

Church at Briargate Property Rezone Traffic Impact Study

Prepared for:
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JUNE 10, 2025

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LSC #S244170



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June 10, 2025

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RE: Church at Briargate
Property Rezone
Traffic Impact Study
Colorado Springs, CO
LSC # S244170

Dear Mr. Moore,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the Church at Briargate property rezone in Colorado Springs, Colorado. The site is located northeast of the intersection of Springcrest Road/Voyager Parkway. A portion of the property is proposed to be rezoned for commercial uses. Also, this study addresses a proposed expansion of the church building.

Access to the property is currently to Otero Avenue. A new access point to Springcrest Road is proposed to serve future commercial development on the property.

This report has been prepared for submittal to the City of Colorado Springs.

REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area street system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, sight distances, etc.;
- Summary of **multi-day**, weekday morning, afternoon school, and late-afternoon peak-hour turning-movement traffic counts at the following study-area intersections:
 - Springcrest Road/Voyager Parkway
 - Springcrest Road/Otero Avenue/TCA west access

- Estimates of average weekday (24-hour) and peak-hour trip generation for the proposed development;
- Estimation of directional distribution of site-generated vehicle trips on the area street system, at the study-area intersections;
- Projections of site-generated turning-movement traffic volumes at the study-area intersections;
- Estimates of short- and long-term background traffic volumes at the study-area intersections;
- Total traffic (site traffic-plus-background traffic) projections at these intersections for the short term and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Queuing analysis for key turning movements at the study-area intersections;
- Evaluation of short-term and long-term projected intersection volumes to determine the potential need for any new or improved auxiliary right-/left-turn lanes based on the criteria in the City of Colorado Springs' *Traffic Criteria Manual*;
- Other recommended improvements and modifications to the study-area streets and intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

LAND USE AND ACCESS

Proposed Rezone/Anticipated Future Land Use

Figure 1 shows the site location relative to the adjacent and nearby streets. The site is located northeast of the intersection of Springcrest Road/Voyager Parkway.

The church is proposing an expansion of the existing building. The existing and expanded Church will be on Lot No. 1, as shown on the site plan (depicted in Figure 2).

The existing church is 5,600 square feet. Phase 1 of the planned church expansion would add 4,280 square feet and a future Phase 2 would consist of a further expansion of 13,070 square feet. Note: Phase 2 is a "future" phase, but this report accounts for both Phases 1 and 2. Following Phase 1 expansion, the church main sanctuary will contain 450 seats, and following Phase 2 expansion, that seat count is estimated to increase to 690 seats.

Pending approved rezoning of the property, anticipated future development would include three lots for commercial land uses (MX-M uses). Specific lot end-users are not currently known. For each of the three lots, the buildable area per lot will be about 3,600 to 5,000 SF per lot. For purposes of this study, LSC has assumed the following land uses for these three lots:

- Lot 2 – Strip retail plaza (5,000 square feet)
- Lot 3 – Drive-through coffee shop (1,000 square feet)
- Lot 4 – Automated car wash (one car wash tunnel)

Property Access Plan

Access to the property is currently to Otero Avenue at two locations, and these access points would remain:

- Existing southeast access for church – 150 feet north of Springcrest Road/Otero Avenue
- Existing northeast access for church – 430 feet north of Springcrest Road/Otero Avenue

A new access to Springcrest Road is proposed to serve future commercial development on the property.

- Proposed south access to Springcrest Road – 485 feet east of the Voyager/Springcrest Road intersection (335 feet west of the Springcrest Road/Otero Avenue intersection).
- Also, per the site plan, the north access to Otero Avenue would be extended west to provide a secondary access to the future three commercial lots.

No direct site access to Voyager Parkway is requested.

Access Sight Distance

The proposed site-access point to Springcrest Road will need to meet the sight-distance criteria contained in the City of Colorado Springs *Traffic Criteria Manual*. Sight distance can likely be addressed in more detail at the development plan stage of the process, but a preliminary analysis indicates that sight distance criteria in Table 1 of Section 4.4 can be achieved. Based on a speed limit of 25 miles per hour (mph) on Springcrest Road, the required “minimum sight distance for stopped vehicle” is 280 feet. From the access point, the westbound departure leg of the Otero/Springcrest intersection is about 300 feet to the east, and the eastbound departure leg of the Springcrest/Voyager intersection is about 375 feet to the west. The site plan will need to accommodate the line-of-sight needed for the city-required 280-foot intersection sight distance “along the major road” - Springcrest Road. This includes any site improvements such as landscaping, walls, grading, fencing, monument signs, parking areas, buildings, etc.

Based on the criteria contained in Table 10, the required stopping sight distance approaching this access intersection is 155 feet.

ROAD AND TRAFFIC CONDITIONS

Area Roadways

Figure 1 and Figure 2 show 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:

Voyager Parkway is a Principal Arterial that extends north from Academy Boulevard North to North Gate Boulevard. Voyager is a four-lane facility adjacent to the site. Auxiliary left- and right-turn lanes exist on the northbound and southbound approaches at the signalized

intersection of Voyager Parkway/Springcrest Road. A raised center median exists along Voyager Parkway, and the posted speed limit in the vicinity of the site is 55 miles per hour (mph).

Springcrest Road is a two-lane non-arterial street that extends east-to-west for 0.6 miles between Voyager Parkway and its terminus to the east. There is an established school zone speed limit of 20 mph (7:00 a.m. – 4:00 p.m., school days) on a portion of Springcrest Road. Otherwise, the speed limit on Springcrest Road is 25 mph (city default speed limit). Auxiliary left- and right-turn lanes currently exist on the westbound approach to the Springcrest Road/Voyager Parkway intersection.

Otero Avenue is a local roadway maintained by El Paso County. The roadway extends north from Springcrest Road for one mile to Old Ranch Road. The posted speed limit on Otero Avenue is 30 mph.

Briargate Parkway is located less than one-quarter mile south of the site. Briargate Parkway is a six-lane, Principal Arterial which extends east from Interstate-25 to Wolf Ranch (east of Powers Boulevard).

Existing Traffic Volumes

Vehicle turning-movement counts were conducted on the following dates and times:

- Voyager Parkway/Springcrest Road
 - Tuesday, May 14, 2024 from 6:45 – 8:30 a.m.
 - Tuesday, May 14, 2024 from 3:15 – 5:30 p.m.
 - The week of September 30th – counts on October 1-3, 2024 (Tuesday, Wednesday, and Thursday) during standard AM and PM peaks, as well as school peak hours
- Springcrest Road/Otero Avenue
 - Wednesday, May 15, 2024 from 6:45 – 8:30 a.m.
 - Wednesday, May 15, 2024 from 3:15 – 4:15 p.m.
 - The week of September 30th – counts on October 1-3, 2024 (Tuesday, Wednesday, and Thursday) during standard AM and PM peaks, as well as school peak hours

Figure 3 shows the existing peak hour, turning-movement volumes at the study intersections based on the traffic data collected, as well as the estimated current average weekday traffic volumes on the study-area streets. Raw count data is attached. Note: the “worst-case” of the multiple days counted has been used in the analysis. **Note:** It is standard practice to count on Tuesday, Wednesday, and Thursday to represent a “week of traffic data” (weekday volumes).

Existing Levels of Service

LSC has completed intersection level of service analysis of existing conditions at the study area intersections during the weekday AM, mid-afternoon school, and PM peak hours.

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

Table 1: 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.		

Figure 3 also shows the calculated existing levels of service for the volumes, lane geometry and traffic control shown in the figure. Detailed Synchro/HCM analysis worksheets are attached. The southbound approach at the intersection of Otero Avenue and Springcrest Road is calculated, based on HCM to have a level of service F for the southbound approach during morning and afternoon peak hours. Although the analysis shows a calculated LOS F for the southbound approach, eastbound and westbound motorists were observed frequently leaving “courtesy gaps” to drivers on the southbound approach, which allowed these motorists to enter the intersection sooner than would typically be possible given the east/west traffic on Springcrest Road.

Other unusual factors are (1) a high percentage of the westbound conflicting through traffic (about 300 vph during the peak hours) shown at this intersection in Figure 3 is comprised of motorists who turned onto the Springcrest Road from the school exit only 85 feet “upstream” (to the east). The slower approach speed of these vehicles allows for shorter gaps for southbound vehicles. Also, (2) the eastbound right turn into the westernmost school entrance occurs in a position offset about 75 feet to the west. This separation allows southbound left turning motorists the opportunity to turn simultaneously with eastbound right turning traffic with minimal conflict.

Courtesy gaps were also granted to eastbound left turning traffic, which helped to keep traffic moving, and courtesy gaps were provided to traffic waiting to exit the school exit on Springcrest just east of Otero. Eastbound traffic granting these courtesy gaps occasionally resulted in additional delay and queuing in the eastbound through lane on Springcrest Road during the busiest period of the morning drop-off.

TRIP GENERATION

Estimates of the vehicle trips to be generated by the site, based on the land uses described above have been made using nationally-published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

Table 2 below presents a summary of the estimated site trip generation by lot and by trip type. A detailed trip-generation estimate for the development, including ITE rates for the proposed development is presented in Table 3 (attached). **Table 2** below (as well as Table 3) presents estimates aggregated by trip type (primary, pass-by, and diverted trips). These are estimates by LSC, based on the ITE *Trip Generation Handbook* methodology and data, with site-specific adjustments estimated by LSC.

Table 2: Estimated Site Vehicle-Trip Generation (Driveway Trips) by Trip Type

Primary							
Lot	Average Weekday	A.M.		School P.M.		P.M.	
		In	Out	In	Out	In	Out
1	132	3	2	2	4	4	5
2	212	5	4	5	5	11	11
3	144	7	7	8	9	4	5
4	298	8	8	8	9	15	15
Total	785	23	20	24	26	34	36
Pass-By							
Lot	Average Weekday	A.M.		School P.M.		P.M.	
		In	Out	In	Out	In	Out
1	0	0	0	0	0	0	0
2	32	1	1	1	1	1	1
3	206	14	13	15	15	2	2
4	72	2	2	3	3	1	1
Total	311	17	17	19	19	4	5
Diverted							
Lot	Average Weekday	A.M.		School P.M.		P.M.	
		In	Out	In	Out	In	Out
1	0	0	0	0	0	0	0
2	137	4	3	4	4	11	11
3	835	49	47	61	62	37	42
4	288	9	9	10	10	21	21
Total	1261	62	59	75	76	68	73

Based on the estimates for the church expansion and anticipated commercial development (pending rezone), the site could generate about 2,697 additional external vehicle trips on the average weekday. The following are estimated trips for Phases 1 and 2: during the weekday

morning peak hour, approximately 103 vehicles would enter and 95 vehicles would exit the site. Approximately 118 entering vehicles and 121 exiting vehicles are projected for the weekday school afternoon peak hour. During the weekday afternoon peak hour, approximately 107 vehicles would enter and 113 vehicles would exit the site.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

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 4a and Figure 4b show the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches:

- Figure 4a: Directional Distribution of Site-Generated Trips (Primary Trips)
- Figure 4b: Directional Distribution of Site-Generated Trips (Pass-By and Diverted Trips)

Estimates have been based on the following factors: the anticipated land uses, the area street and road system serving the site, the access plan, and the site's geographic location relative to nearby communities and shopping/entertainment/employment centers in the northern area of Colorado Springs and proximity to Interstate 25. Trip distribution splits have been estimated for each of the trip types identified in the trip-generation section.

Site-Generated Traffic

Figure 5 shows the projected site-generated traffic volumes for the weekday morning, mid-afternoon school peak hour, and evening peak hours. Site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages (from Figure 4a and Figure 4b), and localized trip-routing estimates by LSC, to the trip-generation estimates (from Table 2).

Short-Term Total Traffic Volumes

Figure 6 shows the sum of existing 2024 traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the estimated short-term total traffic following completion and buildout of the development.

Estimated Future 2044 Background Traffic Volumes

Figure 7 shows the projected 20-year background traffic volumes for the year 2044. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed rezone and development. An annual growth rate of approximately 1.4 percent per year has been assumed for Voyager Parkway. Regarding background traffic growth on Springcrest Road and Otero Avenue, other than this site and the parcel to the south along Voyager parkway,

the areas served by these streets are essentially built out, and the combination of these two streets do not function as a “through traffic” route. There are only a few vacant residential lots to the north near Old Ranch Road/Otero Avenue on which homes could be built in the future.

The 2044 background traffic volumes in this updated report include estimated turning movements that may be generated by future development of the currently-vacant parcel located west of the TCA school, southeast of the Springcrest/Voyager intersection. This report assumes a mix of general and medical office uses as the likely future land uses and includes estimated trip generation and peak-hour intersection/access turning movements. This report assumes that parcel would be served by a full-movement access on Springcrest Road (about 200 feet east of the end of the radius on the southeast corner of the Springcrest/Voyager intersection) and a right-in/right-out access on Voyager Parkway (between Briargate Parkway and Springcrest Road).

Future 2044 Total Traffic Volumes

Figure 8 shows the projected 2044 total traffic volumes, which are the sum of 2044 background traffic volumes (Figure 7) plus the site-generated traffic volumes (from Figure 5).

TRAFFIC OPERATIONS ANALYSIS

LSC has completed intersection levels of service for short- and long-term traffic scenarios for the weekday morning, mid-afternoon school, and late-afternoon peak hours.

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

Detailed Synchro reports are attached. The level of service analysis incorporates low peak-hour factors (PHFs) associated with school traffic demand, where applicable. Level of service analysis results for the short- and long-term scenarios are summarized briefly below and shown in the following figures:

- Figure 3: 2024 Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: 2024 Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2044 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2044 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Voyager Parkway/Springcrest Road

Short Term

Overall, the intersection of Voyager Parkway/Springcrest Road would operate at LOS C or better during all short-term peak hours.

Long Term

Overall, the intersection of Voyager Parkway/Springcrest would operate at LOS D or better during all long-term peak hours. The northbound left/U-turn movement is projected to operate at LOS F during the morning and/or afternoon school peak hours, regardless of the addition of site-generated traffic. The volumes for this movement are relatively low (existing and projected) even with the assumed addition of adjacent parcel OC-1 background traffic. These would not be the peak times for future office uses. Analysis indicates that although LOS for these turning movements would operate at LOS F or worse, the v/c ratio would be well below 1.00.

Springcrest Road/Otero Avenue

The level of service analysis of this intersection incorporates low peak-hour factors (PHFs) associated with school traffic demand (on all approaches to this intersection). Assuming a southbound single-lane approach, the calculated LOS during the morning peak hour is shown as F currently and for future scenarios, based on the hourly volumes and low PHFs. Please refer to the “existing level of service” section for some unique characteristics – geometric and operational – that allow the southbound turning movements to enter the intersection with lower delay.

Note: The entering and exiting school volumes, to an extent, especially during the afternoon peak, occur during separate 15-minute periods, rather than the peak directional flows occurring within the same 15-minute period. As such, the calculated delay, based on peak hourly volumes adjusted by a 0.50 peak-hour factor for all school-related entering and exiting turning movements. During the morning peak, there is more of an overlap of entering and exiting peak school volumes (about 5-10 minutes).

Springcrest Road/Proposed Southwest Site Access

All movements at the proposed southwest site access on Springcrest are projected to operate at LOS C or better during all peak hours through the 20-year horizon, based on the projected short-term total and long-term total traffic volumes.

Otero Avenue/Southeast Site Access

All movements at the proposed southeast site access on Otero Avenue are projected to operate at LOS B or better during all peak hours through the 20-year horizon, based on the projected short-term total and long-term total traffic volumes.

Otero Avenue/Northeast Site Access

All movements at the proposed northeast site access on Otero Avenue are projected to operate at LOS B or better during all peak hours through the 20-year horizon, based on the projected short-term total and long-term total traffic volumes.

VEHICLE QUEUEING ANALYSIS

A SimTraffic queueing analysis was performed to estimate the maximum queues for key turning movements, primarily, the segment of Springcrest Road between Voyager Parkway and the proposed southwest site access.

Queuing Analysis Terminology

Upstream Block Time

“Upstream block time” represents the percentage of time during the peak hour in which the entry point for a turn lane upstream of the subject intersection is blocked by a queue in the adjacent through lane.

Storage Block Time

“Storage block time” is the proportion of time in which the turn lane’s queue exceeds the available storage length and left-turning vehicles effectively overspill the turn lane in the model into the adjacent through lane.

Maximum Queue

“Maximum queue” represents the maximum queue length observed for each individual lane during the 15-minute analysis period. SimTraffic records the maximum back of queue observed for every two-minute period. In SimTraffic, a vehicle is considered queued whenever it is behind another vehicle traveling at less than 10 feet/second (approximately 7 mph) or at a stop bar. The maximum observed queue may not occur during the same interval in which the highest upstream block time (percent) or storage block time (percent) occurs. SimTraffic reports have reported the highest value for each metric for each turn lane/approach, regardless of if they occur in the same 15-minute interval.

95th-Percentile Queue

Reported queue length for auxiliary turn lanes in SimTraffic is generally limited by the turn-lane length. SimTraffic simply reports the maximum observed queue length during simulations. The reported 95th-percentile queue is also part of the results.

Queuing Analysis Results

Queuing analysis at the proposed southwest site access has been conducted with existing laneage as well as with a separate, exclusive eastbound-left turn lane for traffic turning left into the site. Additionally, the SimTraffic simulations assumed no modifications to the existing westbound turn-lane lengths on Springcrest Road approaching Voyager Parkway.

The worst-case queue from the AM and school afternoon peak hours is reported below. Please refer to the attached SimTraffic queue reports for additional details. Also attached with the queue reports are exhibits graphically depicting the 95th percentile projected queues.

Southbound Left Turn Lane on Voyager Parkway at Springcrest Road

The SimTraffic-reported 95th-percentile queue length for the southbound-left turn lane on Voyager Parkway at Springcrest Road is 317 feet. This represents the longer of the 95th-percentile queue lengths from the AM and School PM peak analysis results.

Eastbound Queue on Springcrest Road at Proposed Southwest Site Access Intersection

Queue in the Eastbound Lane at the Proposed Southwest Site Access Intersection

SimTraffic simulation results indicate the following worst-case modeled queue lengths in the single, shared eastbound lane (as it exists today) approaching the proposed southwest site access:

- Maximum queue – 385 feet
- 95th-percentile queue – 419 feet
- Upstream block time – 2 percent
- Storage block time – 0 percent

Queue with Added Eastbound Left at Proposed Southwest Site Access

SimTraffic simulation results indicate the following worst-case modeled queue lengths in the recommended new eastbound left turn lane approaching the proposed southwest site access:

- Maximum queue – 67 feet
- 95th-percentile queue – 74 feet
- Upstream block time – 0 percent
- Storage block time – 0 percent

Westbound Left-Only Lane at Voyager Parkway

SimTraffic simulation results indicate the following queue lengths in the No. 1 westbound left-turn lane on Springcrest Road approaching Voyager Parkway:

- Maximum queue – 297 feet
- 95th-percentile queue – 294 feet
- Upstream block time – 0 percent
- Storage block time – 0 percent

Westbound Left/Through Lane at Voyager Parkway

SimTraffic simulation results indicate the following queue lengths in the shared westbound through/left-turn lane (number 2 lane) on Springcrest Road approaching Voyager Parkway:

- Maximum queue – 332 feet
- 95th-percentile queue – 358 feet
- Upstream block time – 0 percent
- Storage block time – 1 percent

Westbound Right at Voyager Parkway

SimTraffic simulation results indicate the following queue lengths in the westbound left-turn lane on Springcrest Road approaching Voyager Parkway:

- Maximum queue – 166 feet
- 95th-percentile queue – 170 feet
- Upstream block time – 0 percent
- Storage block time – 0 percent

AUXILIARY TURN-LANE NEEDS ANALYSIS

Voyager Parkway/Springcrest Road

The existing southbound-left turn lane at Voyager/Springcrest is currently 400 feet long, consisting of 315 feet of deceleration length plus an 85-foot taper. Per the City of Colorado Springs' *Traffic Criteria Manual*, a left-turn deceleration lane on a roadway with a 55-mph posted speed limit should consist of 265 feet of deceleration length, a 220-foot taper, and additional storage (based on the 95th-percentile queue length from SimTraffic). The worst-case SimTraffic-reported 95th-percentile queue length for any scenario is 317 feet.

As such, City Traffic Engineering may require lengthening of the existing southbound-left turn lane to provide additional length for increased vehicle storage and deceleration distance. There is width in the existing center median to accommodate any lengthening that may be required by the City. Please refer to Laneage Exhibit 2, which shows this graphically. The specific lane and taper lengths could be verified in more detail at the site development plan stage, including any grade adjustments.

No other modifications would be required to existing turn-lane design on any other approach at the signalized intersection of Voyager Parkway/Springcrest Road.

Springcrest Road/Proposed Southwest Site Access

A separate eastbound left turn bay at the site access intersection on Springcrest Road, of sufficient length for vehicle storage, would benefit operations as eastbound through traffic on Springcrest Road would not be impeded by a left turning vehicle(s) waiting to complete a left turn into the site. A turn bay of about 100-150 feet in length, plus approach taper/transitions/redirect tapers would likely suffice. Please refer to Laneage Exhibit 2.

The details can likely be addressed with the site development plan. While there appears to be limited right-of-way along the south side of Springcrest Road at this point, a turn bay could potentially be accomplished through one or a combination of the following: restriping, north-side (of Springcrest Road) widening as part of the site development.

Otero Avenue/Southeast Site Access

Based on projected long-term total volumes, no turns lanes would be required on any approach at the southeast access on Otero Avenue.

Otero Avenue/Northeast Site Access

Based on projected long-term total volumes, no turns lanes would be required on any approach at the northeast access on Otero Avenue.

SUMMARY AND RECOMMENDATIONS

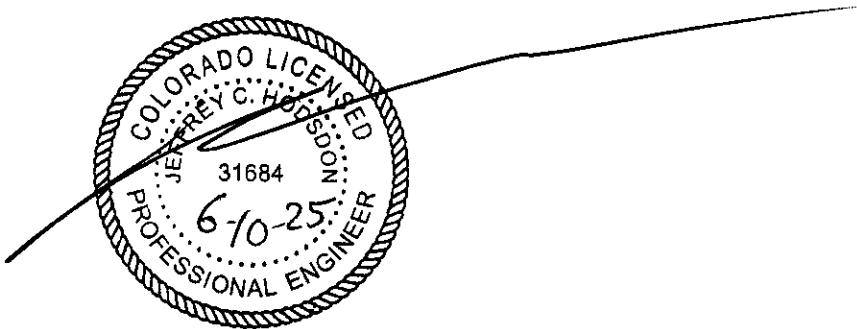
- The site is projected to generate about 2,739 vehicle trips on the average weekday.
- During the weekday morning peak hour, approximately 103 vehicles would enter and 95 vehicles would exit the site.
- During the weekday school afternoon peak hour of adjacent street traffic for, 118 vehicles would enter the site while 121 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 107 vehicles would enter the site while 113 vehicles would exit.
- Please refer to the “Level of Service” section above for detailed LOS analysis results for individual turning movements and approaches at all studied intersections, during the peak hours through the 2044 horizon year.
- Please refer to the “Queuing Analysis” section for details regarding the vehicular queuing evaluation at the study-area intersections.
- Please refer to the “Auxiliary Turn-Lane Analysis” section for details regarding the auxiliary turn-lane needs evaluation at the study-area intersections.

- A separate eastbound left-turn bay on Springcrest Road at the proposed site-access intersection is recommended. The lane should be of sufficient length to accommodate the 95th percentile vehicle storage requirement – about 100 to 150 feet in length – plus approach taper/transitions. Redirect tapers may also be needed depending on placement of this lane. Please refer to the above auxiliary-turn-lane section for details. Implementation of this recommendation can likely be addressed with the site-development plan. Per City staff, ***the developer will be responsible for the roadway improvements along Springcrest Road shown in Laneage Exhibits 1a & 1b.***
- The existing southbound left-turn lane on Voyager Parkway approaching Springcrest Road should be lengthened to 812 feet total, consisting of 265 feet of deceleration length, 317 feet of storage, and a 220-foot taper. There is width in the existing center median to accommodate lane lengthening. This could be addressed in more detail at the site-development plan stage.

* * * * *

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

Respectfully Submitted,



LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 3
Figure 1 - Figure 8
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Tables

Table 3: Trip Generation Estimate

	Weekday																				
	ITE			Value	Units ¹	WEEKDAY Trip Generation Rates ²						% Internal			Driveway Trips Generated						
	Code	Description	Average Weekday			A.M.		School P.M.		P.M.		A.M.	School P.M.	P.M.	Average Weekday	A.M.		School P.M.		P.M.	
						In	Out	In	Out	In	Out					In	Out	In	Out	In	Out
Lot	<u>Existing Land Uses</u>																				
1	560	Church	5.600	KSF	7.60	0.20	0.12	0.12	0.21	0.22	0.27	0%	0%	0%	43	1	1	1	1	1	2
Lot	<u>Phases 1 + 2</u>																				
1	560	Church - Addition	17.380	KSF	7.60	0.20	0.12	0.12	0.21	0.22	0.27	0%	0%	0%	132	3	2	2	4	4	5
2	822	Strip Retail Plaza (< 40 KSF)	5.000	KSF	88.14	2.19	1.46	2.31	2.12	4.76	4.76	2%	5%	5%	423	11	7	11	10	23	23
3	938	Coffee/Donut Shop (Drive-Through, No Indoor Seating)	1.000	KSF	1500.00	71.17	68.37	88.48	90.28	45.78	51.62	2%	5%	5%	1,440	70	67	84	86	43	49
4	948	Automated Car Wash	1	CWT	775.00	19.38	19.38	22.02	22.42	38.75	38.75	2%	5%	5%	744	19	19	21	21	37	37
														Total	2,739	103	95	118	121	107	113
Lot	<u>Change in Trip Generation</u>																				
-	-	Existing Land Use	-	-	-	-	-	-	-	-	-	-	-	43	1	1	1	1	1	2	
1-4	-	Proposed Land Uses	-	-	-	-	-	-	-	-	-	-	-	2,739	103	95	118	121	107	113	
														Change	2,697	102	95	117	120	105	112
For Reference Only -- Sunday Church Trip Generation																					
ITE			Value	Units ¹	SUNDAY Trip Generation Rates ²						% Internal			Driveway Trips Generated							
Code	Description	Average Weekday			A.M.		School P.M.		P.M.		A.M.	School P.M.	P.M.	Average Weekday	A.M.		School P.M.		P.M.		
					In	Out	In	Out	In	Out					In	Out	In	Out	In	Out	
Lot	<u>Sunday Church Trip Generation Estimate (for Reference)</u>																				
1	560	Church - Phase 1 Only	450	Seats	2.21	0.25	0.26	-	-	-	-	0%	-	-	995	112	117	-	-	-	-
1	560	Church - Phases 1 + 2	690	Seats	2.21	0.25	0.26	-	-	-	-	0%	-	-	1,525	172	179	-	-	-	-
² Source: <i>Trip Generation, 11th Edition (2021)</i> by the Institute of Transportation Engineers (ITE) Updated: June 17, 2024																					
Estimated Percentages of Primary, Diverted and Passby Trips & New (Primary) Trips Generated - Weekday																					
ITE			Value	Units ¹	% Primary			% Pass-By			% Diverted			New (Primary) Trips Generated							
Code	Description	A.M.			School P.M.	P.M.	A.M.	School P.M.	P.M.	A.M.	School P.M.	P.M.	Average Weekday	A.M.		School P.M.		P.M.			
														In	Out	In	Out	In	Out	In	Out
Lot	<u>Existing Land Uses</u>																				
1	560	Church	5.600	KSF	100%	100%	100%	0%	0%	0%	0%	0%	0%	43	1	1	1	1	1	2	
Lot	<u>Phases 1 + 2</u>																				
1	560	Church	17.380	KSF	100%	100%	100%	0%	0%	0%	0%	0%	0%	132	3	2	2	4	4	5	
2	822	Strip Retail Plaza (< 40 KSF)	5.000	KSF	50%	50%	50%	10%	10%	3%	40%	40%	47%	212	5	4	5	5	11	11	
3	938	Coffee/Donut Shop (Drive-Through, No Indoor Seating)	1.000	KSF	10%	10%	10%	20%	18%	5%	70%	72%	85%	144	7	7	8	9	4	5	
4	948	Automated Car Wash	1	CWT	40%	40%	40%	13%	12%	4%	47%	48%	56%	298	8	8	8	9	15	15	
													Total	785	23	20	24	26	34	36	
Lot	<u>Change in Trip Generation</u>																				
-	-	Existing Land Use	-	-	-	-	-	-	-	-	-	-	-	43	1	1	1	1	1	2	
1-4	-	Proposed Land Uses	-	-	-	-	-	-	-	-	-	-	-	785	23	20	24	26	34	36	
													Change	743	22	19	24	25	33	34	
For Reference Only -- Sunday Church Trip Generation																					
ITE			Value	Units ¹	% Primary			% Pass-By			% Diverted			New (Primary) Trips Generated							
Code	Description	A.M.			School P.M.	P.M.	A.M.	School P.M.	P.M.	A.M.	School P.M.	P.M.	Average Weekday	A.M.		School P.M.		P.M.			
														In	Out	In	Out	In	Out	In	Out
<u>Sunday A.M. Church Service</u>																					
	560	Church - Phase 1 Only	450	Seats	100%	-	-	0%	-	-	0%	-	-	995	112	117	-	-	-	-	
	560	Church - Phases 1 + 2	690	Seats	100%	-	-	0%	-	-	0%	-	-	1,525	172	179	-	-	-	-	
¹ KSF = 1,000 square feet; CWT = car wash tunnels																					
² Source: <i>Trip Generation, 11th Edition (2021)</i> by the Institute of Transportation Engineers (ITE)																					
Updated: February 17, 2025 (minor column heading revisions only)																					

Figures



Not to
scale

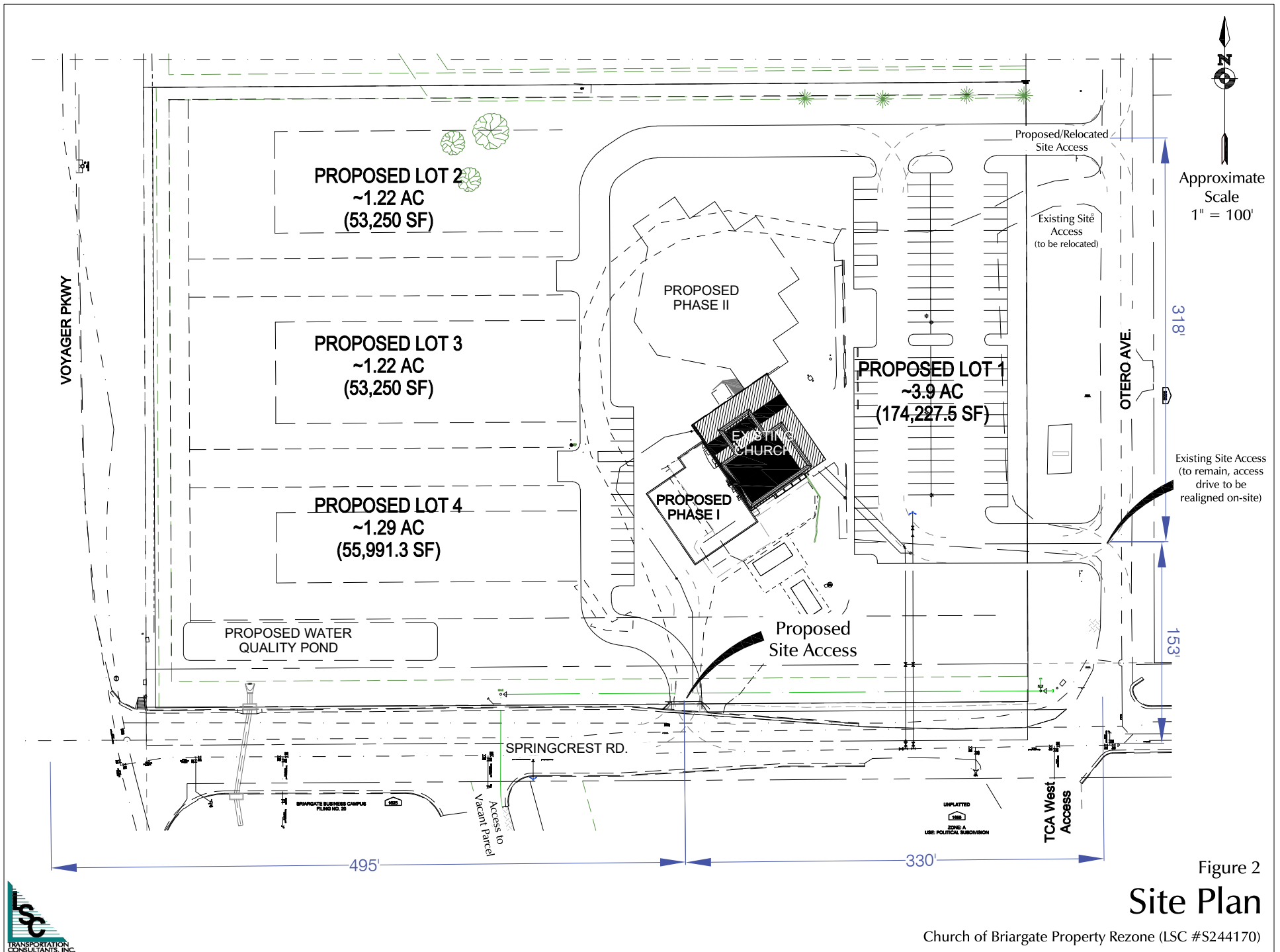
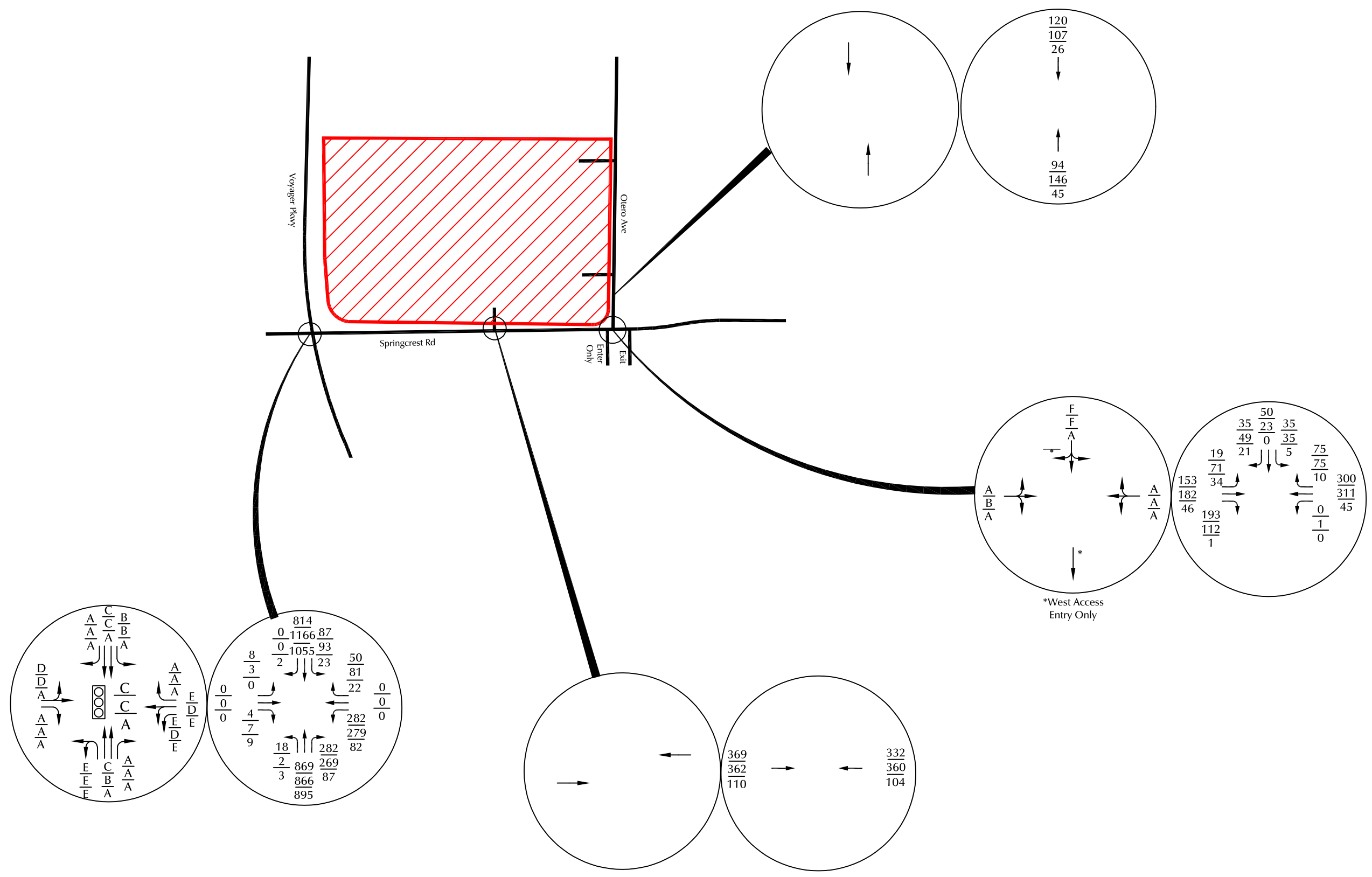


