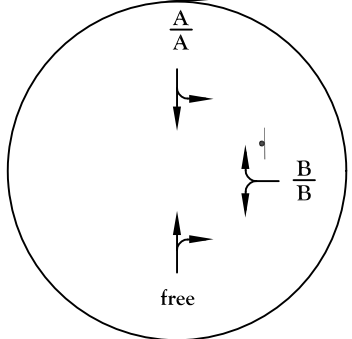
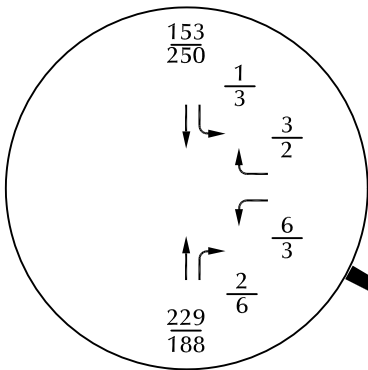
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- XXX = Average Weekday Traffic (vehicles per day)
- $\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

Figure 6

Short-Term Total Conditions

Joyful View (LSC# S214050)

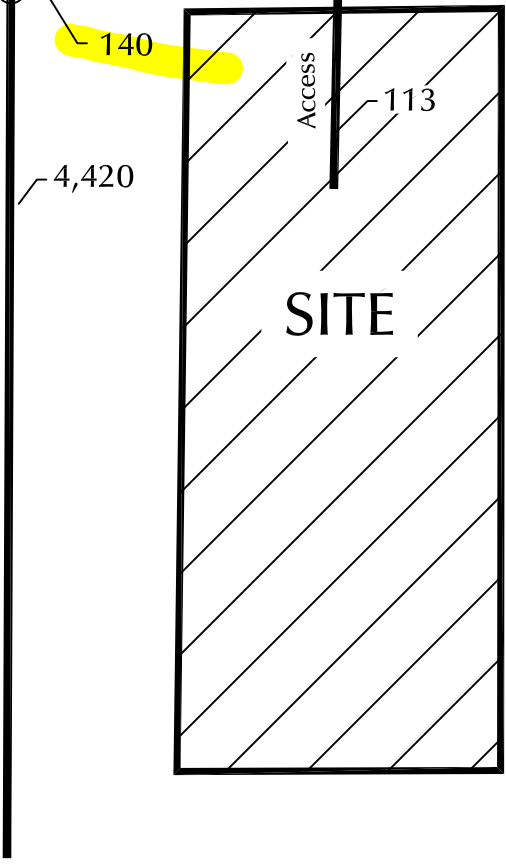




See previous comment 2043 condition do not account for other parcels to east or planned access

Peyton Highway

Joyful View (private)



LEGEND:

- $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr) / PM Peak-Hour Traffic (veh/hr) | = Stop Sign
- XXX = Average Weekday Traffic (vehicles per day)
- $\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service / PM Individual Movement Peak-Hour Level of Service

Figure 7

Long-Term Total Conditions

Joyful View (LSC# S214050)



Traffic Counts



COUNTER MEASURES INC.
1889 YORK STREET
DENVER, COLORADO 80206
303-333-7409

Location: PEYTON HIGHWAY N-O SR 94
 City: PEYTON
 County: EL PASO
 Direction: NORTH/SOUTH

Site Code: 21290
 Station ID: 2129

Start Time	02-Feb-21 Tue	NORTHBOU	SOUTHBOU							Total
12:00 AM		1	1							2
01:00		1	1							2
02:00		0	1							1
03:00		0	0							0
04:00		3	4							7
05:00		5	9							14
06:00		37	20							57
07:00		39	25							64
08:00		23	25							48
09:00		27	23							50
10:00		17	24							41
11:00		17	18							35
12:00 PM		33	13							46
01:00		26	10							36
02:00		17	28							45
03:00		28	40							68
04:00		33	35							68
05:00		32	42							74
06:00		17	28							45
07:00		13	14							27
08:00		4	4							8
09:00		5	4							9
10:00		1	4							5
11:00		0	0							0
Total		379	373							752
Percent		50.4%	49.6%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	39	25	-	-	-	-	-	-	64
PM Peak	-	12:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	33	42	-	-	-	-	-	-	74
Grand Total		379	373							752
Percent		50.4%	49.6%							
ADT		ADT 752		AADT 752						