Figure 2
Site Plan

Church of Briargate Property Rezone (LSC #S244170)



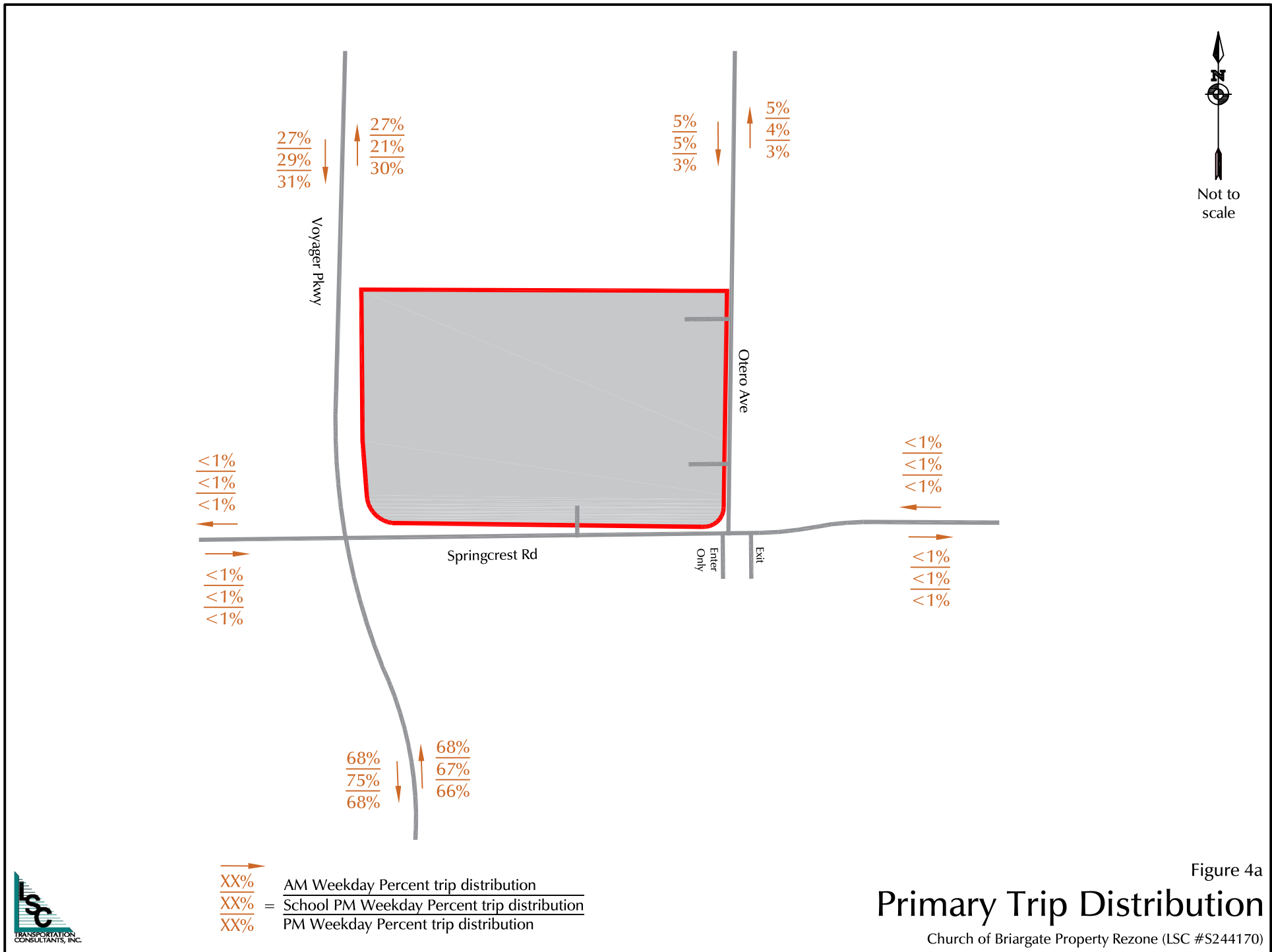
XX = AM Weekday Peak-Hour (vehicles per hour)
XX = School PM Weekday Peak-Hour (vehicles per hour)
XX = PM Weekday Peak-Hour (vehicles per hour)

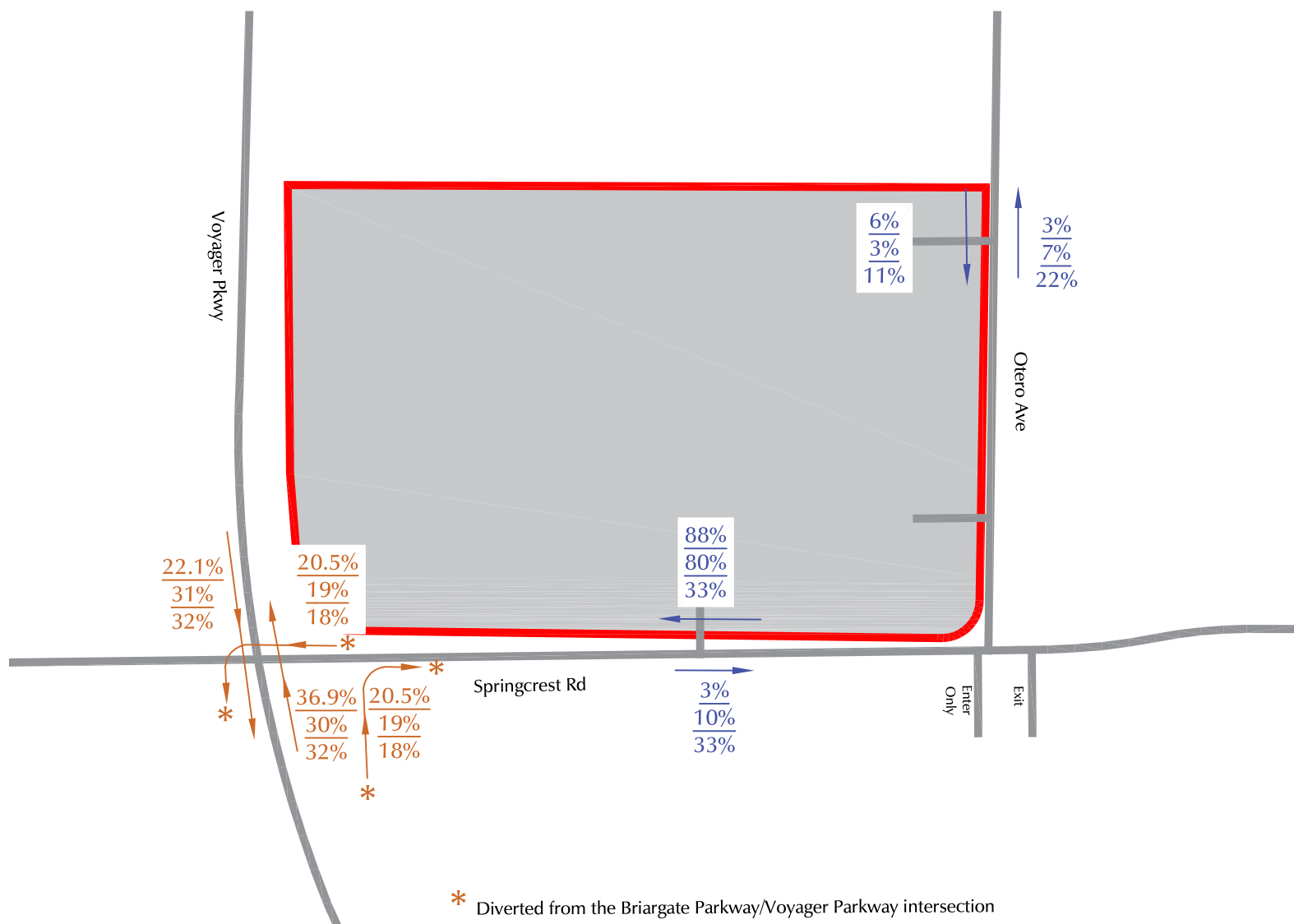
Based on Counts by LSC
(October 2024)
(please refer to attached count
data sheets for additional detail)

= Traffic Signal = Stop Sign
 = AM Individual Movement Peak-Hour LOS
 = School PM Individual Movement Peak-Hour LOS
 = PM Individual Movement Peak-Hour LOS

Figure 3
**Existing Traffic, Lane Geometry,
Traffic Control, and LOS**
Church of Briargate Property Rezone (LSC #S244170)





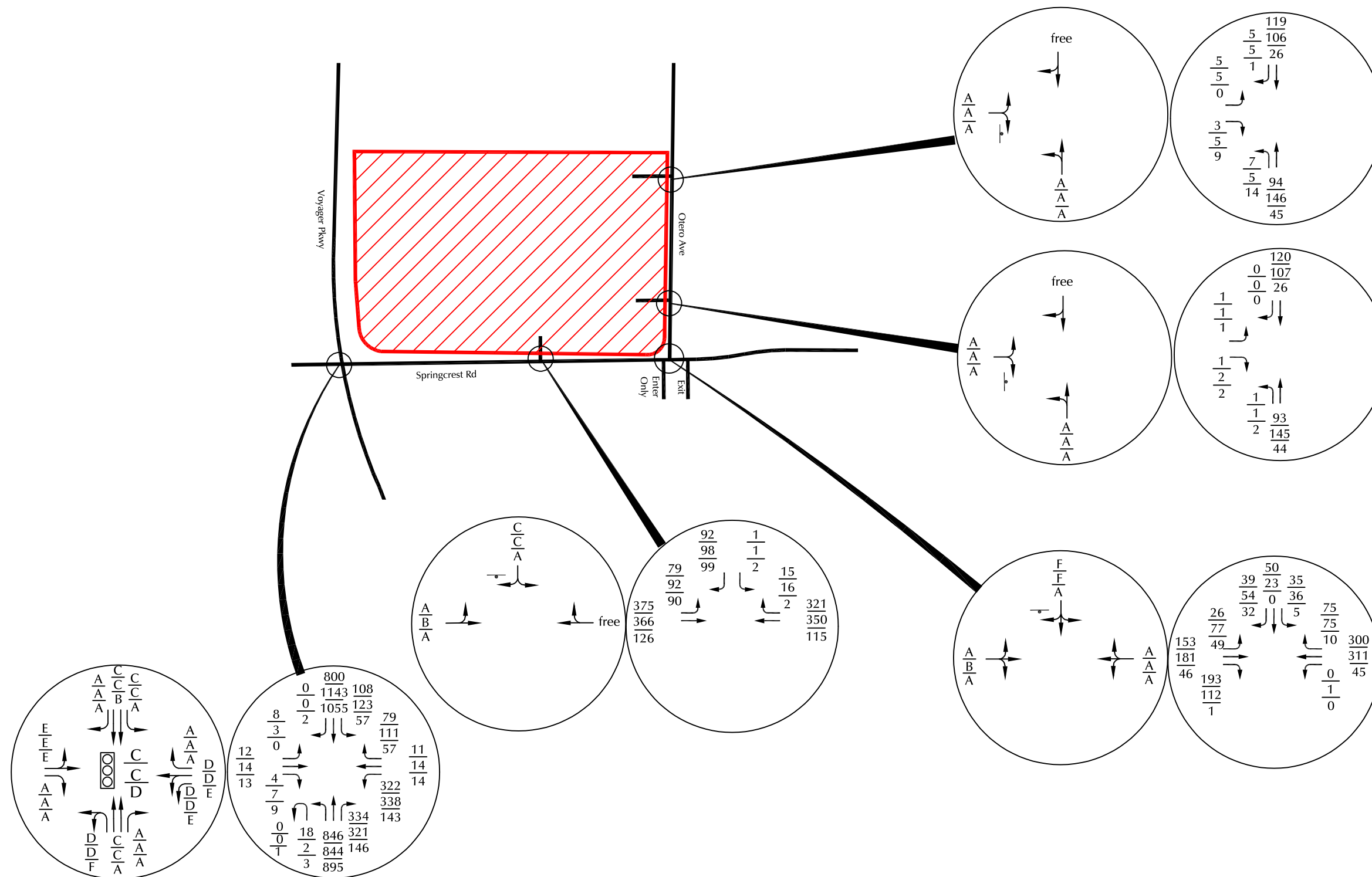


XX% AM Weekday Pass-by Percent trip distribution
 XX% = School PM Weekday Pass-by Percent trip distribution
 XX% PM Weekday Diverted Pass-by trip distribution
 XX% AM Weekday Diverted Percent trip distribution
 XX% = School PM Weekday Diverted Percent trip distribution
 XX% PM Weekday Diverted Percent trip distribution



Figure 4b
 Diverted and Pass-by Trip
 Distribution Estimates

Church of Briargate Property Rezone (LSC #S244170)



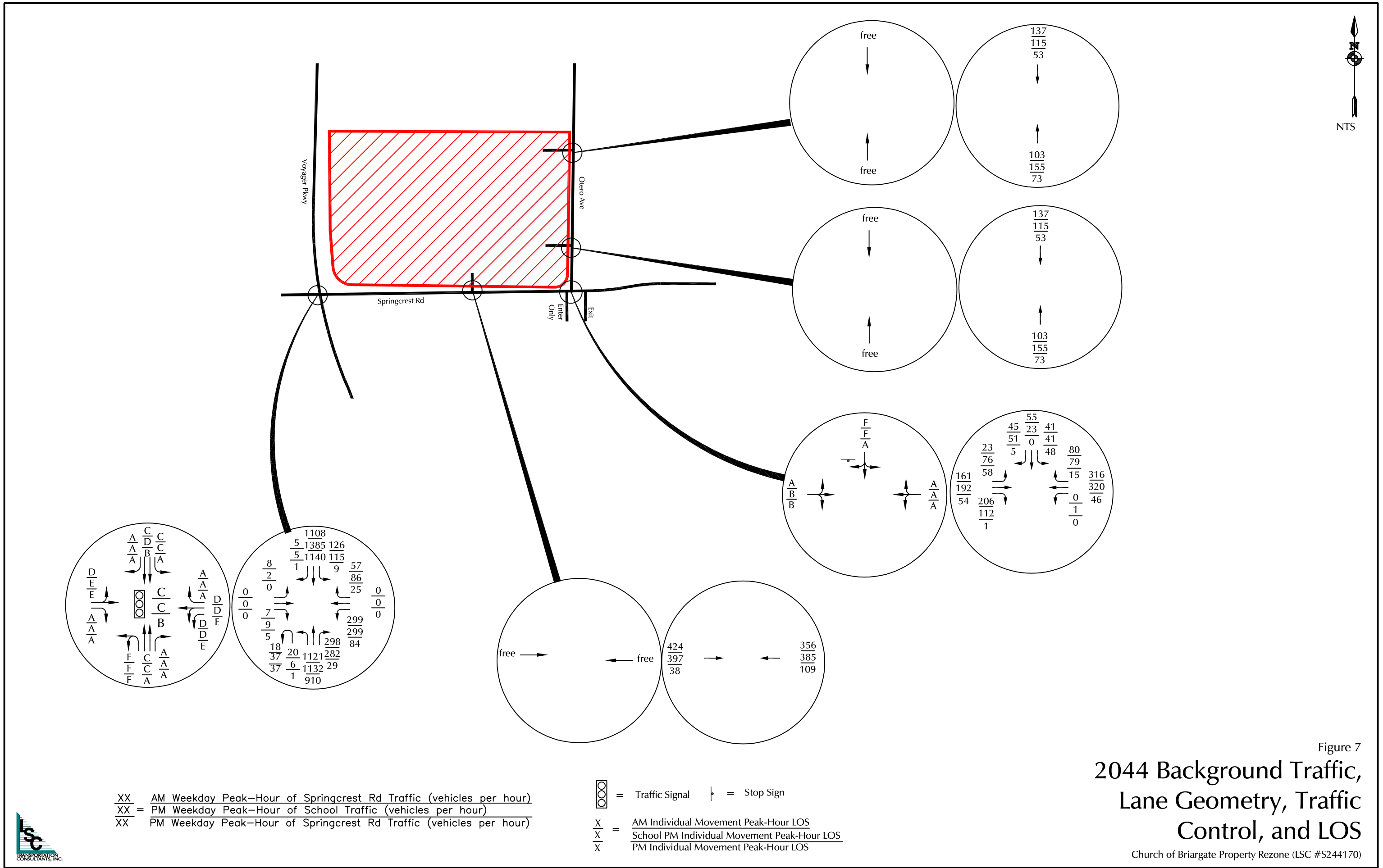
XX = AM Weekday Peak-Hour of Springcrest Rd Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour of School Traffic (vehicles per hour)
 XX = PM Weekday Peak-Hour of Springcrest Rd Traffic (vehicles per hour)

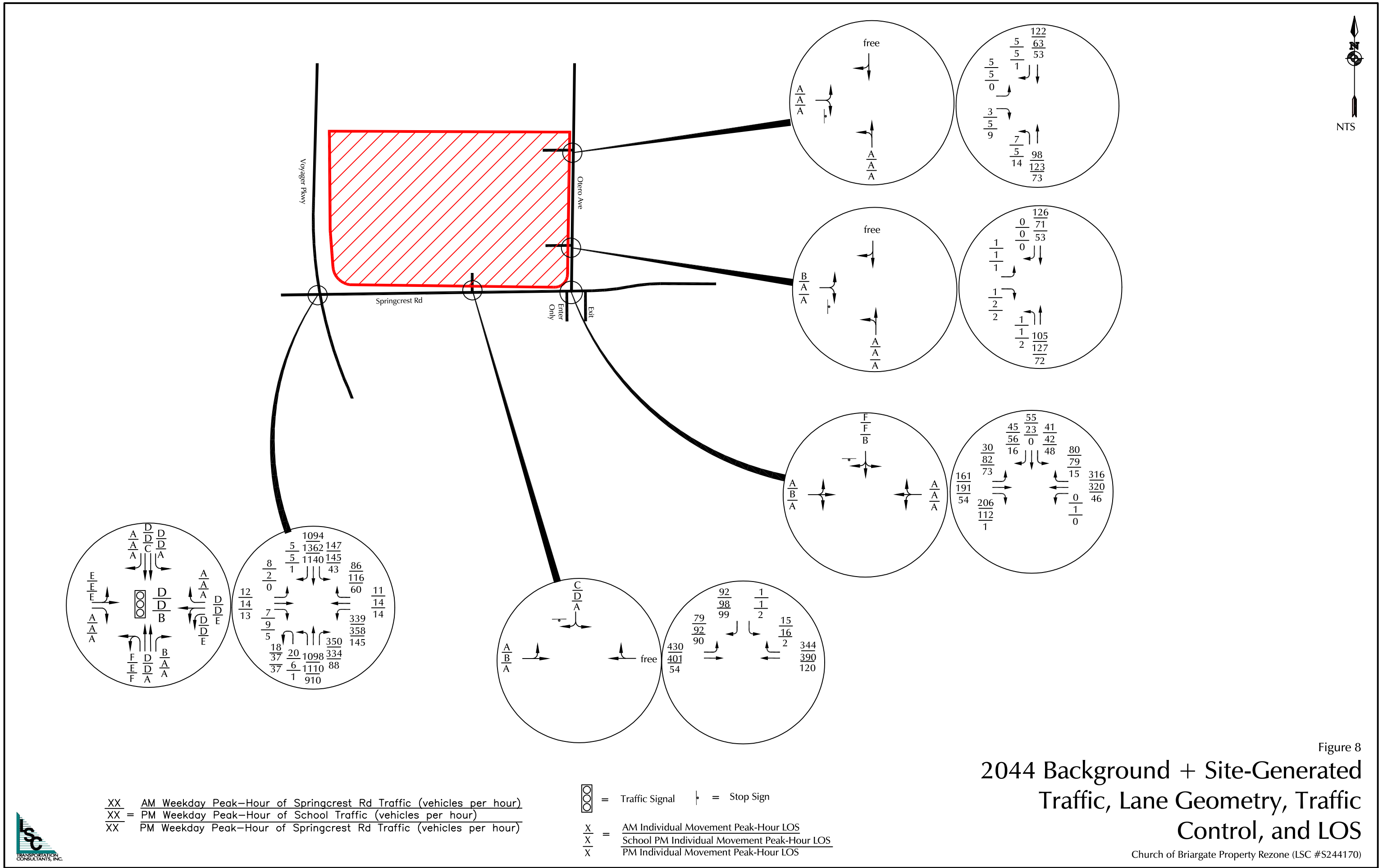
$\frac{X}{X}$ = Traffic Signal | = Stop Sign
 $\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
 $\frac{X}{X}$ = School PM Individual Movement Peak-Hour LOS
 $\frac{X}{X}$ = PM Individual Movement Peak-Hour LOS

Figure 6
 Existing + Site-Generated
 Traffic, Lane Geometry, Traffic
 Control, and LOS

Church of Briargate Property Rezone (LSC #S244170)



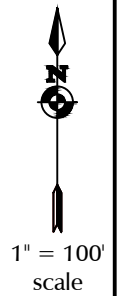
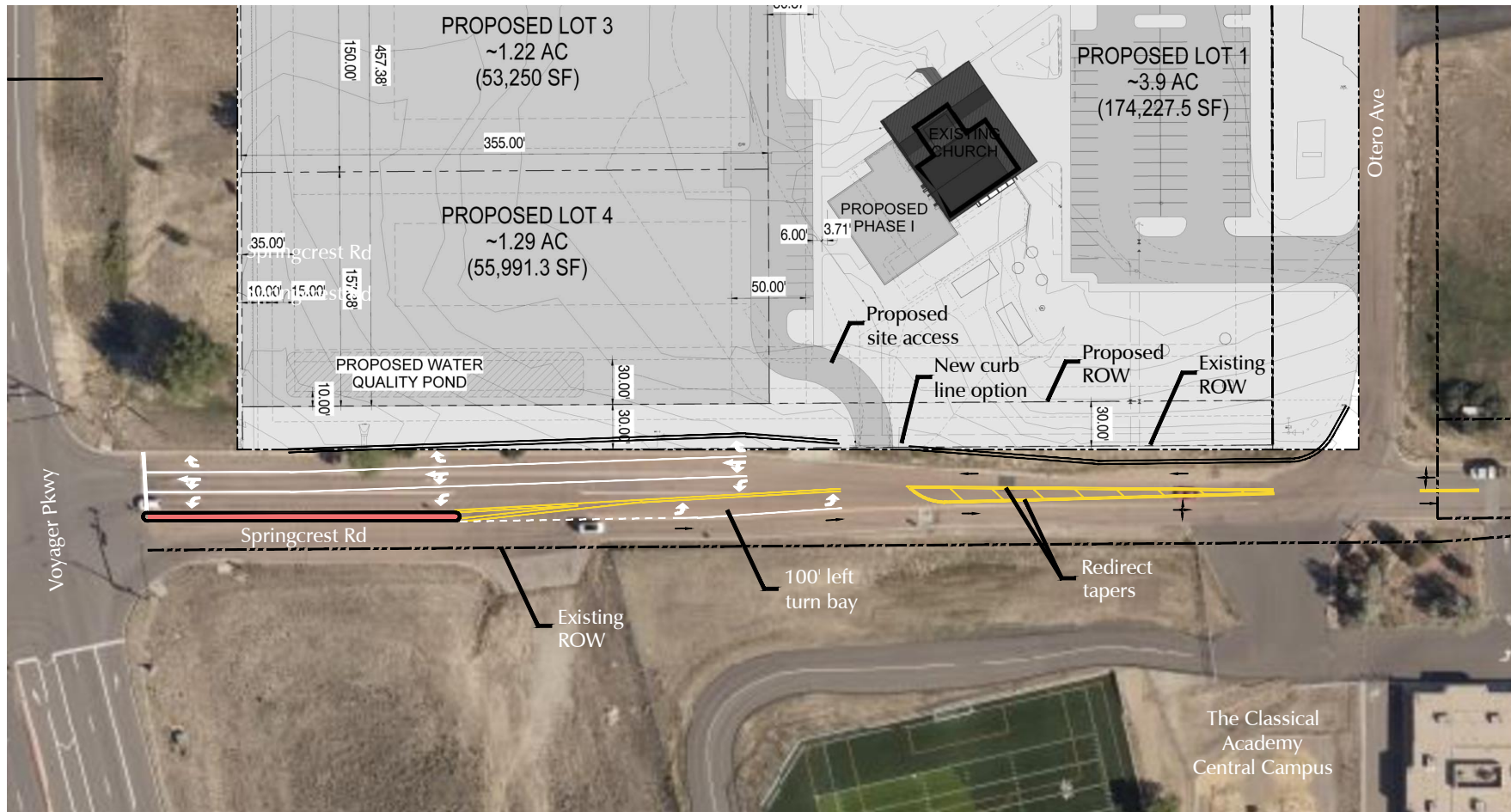




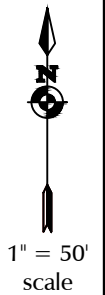
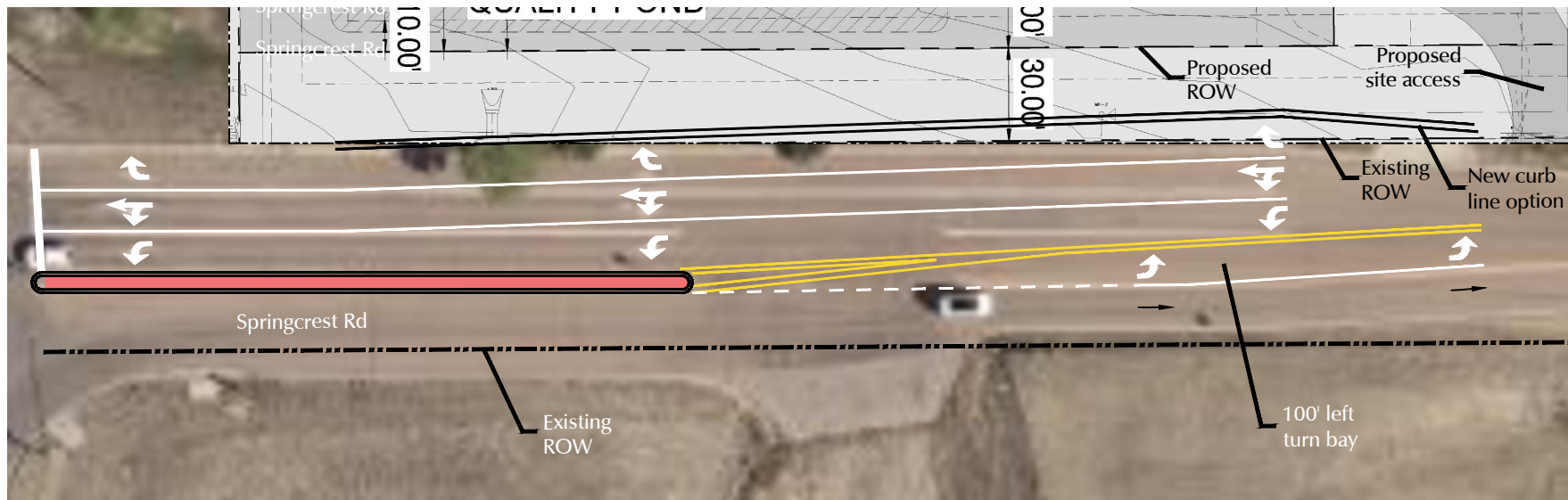
Laneage Exhibits 1 & 2



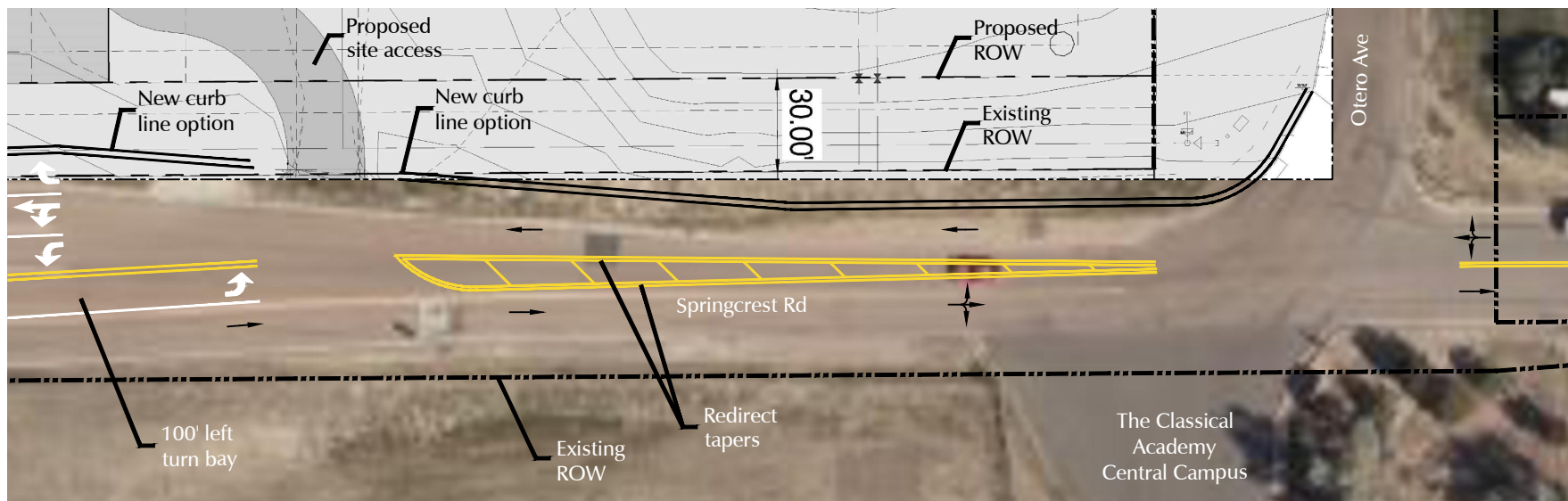
Existing striping removed to show only proposed striping modifications



Proposed striping modifications on Springcrest Road, west of proposed site access



Proposed striping modifications on Springcrest Rd, east of proposed site access



Laneage Exhibit 1b

Potential Lane Modifications on Springcrest Road with the Addition of Eastbound-Left Turn Lane at Site Access

Springcrest Church (LSC# S244170)



1" = 100'
scale

The existing southbound left-turn lane on Voyager Parkway approaching Springcrest Road should be lengthened to 812 feet total, consisting of 265 feet of deceleration length, 317 feet of storage, and a 220-foot taper. There is width in the existing center median to accommodate lane lengthening. The median would just need to be modified in the area shown. This could be addressed in more detail at the site-development plan stage.

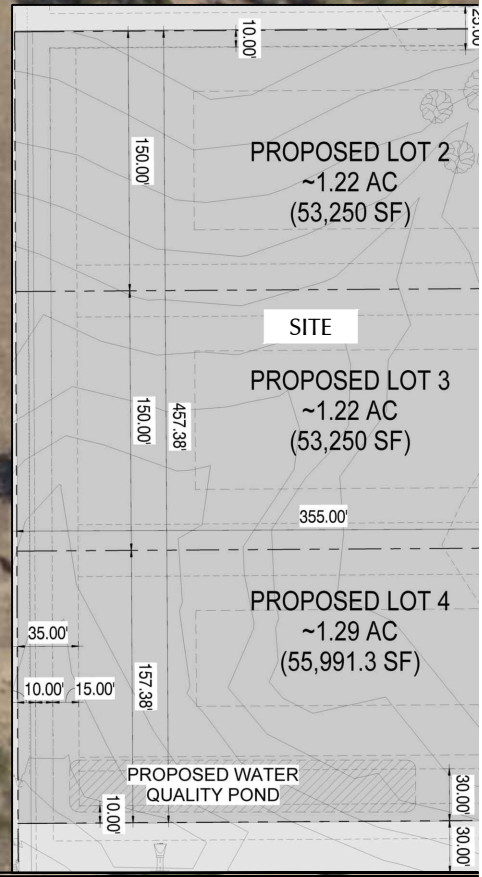
Match Existing

Area that may require median and pavement marking/stripping modifications

Voyager Pkwy

Match Existing

Existing southbound-left turn lane	
315'	deceleration + storage length
85'	taper
400'	total
Recommended southbound-left turn lane	
265'	deceleration length
220'	taper
317'	storage
812'	total



Springcrest Rd



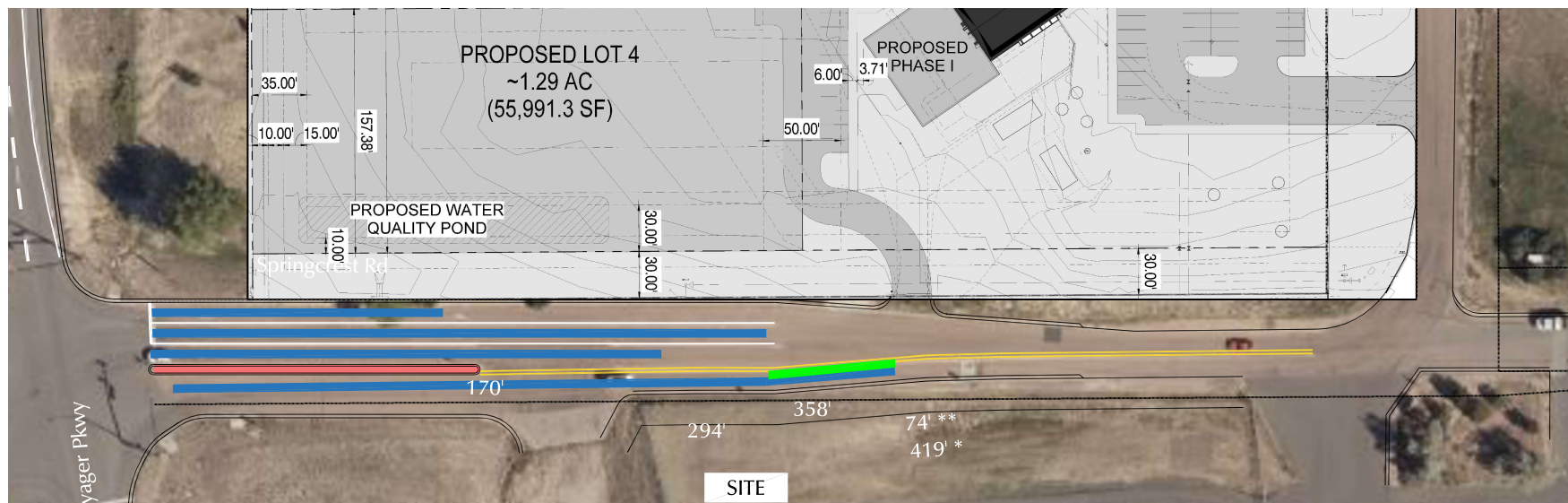
Recommended Southbound-Left Turn Lane Lengthening on Voyager Parkway at Springcrest Rd

Laneage Exhibit 2
Springcrest Church (LSC# S244170)

Queue Exhibits 1 & 2



1" = 500'
scale



— 95th-percentile queue lengths, per SimTraffic

*Without separate eastbound-left turn lane at southwest site access on Springcrest Rd

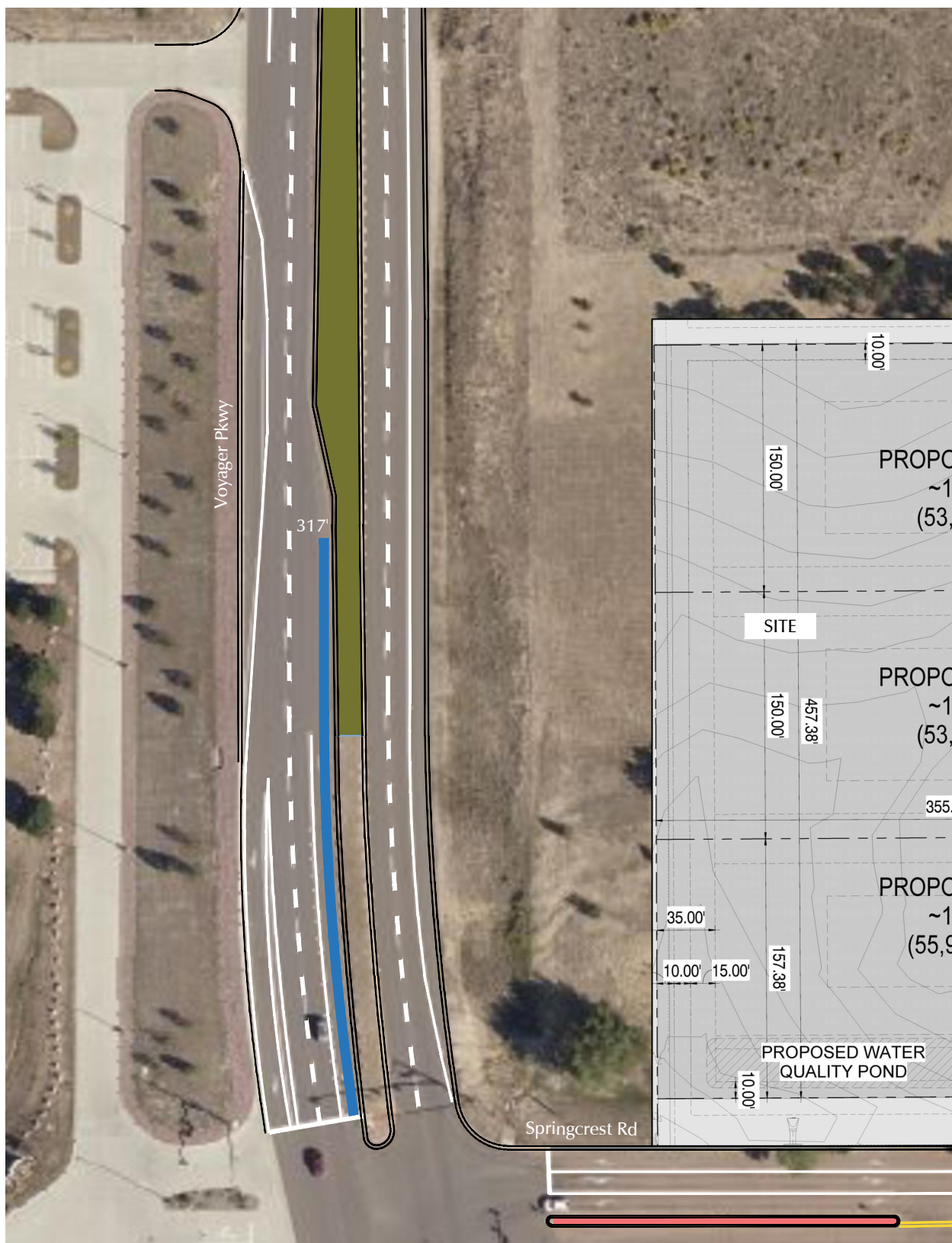
**With separate eastbound-left turn lane at southwest site access on Springcrest Rd.

The projected 95th percentile left turn queue in a separate eastbound left turn bay: 74'.

Note: This graphic does not show the detail of an added eastbound left turn bay on Springcrest at the site access, rather only the modeled queue length. Details of the configuration, alignment, etc. of this left turn bay (and associated tapers, adjustments to existing through lanes, etc.) would be provided at a later stage of the process - IE the development plan stage.



1" = 80'
scale



— 95th-percentile queue length, per SimTraffic

Queue Exhibit 2

Projected Southbound-Left Turn 2044 Queues on Voyager Parkway

Springcrest Church (LSC# S244170)

Traffic Counts

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcreek Rd AM

Site Code : S244170

Start Date : 5/14/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					National Guard Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45	0	36	1	0	37	0	0	2	0	2	5	33	0	0	38	0	0	0	0	0	77
06:50	0	54	0	0	54	0	0	3	0	3	5	46	0	0	51	0	0	0	0	0	108
06:55	0	56	1	0	57	0	0	1	0	1	1	48	0	1	50	0	0	0	0	0	108
Total	0	146	2	0	148	0	0	6	0	6	11	127	0	1	139	0	0	0	0	0	293
07:00	0	59	0	0	59	1	0	5	0	6	6	41	0	0	47	0	0	0	0	0	112
07:05	0	59	0	0	59	1	0	2	0	3	6	48	0	0	54	0	0	0	0	0	116
07:10	0	38	1	0	39	2	0	3	0	5	6	64	0	2	72	0	0	0	0	0	116
07:15	0	94	3	0	97	2	0	6	0	8	9	57	0	0	66	0	0	0	0	0	171
07:20	1	68	2	0	71	1	0	6	0	7	6	58	0	0	64	1	0	0	0	1	143
07:25	0	71	5	0	76	2	0	1	0	3	6	86	0	0	92	0	0	0	0	0	171
07:30	0	63	13	0	76	3	0	7	0	10	12	64	0	0	76	0	0	0	0	0	162
07:35	0	78	10	0	88	2	0	6	0	8	13	66	0	1	80	0	0	0	0	0	176
07:40	0	77	14	0	91	5	0	27	0	32	20	72	1	0	93	0	0	0	0	0	216
07:45	1	74	13	0	88	10	0	30	0	40	15	84	1	0	100	0	0	0	0	0	228
07:50	0	62	2	0	64	3	0	16	0	19	26	82	0	0	108	0	0	0	0	0	191
07:55	0	74	12	0	86	11	0	26	0	37	39	75	0	0	114	0	0	0	0	0	237
Total	2	817	75	0	894	43	0	135	0	178	164	797	2	3	966	1	0	0	0	1	2039
08:00	0	59	11	0	70	11	0	37	0	48	51	55	0	1	107	0	0	0	0	0	225
08:05	1	60	6	0	67	9	0	30	0	39	38	54	1	0	93	1	0	0	0	1	200
08:10	0	64	1	0	65	9	0	62	0	71	9	57	0	1	67	0	0	0	0	0	203
08:15	0	68	1	0	69	2	0	15	0	17	4	73	0	0	77	0	0	0	0	0	163
08:20	0	63	6	0	69	2	0	2	0	4	5	68	0	0	73	0	0	0	0	0	146
08:25	0	54	2	0	56	0	0	6	0	6	5	42	0	0	47	0	0	0	0	0	109
Grand Total	3	1331	104	0	1438	76	0	293	0	369	287	1273	3	6	1569	2	0	0	0	2	3378
Apprch %	0.2	92.6	7.2	0		20.6	0	79.4	0		18.3	81.1	0.2	0.4		100	0	0	0		
Total %	0.1	39.4	3.1	0	42.6	2.2	0	8.7	0	10.9	8.5	37.7	0.1	0.2	46.4	0.1	0	0	0	0.1	

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Colorado Springs, CO 80909
719-633-2868

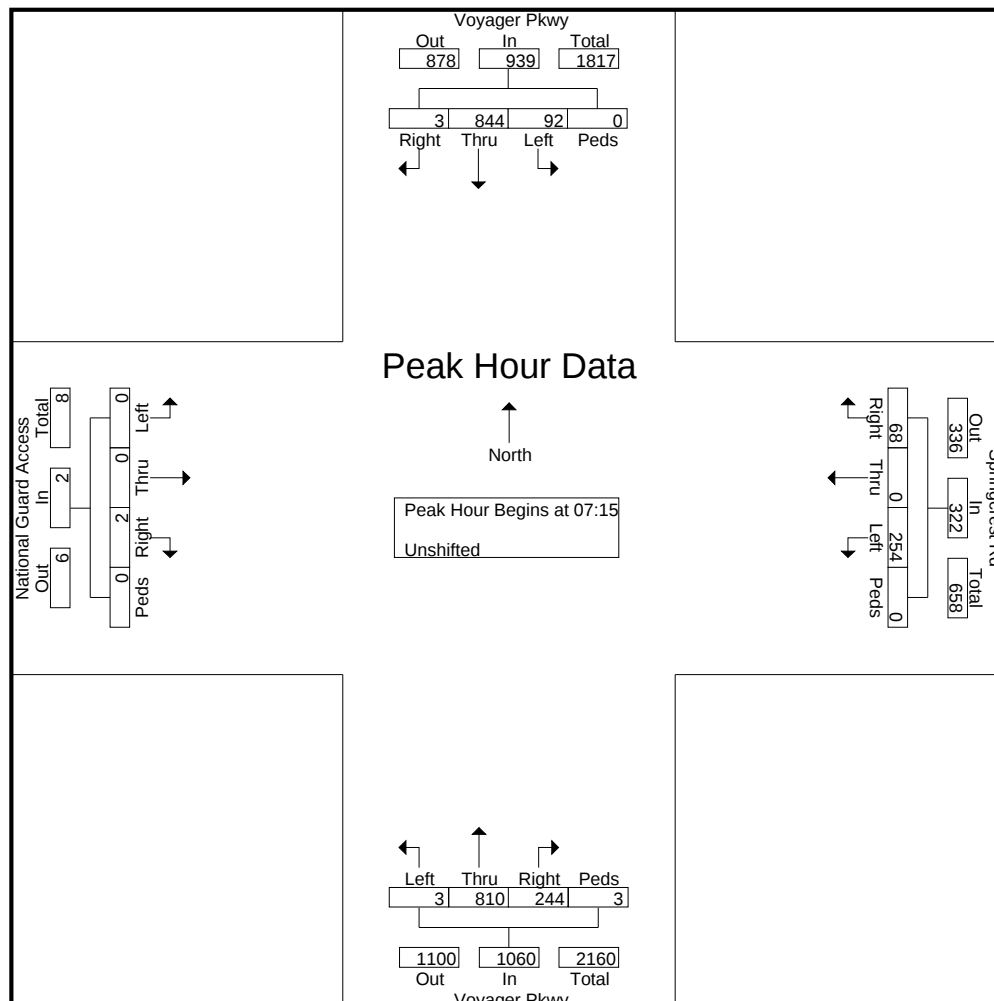
File Name : Voyager Pkwy - Springcreek Rd AM

Site Code : S244170

Start Date : 5/14/2024

Page No : 2

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					National Guard Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	94	3	0	97	2	0	6	0	8	9	57	0	0	66	0	0	0	0	0	171
07:20	1	68	2	0	71	1	0	6	0	7	6	58	0	0	64	1	0	0	0	1	143
07:25	0	71	5	0	76	2	0	1	0	3	6	86	0	0	92	0	0	0	0	0	171
07:30	0	63	13	0	76	3	0	7	0	10	12	64	0	0	76	0	0	0	0	0	162
07:35	0	78	10	0	88	2	0	6	0	8	13	66	0	1	80	0	0	0	0	0	176
07:40	0	77	14	0	91	5	0	27	0	32	20	72	1	0	93	0	0	0	0	0	216
07:45	1	74	13	0	88	10	0	30	0	40	15	84	1	0	100	0	0	0	0	0	228
07:50	0	62	2	0	64	3	0	16	0	19	26	82	0	0	108	0	0	0	0	0	191
07:55	0	74	12	0	86	11	0	26	0	37	39	75	0	0	114	0	0	0	0	0	237
08:00	0	59	11	0	70	11	0	37	0	48	51	55	0	1	107	0	0	0	0	0	225
08:05	1	60	6	0	67	9	0	30	0	39	38	54	1	0	93	1	0	0	0	1	200
08:10	0	64	1	0	65	9	0	62	0	71	9	57	0	1	67	0	0	0	0	0	203
Total Volume	3	844	92	0	939	68	0	254	0	322	244	810	3	3	1060	2	0	0	0	2	2323
% App. Total	0.3	89.9	9.8	0		21.1	0	78.9	0		23	76.4	0.3	0.3		100	0	0	0		
PHF	.250	.748	.548	.000	.807	.515	.000	.341	.000	.378	.399	.785	.250	.250	.775	.167	.000	.000	.000	.167	.817



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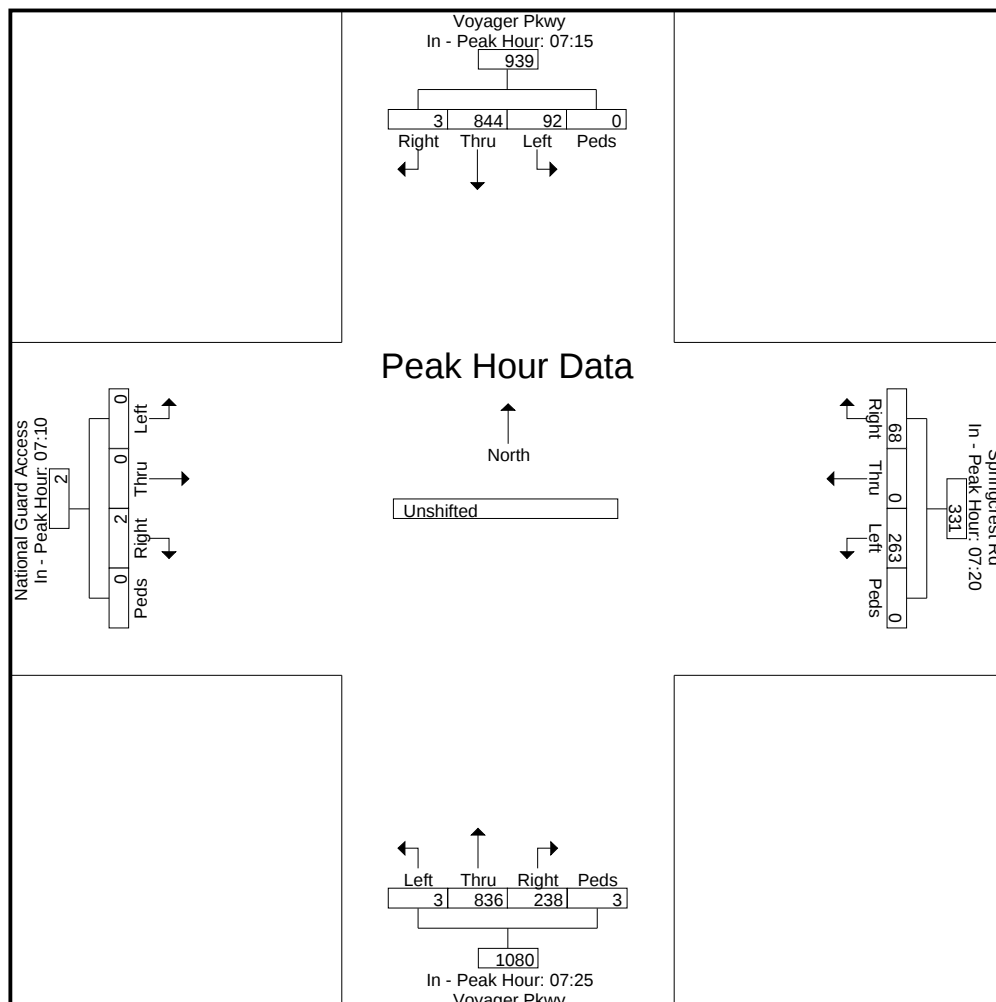
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					National Guard Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:45 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:20					07:25					07:10				
+0 mins.	0	94	3	0	97	1	0	6	0	7	6	86	0	0	92	0	0	0	0	0
+5 mins.	1	68	2	0	71	2	0	1	0	3	12	64	0	0	76	0	0	0	0	0
+10 mins.	0	71	5	0	76	3	0	7	0	10	13	66	0	1	80	1	0	0	0	1
+15 mins.	0	63	13	0	76	2	0	6	0	8	20	72	1	0	93	0	0	0	0	0
+20 mins.	0	78	10	0	88	5	0	27	0	32	15	84	1	0	100	0	0	0	0	0
+25 mins.	0	77	14	0	91	10	0	30	0	40	26	82	0	0	108	0	0	0	0	0
+30 mins.	1	74	13	0	88	3	0	16	0	19	39	75	0	0	114	0	0	0	0	0
+35 mins.	0	62	2	0	64	11	0	26	0	37	51	55	0	1	107	0	0	0	0	0
+40 mins.	0	74	12	0	86	11	0	37	0	48	38	54	1	0	93	0	0	0	0	0
+45 mins.	0	59	11	0	70	9	0	30	0	39	9	57	0	1	67	0	0	0	0	0
+50 mins.	1	60	6	0	67	9	0	62	0	71	4	73	0	0	77	0	0	0	0	0
+55 mins.	0	64	1	0	65	2	0	15	0	17	5	68	0	0	73	1	0	0	0	1
Total Volume	3	844	92	0	939	68	0	263	0	331	238	836	3	3	1080	2	0	0	0	2
% App. Total	0.3	89.9	9.8	0		20.5	0	79.5	0		22	77.4	0.3	0.3		100	0	0	0	
PHF	.250	.748	.548	.000	.807	.515	.000	.353	.000	.388	.389	.810	.250	.250	.789	.167	.000	.000	.000	.167



LSC Transportation Consultants, Inc.

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Colorado Springs, CO 80909
719-633-2868

File Name : Springcrest Rd - Otero Ave AM

Site Code : S244170

Start Date : 5/15/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					W School Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	7
06:50	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5	0	8	10
06:55	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	1	0	4	0	2	0	0	2	0	0	0	0	0	0	4	9	0	13	19
07:00	1	0	0	0	1	3	6	0	0	9	0	0	0	0	0	0	2	2	0	4	14
07:05	5	0	1	0	6	3	1	0	0	4	0	0	0	0	0	0	6	0	0	6	16
07:10	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	1	5	1	0	7	12
07:15	1	0	0	0	1	3	6	0	0	9	0	0	0	0	0	2	6	1	0	9	19
07:20	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	1	2	0	0	3	11
07:25	0	1	1	0	2	1	2	0	0	3	0	0	0	0	0	2	7	0	0	9	14
07:30	7	1	2	0	10	4	3	0	0	7	0	0	0	0	0	10	15	0	0	25	42
07:35	1	2	5	0	8	4	8	0	0	12	0	0	0	0	0	8	17	0	0	25	45
07:40	6	3	4	0	13	4	20	0	0	24	0	0	0	0	0	10	20	0	0	30	67
07:45	3	3	0	0	6	10	37	0	0	47	0	0	0	0	0	23	22	0	0	45	98
07:50	0	5	5	0	10	4	32	0	0	36	0	0	1	0	1	14	12	2	0	28	75
07:55	3	5	4	0	12	6	30	0	0	36	0	0	0	0	0	31	20	2	0	53	101
Total	30	20	22	0	72	45	152	0	0	197	0	0	1	0	1	102	134	8	0	244	514
08:00	6	9	3	0	18	15	45	0	0	60	0	0	0	0	0	28	17	1	0	46	124
08:05	0	8	5	0	13	15	51	0	0	66	0	0	0	0	0	29	13	1	0	43	122
08:10	5	3	5	0	13	17	36	0	0	53	0	0	0	0	0	4	6	4	0	14	80
08:15	1	0	2	0	3	5	14	0	0	19	0	0	0	0	0	0	5	3	0	8	30
08:20	3	0	0	0	3	2	7	0	0	9	0	0	0	0	0	0	3	0	0	3	15
08:25	2	0	1	0	3	2	9	0	0	11	0	0	0	0	0	0	5	4	0	9	23
Grand Total	50	40	39	0	129	101	316	0	0	417	0	0	1	0	1	163	187	30	0	380	927
Apprch %	38.8	31	30.2	0		24.2	75.8	0	0		0	0	100	0		42.9	49.2	7.9	0		
Total %	5.4	4.3	4.2	0	13.9	10.9	34.1	0	0	45	0	0	0.1	0	0.1	17.6	20.2	3.2	0	41	

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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

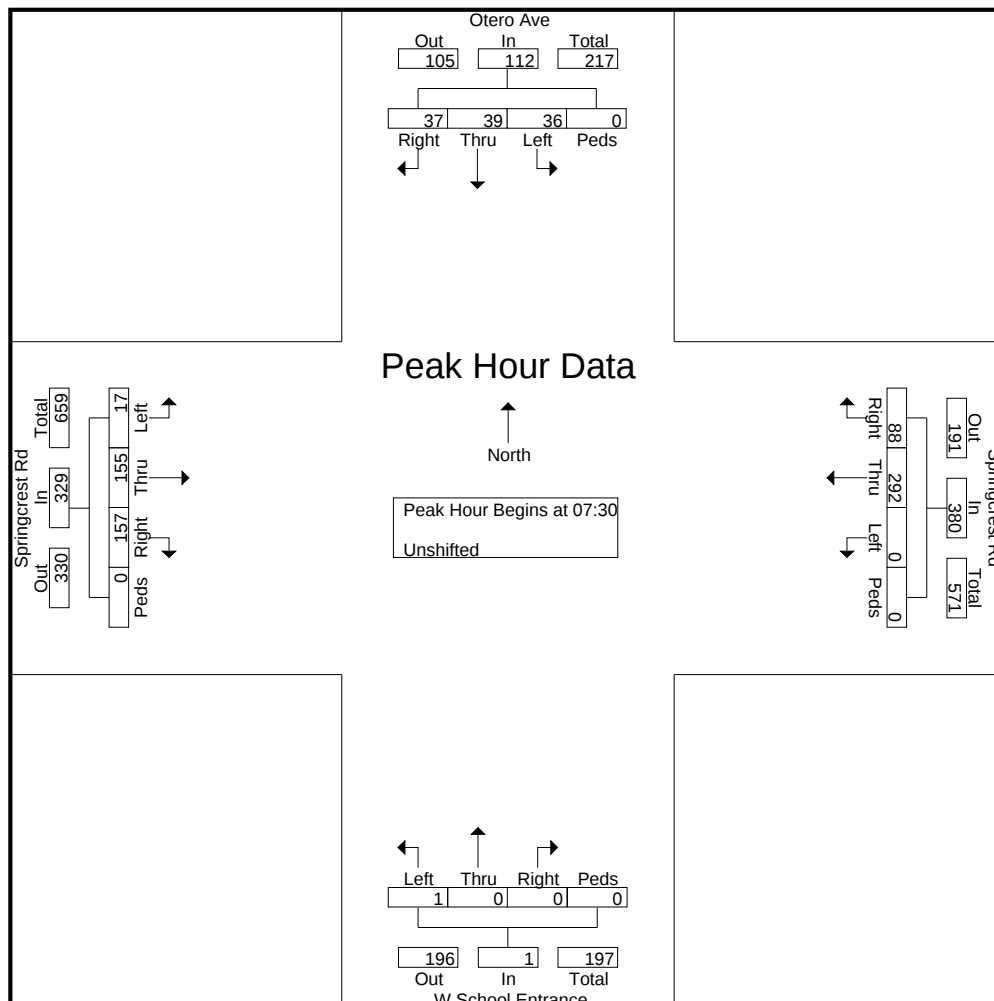
File Name : Springcrest Rd - Otero Ave AM

Site Code : S244170

Start Date : 5/15/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					W School Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	7	1	2	0	10	4	3	0	0	7	0	0	0	0	0	10	15	0	0	25	42
07:35	1	2	5	0	8	4	8	0	0	12	0	0	0	0	0	8	17	0	0	25	45
07:40	6	3	4	0	13	4	20	0	0	24	0	0	0	0	0	10	20	0	0	30	67
07:45	3	3	0	0	6	10	37	0	0	47	0	0	0	0	0	23	22	0	0	45	98
07:50	0	5	5	0	10	4	32	0	0	36	0	0	1	0	1	14	12	2	0	28	75
07:55	3	5	4	0	12	6	30	0	0	36	0	0	0	0	0	31	20	2	0	53	101
08:00	6	9	3	0	18	15	45	0	0	60	0	0	0	0	0	28	17	1	0	46	124
08:05	0	8	5	0	13	15	51	0	0	66	0	0	0	0	0	29	13	1	0	43	122
08:10	5	3	5	0	13	17	36	0	0	53	0	0	0	0	0	4	6	4	0	14	80
08:15	1	0	2	0	3	5	14	0	0	19	0	0	0	0	0	0	5	3	0	8	30
08:20	3	0	0	0	3	2	7	0	0	9	0	0	0	0	0	0	3	0	0	3	15
08:25	2	0	1	0	3	2	9	0	0	11	0	0	0	0	0	0	5	4	0	9	23
Total Volume	37	39	36	0	112	88	292	0	0	380	0	0	1	0	1	157	155	17	0	329	822
% App. Total	33	34.8	32.1	0		23.2	76.8	0	0		0	0	100	0		47.7	47.1	5.2	0		
PHF	.440	.361	.600	.000	.519	.431	.477	.000	.000	.480	.000	.000	.083	.000	.083	.422	.587	.354	.000	.517	.552



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2504 E. Pikes Peak Ave, Suite 304
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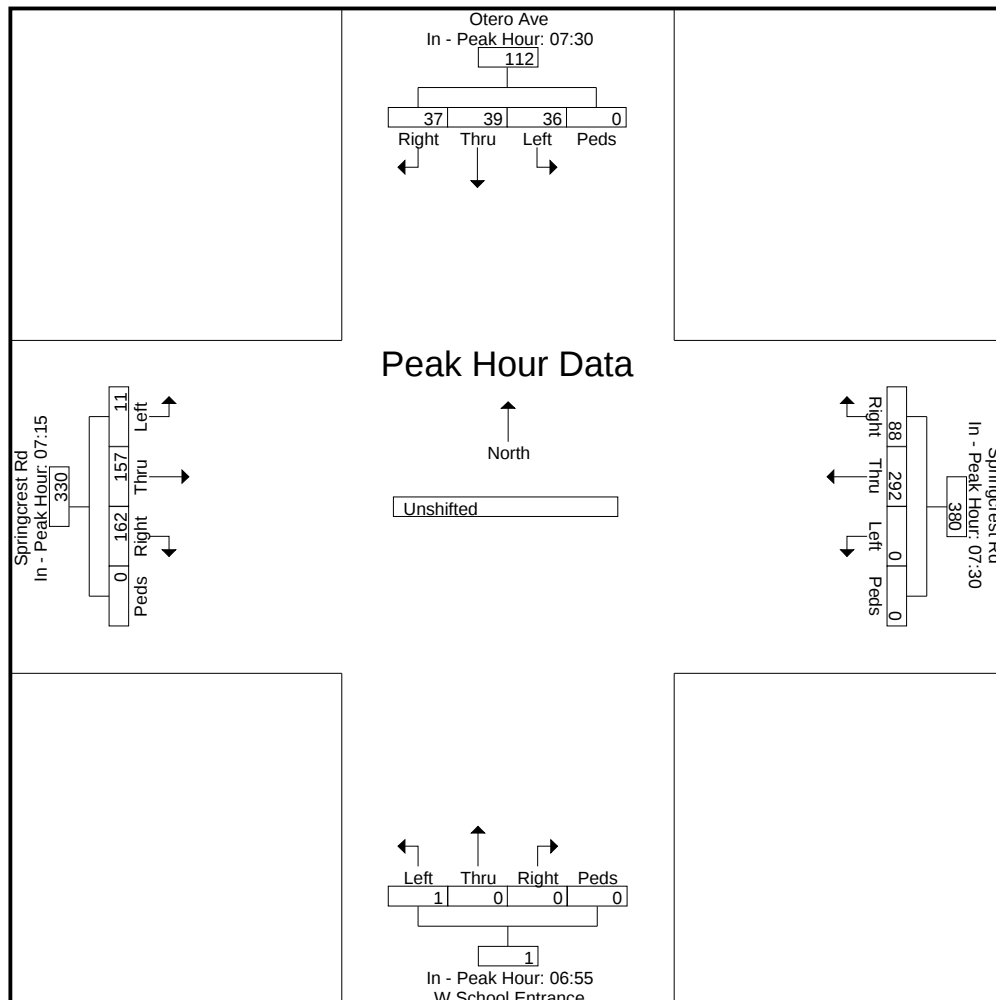
File Name : Springcrest Rd - Otero Ave AM

Site Code : S244170

Start Date : 5/15/2024

Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					W School Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30					07:30					06:55					07:15					
+0 mins.	7	1	2	0	10	4	3	0	0	7	0	0	0	0	0	2	6	1	0	9	
+5 mins.	1	2	5	0	8	4	8	0	0	12	0	0	0	0	0	1	2	0	0	3	
+10 mins.	6	3	4	0	13	4	20	0	0	24	0	0	0	0	0	2	7	0	0	9	
+15 mins.	3	3	0	0	6	10	37	0	0	47	0	0	0	0	0	10	15	0	0	25	
+20 mins.	0	5	5	0	10	4	32	0	0	36	0	0	0	0	0	8	17	0	0	25	
+25 mins.	3	5	4	0	12	6	30	0	0	36	0	0	0	0	0	10	20	0	0	30	
+30 mins.	6	9	3	0	18	15	45	0	0	60	0	0	0	0	0	23	22	0	0	45	
+35 mins.	0	8	5	0	13	15	51	0	0	66	0	0	0	0	0	14	12	2	0	28	
+40 mins.	5	3	5	0	13	17	36	0	0	53	0	0	0	0	0	31	20	2	0	53	
+45 mins.	1	0	2	0	3	5	14	0	0	19	0	0	0	0	0	28	17	1	0	46	
+50 mins.	3	0	0	0	3	2	7	0	0	9	0	0	0	0	0	29	13	1	0	43	
+55 mins.	2	0	1	0	3	2	9	0	0	11	0	0	1	0	1	4	6	4	0	14	
Total Volume	37	39	36	0	112	88	292	0	0	380	0	0	1	0	1	162	157	11	0	330	
% App. Total	33	34.8	32.1	0		23.2	76.8	0	0		0	0	100	0		49.1	47.6	3.3	0		
PHF	.440	.361	.600	.000	.519	.431	.477	.000	.000	.480	.000	.000	.083	.000	.083	.435	.595	.229	.000	.519	



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Otero Ave - Springcrest Rd 10-1 Tues AM

Site Code : S244170

Start Date : 10/1/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:25	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	5	5	1	0	11	19
07:30	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	4	15	0	0	19	30
07:35	4	1	3	0	8	2	7	0	0	9	0	0	0	0	0	7	16	1	0	24	41
07:40	5	1	4	0	10	1	7	0	0	8	0	0	0	0	0	5	13	3	0	21	39
07:45	7	4	3	0	14	7	27	0	0	34	0	0	0	0	0	12	18	0	0	30	78
07:50	7	10	2	0	19	6	25	0	0	31	0	0	0	0	0	13	10	3	0	26	76
07:55	3	5	4	0	12	6	26	0	0	32	0	0	0	0	0	31	15	3	0	49	93
Total	30	21	17	0	68	24	104	0	0	128	0	0	0	0	0	77	92	11	0	180	376
08:00	1	18	3	0	22	9	41	0	1	51	0	0	0	0	0	27	19	0	0	46	119
08:05	4	7	8	0	19	14	48	0	0	62	0	0	0	0	0	32	18	0	0	50	131
08:10	2	2	3	0	7	16	57	0	0	73	0	0	0	0	0	5	14	1	0	20	100
08:15	0	0	2	0	2	10	34	0	0	44	0	0	0	0	0	0	7	1	0	8	54
08:20	2	0	1	0	3	7	10	0	0	17	0	0	0	0	0	0	4	2	0	6	26
Grand Total	39	48	34	0	121	80	294	0	1	375	0	0	0	0	0	141	154	15	0	310	806
Apprch %	32.2	39.7	28.1	0		21.3	78.4	0	0.3		0	0	0	0		45.5	49.7	4.8	0		
Total %	4.8	6	4.2	0	15	9.9	36.5	0	0.1	46.5	0	0	0	0	0	17.5	19.1	1.9	0	38.5	

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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