Levels of Service



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	39	1	1	25
Future Vol, veh/h	2	1	39	1	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	46	1	1	29

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	78	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	925	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	924	1022	-	-	1560	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	955	1560
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	40	0	0	27
Future Vol, veh/h	1	1	40	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	47	0	0	32

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	79	47	0	0	47
Stage 1	47	-	-	-	-
Stage 2	32	-	-	-	-
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	924	1022	-	-	1560
Stage 1	975	-	-	-	-
Stage 2	991	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	924	1022	-	-	1560
Mov Cap-2 Maneuver	924	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	991	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1560
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	32	2	1	42
Future Vol, veh/h	1	1	32	2	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	38	2	1	49

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	90	39	0	0	40
Stage 1	39	-	-	-	-
Stage 2	51	-	-	-	-
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	910	1033	-	-	1570
Stage 1	983	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	909	1033	-	-	1570
Mov Cap-2 Maneuver	909	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	970	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1570
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	8.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	1	1	43
Future Vol, veh/h	0	0	33	1	1	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	39	1	1	51

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	93	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	53	-	-	-	-	-
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	907	1031	-	-	1570	-
Stage 1	982	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	906	1031	-	-	1570	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	969	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	- 1570	-
HCM Lane V/C Ratio	-	-	- 0.001	-
HCM Control Delay (s)	-	-	0 7.3	0
HCM Lane LOS	-	-	A A	A
HCM 95th %tile Q(veh)	-	-	- 0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	1	229	1	1	153
Future Vol, veh/h	2	1	229	1	1	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	269	1	1	180

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	452	270	0	0	270	0
Stage 1	270	-	-	-	-	-
Stage 2	182	-	-	-	-	-
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	565	769	-	-	1293	-
Stage 1	775	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	564	769	-	-	1293	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	1293
HCM Lane V/C Ratio	-	-	0.006	0.001
HCM Control Delay (s)	-	-	10.8	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	1	1	230	0	0	155
Future Vol, veh/h	1	1	230	0	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	271	0	0	182

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	453	271	0	0	271	0
Stage 1	271	-	-	-	-	-
Stage 2	182	-	-	-	-	-
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	565	768	-	-	1292	-
Stage 1	775	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	565	768	-	-	1292	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1292
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	10.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	1	1	188	2	1	249
Future Vol, veh/h	1	1	188	2	1	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	221	2	1	293

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	517	222	0	0	223	0
Stage 1	222	-	-	-	-	-
Stage 2	295	-	-	-	-	-
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	518	818	-	-	1346	-
Stage 1	815	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	818	-	-	1346	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	754	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	634	1346
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	10.7	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	190	1	1	250
Future Vol, veh/h	0	0	190	1	1	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	224	1	1	294

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	521	225	0	0	225	0
Stage 1	225	-	-	-	-	-
Stage 2	296	-	-	-	-	-
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	516	814	-	-	1344	-
Stage 1	812	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	515	814	-	-	1344	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	754	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1344
HCM Lane V/C Ratio	-	-	-	0.001
HCM Control Delay (s)	-	-	0	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
3: Peyton Highway & Joyful View

Short Term Total
AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	3	39	2	1	25
Future Vol, veh/h	6	3	39	2	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	46	2	1	29

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	78	47	0	0	48
Stage 1	47	-	-	-	-
Stage 2	31	-	-	-	-
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	925	1022	-	-	1559
Stage 1	975	-	-	-	-
Stage 2	992	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	924	1022	-	-	1559
Mov Cap-2 Maneuver	924	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	991	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	955	1559
HCM Lane V/C Ratio	-	-	0.011	0.001
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
5: Peyton Highway & South Access