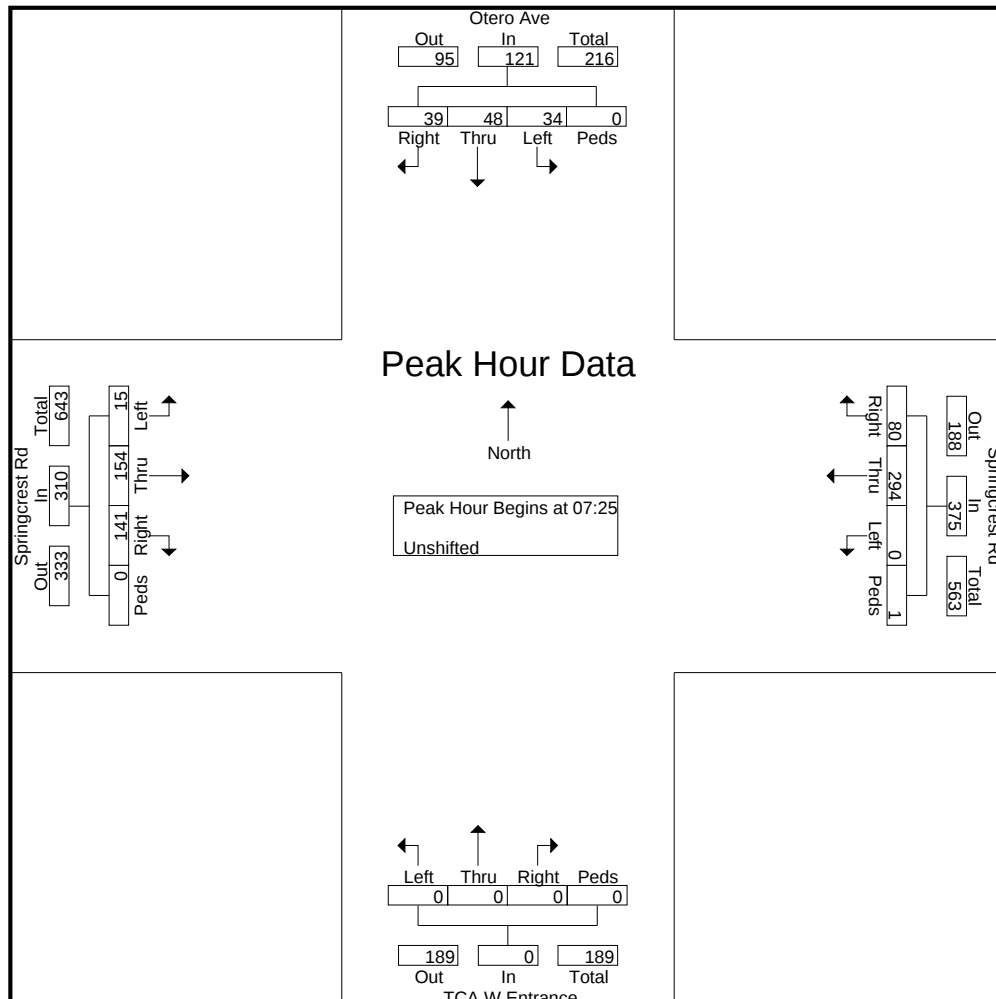
File Name : Otero Ave - Springcrest Rd 10-1 Tues AM

Site Code : S244170

Start Date : 10/1/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:25 to 08:20 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25																					
07:25	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	5	5	1	0	11	19
07:30	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	4	15	0	0	19	30
07:35	4	1	3	0	8	2	7	0	0	9	0	0	0	0	0	7	16	1	0	24	41
07:40	5	1	4	0	10	1	7	0	0	8	0	0	0	0	0	5	13	3	0	21	39
07:45	7	4	3	0	14	7	27	0	0	34	0	0	0	0	0	12	18	0	0	30	78
07:50	7	10	2	0	19	6	25	0	0	31	0	0	0	0	0	13	10	3	0	26	76
07:55	3	5	4	0	12	6	26	0	0	32	0	0	0	0	0	31	15	3	0	49	93
08:00	1	18	3	0	22	9	41	0	1	51	0	0	0	0	0	27	19	0	0	46	119
08:05	4	7	8	0	19	14	48	0	0	62	0	0	0	0	0	32	18	0	0	50	131
08:10	2	2	3	0	7	16	57	0	0	73	0	0	0	0	0	5	14	1	0	20	100
08:15	0	0	2	0	2	10	34	0	0	44	0	0	0	0	0	0	7	1	0	8	54
08:20	2	0	1	0	3	7	10	0	0	17	0	0	0	0	0	0	4	2	0	6	26
Total Volume	39	48	34	0	121	80	294	0	1	375	0	0	0	0	0	141	154	15	0	310	806
% App. Total	32.2	39.7	28.1	0		21.3	78.4	0	0.3		0	0	0	0		45.5	49.7	4.8	0		
PHF	.464	.222	.354	.000	.458	.417	.430	.000	.083	.428	.000	.000	.000	.000	.000	.367	.675	.417	.000	.517	.513



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

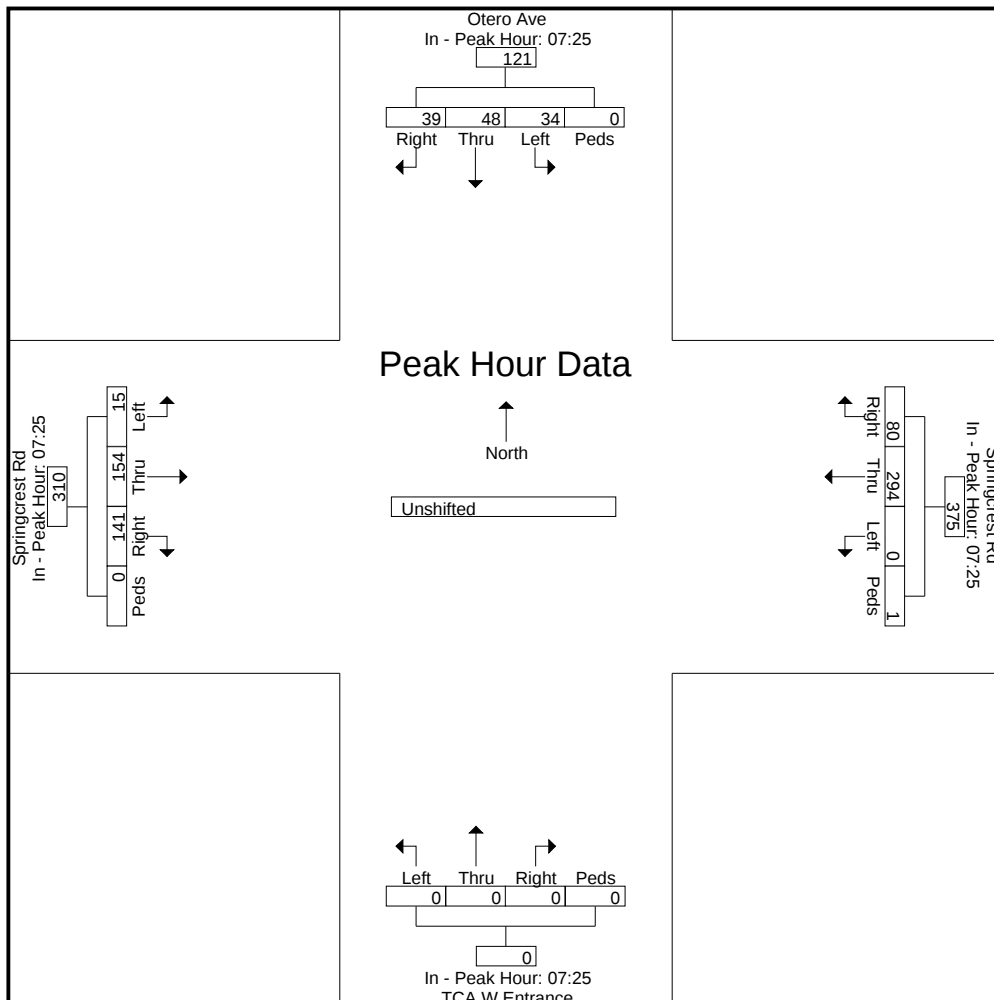
File Name : Otero Ave - Springcrest Rd 10-1 Tues AM

Site Code : S244170

Start Date : 10/1/2024

Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:25 to 08:20 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:25					07:25					07:25					07:25					
+0 mins.	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	5	5	1	0	11	
+5 mins.	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	4	15	0	0	19	
+10 mins.	4	1	3	0	8	2	7	0	0	9	0	0	0	0	0	7	16	1	0	24	
+15 mins.	5	1	4	0	10	1	7	0	0	8	0	0	0	0	0	5	13	3	0	21	
+20 mins.	7	4	3	0	14	7	27	0	0	34	0	0	0	0	0	12	18	0	0	30	
+25 mins.	7	10	2	0	19	6	25	0	0	31	0	0	0	0	0	13	10	3	0	26	
+30 mins.	3	5	4	0	12	6	26	0	0	32	0	0	0	0	0	31	15	3	0	49	
+35 mins.	1	18	3	0	22	9	41	0	1	51	0	0	0	0	0	27	19	0	0	46	
+40 mins.	4	7	8	0	19	14	48	0	0	62	0	0	0	0	0	32	18	0	0	50	
+45 mins.	2	2	3	0	7	16	57	0	0	73	0	0	0	0	0	5	14	1	0	20	
+50 mins.	0	0	2	0	2	10	34	0	0	44	0	0	0	0	0	0	7	1	0	8	
+55 mins.	2	0	1	0	3	7	10	0	0	17	0	0	0	0	0	0	4	2	0	6	
Total Volume	39	48	34	0	121	80	294	0	1	375	0	0	0	0	0	141	154	15	0	310	
% App. Total	32.2	39.7	28.1	0		21.3	78.4	0	0.3		0	0	0	0		45.5	49.7	4.8	0		
PHF	.464	.222	.354	.000	.458	.417	.430	.000	.083	.428	.000	.000	.000	.000	.000	.367	.675	.417	.000	.517	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - TCA Exit-Springcrest Rd Wed 10-2-24 AM

Site Code : S244170

Start Date : 10/2/2024

Page No : 1

Groups Printed- Unshifted

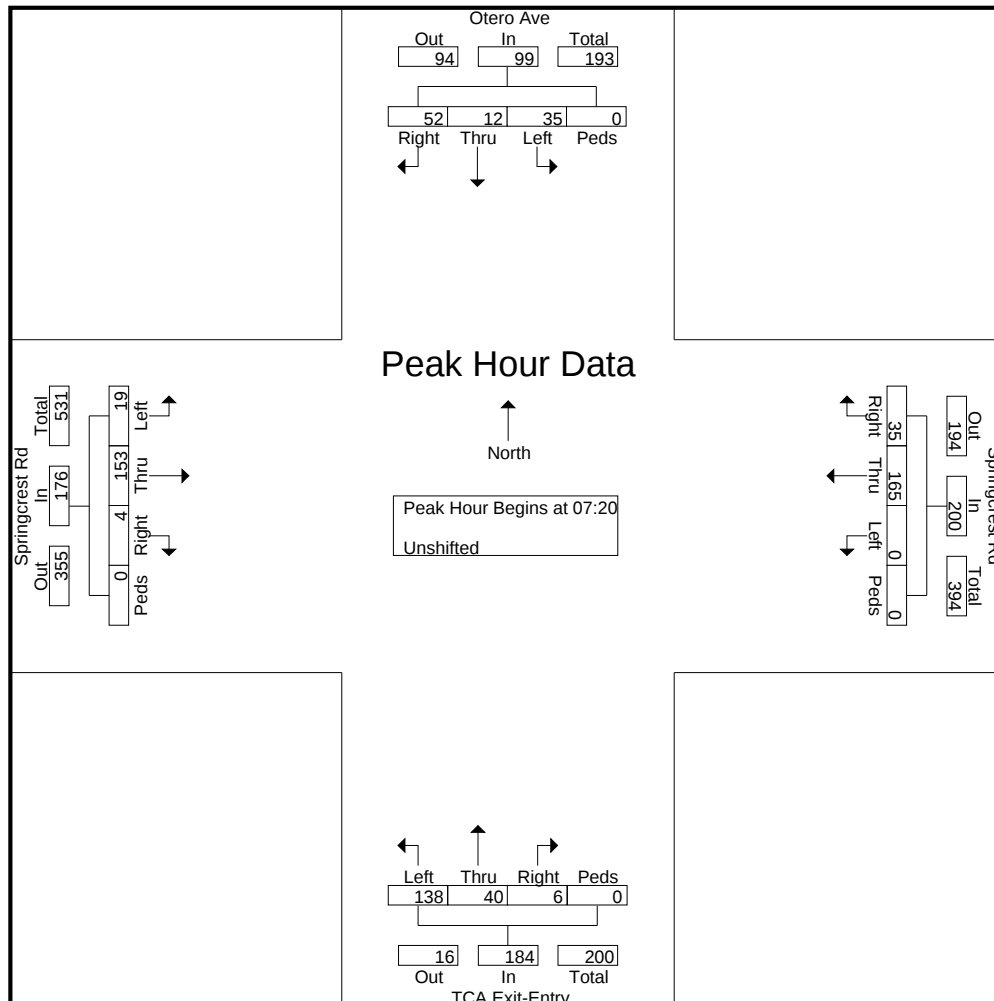
	Otero Ave Southbound					Springcrest Rd Westbound					TCA Exit-Entry Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	6
07:05	1	1	0	0	2	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	8
07:10	2	0	1	0	3	1	4	0	0	5	0	0	0	0	0	0	2	1	0	3	11
07:15	0	0	0	0	0	3	2	0	0	5	0	0	1	0	1	0	5	0	0	5	11
07:20	2	0	0	0	2	2	8	0	0	10	0	0	0	0	0	0	6	3	0	9	21
07:25	1	0	1	0	2	5	4	0	0	9	0	0	2	0	2	2	10	1	0	13	26
07:30	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	20
07:35	2	0	6	0	8	1	2	0	0	3	0	0	0	0	0	1	8	0	0	9	20
07:40	4	3	4	0	11	4	9	0	0	13	0	0	0	0	0	0	19	2	0	21	45
07:45	5	1	2	0	8	1	14	0	0	15	0	6	18	0	24	0	13	1	0	14	61
07:50	5	4	4	0	13	1	10	0	0	11	0	4	17	0	21	0	19	2	0	21	66
07:55	13	1	8	0	22	3	22	0	0	25	2	9	32	0	43	0	18	0	0	18	108
Total	37	11	28	0	76	23	81	0	0	104	2	19	70	0	91	3	119	10	0	132	403
08:00	14	1	6	0	21	10	35	0	0	45	1	11	31	0	43	1	31	3	0	35	144
08:05	1	0	0	0	1	1	6	0	0	7	1	2	7	0	10	0	6	1	0	7	25
08:10	3	1	2	0	6	2	28	0	0	30	2	7	23	0	32	0	5	5	0	10	78
08:15	2	0	1	0	3	5	23	0	0	28	0	1	8	0	9	0	4	1	0	5	45
Grand Total	57	13	37	0	107	41	173	0	0	214	6	40	139	0	185	4	165	20	0	189	695
Apprch %	53.3	12.1	34.6	0		19.2	80.8	0	0		3.2	21.6	75.1	0		2.1	87.3	10.6	0		
Total %	8.2	1.9	5.3	0	15.4	5.9	24.9	0	0	30.8	0.9	5.8	20	0	26.6	0.6	23.7	2.9	0	27.2	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - TCA Exit-Springcrest Rd Wed 10-2-24 AM
Site Code : S244170
Start Date : 10/2/2024
Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Exit-Entry Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:20																					
07:20	2	0	0	0	2	2	8	0	0	10	0	0	0	0	0	0	6	3	0	9	21
07:25	1	0	1	0	2	5	4	0	0	9	0	0	2	0	2	2	10	1	0	13	26
07:30	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	20
07:35	2	0	6	0	8	1	2	0	0	3	0	0	0	0	0	1	8	0	0	9	20
07:40	4	3	4	0	11	4	9	0	0	13	0	0	0	0	0	0	19	2	0	21	45
07:45	5	1	2	0	8	1	14	0	0	15	0	6	18	0	24	0	13	1	0	14	61
07:50	5	4	4	0	13	1	10	0	0	11	0	4	17	0	21	0	19	2	0	21	66
07:55	13	1	8	0	22	3	22	0	0	25	2	9	32	0	43	0	18	0	0	18	108
08:00	14	1	6	0	21	10	35	0	0	45	1	11	31	0	43	1	31	3	0	35	144
08:05	1	0	0	0	1	1	6	0	0	7	1	2	7	0	10	0	6	1	0	7	25
08:10	3	1	2	0	6	2	28	0	0	30	2	7	23	0	32	0	5	5	0	10	78
08:15	2	0	1	0	3	5	23	0	0	28	0	1	8	0	9	0	4	1	0	5	45
Total Volume	52	12	35	0	99	35	165	0	0	200	6	40	138	0	184	4	153	19	0	176	659
% App. Total	52.5	12.1	35.4	0		17.5	82.5	0	0		3.3	21.7	75	0		2.3	86.9	10.8	0		
PHF	.310	.250	.365	.000	.375	.292	.393	.000	.000	.370	.250	.303	.359	.000	.357	.167	.411	.317	.000	.419	.381

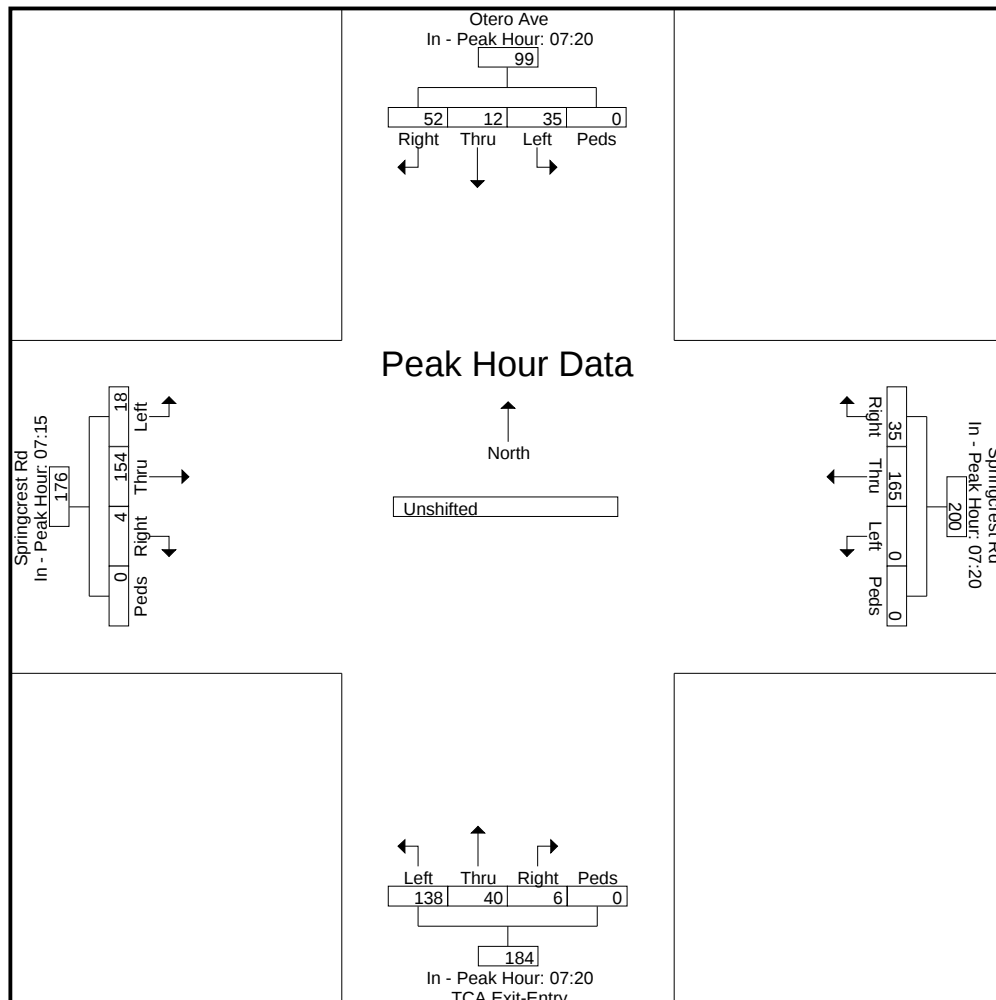


LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - TCA Exit-Springcrest Rd Wed 10-2-24 AM
Site Code : S244170
Start Date : 10/2/2024
Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Exit-Entry Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:15 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:20					07:20					07:20					07:15					
+0 mins.	2	0	0	0	2	2	8	0	0	10	0	0	0	0	0	0	5	0	0	0	5
+5 mins.	1	0	1	0	2	5	4	0	0	9	0	0	2	0	2	0	6	3	0	0	9
+10 mins.	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	2	10	1	0	0	13
+15 mins.	2	0	6	0	8	1	2	0	0	3	0	0	0	0	0	0	14	0	0	0	14
+20 mins.	4	3	4	0	11	4	9	0	0	13	0	0	0	0	0	1	8	0	0	0	9
+25 mins.	5	1	2	0	8	1	14	0	0	15	0	6	18	0	24	0	19	2	0	0	21
+30 mins.	5	4	4	0	13	1	10	0	0	11	0	4	17	0	21	0	13	1	0	0	14
+35 mins.	13	1	8	0	22	3	22	0	0	25	2	9	32	0	43	0	19	2	0	0	21
+40 mins.	14	1	6	0	21	10	35	0	0	45	1	11	31	0	43	0	18	0	0	0	18
+45 mins.	1	0	0	0	1	1	6	0	0	7	1	2	7	0	10	1	31	3	0	0	35
+50 mins.	3	1	2	0	6	2	28	0	0	30	2	7	23	0	32	0	6	1	0	0	7
+55 mins.	2	0	1	0	3	5	23	0	0	28	0	1	8	0	9	0	5	5	0	0	10
Total Volume	52	12	35	0	99	35	165	0	0	200	6	40	138	0	184	4	154	18	0	0	176
% App. Total	52.5	12.1	35.4	0		17.5	82.5	0	0		3.3	21.7	75	0		2.3	87.5	10.2	0		
PHF	.310	.250	.365	.000	.375	.292	.393	.000	.000	.370	.250	.303	.359	.000	.357	.167	.414	.300	.000	.419	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - Springcrest Rd 10-3 Thurs AM

Site Code : S244170

Start Date : 10/3/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:25	2	3	2	0	7	4	4	0	0	8	0	0	0	0	0	7	11	0	0	18	33
07:30	0	2	2	0	4	1	9	0	0	10	0	0	0	0	0	5	16	0	0	21	35
07:35	4	0	5	0	9	1	2	0	0	3	0	0	0	0	0	8	11	2	0	21	33
07:40	6	1	2	0	9	3	3	0	0	6	0	0	0	0	0	6	13	0	0	19	34
07:45	4	1	1	0	6	4	39	1	0	44	0	0	0	0	0	12	18	4	0	34	84
07:50	2	4	4	0	10	5	28	0	0	33	0	0	0	0	0	15	10	3	0	28	71
07:55	3	11	5	0	19	10	30	0	0	40	0	0	0	0	0	31	9	2	0	42	101
Total	21	22	21	0	64	28	115	1	0	144	0	0	0	0	0	84	88	11	0	183	391
08:00	5	8	2	0	15	12	41	0	0	53	0	0	0	0	0	36	18	1	0	55	123
08:05	6	9	5	0	20	14	41	0	0	55	0	0	0	0	0	25	24	0	0	49	124
08:10	1	2	2	0	5	15	60	0	0	75	0	0	0	0	0	11	15	0	0	26	106
08:15	1	0	1	0	2	6	30	0	0	36	0	0	0	0	0	0	4	4	0	8	46
08:20	1	0	0	0	1	4	8	0	0	12	0	0	0	0	0	0	3	4	0	7	20
Grand Total	35	41	31	0	107	79	295	1	0	375	0	0	0	0	0	156	152	20	0	328	810
Apprch %	32.7	38.3	29	0		21.1	78.7	0.3	0		0	0	0	0		47.6	46.3	6.1	0		
Total %	4.3	5.1	3.8	0	13.2	9.8	36.4	0.1	0	46.3	0	0	0	0	0	19.3	18.8	2.5	0	40.5	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

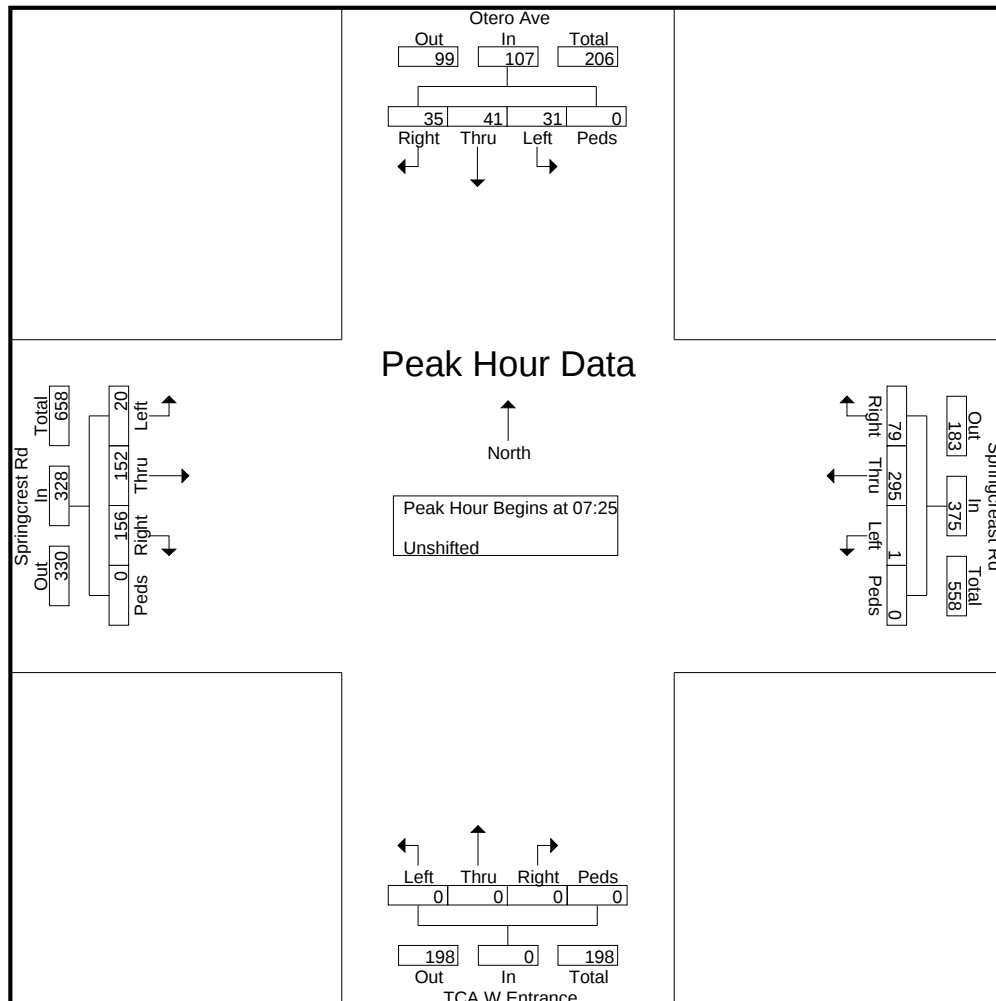
File Name : Otero Ave - Springcrest Rd 10-3 Thurs AM

Site Code : S244170

Start Date : 10/3/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:25 to 08:20 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25																					
07:25	2	3	2	0	7	4	4	0	0	8	0	0	0	0	0	7	11	0	0	18	33
07:30	0	2	2	0	4	1	9	0	0	10	0	0	0	0	0	5	16	0	0	21	35
07:35	4	0	5	0	9	1	2	0	0	3	0	0	0	0	0	8	11	2	0	21	33
07:40	6	1	2	0	9	3	3	0	0	6	0	0	0	0	0	6	13	0	0	19	34
07:45	4	1	1	0	6	4	39	1	0	44	0	0	0	0	0	12	18	4	0	34	84
07:50	2	4	4	0	10	5	28	0	0	33	0	0	0	0	0	15	10	3	0	28	71
07:55	3	11	5	0	19	10	30	0	0	40	0	0	0	0	0	31	9	2	0	42	101
08:00	5	8	2	0	15	12	41	0	0	53	0	0	0	0	0	36	18	1	0	55	123
08:05	6	9	5	0	20	14	41	0	0	55	0	0	0	0	0	25	24	0	0	49	124
08:10	1	2	2	0	5	15	60	0	0	75	0	0	0	0	0	11	15	0	0	26	106
08:15	1	0	1	0	2	6	30	0	0	36	0	0	0	0	0	0	4	4	0	8	46
08:20	1	0	0	0	1	4	8	0	0	12	0	0	0	0	0	0	3	4	0	7	20
Total Volume	35	41	31	0	107	79	295	1	0	375	0	0	0	0	0	156	152	20	0	328	810
% App. Total	32.7	38.3	29	0		21.1	78.7	0.3	0		0	0	0	0		47.6	46.3	6.1	0		
PHF	.486	.311	.517	.000	.446	.439	.410	.083	.000	.417	.000	.000	.000	.000	.000	.361	.528	.417	.000	.497	.544



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

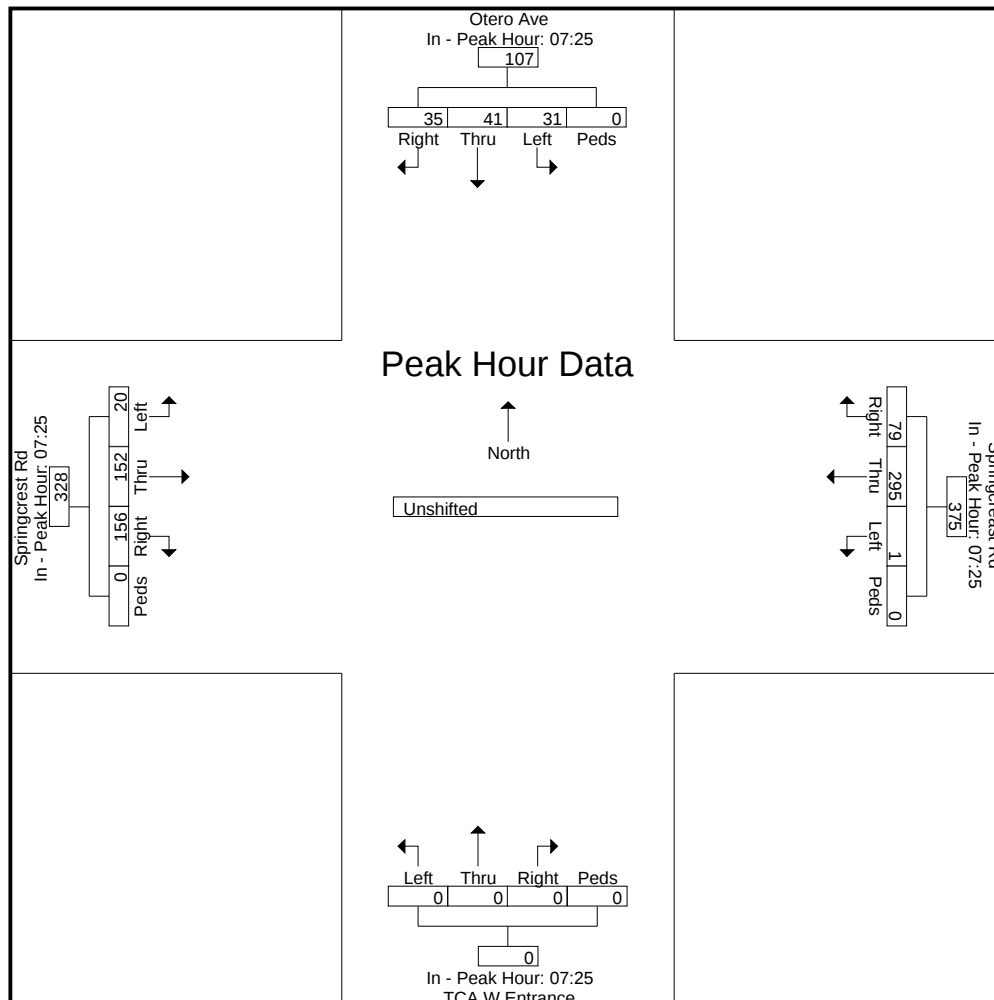
File Name : Otero Ave - Springcrest Rd 10-3 Thurs AM

Site Code : S244170

Start Date : 10/3/2024

Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:25 to 08:20 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:25					07:25					07:25					07:25					
+0 mins.	2	3	2	0	7	4	4	0	0	8	0	0	0	0	0	7	11	0	0	18	
+5 mins.	0	2	2	0	4	1	9	0	0	10	0	0	0	0	0	5	16	0	0	21	
+10 mins.	4	0	5	0	9	1	2	0	0	3	0	0	0	0	0	8	11	2	0	21	
+15 mins.	6	1	2	0	9	3	3	0	0	6	0	0	0	0	0	6	13	0	0	19	
+20 mins.	4	1	1	0	6	4	39	1	0	44	0	0	0	0	0	12	18	4	0	34	
+25 mins.	2	4	4	0	10	5	28	0	0	33	0	0	0	0	0	15	10	3	0	28	
+30 mins.	3	11	5	0	19	10	30	0	0	40	0	0	0	0	0	31	9	2	0	42	
+35 mins.	5	8	2	0	15	12	41	0	0	53	0	0	0	0	0	36	18	1	0	55	
+40 mins.	6	9	5	0	20	14	41	0	0	55	0	0	0	0	0	25	24	0	0	49	
+45 mins.	1	2	2	0	5	15	60	0	0	75	0	0	0	0	0	11	15	0	0	26	
+50 mins.	1	0	1	0	2	6	30	0	0	36	0	0	0	0	0	0	4	4	0	8	
+55 mins.	1	0	0	0	1	4	8	0	0	12	0	0	0	0	0	0	3	4	0	7	
Total Volume	35	41	31	0	107	79	295	1	0	375	0	0	0	0	0	156	152	20	0	328	
% App. Total	32.7	38.3	29	0		21.1	78.7	0.3	0		0	0	0	0		47.6	46.3	6.1	0		
PHF	.486	.311	.517	.000	.446	.439	.410	.083	.000	.417	.000	.000	.000	.000	.000	.361	.528	.417	.000	.497	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Springcrest Rd - Otero Ave PM Schl Peak
Site Code : S233170
Start Date : 5/15/2024
Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					W School Exit Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:15	10	0	3	0	13	2	7	0	0	9	0	0	0	0	0	0	24	8	0	32	54
15:20	3	0	4	0	7	3	7	0	0	10	0	0	2	0	2	0	15	9	0	24	43
15:25	0	0	6	0	6	2	8	0	0	10	0	0	1	0	1	0	14	3	0	17	34
15:30	3	0	1	0	4	6	22	0	0	28	0	5	29	0	34	0	2	1	0	3	69
15:35	9	0	5	0	14	9	33	0	0	42	0	7	10	0	17	0	21	6	0	27	100
15:40	7	0	1	0	8	10	45	0	0	55	1	5	33	0	39	0	7	1	0	8	110
15:45	2	0	1	0	3	3	17	0	0	20	1	11	33	0	45	0	9	4	0	13	81
15:50	1	0	0	0	1	2	5	0	0	7	1	1	21	0	23	0	6	3	0	9	40
15:55	2	0	3	0	5	3	7	0	0	10	0	0	6	0	6	0	1	2	0	3	24
Total	37	0	24	0	61	40	151	0	0	191	3	29	135	0	167	0	99	37	0	136	555
16:00	1	0	0	0	1	1	2	0	0	3	0	2	3	0	5	0	8	1	0	9	18
16:05	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	0	8	2	0	10	22
*** BREAK ***																					
Grand Total	38	0	24	0	62	41	161	0	0	202	3	31	142	0	176	0	115	40	0	155	595
Apprch %	61.3	0	38.7	0		20.3	79.7	0	0		1.7	17.6	80.7	0		0	74.2	25.8	0		
Total %	6.4	0	4	0	10.4	6.9	27.1	0	0	33.9	0.5	5.2	23.9	0	29.6	0	19.3	6.7	0	26.1	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

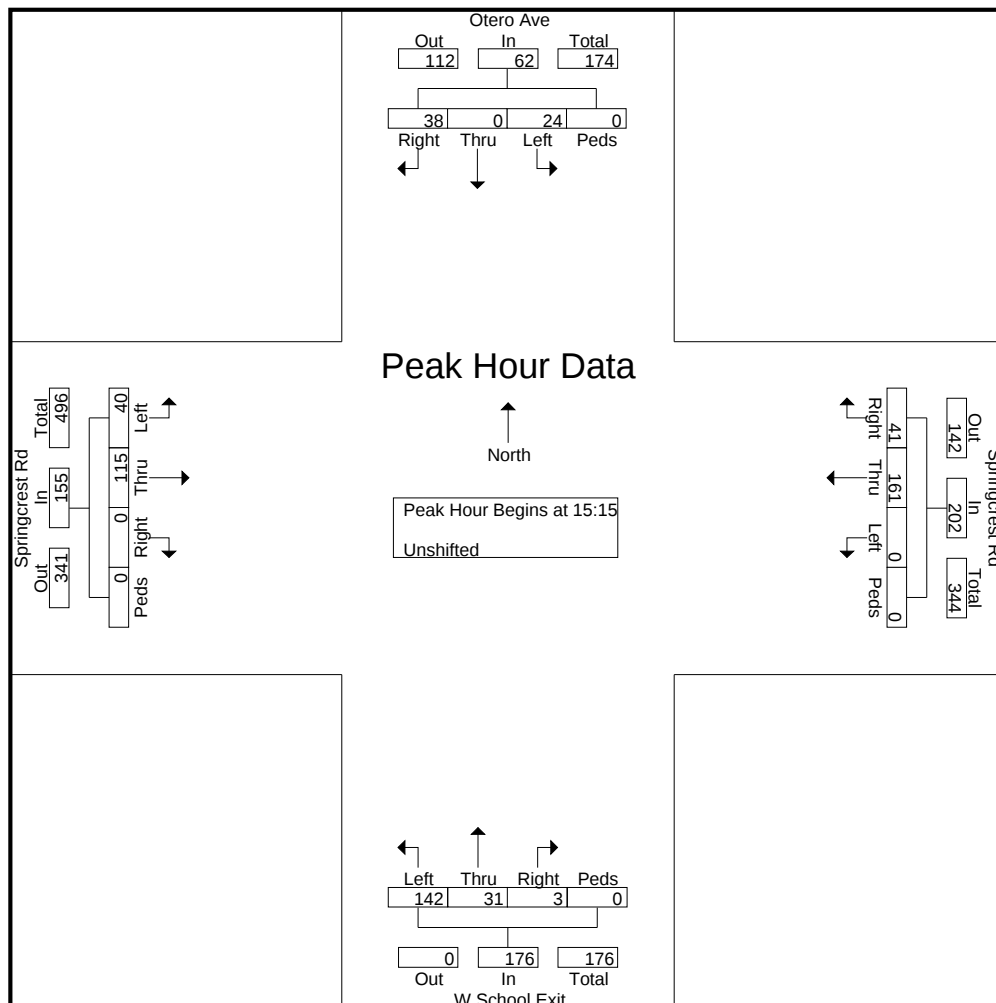
File Name : Springcrest Rd - Otero Ave PM Schl Peak

Site Code : S233170

Start Date : 5/15/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					W School Exit Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:15 to 16:10 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	10	0	3	0	13	2	7	0	0	9	0	0	0	0	0	0	24	8	0	32	54
15:20	3	0	4	0	7	3	7	0	0	10	0	0	2	0	2	0	15	9	0	24	43
15:25	0	0	6	0	6	2	8	0	0	10	0	0	1	0	1	0	14	3	0	17	34
15:30	3	0	1	0	4	6	22	0	0	28	0	5	29	0	34	0	2	1	0	3	69
15:35	9	0	5	0	14	9	33	0	0	42	0	7	10	0	17	0	21	6	0	27	100
15:40	7	0	1	0	8	10	45	0	0	55	1	5	33	0	39	0	7	1	0	8	110
15:45	2	0	1	0	3	3	17	0	0	20	1	11	33	0	45	0	9	4	0	13	81
15:50	1	0	0	0	1	2	5	0	0	7	1	1	21	0	23	0	6	3	0	9	40
15:55	2	0	3	0	5	3	7	0	0	10	0	0	6	0	6	0	1	2	0	3	24
16:00	1	0	0	0	1	1	2	0	0	3	0	2	3	0	5	0	8	1	0	9	18
16:05	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	0	8	2	0	10	22
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	38	0	24	0	62	41	161	0	0	202	3	31	142	0	176	0	115	40	0	155	595
% App. Total	61.3	0	38.7	0		20.3	79.7	0	0		1.7	17.6	80.7	0		0	74.2	25.8	0		
PHF	.317	.000	.333	.000	.369	.342	.298	.000	.000	.306	.250	.235	.359	.000	.326	.000	.399	.370	.000	.404	.451



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

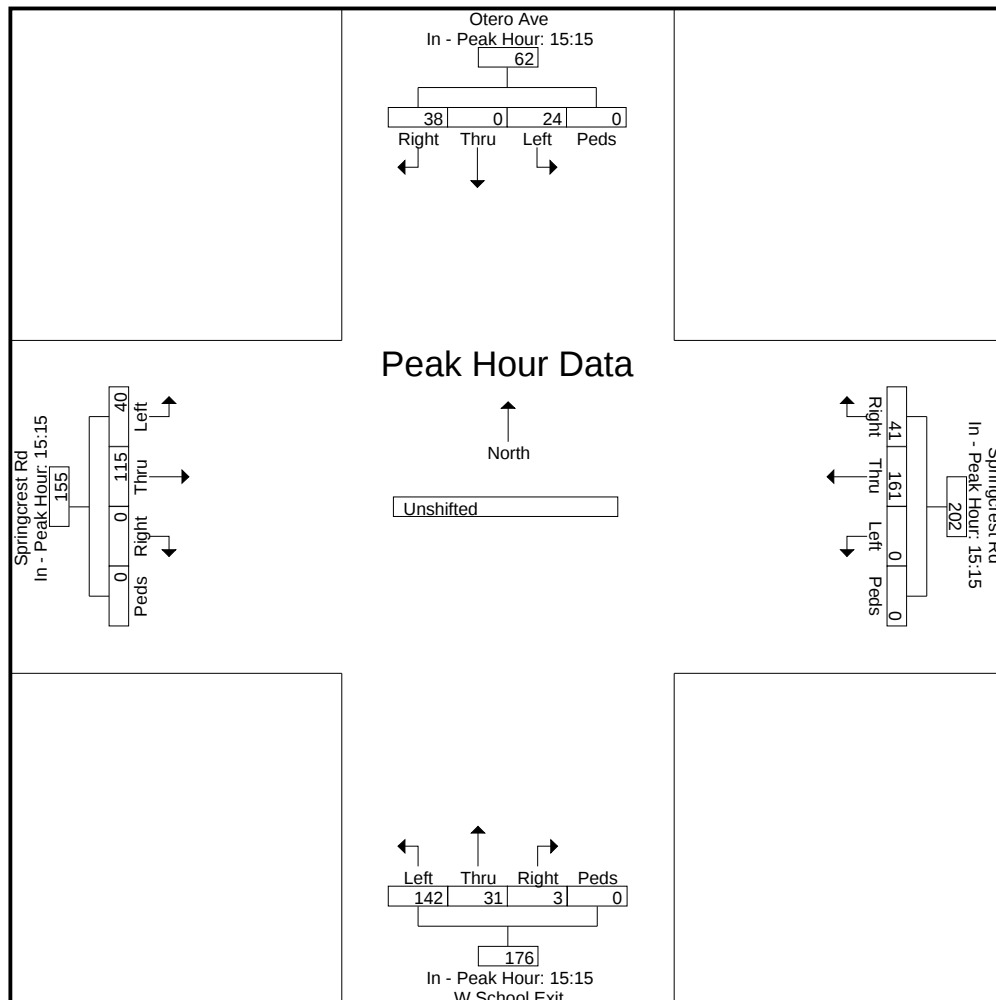
File Name : Springcrest Rd - Otero Ave PM Schl Peak

Site Code : S233170

Start Date : 5/15/2024

Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					W School Exit Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:15 to 16:10 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:15					15:15					15:15					15:15					
+0 mins.	10	0	3	0	13	2	7	0	0	9	0	0	0	0	0	0	24	8	0	32	
+5 mins.	3	0	4	0	7	3	7	0	0	10	0	0	2	0	2	0	15	9	0	24	
+10 mins.	0	0	6	0	6	2	8	0	0	10	0	0	1	0	1	0	14	3	0	17	
+15 mins.	3	0	1	0	4	6	22	0	0	28	0	5	29	0	34	0	2	1	0	3	
+20 mins.	9	0	5	0	14	9	33	0	0	42	0	7	10	0	17	0	21	6	0	27	
+25 mins.	7	0	1	0	8	10	45	0	0	55	1	5	33	0	39	0	7	1	0	8	
+30 mins.	2	0	1	0	3	3	17	0	0	20	1	11	33	0	45	0	9	4	0	13	
+35 mins.	1	0	0	0	1	2	5	0	0	7	1	1	21	0	23	0	6	3	0	9	
+40 mins.	2	0	3	0	5	3	7	0	0	10	0	0	6	0	6	0	1	2	0	3	
+45 mins.	1	0	0	0	1	1	2	0	0	3	0	2	3	0	5	0	8	1	0	9	
+50 mins.	0	0	0	0	0	0	8	0	0	8	0	0	4	0	4	0	8	2	0	10	
+55 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	38	0	24	0	62	41	161	0	0	202	3	31	142	0	176	0	115	40	0	155	
% App. Total	61.3	0	38.7	0		20.3	79.7	0	0		1.7	17.6	80.7	0		0	74.2	25.8	0		
PHF	.317	.000	.333	.000	.369	.342	.298	.000	.000	.306	.250	.235	.359	.000	.326	.000	.399	.370	.000	.404	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - Springcrest Rd 10-2 Wed PM

Site Code : S244170

Start Date : 10/2/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:00	1	3	2	0	6	1	2	1	0	4	0	0	0	0	0	17	7	7	0	31	41
15:05	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	12	14	8	0	34	41
15:10	1	3	4	0	8	2	2	0	0	4	0	0	0	0	0	12	18	9	0	39	51
15:15	1	4	3	0	8	2	5	0	0	7	0	0	0	0	0	8	28	13	0	49	64
15:20	12	0	6	0	18	2	2	0	0	4	0	0	0	0	0	17	20	2	0	39	61
15:25	5	2	4	0	11	3	7	0	0	10	0	0	1	0	1	5	27	4	0	36	58
15:30	2	2	2	0	6	3	18	1	0	22	0	0	2	0	2	8	17	5	0	30	60
15:35	4	2	0	0	6	19	60	0	0	79	0	0	0	0	0	13	11	5	0	29	114
15:40	13	0	4	0	17	21	74	0	0	95	0	0	0	0	0	8	11	5	0	24	136
15:45	3	0	0	0	3	9	69	0	0	78	0	0	0	0	0	0	8	1	0	9	90
15:50	1	0	0	0	1	11	39	0	0	50	0	0	0	0	0	0	15	2	0	17	68
15:55	3	0	2	0	5	4	20	0	0	24	0	0	1	0	1	3	4	1	0	8	38
Total	47	19	27	0	93	77	301	2	0	380	0	0	4	0	4	103	180	62	0	345	822
Grand Total	47	19	27	0	93	77	301	2	0	380	0	0	4	0	4	103	180	62	0	345	822
Apprch %	50.5	20.4	29	0		20.3	79.2	0.5	0		0	0	100	0		29.9	52.2	18	0		
Total %	5.7	2.3	3.3	0	11.3	9.4	36.6	0.2	0	46.2	0	0	0.5	0	0.5	12.5	21.9	7.5	0	42	

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2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

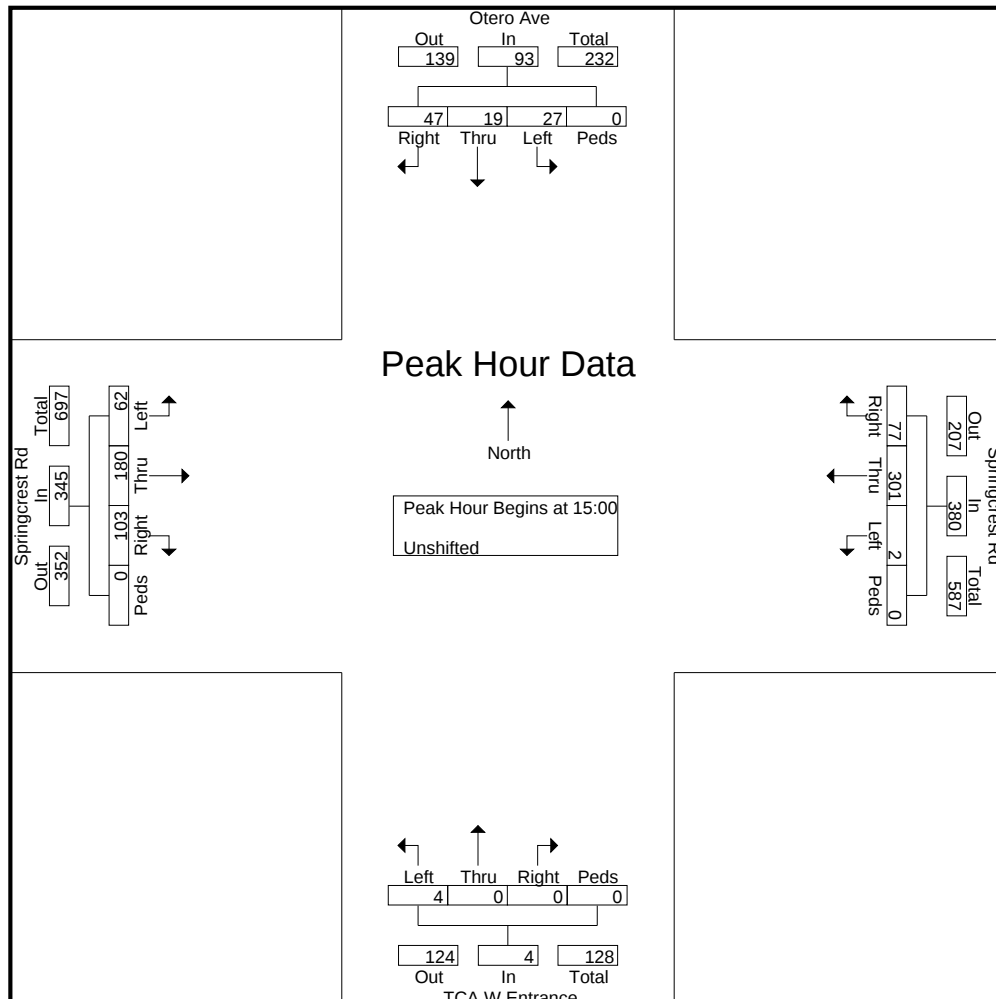
File Name : Otero Ave - Springcrest Rd 10-2 Wed PM

Site Code : S244170

Start Date : 10/2/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	1	3	2	0	6	1	2	1	0	4	0	0	0	0	0	17	7	7	0	31	41
15:05	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	12	14	8	0	34	41
15:10	1	3	4	0	8	2	2	0	0	4	0	0	0	0	0	12	18	9	0	39	51
15:15	1	4	3	0	8	2	5	0	0	7	0	0	0	0	0	8	28	13	0	49	64
15:20	12	0	6	0	18	2	2	0	0	4	0	0	0	0	0	17	20	2	0	39	61
15:25	5	2	4	0	11	3	7	0	0	10	0	0	1	0	1	5	27	4	0	36	58
15:30	2	2	2	0	6	3	18	1	0	22	0	0	2	0	2	8	17	5	0	30	60
15:35	4	2	0	0	6	19	60	0	0	79	0	0	0	0	0	13	11	5	0	29	114
15:40	13	0	4	0	17	21	74	0	0	95	0	0	0	0	0	8	11	5	0	24	136
15:45	3	0	0	0	3	9	69	0	0	78	0	0	0	0	0	0	8	1	0	9	90
15:50	1	0	0	0	1	11	39	0	0	50	0	0	0	0	0	0	15	2	0	17	68
15:55	3	0	2	0	5	4	20	0	0	24	0	0	1	0	1	3	4	1	0	8	38
Total Volume	47	19	27	0	93	77	301	2	0	380	0	0	4	0	4	103	180	62	0	345	822
% App. Total	50.5	20.4	29	0		20.3	79.2	0.5	0		0	0	100	0		29.9	52.2	18	0		
PHF	.301	.396	.375	.000	.431	.306	.339	.167	.000	.333	.000	.000	.167	.000	.167	.505	.536	.397	.000	.587	.504



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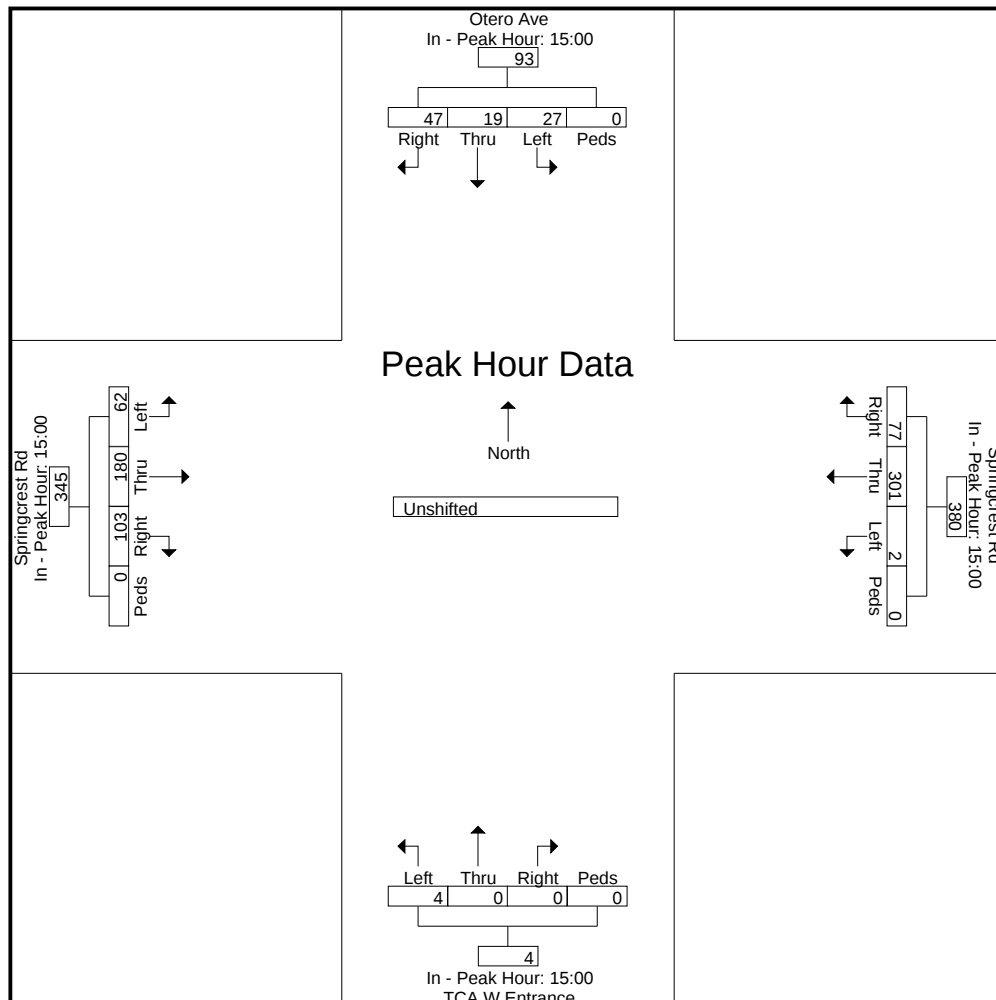
File Name : Otero Ave - Springcrest Rd 10-2 Wed PM

Site Code : S244170

Start Date : 10/2/2024

Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					15:00					15:00					
+0 mins.	1	3	2	0	6	1	2	1	0	4	0	0	0	0	0	17	7	7	0	31	
+5 mins.	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	12	14	8	0	34	
+10 mins.	1	3	4	0	8	2	2	0	0	4	0	0	0	0	0	12	18	9	0	39	
+15 mins.	1	4	3	0	8	2	5	0	0	7	0	0	0	0	0	8	28	13	0	49	
+20 mins.	12	0	6	0	18	2	2	0	0	4	0	0	0	0	0	17	20	2	0	39	
+25 mins.	5	2	4	0	11	3	7	0	0	10	0	0	1	0	1	5	27	4	0	36	
+30 mins.	2	2	2	0	6	3	18	1	0	22	0	0	2	0	2	8	17	5	0	30	
+35 mins.	4	2	0	0	6	19	60	0	0	79	0	0	0	0	0	13	11	5	0	29	
+40 mins.	13	0	4	0	17	21	74	0	0	95	0	0	0	0	0	8	11	5	0	24	
+45 mins.	3	0	0	0	3	9	69	0	0	78	0	0	0	0	0	0	8	1	0	9	
+50 mins.	1	0	0	0	1	11	39	0	0	50	0	0	0	0	0	0	15	2	0	17	
+55 mins.	3	0	2	0	5	4	20	0	0	24	0	0	1	0	1	3	4	1	0	8	
Total Volume	47	19	27	0	93	77	301	2	0	380	0	0	4	0	4	103	180	62	0	345	
% App. Total	50.5	20.4	29	0		20.3	79.2	0.5	0		0	0	100	0		29.9	52.2	18	0		
PHF	.301	.396	.375	.000	.431	.306	.339	.167	.000	.333	.000	.000	.167	.000	.167	.505	.536	.397	.000	.587	



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Otero Ave - Springcrest Rd 10-3 Thurs PM

Site Code : S244170

Start Date : 10/3/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:00	1	5	1	0	7	0	2	1	0	3	0	0	0	0	0	9	8	7	0	24	34
15:05	2	2	2	0	6	3	5	0	0	8	0	0	0	0	0	5	5	4	0	14	28
15:10	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	13	13	12	0	38	45
15:15	4	1	3	0	8	0	3	0	0	3	0	0	0	0	0	12	23	11	0	46	57
15:20	8	3	6	0	17	0	8	0	0	8	0	0	0	0	0	7	20	10	0	37	62
15:25	5	0	2	0	7	5	8	0	0	13	0	0	0	0	0	10	22	7	0	39	59
15:30	2	1	2	0	5	4	16	0	0	20	0	0	0	0	0	9	20	2	0	31	56
15:35	5	0	1	0	6	12	60	0	0	72	0	0	0	0	0	5	12	5	0	22	100
15:40	11	1	1	0	13	16	59	0	0	75	0	0	0	0	0	6	8	2	0	16	104
15:45	6	0	5	0	11	17	60	0	0	77	0	0	0	0	0	0	10	1	0	11	99
15:50	7	0	1	0	8	17	57	0	0	74	0	0	0	0	0	0	8	2	0	10	92
15:55	1	0	1	0	2	1	15	0	0	16	0	0	0	0	0	0	8	5	0	13	31
Total	52	13	27	0	92	77	296	1	0	374	0	0	0	0	0	76	157	68	0	301	767
Grand Total	52	13	27	0	92	77	296	1	0	374	0	0	0	0	0	76	157	68	0	301	767
Apprch %	56.5	14.1	29.3	0		20.6	79.1	0.3	0		0	0	0	0		25.2	52.2	22.6	0		
Total %	6.8	1.7	3.5	0	12	10	38.6	0.1	0	48.8	0	0	0	0	0	9.9	20.5	8.9	0	39.2	

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2504 E. Pikes Peak Ave, Suite 304
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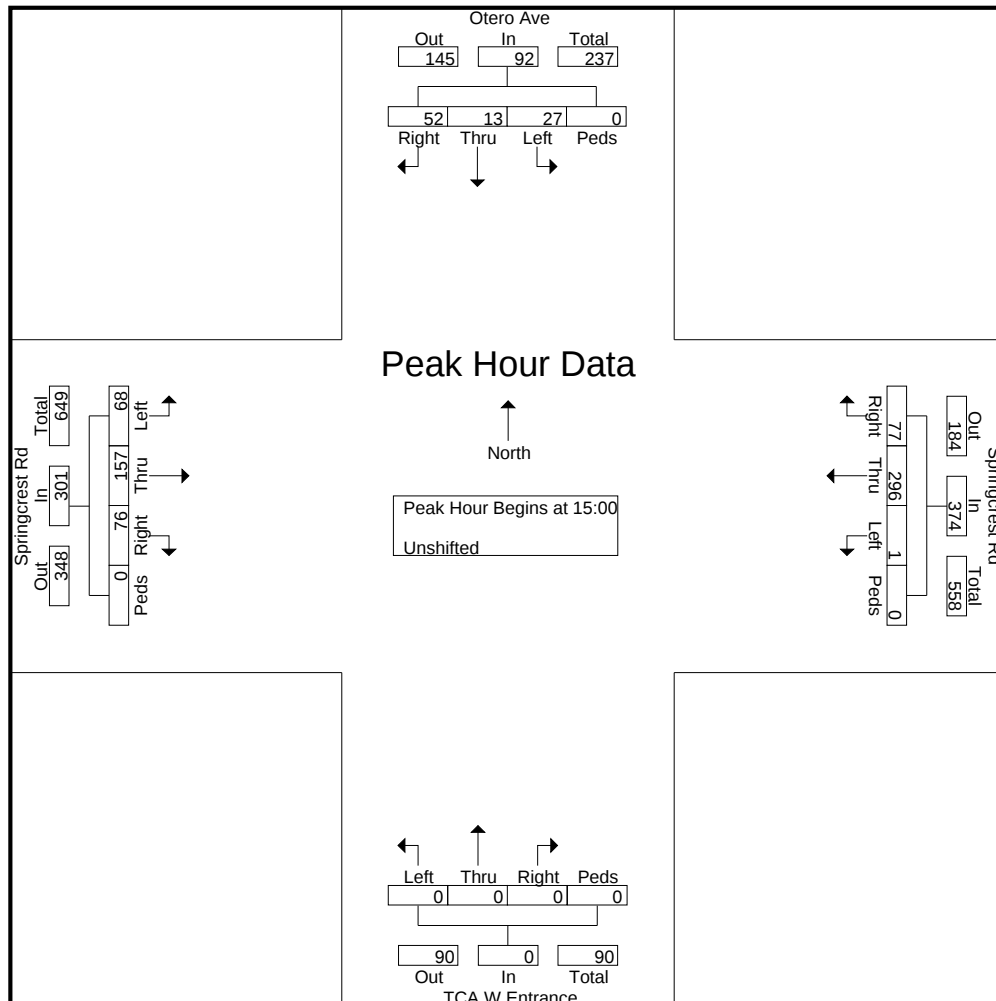
File Name : Otero Ave - Springcrest Rd 10-3 Thurs PM

Site Code : S244170

Start Date : 10/3/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	1	5	1	0	7	0	2	1	0	3	0	0	0	0	0	9	8	7	0	24	34
15:05	2	2	2	0	6	3	5	0	0	8	0	0	0	0	0	5	5	4	0	14	28
15:10	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	13	13	12	0	38	45
15:15	4	1	3	0	8	0	3	0	0	3	0	0	0	0	0	12	23	11	0	46	57
15:20	8	3	6	0	17	0	8	0	0	8	0	0	0	0	0	7	20	10	0	37	62
15:25	5	0	2	0	7	5	8	0	0	13	0	0	0	0	0	10	22	7	0	39	59
15:30	2	1	2	0	5	4	16	0	0	20	0	0	0	0	0	9	20	2	0	31	56
15:35	5	0	1	0	6	12	60	0	0	72	0	0	0	0	0	5	12	5	0	22	100
15:40	11	1	1	0	13	16	59	0	0	75	0	0	0	0	0	6	8	2	0	16	104
15:45	6	0	5	0	11	17	60	0	0	77	0	0	0	0	0	0	10	1	0	11	99
15:50	7	0	1	0	8	17	57	0	0	74	0	0	0	0	0	0	8	2	0	10	92
15:55	1	0	1	0	2	1	15	0	0	16	0	0	0	0	0	0	8	5	0	13	31
Total Volume	52	13	27	0	92	77	296	1	0	374	0	0	0	0	0	76	157	68	0	301	767
% App. Total	56.5	14.1	29.3	0		20.6	79.1	0.3	0		0	0	0	0		25.2	52.2	22.6	0		
PHF	.394	.217	.375	.000	.451	.377	.411	.083	.000	.405	.000	.000	.000	.000	.000	.487	.569	.472	.000	.545	.615



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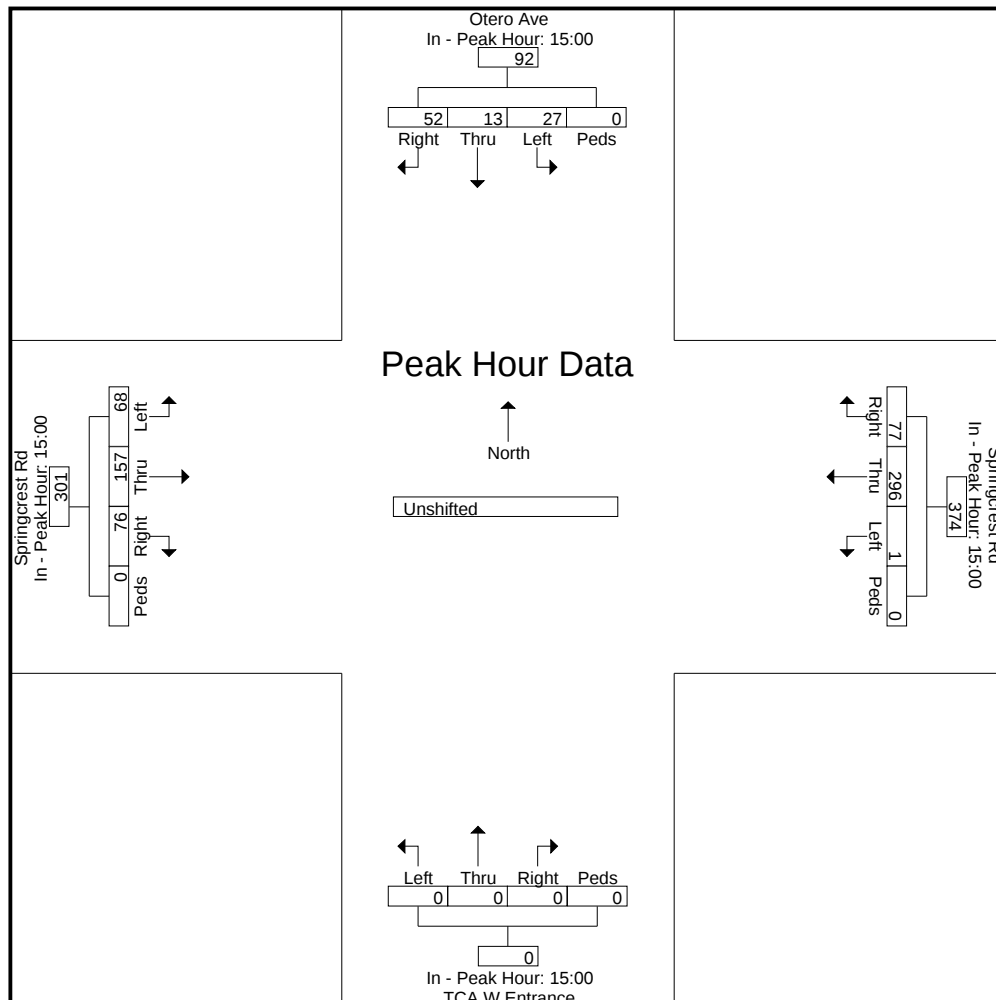
File Name : Otero Ave - Springcrest Rd 10-3 Thurs PM

Site Code : S244170

Start Date : 10/3/2024

Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA W Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					15:00					15:00					
+0 mins.	1	5	1	0	7	0	2	1	0	3	0	0	0	0	0	9	8	7	0	24	
+5 mins.	2	2	2	0	6	3	5	0	0	8	0	0	0	0	0	5	5	4	0	14	
+10 mins.	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	13	13	12	0	38	
+15 mins.	4	1	3	0	8	0	3	0	0	3	0	0	0	0	0	12	23	11	0	46	
+20 mins.	8	3	6	0	17	0	8	0	0	8	0	0	0	0	0	7	20	10	0	37	
+25 mins.	5	0	2	0	7	5	8	0	0	13	0	0	0	0	0	10	22	7	0	39	
+30 mins.	2	1	2	0	5	4	16	0	0	20	0	0	0	0	0	9	20	2	0	31	
+35 mins.	5	0	1	0	6	12	60	0	0	72	0	0	0	0	0	5	12	5	0	22	
+40 mins.	11	1	1	0	13	16	59	0	0	75	0	0	0	0	0	6	8	2	0	16	
+45 mins.	6	0	5	0	11	17	60	0	0	77	0	0	0	0	0	0	10	1	0	11	
+50 mins.	7	0	1	0	8	17	57	0	0	74	0	0	0	0	0	0	8	2	0	10	
+55 mins.	1	0	1	0	2	1	15	0	0	16	0	0	0	0	0	0	8	5	0	13	
Total Volume	52	13	27	0	92	77	296	1	0	374	0	0	0	0	0	76	157	68	0	301	
% App. Total	56.5	14.1	29.3	0		20.6	79.1	0.3	0		0	0	0	0		25.2	52.2	22.6	0		
PHF	.394	.217	.375	.000	.451	.377	.411	.083	.000	.405	.000	.000	.000	.000	.000	.487	.569	.472	.000	.545	



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Otero Ave - Springcrest Rd PM

Site Code : S244170

Start Date : 11/19/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Access Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
16:05	3	0	0	0	3	4	4	0	0	8	0	0	9	0	9	0	6	5	0	11	31
16:10	4	0	1	0	5	1	7	0	0	8	0	0	1	0	1	0	4	3	0	7	21
16:15	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	0	8	1	0	9	20
16:20	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	0	2	2	0	4	13
16:25	3	0	0	0	3	0	2	0	0	2	0	0	1	0	1	0	3	2	0	5	11
16:30	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	0	4	1	0	5	11
16:35	2	0	0	0	2	0	4	0	0	4	0	1	1	0	2	0	5	3	0	8	16
16:40	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	1	5	1	0	7	12
16:45	0	0	1	0	1	2	0	0	0	2	0	0	2	0	2	0	2	2	0	4	9
16:50	1	0	0	0	1	1	2	0	0	3	0	0	1	0	1	0	5	4	0	9	14
16:55	1	0	1	0	2	2	3	0	0	5	0	0	1	0	1	0	1	4	0	5	13
Total	16	0	4	0	20	10	42	0	0	52	0	1	24	0	25	1	45	29	0	75	172
17:00	5	0	1	0	6	0	3	0	0	3	0	0	0	0	0	0	1	6	0	7	16
17:05	12	0	0	0	12	0	3	0	0	3	0	0	0	0	0	0	7	4	0	11	26
17:10	3	0	0	0	3	2	1	0	0	3	0	0	1	0	1	0	3	2	0	5	12
17:15	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	4	0	8	12
17:20	5	0	1	0	6	0	4	0	0	4	0	0	0	0	0	0	6	2	0	8	18
17:25	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	8
17:30	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	9
17:35	3	0	0	0	3	0	5	0	0	5	0	0	1	0	1	0	2	4	0	6	15
17:40	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	0	6	5	0	11	16
17:45	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	9
17:50	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
17:55	2	0	0	0	2	2	1	0	0	3	0	0	0	0	0	0	2	3	0	5	10
Total	34	0	10	0	44	5	23	0	0	28	0	0	2	0	2	0	43	38	0	81	155
Grand Total	50	0	14	0	64	15	65	0	0	80	0	1	26	0	27	1	88	67	0	156	327
Apprch %	78.1	0	21.9	0		18.8	81.2	0	0		0	3.7	96.3	0		0.6	56.4	42.9	0		
Total %	15.3	0	4.3	0	19.6	4.6	19.9	0	0	24.5	0	0.3	8	0	8.3	0.3	26.9	20.5	0	47.7	