Short Term Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	41	1	0	31
Future Vol, veh/h	2	1	41	1	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	48	1	0	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	85	49	0	0	49	0
Stage 1	49	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	916	1020	-	-	1558	-
Stage 1	973	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	916	1020	-	-	1558	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	986	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1558
HCM Lane V/C Ratio	-	-	0.004	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Peyton Highway & Joyful View

Short Term Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	32	6	3	43
Future Vol, veh/h	3	2	32	6	3	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	38	7	4	51

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	42	0	0	45
Stage 1	42	-	-	-	-
Stage 2	59	-	-	-	-
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	898	1029	-	-	1563
Stage 1	980	-	-	-	-
Stage 2	964	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	895	1029	-	-	1563
Mov Cap-2 Maneuver	895	-	-	-	-
Stage 1	980	-	-	-	-
Stage 2	961	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	944	1563
HCM Lane V/C Ratio	-	-	0.006	0.002
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
5: Peyton Highway & South Access

Short Term Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	37	2	1	45
Future Vol, veh/h	1	0	37	2	1	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	44	2	1	53

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	100	45	0	0	46
Stage 1	45	-	-	-	-
Stage 2	55	-	-	-	-
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	899	1025	-	-	1562
Stage 1	977	-	-	-	-
Stage 2	968	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	898	1025	-	-	1562
Mov Cap-2 Maneuver	898	-	-	-	-
Stage 1	977	-	-	-	-
Stage 2	967	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	898	1562
HCM Lane V/C Ratio	-	-	0.001	0.001
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Peyton Highway & Joyful View

Long Term Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	6	3	229	2	1	153
Future Vol, veh/h	6	3	229	2	1	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	269	2	1	180

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	452	270	0	0	271
Stage 1	270	-	-	-	-
Stage 2	182	-	-	-	-
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	565	769	-	-	1292
Stage 1	775	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	564	769	-	-	1292
Mov Cap-2 Maneuver	564	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	848	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	1292
HCM Lane V/C Ratio	-	-	0.017	0.001
HCM Control Delay (s)	-	-	10.9	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
5: Peyton Highway & South Access

Long Term Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	1	231	1	0	159
Future Vol, veh/h	2	1	231	1	0	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	272	1	0	187

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	460	273	0	0	273
Stage 1	273	-	-	-	-
Stage 2	187	-	-	-	-
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	559	766	-	-	1290
Stage 1	773	-	-	-	-
Stage 2	845	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	559	766	-	-	1290
Mov Cap-2 Maneuver	559	-	-	-	-
Stage 1	773	-	-	-	-
Stage 2	845	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	614	1290
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	10.9	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Peyton Highway & Joyful View

Long Term Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	FF		FB			FB
Traffic Vol, veh/h	3	2	188	6	3	250
Future Vol, veh/h	3	2	188	6	3	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	221	7	4	294

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	527	225	0	0	228
Stage 1	225	-	-	-	-
Stage 2	302	-	-	-	-
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	512	814	-	-	1340
Stage 1	812	-	-	-	-
Stage 2	750	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	510	814	-	-	1340
Mov Cap-2 Maneuver	510	-	-	-	-
Stage 1	812	-	-	-	-
Stage 2	747	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	600	1340
HCM Lane V/C Ratio	-	-	0.01	0.003
HCM Control Delay (s)	-	-	11.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
5: Peyton Highway & South Access

Long Term Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	0	194	2	1	252
Future Vol, veh/h	1	0	194	2	1	252
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	228	2	1	296

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	527	229	0	0	230
Stage 1	229	-	-	-	-
Stage 2	298	-	-	-	-
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	512	810	-	-	1338
Stage 1	809	-	-	-	-
Stage 2	753	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	511	810	-	-	1338
Mov Cap-2 Maneuver	511	-	-	-	-
Stage 1	809	-	-	-	-
Stage 2	752	-	-	-	-