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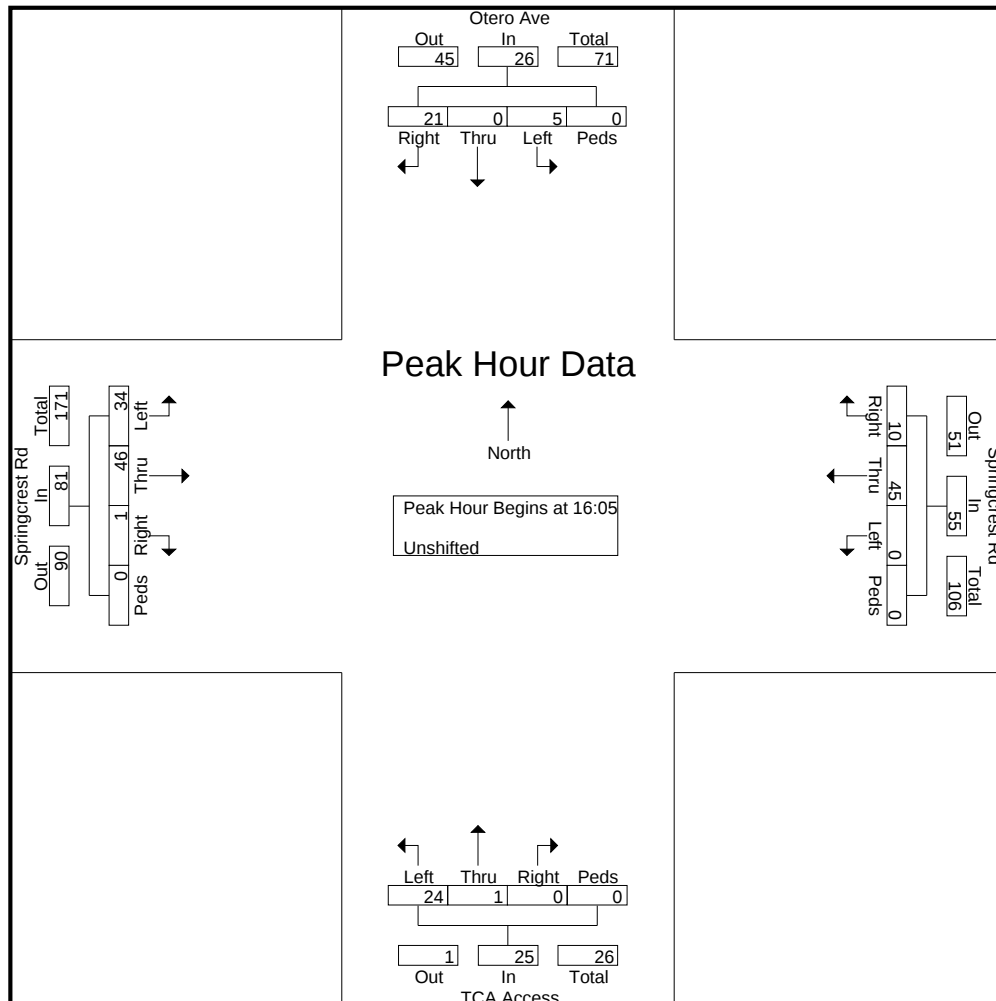
File Name : Otero Ave - Springcrest Rd PM

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Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Access Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:05																					
16:05	3	0	0	0	3	4	4	0	0	8	0	0	9	0	9	0	6	5	0	11	31
16:10	4	0	1	0	5	1	7	0	0	8	0	0	1	0	1	0	4	3	0	7	21
16:15	0	0	0	0	0	0	7	0	0	7	0	0	4	0	4	0	8	1	0	9	20
16:20	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	0	2	2	0	4	13
16:25	3	0	0	0	3	0	2	0	0	2	0	0	1	0	1	0	3	2	0	5	11
16:30	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	0	4	1	0	5	11
16:35	2	0	0	0	2	0	4	0	0	4	0	1	1	0	2	0	5	3	0	8	16
16:40	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	1	5	1	0	7	12
16:45	0	0	1	0	1	2	0	0	0	2	0	0	2	0	2	0	2	2	0	4	9
16:50	1	0	0	0	1	1	2	0	0	3	0	0	1	0	1	0	5	4	0	9	14
16:55	1	0	1	0	2	2	3	0	0	5	0	0	1	0	1	0	1	4	0	5	13
17:00	5	0	1	0	6	0	3	0	0	3	0	0	0	0	0	0	1	6	0	7	16
Total Volume	21	0	5	0	26	10	45	0	0	55	0	1	24	0	25	1	46	34	0	81	187
% App. Total	80.8	0	19.2	0		18.2	81.8	0	0		0	4	96	0		1.2	56.8	42	0		
PHF	.350	.000	.417	.000	.361	.208	.536	.000	.000	.573	.000	.083	.222	.000	.231	.083	.479	.472	.000	.614	.503



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - Springcrest Rd PM

Site Code : S244170

Start Date : 11/19/2024

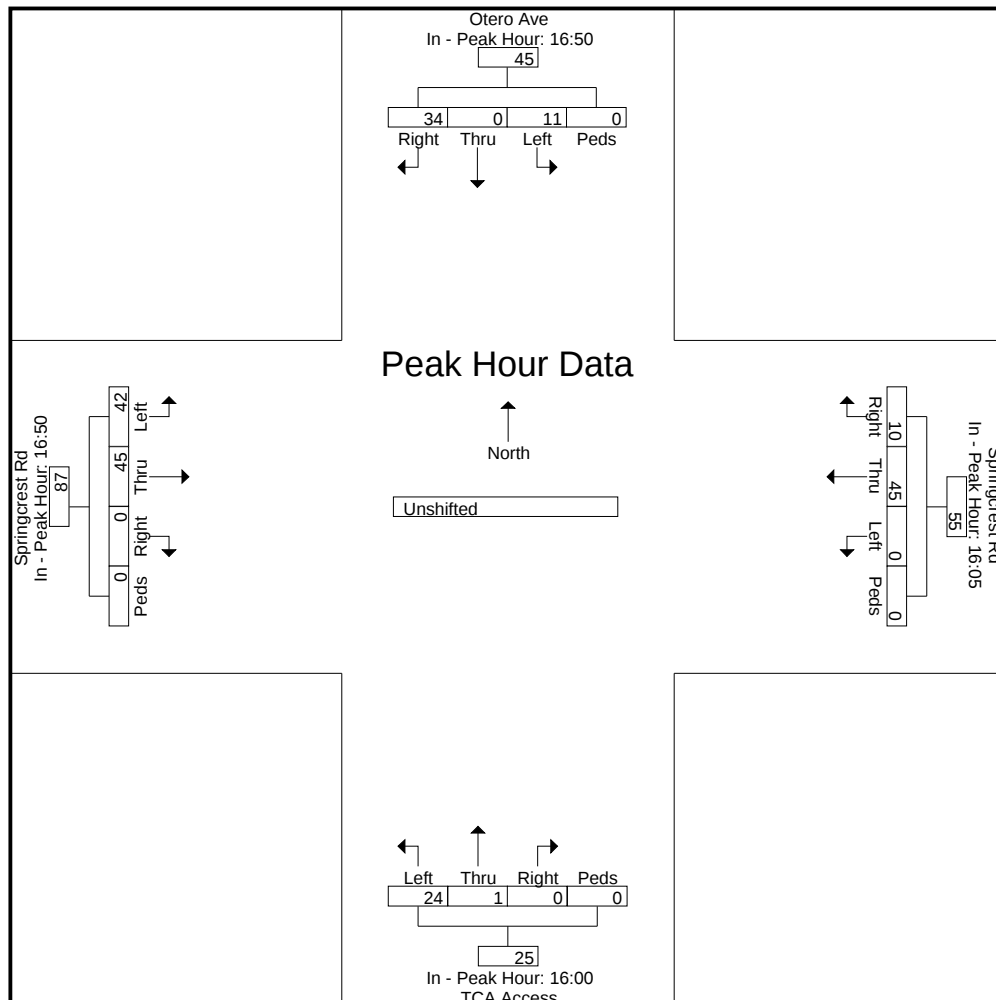
Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Access Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:50					16:05					16:00					16:50				
+0 mins.	1	0	0	0	1	4	4	0	0	8	0	0	0	0	0	0	5	4	0	9
+5 mins.	1	0	1	0	2	1	7	0	0	8	0	0	9	0	9	0	1	4	0	5
+10 mins.	5	0	1	0	6	0	7	0	0	7	0	0	1	0	1	0	1	6	0	7
+15 mins.	12	0	0	0	12	0	7	0	0	7	0	0	4	0	4	0	7	4	0	11
+20 mins.	3	0	0	0	3	0	2	0	0	2	0	0	1	0	1	0	3	2	0	5
+25 mins.	3	0	0	0	3	0	4	0	0	4	0	0	1	0	1	0	4	4	0	8
+30 mins.	5	0	1	0	6	0	4	0	0	4	0	0	1	0	1	0	6	2	0	8
+35 mins.	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	5	1	0	6
+40 mins.	0	0	3	0	3	2	0	0	0	2	0	0	2	0	2	0	2	3	0	5
+45 mins.	3	0	0	0	3	1	2	0	0	3	0	0	2	0	2	0	2	4	0	6
+50 mins.	1	0	3	0	4	2	3	0	0	5	0	0	1	0	1	0	6	5	0	11
+55 mins.	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	0	3	3	0	6
Total Volume	34	0	11	0	45	10	45	0	0	55	0	1	24	0	25	0	45	42	0	87
% App. Total	75.6	0	24.4	0		18.2	81.8	0	0		0	4	96	0		0	51.7	48.3	0	
PHF	.236	.000	.306	.000	.313	.208	.536	.000	.000	.573	.000	.083	.222	.000	.231	.000	.536	.583	.000	.659



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Tue 10-1-24 AM

Site Code : S244170

Start Date : 10/1/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00	0	49	1	0	50	0	0	4	0	4	0	51	0	0	51	0	0	0	0	0	105
07:05	0	56	0	0	56	4	0	7	0	11	9	57	0	0	66	0	0	0	0	0	133
07:10	0	72	1	0	73	1	0	6	0	7	2	63	0	0	65	1	0	0	0	1	146
07:15	0	57	5	0	62	2	0	9	0	11	6	71	0	0	77	0	0	0	0	0	150
07:20	0	76	3	0	79	1	0	8	0	9	5	63	0	0	68	0	0	0	0	0	156
07:25	0	62	3	0	65	2	0	5	0	7	5	51	0	0	56	1	0	3	0	4	132
07:30	0	68	8	0	76	2	0	5	0	7	11	74	1	0	86	0	0	0	0	0	169
07:35	0	80	16	0	96	3	0	8	0	11	13	58	2	0	73	0	0	0	0	0	180
07:40	0	90	9	0	99	0	0	10	0	10	16	85	1	0	102	1	0	0	0	1	212
07:45	0	79	9	0	88	9	0	40	0	49	25	90	1	0	116	1	0	0	0	1	254
07:50	0	70	5	0	75	2	0	22	0	24	33	94	0	0	127	0	0	0	0	0	226
07:55	0	50	3	0	53	9	0	27	0	36	55	70	2	0	127	0	0	0	0	0	216
Total	0	809	63	0	872	35	0	151	0	186	180	827	7	0	1014	4	0	3	0	7	2079
08:00	0	33	23	0	56	3	0	28	0	31	56	53	5	1	115	2	0	8	0	10	212
08:05	0	76	3	0	79	5	0	45	0	50	39	86	1	0	126	0	0	0	0	0	255
08:10	0	85	2	0	87	6	0	48	0	54	11	71	3	0	85	0	0	0	0	0	226
08:15	0	67	2	0	69	3	0	31	0	34	5	63	1	0	69	0	0	0	0	0	172
08:20	0	63	2	0	65	0	0	12	0	12	8	67	0	0	75	0	0	0	0	0	152
08:25	0	53	5	0	58	1	0	6	0	7	10	58	1	0	69	0	0	0	0	0	134
Grand Total	0	1186	100	0	1286	53	0	321	0	374	309	1225	18	1	1553	6	0	11	0	17	3230
Apprch %	0	92.2	7.8	0		14.2	0	85.8	0		19.9	78.9	1.2	0.1		35.3	0	64.7	0		
Total %	0	36.7	3.1	0	39.8	1.6	0	9.9	0	11.6	9.6	37.9	0.6	0	48.1	0.2	0	0.3	0	0.5	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Tue 10-1-24 AM

Site Code : S244170

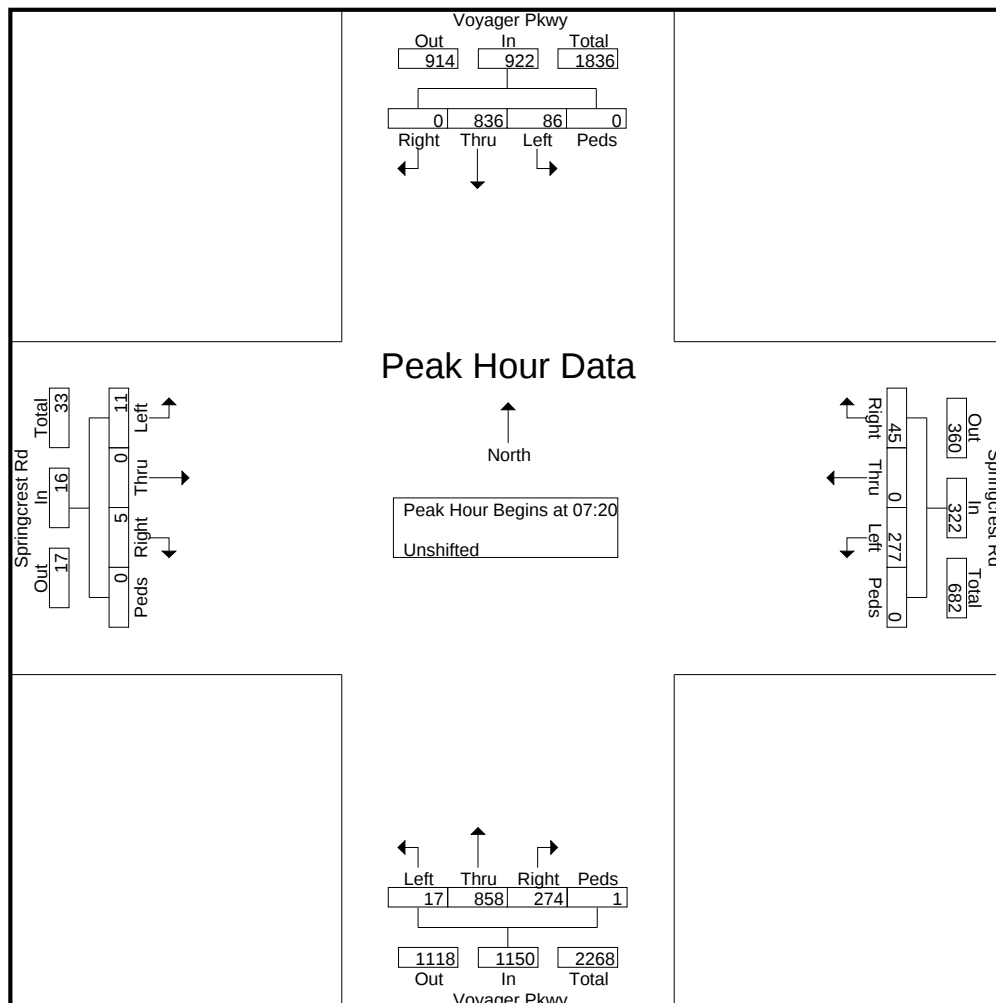
Start Date : 10/1/2024

Page No : 2

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:25 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:20

07:20	0	76	3	0	79	1	0	8	0	9	5	63	0	0	68	0	0	0	0	0	156
07:25	0	62	3	0	65	2	0	5	0	7	5	51	0	0	56	1	0	3	0	4	132
07:30	0	68	8	0	76	2	0	5	0	7	11	74	1	0	86	0	0	0	0	0	169
07:35	0	80	16	0	96	3	0	8	0	11	13	58	2	0	73	0	0	0	0	0	180
07:40	0	90	9	0	99	0	0	10	0	10	16	85	1	0	102	1	0	0	0	1	212
07:45	0	79	9	0	88	9	0	40	0	49	25	90	1	0	116	1	0	0	0	1	254
07:50	0	70	5	0	75	2	0	22	0	24	33	94	0	0	127	0	0	0	0	0	226
07:55	0	50	3	0	53	9	0	27	0	36	55	70	2	0	127	0	0	0	0	0	216
08:00	0	33	23	0	56	3	0	28	0	31	56	53	5	1	115	2	0	8	0	10	212
08:05	0	76	3	0	79	5	0	45	0	50	39	86	1	0	126	0	0	0	0	0	255
08:10	0	85	2	0	87	6	0	48	0	54	11	71	3	0	85	0	0	0	0	0	226
08:15	0	67	2	0	69	3	0	31	0	34	5	63	1	0	69	0	0	0	0	0	172
Total Volume	0	836	86	0	922	45	0	277	0	322	274	858	17	1	1150	5	0	11	0	16	2410
% App. Total	0	90.7	9.3	0		14	0	86	0		23.8	74.6	1.5	0.1		31.2	0	68.8	0		
PHF	.000	.774	.312	.000	.776	.417	.000	.481	.000	.497	.408	.761	.283	.083	.755	.208	.000	.115	.000	.133	.788



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Tue 10-1-24 AM

Site Code : S244170

Start Date : 10/1/2024

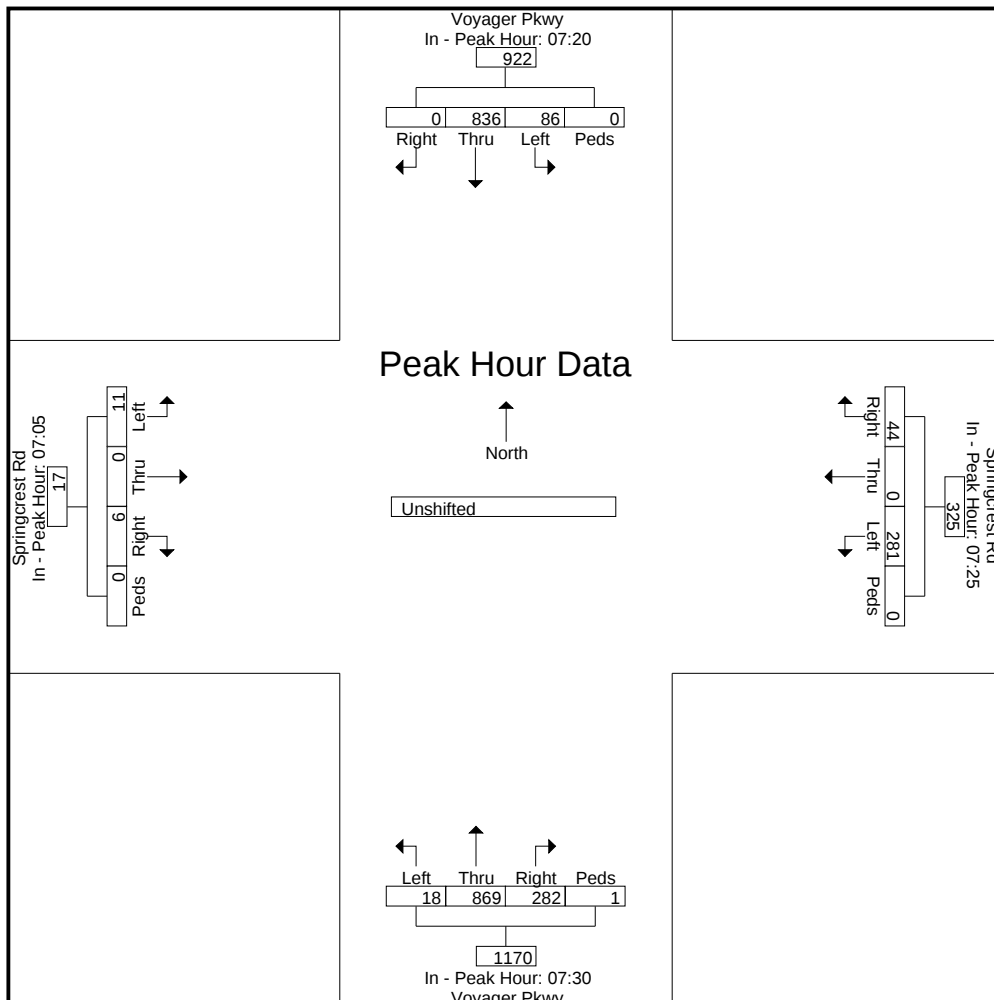
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:20					07:25					07:30					07:05				
+0 mins.	0	76	3	0	79	2	0	5	0	7	11	74	1	0	86	0	0	0	0	0
+5 mins.	0	62	3	0	65	2	0	5	0	7	13	58	2	0	73	1	0	0	0	1
+10 mins.	0	68	8	0	76	3	0	8	0	11	16	85	1	0	102	0	0	0	0	0
+15 mins.	0	80	16	0	96	0	0	10	0	10	25	90	1	0	116	0	0	0	0	0
+20 mins.	0	90	9	0	99	9	0	40	0	49	33	94	0	0	127	1	0	3	0	4
+25 mins.	0	79	9	0	88	2	0	22	0	24	55	70	2	0	127	0	0	0	0	0
+30 mins.	0	70	5	0	75	9	0	27	0	36	56	53	5	1	115	0	0	0	0	0
+35 mins.	0	50	3	0	53	3	0	28	0	31	39	86	1	0	126	1	0	0	0	1
+40 mins.	0	33	23	0	56	5	0	45	0	50	11	71	3	0	85	1	0	0	0	1
+45 mins.	0	76	3	0	79	6	0	48	0	54	5	63	1	0	69	0	0	0	0	0
+50 mins.	0	85	2	0	87	3	0	31	0	34	8	67	0	0	75	0	0	0	0	0
+55 mins.	0	67	2	0	69	0	0	12	0	12	10	58	1	0	69	2	0	8	0	10
Total Volume	0	836	86	0	922	44	0	281	0	325	282	869	18	1	1170	6	0	11	0	17
% App. Total	0	90.7	9.3	0		13.5	0	86.5	0		24.1	74.3	1.5	0.1		35.3	0	64.7	0	
PHF	.000	.774	.312	.000	.776	.407	.000	.488	.000	.502	.420	.770	.300	.083	.768	.250	.000	.115	.000	.142



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Wed 10-2-24 AM

Site Code : S244170

Start Date : 10/2/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00	0	52	0	0	52	0	0	3	0	3	5	59	0	0	64	0	0	0	0	0	119
07:05	0	52	1	0	53	3	0	0	0	3	2	50	1	0	53	1	0	0	0	1	110
07:10	0	45	1	0	46	3	0	5	0	8	5	50	0	0	55	0	0	0	1	1	110
07:15	0	78	4	0	82	1	0	1	0	2	4	61	1	1	67	0	0	0	0	0	151
07:20	0	71	2	0	73	5	0	10	0	15	5	62	1	0	68	1	0	0	0	1	157
07:25	0	67	9	0	76	1	0	1	0	2	10	58	0	0	68	0	0	0	0	0	146
07:30	0	64	9	0	73	2	0	7	0	9	8	85	3	0	96	0	0	0	0	0	178
07:35	0	83	18	0	101	0	0	0	0	0	10	64	1	0	75	0	0	0	0	0	176
07:40	0	80	7	0	87	4	0	15	0	19	24	90	1	0	115	0	0	0	0	0	221
07:45	0	95	10	0	105	7	0	37	0	44	22	80	1	0	103	1	0	0	0	1	253
07:50	0	70	2	0	72	4	0	24	0	28	30	85	2	1	118	0	0	0	0	0	218
07:55	0	79	11	0	90	4	1	34	0	39	48	74	5	0	127	0	0	0	0	0	256
Total	0	836	74	0	910	34	1	137	0	172	173	818	16	2	1009	3	0	0	1	4	2095
08:00	0	68	22	0	90	8	0	18	0	26	56	69	0	0	125	1	0	0	0	1	242
08:05	0	77	5	0	82	8	0	41	0	49	39	61	2	0	102	0	0	0	0	0	233
08:10	0	82	3	0	85	6	0	50	1	57	10	59	0	0	69	0	0	0	0	0	211
08:15	0	72	1	0	73	0	0	30	0	30	4	67	0	0	71	0	0	0	0	0	174
08:20	0	62	2	0	64	0	0	12	0	12	5	53	0	0	58	1	0	0	0	1	135
08:25	0	48	2	0	50	2	0	4	0	6	4	82	1	0	87	0	0	1	0	1	144
Grand Total	0	1245	109	0	1354	58	1	292	1	352	291	1209	19	2	1521	5	0	1	1	7	3234
Apprch %	0	91.9	8.1	0		16.5	0.3	83	0.3		19.1	79.5	1.2	0.1		71.4	0	14.3	14.3		
Total %	0	38.5	3.4	0	41.9	1.8	0	9	0	10.9	9	37.4	0.6	0.1	47	0.2	0	0	0	0.2	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

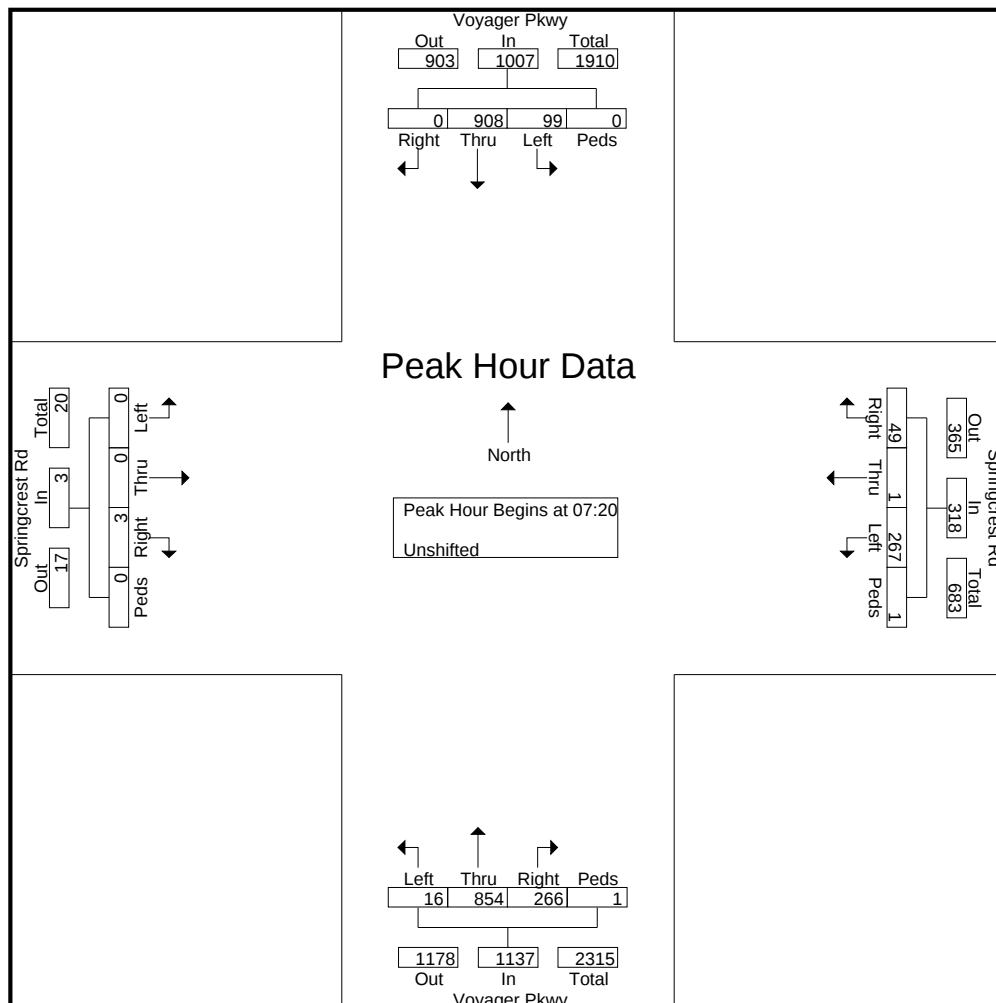
File Name : Voyager Pkwy - Springcrest Rd Wed 10-2-24 AM

Site Code : S244170

Start Date : 10/2/2024

Page No : 2

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:20																					
07:20	0	71	2	0	73	5	0	10	0	15	5	62	1	0	68	1	0	0	0	1	157
07:25	0	67	9	0	76	1	0	1	0	2	10	58	0	0	68	0	0	0	0	0	146
07:30	0	64	9	0	73	2	0	7	0	9	8	85	3	0	96	0	0	0	0	0	178
07:35	0	83	18	0	101	0	0	0	0	0	10	64	1	0	75	0	0	0	0	0	176
07:40	0	80	7	0	87	4	0	15	0	19	24	90	1	0	115	0	0	0	0	0	221
07:45	0	95	10	0	105	7	0	37	0	44	22	80	1	0	103	1	0	0	0	1	253
07:50	0	70	2	0	72	4	0	24	0	28	30	85	2	1	118	0	0	0	0	0	218
07:55	0	79	11	0	90	4	1	34	0	39	48	74	5	0	127	0	0	0	0	0	256
08:00	0	68	22	0	90	8	0	18	0	26	56	69	0	0	125	1	0	0	0	1	242
08:05	0	77	5	0	82	8	0	41	0	49	39	61	2	0	102	0	0	0	0	0	233
08:10	0	82	3	0	85	6	0	50	1	57	10	59	0	0	69	0	0	0	0	0	211
08:15	0	72	1	0	73	0	0	30	0	30	4	67	0	0	71	0	0	0	0	0	174
Total Volume	0	908	99	0	1007	49	1	267	1	318	266	854	16	1	1137	3	0	0	0	3	2465
% App. Total	0	90.2	9.8	0		15.4	0.3	84	0.3		23.4	75.1	1.4	0.1		100	0	0	0		
PHF	.000	.796	.375	.000	.799	.510	.083	.445	.083	.465	.396	.791	.267	.083	.746	.250	.000	.000	.000	.250	.802



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Wed 10-2-24 AM

Site Code : S244170

Start Date : 10/2/2024

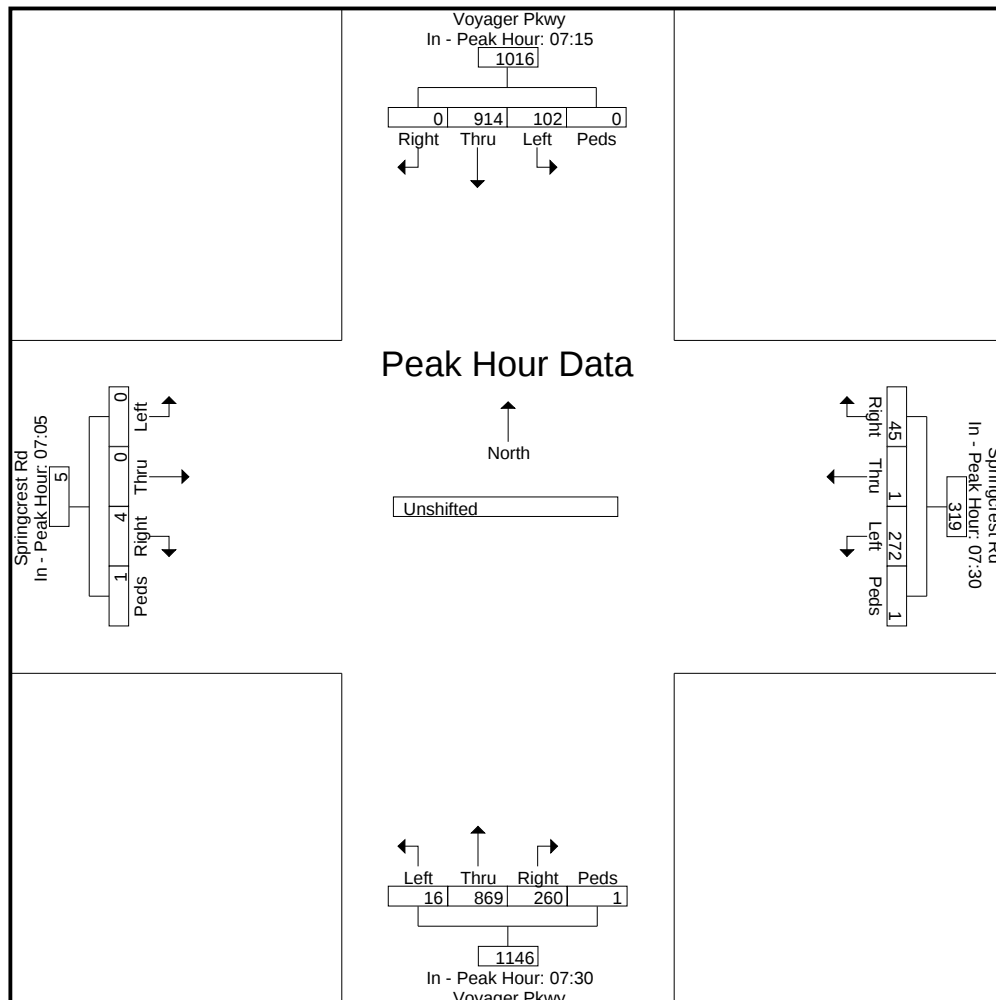
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:30					07:30					07:05					
+0 mins.	0	78	4	0	82	2	0	7	0	9	8	85	3	0	96	1	0	0	0	1	
+5 mins.	0	71	2	0	73	0	0	0	0	0	10	64	1	0	75	0	0	0	1	1	
+10 mins.	0	67	9	0	76	4	0	15	0	19	24	90	1	0	115	0	0	0	0	0	
+15 mins.	0	64	9	0	73	7	0	37	0	44	22	80	1	0	103	1	0	0	0	1	
+20 mins.	0	83	18	0	101	4	0	24	0	28	30	85	2	1	118	0	0	0	0	0	
+25 mins.	0	80	7	0	87	4	1	34	0	39	48	74	5	0	127	0	0	0	0	0	
+30 mins.	0	95	10	0	105	8	0	18	0	26	56	69	0	0	125	0	0	0	0	0	
+35 mins.	0	70	2	0	72	8	0	41	0	49	39	61	2	0	102	0	0	0	0	0	
+40 mins.	0	79	11	0	90	6	0	50	1	57	10	59	0	0	69	1	0	0	0	1	
+45 mins.	0	68	22	0	90	0	0	30	0	30	4	67	0	0	71	0	0	0	0	0	
+50 mins.	0	77	5	0	82	0	0	12	0	12	5	53	0	0	58	0	0	0	0	0	
+55 mins.	0	82	3	0	85	2	0	4	0	6	4	82	1	0	87	1	0	0	0	1	
Total Volume	0	914	102	0	1016	45	1	272	1	319	260	869	16	1	1146	4	0	0	1	5	
% App. Total	0	90	10	0		14.1	0.3	85.3	0.3		22.7	75.8	1.4	0.1		80	0	0	20		
PHF	.000	.802	.386	.000	.806	.469	.083	.453	.083	.466	.387	.805	.267	.083	.752	.333	.000	.000	.083	.417	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Thur 10-3-24 AM

Site Code : S244170

Start Date : 10/3/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00	0	52	2	0	54	6	0	8	0	14	12	56	0	0	68	0	0	0	0	0	136
07:05	0	68	0	0	68	3	0	8	0	11	4	46	0	0	50	0	0	0	0	0	129
07:10	0	59	2	0	61	0	0	9	0	9	5	66	0	1	72	1	0	0	0	1	143
07:15	0	45	4	0	49	3	0	9	0	12	4	61	0	0	65	0	0	0	0	0	126
07:20	0	71	2	0	73	1	0	4	0	5	3	52	0	2	57	0	0	0	0	0	135
07:25	0	66	11	0	77	0	0	7	0	7	5	74	0	1	80	0	0	0	1	1	165
07:30	0	74	5	0	79	2	0	7	0	9	14	68	2	0	84	0	0	0	0	0	172
07:35	0	74	14	0	88	0	0	4	0	4	15	58	1	0	74	0	0	0	0	0	166
07:40	0	79	6	0	85	2	0	10	0	12	19	79	1	0	99	0	0	0	0	0	196
07:45	0	88	16	2	106	10	0	42	0	52	22	85	1	0	108	0	0	0	0	0	266
07:50	0	68	7	0	75	4	0	24	0	28	31	78	2	0	111	1	0	0	1	2	216
07:55	1	67	7	0	75	7	0	27	0	34	43	55	3	0	101	0	0	0	0	0	210
Total	1	811	76	2	890	38	0	159	0	197	177	778	10	4	969	2	0	0	2	4	2060
08:00	0	67	8	0	75	5	0	24	0	29	76	98	2	0	176	1	0	0	0	1	281
08:05	0	96	4	0	100	10	0	38	0	48	33	66	1	0	100	0	0	0	0	0	248
08:10	1	70	3	0	74	5	0	47	0	52	7	63	0	0	70	1	0	0	0	1	197
08:15	0	65	1	0	66	2	0	27	0	29	7	65	0	0	72	0	0	0	0	0	167
08:20	0	57	3	0	60	0	0	7	0	7	5	65	2	0	72	1	0	0	0	1	140
08:25	0	65	9	0	74	0	0	2	0	2	8	51	1	0	60	0	0	1	0	1	137
Grand Total	2	1231	104	2	1339	60	0	304	0	364	313	1186	16	4	1519	5	0	1	2	8	3230
Apprch %	0.1	91.9	7.8	0.1		16.5	0	83.5	0		20.6	78.1	1.1	0.3		62.5	0	12.5	25		
Total %	0.1	38.1	3.2	0.1	41.5	1.9	0	9.4	0	11.3	9.7	36.7	0.5	0.1	47	0.2	0	0	0.1	0.2	

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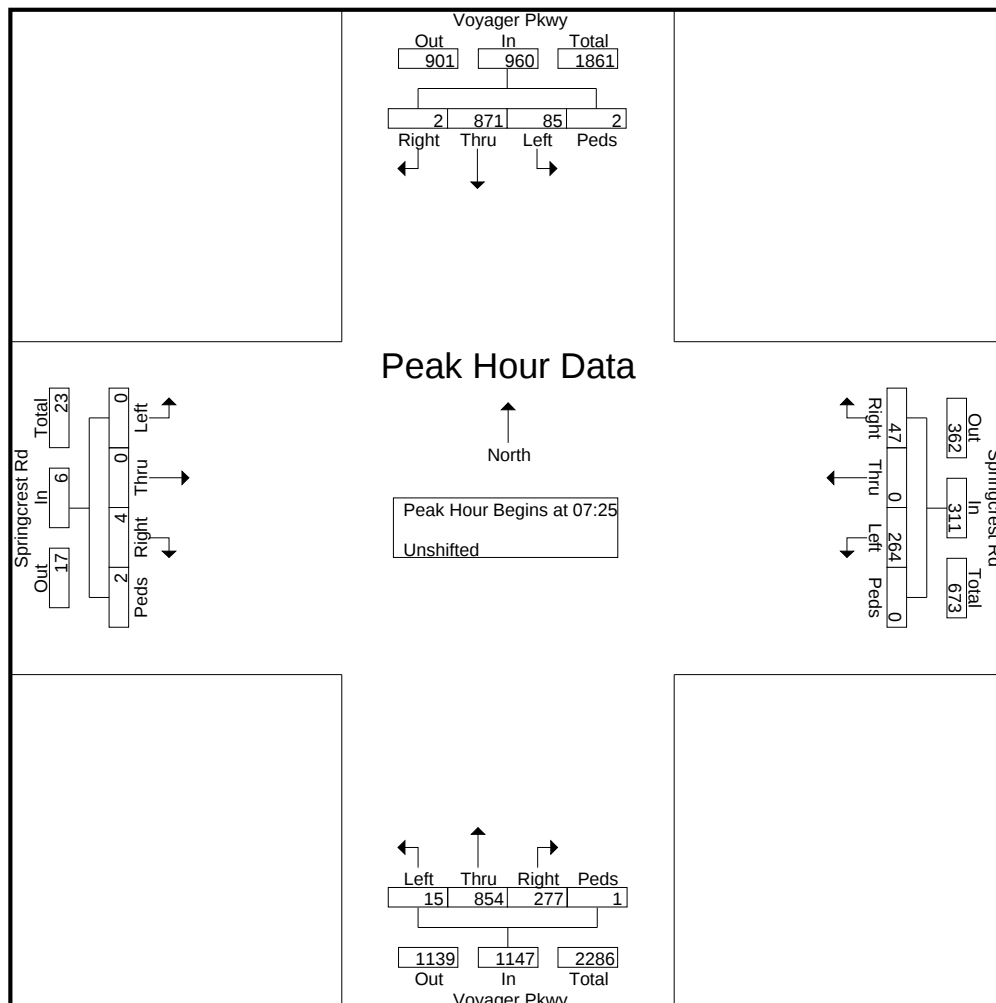
File Name : Voyager Pkwy - Springcrest Rd Thur 10-3-24 AM

Site Code : S244170

Start Date : 10/3/2024

Page No : 2

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:25																					
07:25	0	66	11	0	77	0	0	7	0	7	5	74	0	1	80	0	0	0	1	1	165
07:30	0	74	5	0	79	2	0	7	0	9	14	68	2	0	84	0	0	0	0	0	172
07:35	0	74	14	0	88	0	0	4	0	4	15	58	1	0	74	0	0	0	0	0	166
07:40	0	79	6	0	85	2	0	10	0	12	19	79	1	0	99	0	0	0	0	0	196
07:45	0	88	16	2	106	10	0	42	0	52	22	85	1	0	108	0	0	0	0	0	266
07:50	0	68	7	0	75	4	0	24	0	28	31	78	2	0	111	1	0	0	1	2	216
07:55	1	67	7	0	75	7	0	27	0	34	43	55	3	0	101	0	0	0	0	0	210
08:00	0	67	8	0	75	5	0	24	0	29	76	98	2	0	176	1	0	0	0	1	281
08:05	0	96	4	0	100	10	0	38	0	48	33	66	1	0	100	0	0	0	0	0	248
08:10	1	70	3	0	74	5	0	47	0	52	7	63	0	0	70	1	0	0	0	1	197
08:15	0	65	1	0	66	2	0	27	0	29	7	65	0	0	72	0	0	0	0	0	167
08:20	0	57	3	0	60	0	0	7	0	7	5	65	2	0	72	1	0	0	0	1	140
Total Volume	2	871	85	2	960	47	0	264	0	311	277	854	15	1	1147	4	0	0	2	6	2424
% App. Total	0.2	90.7	8.9	0.2		15.1	0	84.9	0		24.1	74.5	1.3	0.1		66.7	0	0	33.3		
PHF	.167	.756	.443	.083	.755	.392	.000	.468	.000	.498	.304	.726	.417	.083	.543	.333	.000	.000	.167	.250	.719



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719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Thur 10-3-24 AM

Site Code : S244170

Start Date : 10/3/2024

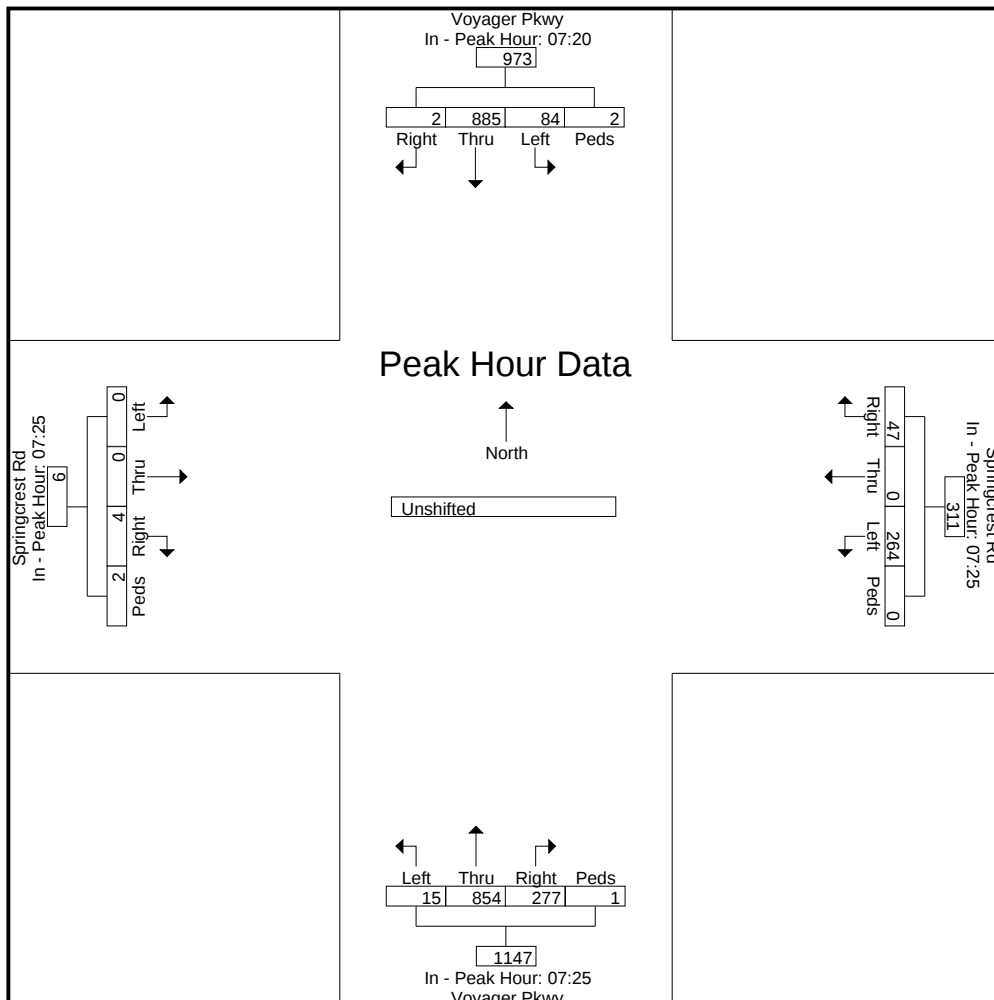
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:20					07:25					07:25					07:25					
+0 mins.	0	71	2	0	73	0	0	7	0	7	5	74	0	1	80	0	0	0	1	1	
+5 mins.	0	66	11	0	77	2	0	7	0	9	14	68	2	0	84	0	0	0	0	0	
+10 mins.	0	74	5	0	79	0	0	4	0	4	15	58	1	0	74	0	0	0	0	0	
+15 mins.	0	74	14	0	88	2	0	10	0	12	19	79	1	0	99	0	0	0	0	0	
+20 mins.	0	79	6	0	85	10	0	42	0	52	22	85	1	0	108	0	0	0	0	0	
+25 mins.	0	88	16	2	106	4	0	24	0	28	31	78	2	0	111	1	0	0	1	2	
+30 mins.	0	68	7	0	75	7	0	27	0	34	43	55	3	0	101	0	0	0	0	0	
+35 mins.	1	67	7	0	75	5	0	24	0	29	76	98	2	0	176	1	0	0	0	1	
+40 mins.	0	67	8	0	75	10	0	38	0	48	33	66	1	0	100	0	0	0	0	0	
+45 mins.	0	96	4	0	100	5	0	47	0	52	7	63	0	0	70	1	0	0	0	1	
+50 mins.	1	70	3	0	74	2	0	27	0	29	7	65	0	0	72	0	0	0	0	0	
+55 mins.	0	65	1	0	66	0	0	7	0	7	5	65	2	0	72	1	0	0	0	1	
Total Volume	2	885	84	2	973	47	0	264	0	311	277	854	15	1	1147	4	0	0	2	6	
% App. Total	0.2	91	8.6	0.2		15.1	0	84.9	0		24.1	74.5	1.3	0.1		66.7	0	0	33.3		
PHF	.167	.768	.438	.083	.765	.392	.000	.468	.000	.498	.304	.726	.417	.083	.543	.333	.000	.000	.167	.250	



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719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Thur 10-3-24 PM

Site Code : S244170

Start Date : 10/3/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:00	0	65	1	0	66	0	0	4	0	4	13	79	0	1	93	0	0	1	0	1	164
15:05	0	81	4	0	85	0	0	5	0	5	19	88	0	0	107	1	0	0	0	1	198
15:10	0	77	10	0	87	1	0	2	0	3	35	78	0	0	113	2	0	2	0	4	207
15:15	0	90	13	0	103	9	0	3	0	12	22	65	0	0	87	1	0	0	0	1	203
15:20	0	81	17	0	98	4	0	6	0	10	25	74	0	0	99	0	0	0	0	0	207
15:25	0	77	3	1	81	0	0	18	0	18	39	75	0	0	114	1	0	0	0	1	214
15:30	0	70	14	1	85	7	0	34	0	41	16	72	0	0	88	0	0	0	0	0	214
15:35	0	93	7	3	103	15	0	50	0	65	13	56	0	1	70	0	0	0	0	0	238
15:40	0	132	5	0	137	12	0	50	0	62	10	93	0	1	104	0	0	0	0	0	303
15:45	0	119	6	0	125	11	0	46	0	57	4	72	0	0	76	0	0	0	0	0	258
15:50	0	113	8	0	121	10	0	50	0	60	5	75	0	1	81	0	0	0	0	0	262
15:55	0	102	4	0	106	6	0	13	0	19	5	60	0	0	65	0	0	0	0	0	190
Total	0	1100	92	5	1197	75	0	281	0	356	206	887	0	4	1097	5	0	3	0	8	2658
Grand Total	0	1100	92	5	1197	75	0	281	0	356	206	887	0	4	1097	5	0	3	0	8	2658
Apprch %	0	91.9	7.7	0.4		21.1	0	78.9	0		18.8	80.9	0	0.4		62.5	0	37.5	0		
Total %	0	41.4	3.5	0.2	45	2.8	0	10.6	0	13.4	7.8	33.4	0	0.2	41.3	0.2	0	0.1	0	0.3	

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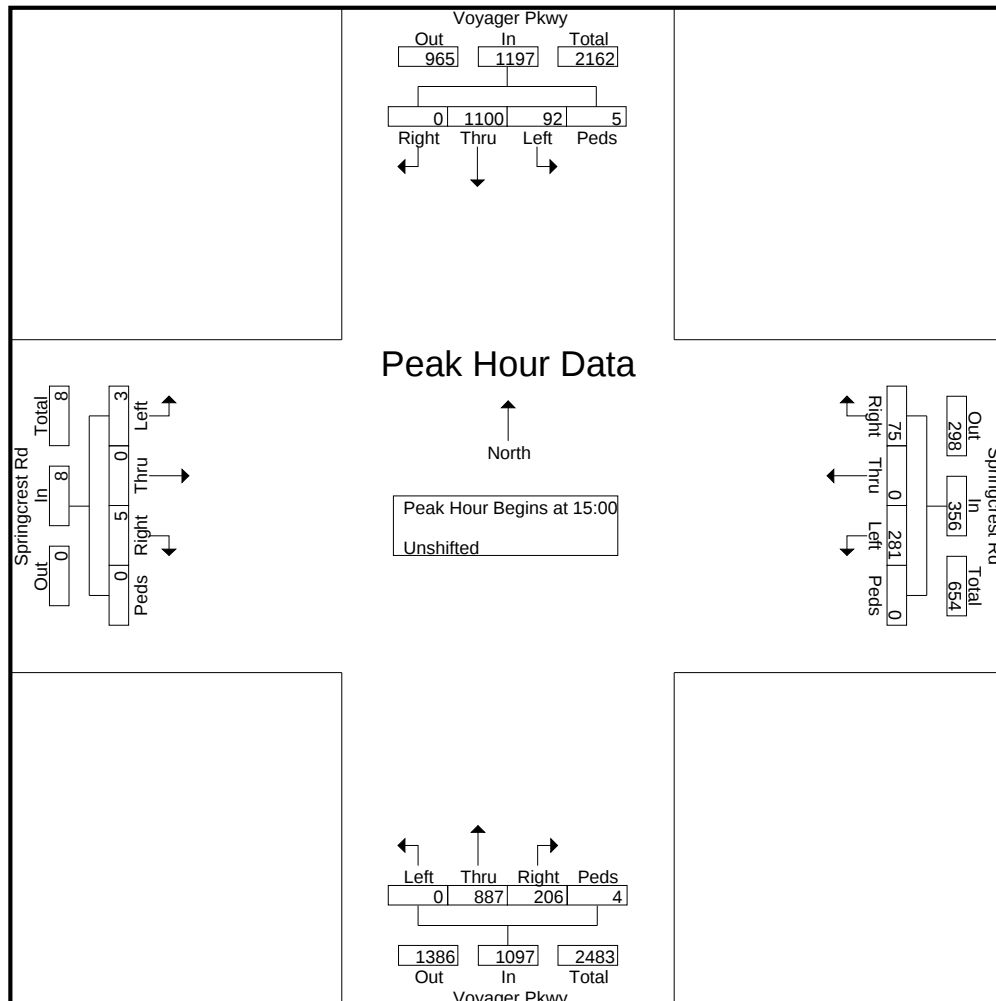
File Name : Voyager Pkwy - Springcrest Rd Thur 10-3-24 PM

Site Code : S244170

Start Date : 10/3/2024

Page No : 2

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	65	1	0	66	0	0	4	0	4	13	79	0	1	93	0	0	1	0	1	164
15:05	0	81	4	0	85	0	0	5	0	5	19	88	0	0	107	1	0	0	0	1	198
15:10	0	77	10	0	87	1	0	2	0	3	35	78	0	0	113	2	0	2	0	4	207
15:15	0	90	13	0	103	9	0	3	0	12	22	65	0	0	87	1	0	0	0	1	203
15:20	0	81	17	0	98	4	0	6	0	10	25	74	0	0	99	0	0	0	0	0	207
15:25	0	77	3	1	81	0	0	18	0	18	39	75	0	0	114	1	0	0	0	1	214
15:30	0	70	14	1	85	7	0	34	0	41	16	72	0	0	88	0	0	0	0	0	214
15:35	0	93	7	3	103	15	0	50	0	65	13	56	0	1	70	0	0	0	0	0	238
15:40	0	132	5	0	137	12	0	50	0	62	10	93	0	1	104	0	0	0	0	0	303
15:45	0	119	6	0	125	11	0	46	0	57	4	72	0	0	76	0	0	0	0	0	258
15:50	0	113	8	0	121	10	0	50	0	60	5	75	0	1	81	0	0	0	0	0	262
15:55	0	102	4	0	106	6	0	13	0	19	5	60	0	0	65	0	0	0	0	0	190
Total Volume	0	1100	92	5	1197	75	0	281	0	356	206	887	0	4	1097	5	0	3	0	8	2658
% App. Total	0	91.9	7.7	0.4		21.1	0	78.9	0		18.8	80.9	0	0.4		62.5	0	37.5	0		
PHF	.000	.694	.451	.139	.728	.417	.000	.468	.000	.456	.440	.795	.000	.333	.802	.208	.000	.125	.000	.167	.731



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File Name : Voyager Pkwy - Springcrest Rd Thur 10-3-24 PM

Site Code : S244170

Start Date : 10/3/2024

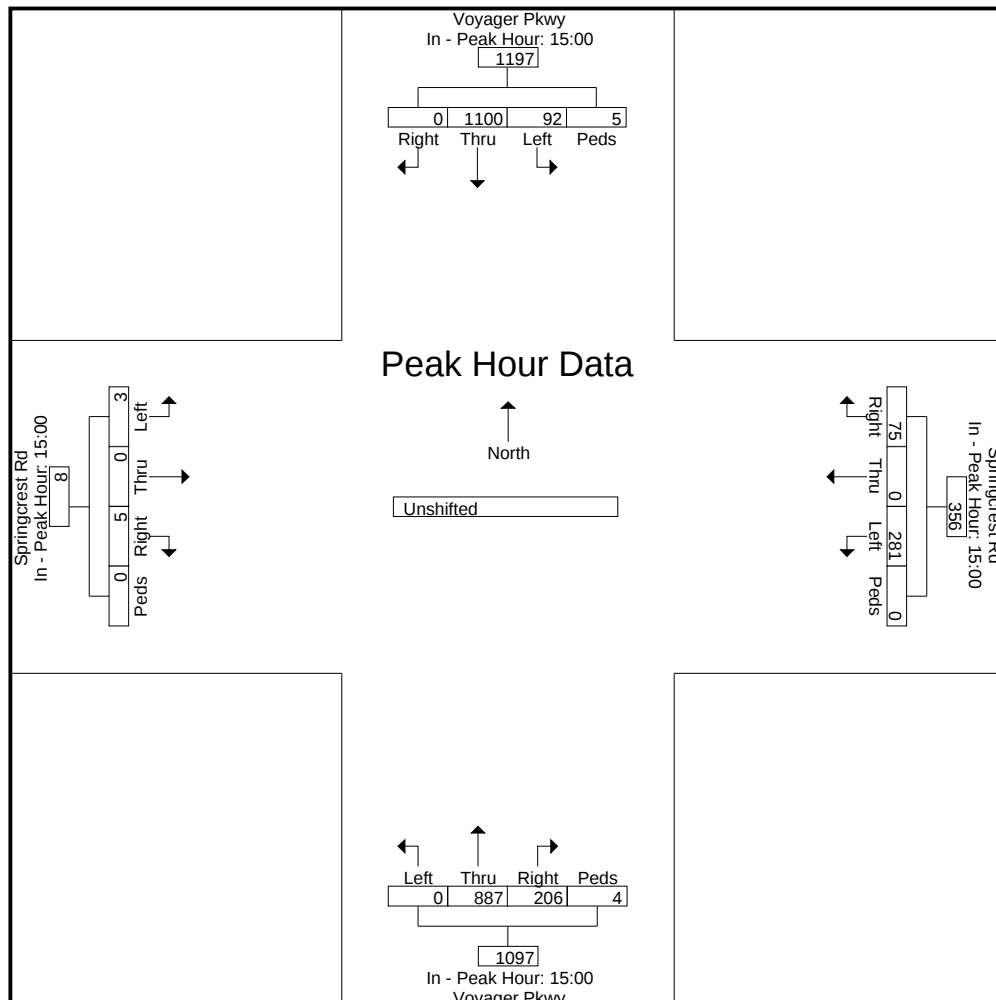
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:00					15:00					15:00					15:00					
+0 mins.	0	65	1	0	66	0	0	4	0	4	13	79	0	1	93	0	0	1	0	1	
+5 mins.	0	81	4	0	85	0	0	5	0	5	19	88	0	0	107	1	0	0	0	1	
+10 mins.	0	77	10	0	87	1	0	2	0	3	35	78	0	0	113	2	0	2	0	4	
+15 mins.	0	90	13	0	103	9	0	3	0	12	22	65	0	0	87	1	0	0	0	1	
+20 mins.	0	81	17	0	98	4	0	6	0	10	25	74	0	0	99	0	0	0	0	0	
+25 mins.	0	77	3	1	81	0	0	18	0	18	39	75	0	0	114	1	0	0	0	1	
+30 mins.	0	70	14	1	85	7	0	34	0	41	16	72	0	0	88	0	0	0	0	0	
+35 mins.	0	93	7	3	103	15	0	50	0	65	13	56	0	1	70	0	0	0	0	0	
+40 mins.	0	132	5	0	137	12	0	50	0	62	10	93	0	1	104	0	0	0	0	0	
+45 mins.	0	119	6	0	125	11	0	46	0	57	4	72	0	0	76	0	0	0	0	0	
+50 mins.	0	113	8	0	121	10	0	50	0	60	5	75	0	1	81	0	0	0	0	0	
+55 mins.	0	102	4	0	106	6	0	13	0	19	5	60	0	0	65	0	0	0	0	0	
Total Volume	0	1100	92	5	1197	75	0	281	0	356	206	887	0	4	1097	5	0	3	0	8	
% App. Total	0	91.9	7.7	0.4		21.1	0	78.9	0		18.8	80.9	0	0.4		62.5	0	37.5	0		
PHF	.000	.694	.451	.139	.728	.417	.000	.468	.000	.456	.440	.795	.000	.333	.802	.208	.000	.125	.000	.167	



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File Name : Voyager Pkwy - Springcrest Rd Tue 10-2-24 PM

Site Code : S244170

Start Date : 10/2/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:00	0	66	3	0	69	0	0	2	0	2	21	61	1	0	83	0	0	0	0	0	154
15:05	0	89	8	0	97	1	0	4	1	6	29	87	0	0	116	0	0	0	0	0	219
15:10	0	71	9	0	80	0	0	2	0	2	38	66	0	0	104	0	0	0	0	0	186
15:15	0	94	22	0	116	4	0	3	0	7	27	51	0	0	78	0	0	0	0	0	201
15:20	0	107	12	0	119	3	0	4	0	7	26	74	0	0	100	0	0	0	0	0	226
15:25	0	82	10	0	92	6	0	5	0	11	27	72	1	0	100	2	0	0	0	2	205
15:30	0	117	8	0	125	7	0	27	0	34	21	69	1	0	91	0	0	0	0	0	250
15:35	0	115	2	0	117	5	0	46	0	51	14	66	0	0	80	3	0	0	0	3	251
15:40	0	102	7	0	109	14	0	70	0	84	18	74	0	0	92	0	0	0	0	0	285
15:45	0	118	8	0	126	10	0	53	1	64	12	67	0	0	79	0	0	0	0	0	269
15:50	0	127	7	0	134	6	0	39	1	46	7	103	0	0	110	0	0	0	0	0	290
15:55	0	85	8	0	93	8	0	21	0	29	6	77	0	1	84	5	2	2	0	9	215
Total	0	1173	104	0	1277	64	0	276	3	343	246	867	3	1	1117	10	2	2	0	14	2751
16:00	0	100	2	0	102	5	0	14	0	19	10	58	0	0	68	4	0	2	0	6	195
16:05	0	102	1	0	103	1	0	11	1	13	9	81	0	1	91	1	0	1	0	2	209
16:10	0	96	1	0	97	1	0	12	0	13	3	69	1	0	73	1	0	0	0	1	184
Grand Total	0	1471	108	0	1579	71	0	313	4	388	268	1075	4	2	1349	16	2	5	0	23	3339
Apprch %	0	93.2	6.8	0		18.3	0	80.7	1		19.9	79.7	0.3	0.1		69.6	8.7	21.7	0		
Total %	0	44.1	3.2	0	47.3	2.1	0	9.4	0.1	11.6	8	32.2	0.1	0.1	40.4	0.5	0.1	0.1	0	0.7	

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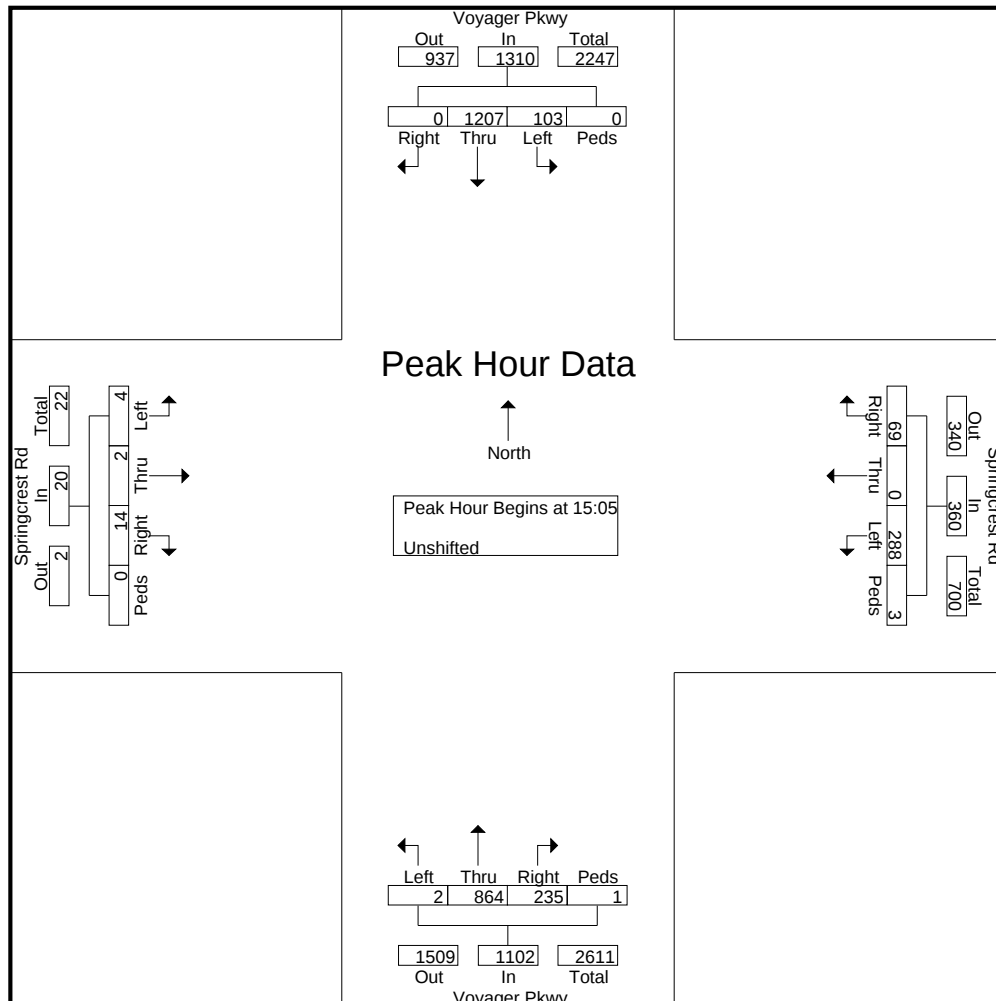
File Name : Voyager Pkwy - Springcrest Rd Tue 10-2-24 PM

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	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 16:10 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:05																					
15:05	0	89	8	0	97	1	0	4	1	6	29	87	0	0	116	0	0	0	0	0	219
15:10	0	71	9	0	80	0	0	2	0	2	38	66	0	0	104	0	0	0	0	0	186
15:15	0	94	22	0	116	4	0	3	0	7	27	51	0	0	78	0	0	0	0	0	201
15:20	0	107	12	0	119	3	0	4	0	7	26	74	0	0	100	0	0	0	0	0	226
15:25	0	82	10	0	92	6	0	5	0	11	27	72	1	0	100	2	0	0	0	2	205
15:30	0	117	8	0	125	7	0	27	0	34	21	69	1	0	91	0	0	0	0	0	250
15:35	0	115	2	0	117	5	0	46	0	51	14	66	0	0	80	3	0	0	0	3	251
15:40	0	102	7	0	109	14	0	70	0	84	18	74	0	0	92	0	0	0	0	0	285
15:45	0	118	8	0	126	10	0	53	1	64	12	67	0	0	79	0	0	0	0	0	269
15:50	0	127	7	0	134	6	0	39	1	46	7	103	0	0	110	0	0	0	0	0	290
15:55	0	85	8	0	93	8	0	21	0	29	6	77	0	1	84	5	2	2	0	9	215
16:00	0	100	2	0	102	5	0	14	0	19	10	58	0	0	68	4	0	2	0	6	195
Total Volume	0	1207	103	0	1310	69	0	288	3	360	235	864	2	1	1102	14	2	4	0	20	2792
% App. Total	0	92.1	7.9	0		19.2	0	80	0.8		21.3	78.4	0.2	0.1		70	10	20	0		
PHF	.000	.792	.390	.000	.815	.411	.000	.343	.250	.357	.515	.699	.167	.083	.792	.233	.083	.167	.000	.185	.802



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Tue 10-2-24 PM

Site Code : S244170

Start Date : 10/2/2024

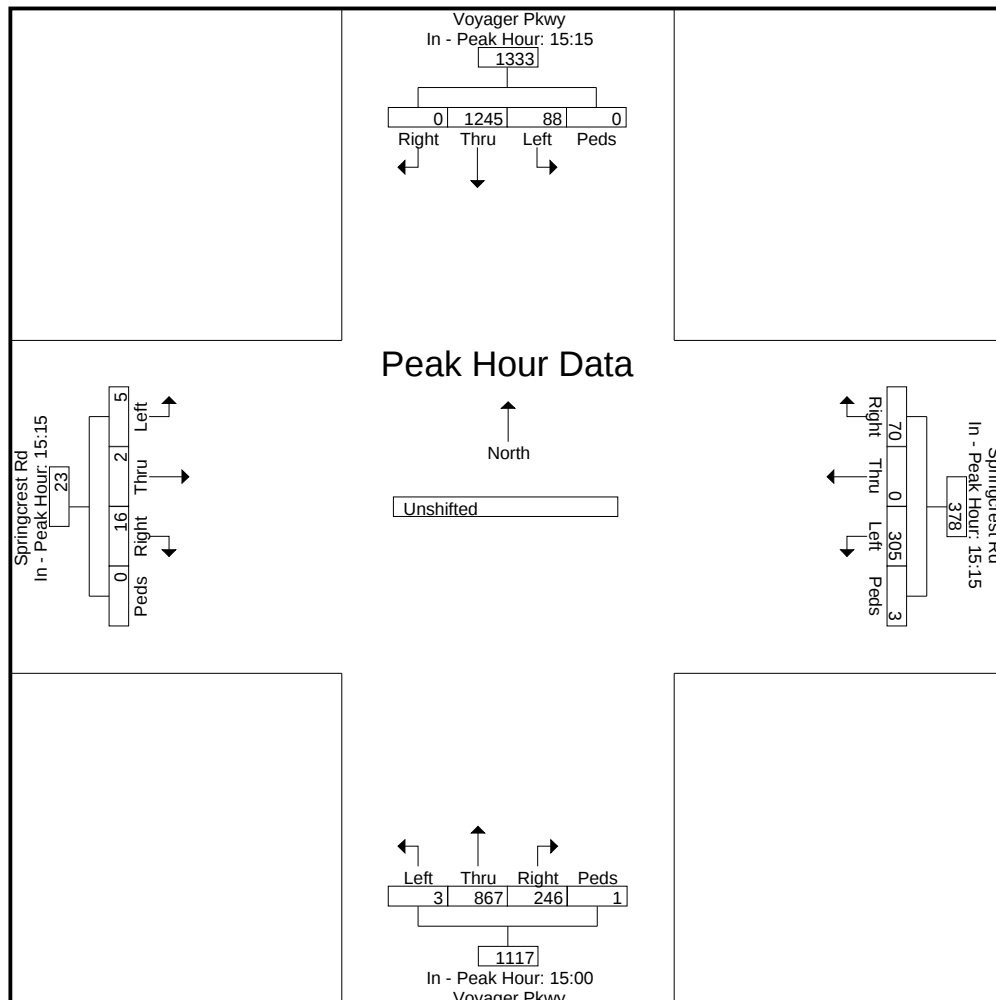
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 15:00 to 16:10 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					15:15					15:00					15:15					
+0 mins.	0	94	22	0	116	4	0	3	0	7	21	61	1	0	83	0	0	0	0	0	
+5 mins.	0	107	12	0	119	3	0	4	0	7	29	87	0	0	116	0	0	0	0	0	
+10 mins.	0	82	10	0	92	6	0	5	0	11	38	66	0	0	104	2	0	0	0	0	2
+15 mins.	0	117	8	0	125	7	0	27	0	34	27	51	0	0	78	0	0	0	0	0	
+20 mins.	0	115	2	0	117	5	0	46	0	51	26	74	0	0	100	3	0	0	0	0	3
+25 mins.	0	102	7	0	109	14	0	70	0	84	27	72	1	0	100	0	0	0	0	0	
+30 mins.	0	118	8	0	126	10	0	53	1	64	21	69	1	0	91	0	0	0	0	0	
+35 mins.	0	127	7	0	134	6	0	39	1	46	14	66	0	0	80	0	0	0	0	0	
+40 mins.	0	85	8	0	93	8	0	21	0	29	18	74	0	0	92	5	2	2	0	0	9
+45 mins.	0	100	2	0	102	5	0	14	0	19	12	67	0	0	79	4	0	2	0	0	6
+50 mins.	0	102	1	0	103	1	0	11	1	13	7	103	0	0	110	1	0	1	0	0	2
+55 mins.	0	96	1	0	97	1	0	12	0	13	6	77	0	1	84	1	0	0	0	0	1
Total Volume	0	1245	88	0	1333	70	0	305	3	378	246	867	3	1	1117	16	2	5	0	0	23
% App. Total	0	93.4	6.6	0		18.5	0	80.7	0.8		22	77.6	0.3	0.1		69.6	8.7	21.7	0		
PHF	.000	.817	.333	.000	.829	.417	.000	.363	.250	.375	.539	.701	.250	.083	.802	.267	.083	.208	.000	.213	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Wed 10-2-24 PM