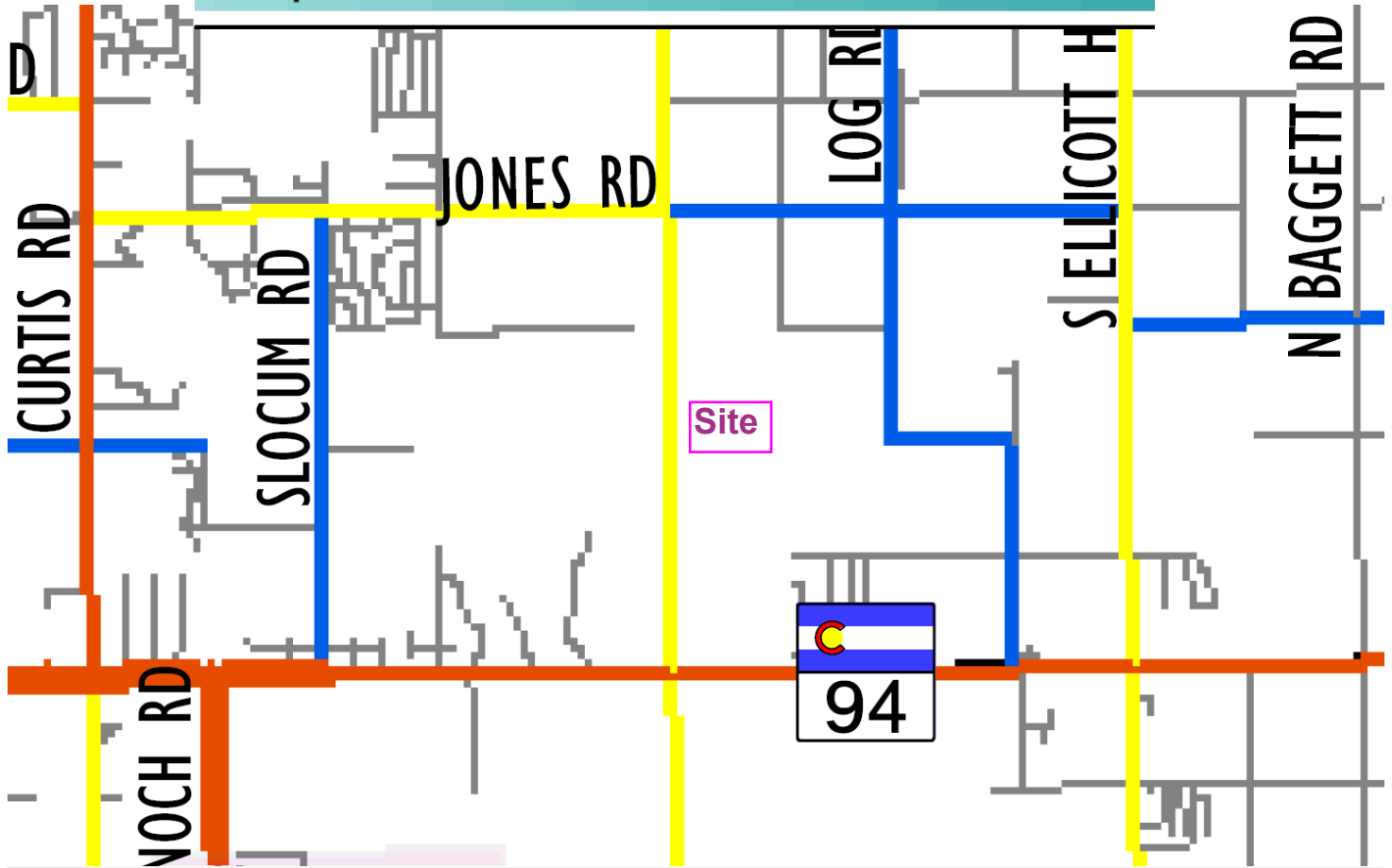
Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1338
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	12.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

MTCP Maps



Map 14: 2040 Functional Classification



Map 17: 2060 Corridor Preservation