Site Code : S244170

Start Date : 10/2/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:00	0	91	1	0	92	0	0	2	0	2	24	64	0	1	89	2	0	1	0	3	186
15:05	0	88	6	0	94	3	0	3	0	6	33	88	0	0	121	1	0	0	0	1	222
15:10	0	84	9	0	93	3	0	1	0	4	40	86	0	0	126	1	0	1	0	2	225
15:15	0	92	16	0	108	1	0	5	0	6	28	87	0	0	115	0	0	0	0	0	229
15:20	0	87	18	0	105	5	0	8	0	13	31	67	0	0	98	0	0	0	0	0	216
15:25	0	92	8	0	100	3	0	14	0	17	30	65	0	0	95	1	0	0	0	1	213
15:30	0	88	8	0	96	9	0	33	0	42	20	66	0	0	86	1	0	0	0	1	225
15:35	0	103	3	0	106	13	0	52	0	65	25	63	1	0	89	0	0	0	0	0	260
15:40	0	133	1	0	134	17	0	56	0	73	13	82	0	0	95	1	0	0	0	1	303
15:45	0	94	7	0	101	18	0	57	0	75	10	76	0	0	86	0	0	0	1	1	263
15:50	0	129	6	0	135	5	0	29	0	34	10	73	1	1	85	0	0	1	0	1	255
15:55	0	85	10	0	95	4	0	19	0	23	5	49	0	0	54	0	0	0	0	0	172
Total	0	1166	93	0	1259	81	0	279	0	360	269	866	2	2	1139	7	0	3	1	11	2769
16:00	0	90	2	0	92	1	0	8	0	9	2	49	0	0	51	0	0	2	0	2	154
16:05	0	128	5	0	133	0	0	7	0	7	11	79	0	0	90	1	0	0	0	1	231
16:10	0	92	7	0	99	2	0	7	0	9	12	85	0	0	97	0	0	0	0	0	205
Grand Total	0	1476	107	0	1583	84	0	301	0	385	294	1079	2	2	1377	8	0	5	1	14	3359
Apprch %	0	93.2	6.8	0		21.8	0	78.2	0		21.4	78.4	0.1	0.1		57.1	0	35.7	7.1		
Total %	0	43.9	3.2	0	47.1	2.5	0	9	0	11.5	8.8	32.1	0.1	0.1	41	0.2	0	0.1	0	0.4	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

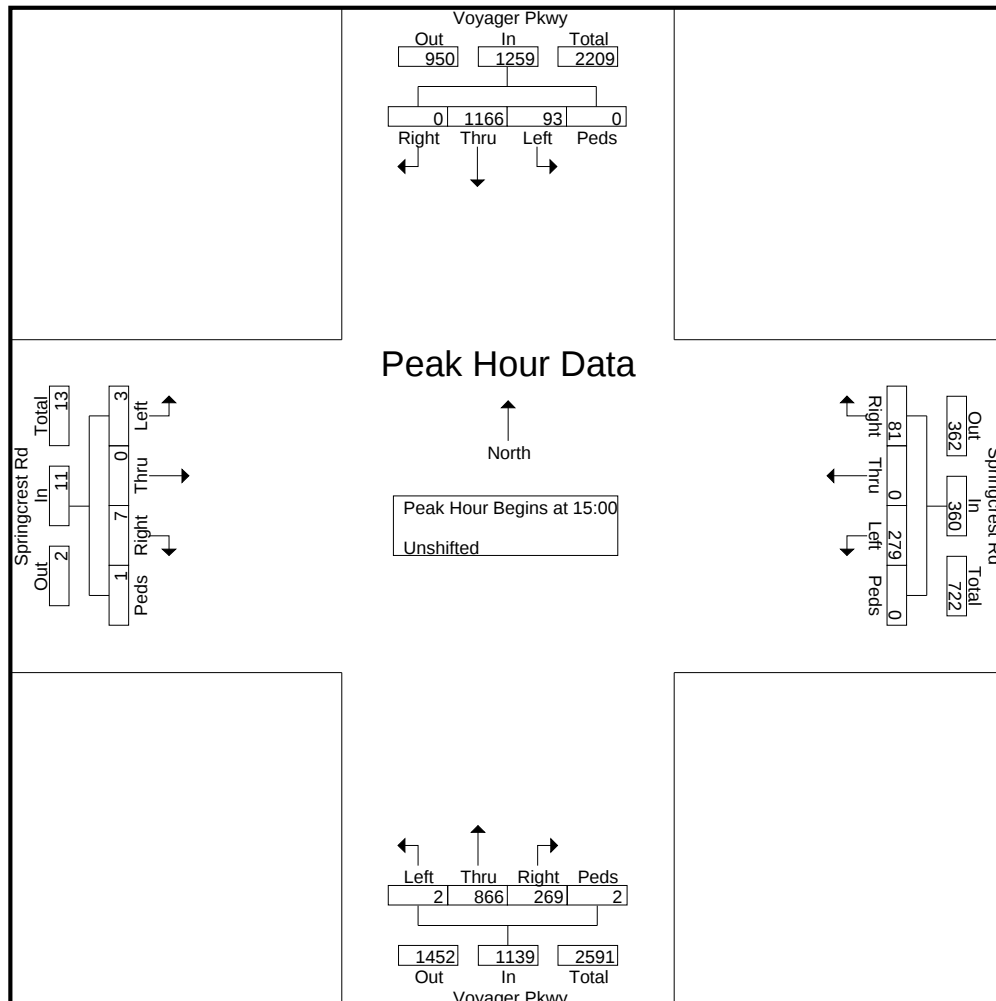
File Name : Voyager Pkwy - Springcrest Rd Wed 10-2-24 PM

Site Code : S244170

Start Date : 10/2/2024

Page No : 2

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 16:10 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	91	1	0	92	0	0	2	0	2	24	64	0	1	89	2	0	1	0	3	186
15:05	0	88	6	0	94	3	0	3	0	6	33	88	0	0	121	1	0	0	0	1	222
15:10	0	84	9	0	93	3	0	1	0	4	40	86	0	0	126	1	0	1	0	2	225
15:15	0	92	16	0	108	1	0	5	0	6	28	87	0	0	115	0	0	0	0	0	229
15:20	0	87	18	0	105	5	0	8	0	13	31	67	0	0	98	0	0	0	0	0	216
15:25	0	92	8	0	100	3	0	14	0	17	30	65	0	0	95	1	0	0	0	1	213
15:30	0	88	8	0	96	9	0	33	0	42	20	66	0	0	86	1	0	0	0	1	225
15:35	0	103	3	0	106	13	0	52	0	65	25	63	1	0	89	0	0	0	0	0	260
15:40	0	133	1	0	134	17	0	56	0	73	13	82	0	0	95	1	0	0	0	1	303
15:45	0	94	7	0	101	18	0	57	0	75	10	76	0	0	86	0	0	0	1	1	263
15:50	0	129	6	0	135	5	0	29	0	34	10	73	1	1	85	0	0	1	0	1	255
15:55	0	85	10	0	95	4	0	19	0	23	5	49	0	0	54	0	0	0	0	0	172
Total Volume	0	1166	93	0	1259	81	0	279	0	360	269	866	2	2	1139	7	0	3	1	11	2769
% App. Total	0	92.6	7.4	0		22.5	0	77.5	0		23.6	76	0.2	0.2		63.6	0	27.3	9.1		
PHF	.000	.731	.431	.000	.777	.375	.000	.408	.000	.400	.560	.820	.167	.167	.753	.292	.000	.250	.083	.306	.762



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcrest Rd Wed 10-2-24 PM

Site Code : S244170

Start Date : 10/2/2024

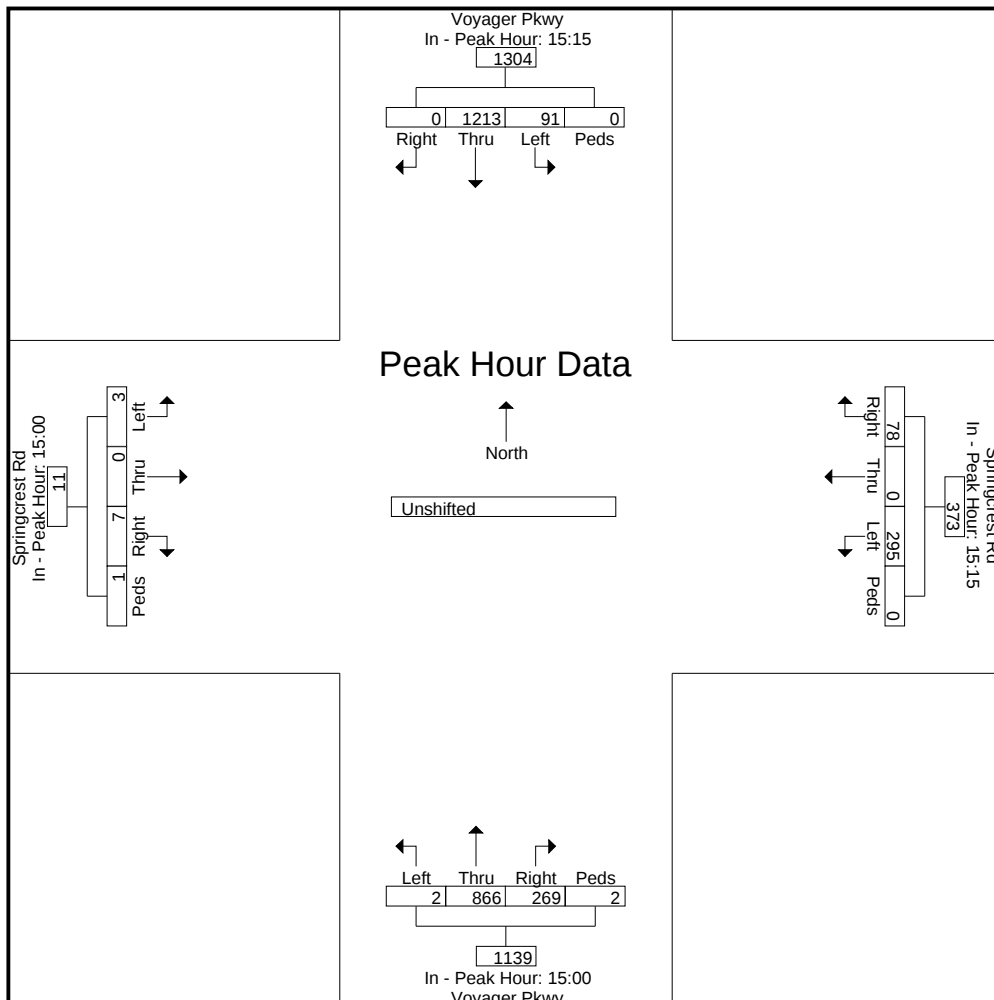
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 15:00 to 16:10 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					15:15					15:00					15:00				
+0 mins.	0	92	16	0	108	1	0	5	0	6	24	64	0	1	89	2	0	1	0	3
+5 mins.	0	87	18	0	105	5	0	8	0	13	33	88	0	0	121	1	0	0	0	1
+10 mins.	0	92	8	0	100	3	0	14	0	17	40	86	0	0	126	1	0	1	0	2
+15 mins.	0	88	8	0	96	9	0	33	0	42	28	87	0	0	115	0	0	0	0	0
+20 mins.	0	103	3	0	106	13	0	52	0	65	31	67	0	0	98	0	0	0	0	0
+25 mins.	0	133	1	0	134	17	0	56	0	73	30	65	0	0	95	1	0	0	0	1
+30 mins.	0	94	7	0	101	18	0	57	0	75	20	66	0	0	86	1	0	0	0	1
+35 mins.	0	129	6	0	135	5	0	29	0	34	25	63	1	0	89	0	0	0	0	0
+40 mins.	0	85	10	0	95	4	0	19	0	23	13	82	0	0	95	1	0	0	0	1
+45 mins.	0	90	2	0	92	1	0	8	0	9	10	76	0	0	86	0	0	0	1	1
+50 mins.	0	128	5	0	133	0	0	7	0	7	10	73	1	1	85	0	0	1	0	1
+55 mins.	0	92	7	0	99	2	0	7	0	9	5	49	0	0	54	0	0	0	0	0
Total Volume	0	1213	91	0	1304	78	0	295	0	373	269	866	2	2	1139	7	0	3	1	11
% App. Total	0	93	7	0		20.9	0	79.1	0		23.6	76	0.2	0.2		63.6	0	27.3	9.1	
PHF	.000	.760	.421	.000	.805	.361	.000	.431	.000	.414	.560	.820	.167	.167	.753	.292	.000	.250	.083	.306



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - TCA Exit-Springcrest Rd Tues 10-1-24 PM

Site Code : S244170

Start Date : 10/1/2024

Page No : 1

Groups Printed- Unshifted

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Exit - Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:00	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	0	11	6	0	17	25
15:05	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	0	13	8	0	21	29
15:10	2	8	6	0	16	3	6	0	0	9	0	0	0	0	0	0	33	19	0	52	77
*** BREAK ***																					
15:20	4	1	3	0	8	2	4	0	0	6	0	0	0	0	0	0	27	7	0	34	48
15:25	7	1	4	0	12	0	4	0	0	4	0	0	0	0	0	0	18	7	0	25	41
15:30	8	3	3	0	14	4	12	0	0	16	0	6	9	0	15	0	15	4	0	19	64
15:35	2	3	3	0	8	7	25	0	0	32	1	8	21	0	30	0	6	6	0	12	82
15:40	12	0	5	0	17	11	42	0	0	53	0	7	35	0	42	0	9	7	0	16	128
15:45	3	4	1	0	8	3	22	0	0	25	2	5	19	0	26	0	10	0	0	10	69
15:50	5	3	2	0	10	5	36	0	0	41	0	6	29	0	35	0	7	4	0	11	97
15:55	6	0	2	0	8	1	11	1	0	13	0	4	4	0	8	0	8	3	0	11	40
Total	49	23	35	0	107	37	171	1	0	209	3	36	117	0	156	0	157	71	0	228	700
Grand Total	49	23	35	0	107	37	171	1	0	209	3	36	117	0	156	0	157	71	0	228	700
Apprch %	45.8	21.5	32.7	0		17.7	81.8	0.5	0		1.9	23.1	75	0		0	68.9	31.1	0		
Total %	7	3.3	5	0	15.3	5.3	24.4	0.1	0	29.9	0.4	5.1	16.7	0	22.3	0	22.4	10.1	0	32.6	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

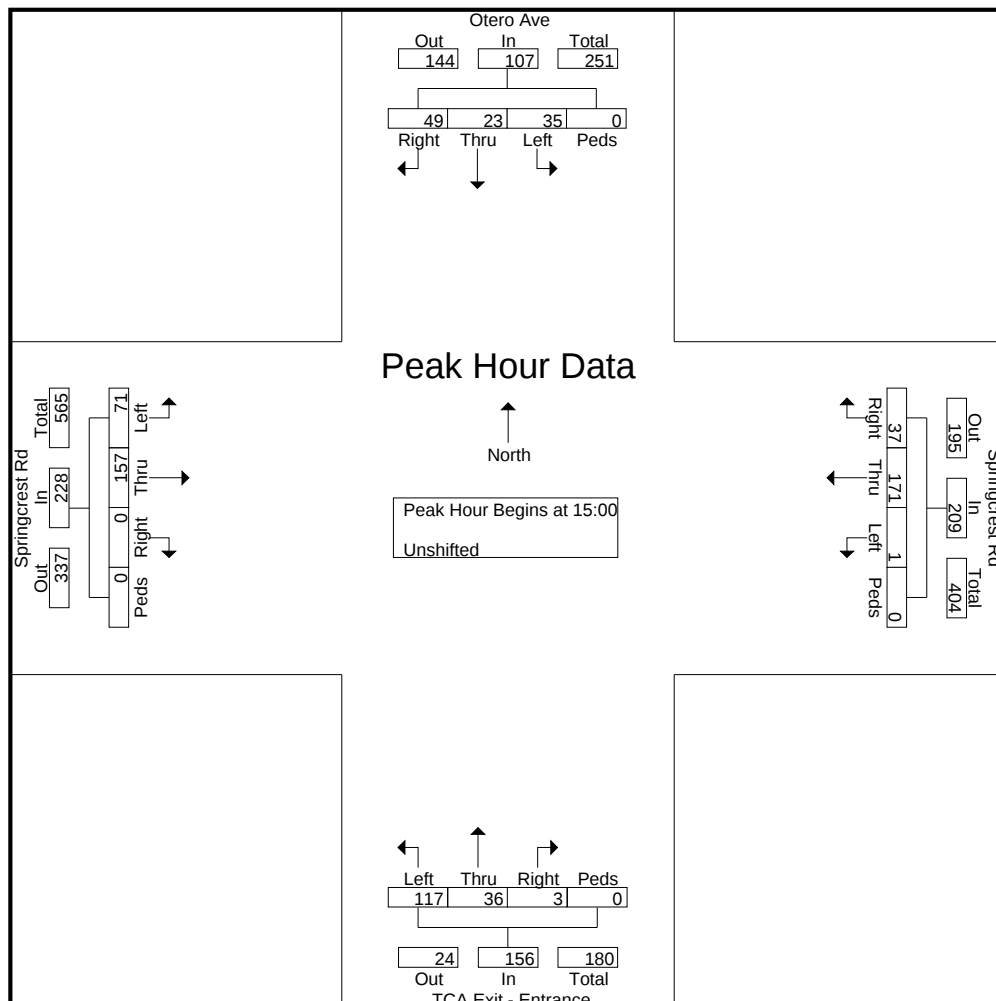
File Name : Otero Ave - TCA Exit-Springcrest Rd Tues 10-1-24 PM

Site Code : S244170

Start Date : 10/1/2024

Page No : 2

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Exit - Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	0	11	6	0	17	25
15:05	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	0	13	8	0	21	29
15:10	2	8	6	0	16	3	6	0	0	9	0	0	0	0	0	0	33	19	0	52	77
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20	4	1	3	0	8	2	4	0	0	6	0	0	0	0	0	0	27	7	0	34	48
15:25	7	1	4	0	12	0	4	0	0	4	0	0	0	0	0	0	18	7	0	25	41
15:30	8	3	3	0	14	4	12	0	0	16	0	6	9	0	15	0	15	4	0	19	64
15:35	2	3	3	0	8	7	25	0	0	32	1	8	21	0	30	0	6	6	0	12	82
15:40	12	0	5	0	17	11	42	0	0	53	0	7	35	0	42	0	9	7	0	16	128
15:45	3	4	1	0	8	3	22	0	0	25	2	5	19	0	26	0	10	0	0	10	69
15:50	5	3	2	0	10	5	36	0	0	41	0	6	29	0	35	0	7	4	0	11	97
15:55	6	0	2	0	8	1	11	1	0	13	0	4	4	0	8	0	8	3	0	11	40
Total Volume	49	23	35	0	107	37	171	1	0	209	3	36	117	0	156	0	157	71	0	228	700
% App. Total	45.8	21.5	32.7	0		17.7	81.8	0.5	0		1.9	23.1	75	0		0	68.9	31.1	0		
PHF	.340	.240	.486	.000	.525	.280	.339	.083	.000	.329	.125	.375	.279	.000	.310	.000	.396	.311	.000	.365	.456



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Otero Ave - TCA Exit-Springcrest Rd Tues 10-1-24 PM

Site Code : S244170

Start Date : 10/1/2024

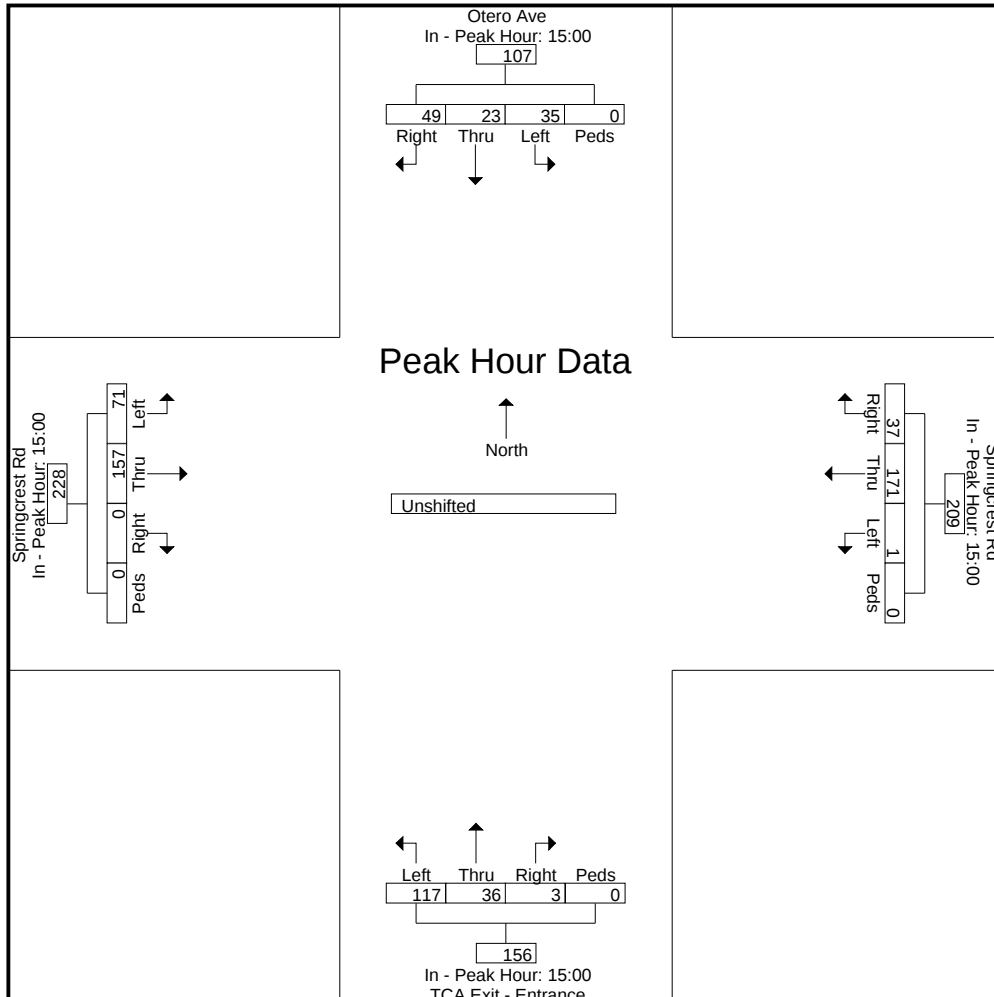
Page No : 3

	Otero Ave Southbound					Springcrest Rd Westbound					TCA Exit - Entrance Northbound					Springcrest Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 15:00 to 15:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:00					15:00					15:00					15:00					
+0 mins.	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	0	11	6	0	0	17
+5 mins.	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	0	13	8	0	0	21
+10 mins.	2	8	6	0	16	3	6	0	0	9	0	0	0	0	0	0	33	19	0	0	52
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+20 mins.	4	1	3	0	8	2	4	0	0	6	0	0	0	0	0	0	27	7	0	0	34
+25 mins.	7	1	4	0	12	0	4	0	0	4	0	0	0	0	0	0	18	7	0	0	25
+30 mins.	8	3	3	0	14	4	12	0	0	16	0	6	9	0	15	0	15	4	0	0	19
+35 mins.	2	3	3	0	8	7	25	0	0	32	1	8	21	0	30	0	6	6	0	0	12
+40 mins.	12	0	5	0	17	11	42	0	0	53	0	7	35	0	42	0	9	7	0	0	16
+45 mins.	3	4	1	0	8	3	22	0	0	25	2	5	19	0	26	0	10	0	0	0	10
+50 mins.	5	3	2	0	10	5	36	0	0	41	0	6	29	0	35	0	7	4	0	0	11
+55 mins.	6	0	2	0	8	1	11	1	0	13	0	4	4	0	8	0	8	3	0	0	11
Total Volume	49	23	35	0	107	37	171	1	0	209	3	36	117	0	156	0	157	71	0	0	228
% App. Total	45.8	21.5	32.7	0		17.7	81.8	0.5	0		1.9	23.1	75	0		0	68.9	31.1	0		
PHF	.340	.240	.486	.000	.525	.280	.339	.083	.000	.329	.125	.375	.279	.000	.310	.000	.396	.311	.000		.365



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Voyager Pkwy - Springcreek Rd PM

Site Code : S244170

Start Date : 5/14/2024

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Groups Printed- Unshifted

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					National Guard Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
15:15	1	85	14	0	100	2	0	21	0	23	30	73	0	0	103	2	0	0	0	2	228
15:20	0	76	11	0	87	4	0	16	0	20	28	68	0	0	96	0	0	0	0	0	203
15:25	0	87	9	0	96	1	0	5	0	6	15	59	0	0	74	0	0	0	0	0	176
15:30	0	98	7	1	106	9	0	29	0	38	24	54	0	0	78	0	0	0	0	0	222
15:35	0	107	3	1	111	16	0	49	0	65	20	77	0	1	98	0	0	0	0	0	274
15:40	0	109	6	0	115	14	0	48	0	62	11	82	0	0	93	0	0	0	0	0	270
15:45	0	137	11	0	148	15	0	44	0	59	6	77	0	0	83	0	0	0	0	0	290
15:50	0	94	1	0	95	3	0	24	0	27	9	51	0	0	60	0	0	1	0	1	183
15:55	0	89	6	0	95	2	0	11	0	13	5	65	0	0	70	0	0	0	0	0	178
Total	1	882	68	2	953	66	0	247	0	313	148	606	0	1	755	2	0	1	0	3	2024
16:00	0	114	1	0	115	3	0	11	0	14	4	75	0	0	79	0	0	0	0	0	208
16:05	0	95	1	0	96	1	0	13	0	14	6	92	0	0	98	0	0	0	0	0	208
16:10	1	103	1	0	105	5	0	11	0	16	4	68	1	0	73	1	0	0	0	1	195
16:15	0	80	0	0	80	4	0	5	0	9	10	72	1	1	84	3	0	0	0	3	176
16:20	1	84	1	0	86	0	0	1	0	1	2	70	0	0	72	2	0	0	0	2	161
16:25	0	99	2	0	101	0	0	4	0	4	4	76	1	0	81	1	0	0	0	1	187
16:30	0	75	0	0	75	2	0	7	0	9	8	81	0	0	89	0	0	0	0	0	173
16:35	0	98	2	0	100	1	0	4	0	5	11	84	0	0	95	1	0	0	0	1	201
16:40	0	102	1	0	103	2	0	4	0	6	4	65	0	0	69	0	0	0	0	0	178
16:45	0	69	4	0	73	1	0	7	0	8	12	57	0	0	69	0	0	0	0	0	150
16:50	0	81	5	0	86	0	0	6	0	6	9	81	0	0	90	1	0	0	0	1	183
16:55	0	74	4	0	78	2	0	4	0	6	7	59	0	0	66	0	0	0	0	0	150
Total	2	1074	22	0	1098	21	0	77	0	98	81	880	3	1	965	9	0	0	0	9	2170
17:00	0	95	2	0	97	4	0	16	0	20	10	90	0	0	100	0	0	0	0	0	217
17:05	0	123	2	0	125	4	0	10	0	14	5	68	0	0	73	0	0	0	0	0	212
17:10	1	114	3	0	118	1	0	4	0	5	7	84	1	0	92	1	0	0	0	1	216
17:15	0	107	1	0	108	0	0	5	0	5	6	80	0	0	86	0	0	0	0	0	199
17:20	0	100	1	0	101	2	0	5	0	7	4	68	0	0	72	2	0	0	0	2	182
17:25	0	102	0	2	104	1	0	2	0	3	5	76	0	0	81	0	0	0	0	0	188
Grand Total	4	2597	99	4	2704	99	0	366	0	465	266	1952	4	2	2224	14	0	1	0	15	5408
Apprch %	0.1	96	3.7	0.1		21.3	0	78.7	0		12	87.8	0.2	0.1		93.3	0	6.7	0		
Total %	0.1	48	1.8	0.1	50	1.8	0	6.8	0	8.6	4.9	36.1	0.1	0	41.1	0.3	0	0	0	0.3	

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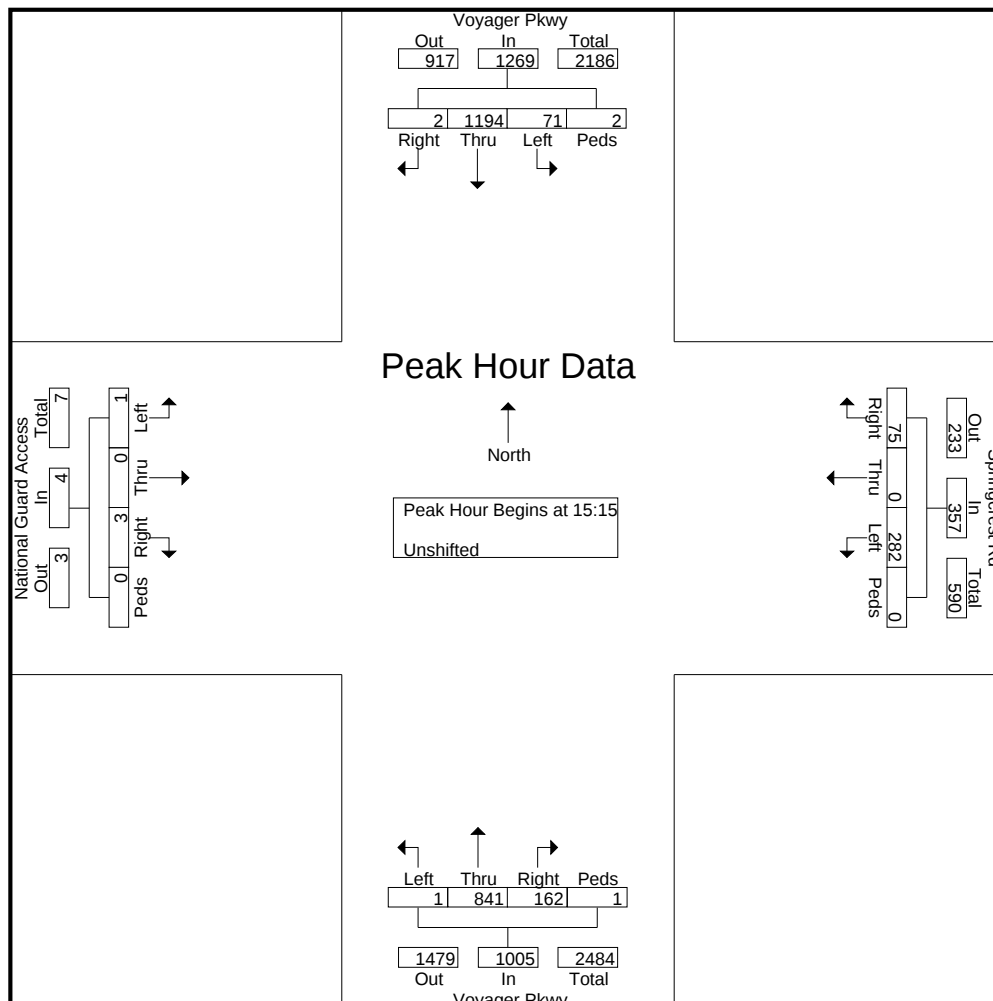
File Name : Voyager Pkwy - Springcreek Rd PM

Site Code : S244170

Start Date : 5/14/2024

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	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					National Guard Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 15:15 to 17:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	1	85	14	0	100	2	0	21	0	23	30	73	0	0	103	2	0	0	0	2	228
15:20	0	76	11	0	87	4	0	16	0	20	28	68	0	0	96	0	0	0	0	0	203
15:25	0	87	9	0	96	1	0	5	0	6	15	59	0	0	74	0	0	0	0	0	176
15:30	0	98	7	1	106	9	0	29	0	38	24	54	0	0	78	0	0	0	0	0	222
15:35	0	107	3	1	111	16	0	49	0	65	20	77	0	1	98	0	0	0	0	0	274
15:40	0	109	6	0	115	14	0	48	0	62	11	82	0	0	93	0	0	0	0	0	270
15:45	0	137	11	0	148	15	0	44	0	59	6	77	0	0	83	0	0	0	0	0	290
15:50	0	94	1	0	95	3	0	24	0	27	9	51	0	0	60	0	0	1	0	1	183
15:55	0	89	6	0	95	2	0	11	0	13	5	65	0	0	70	0	0	0	0	0	178
16:00	0	114	1	0	115	3	0	11	0	14	4	75	0	0	79	0	0	0	0	0	208
16:05	0	95	1	0	96	1	0	13	0	14	6	92	0	0	98	0	0	0	0	0	208
16:10	1	103	1	0	105	5	0	11	0	16	4	68	1	0	73	1	0	0	0	1	195
Total Volume	2	1194	71	2	1269	75	0	282	0	357	162	841	1	1	1005	3	0	1	0	4	2635
% App. Total	0.2	94.1	5.6	0.2		21	0	79	0		16.1	83.7	0.1	0.1		75	0	25	0		
PHF	.167	.726	.423	.167	.715	.391	.000	.480	.000	.458	.450	.762	.083	.083	.813	.125	.000	.083	.000	.167	.757



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Start Date : 5/14/2024

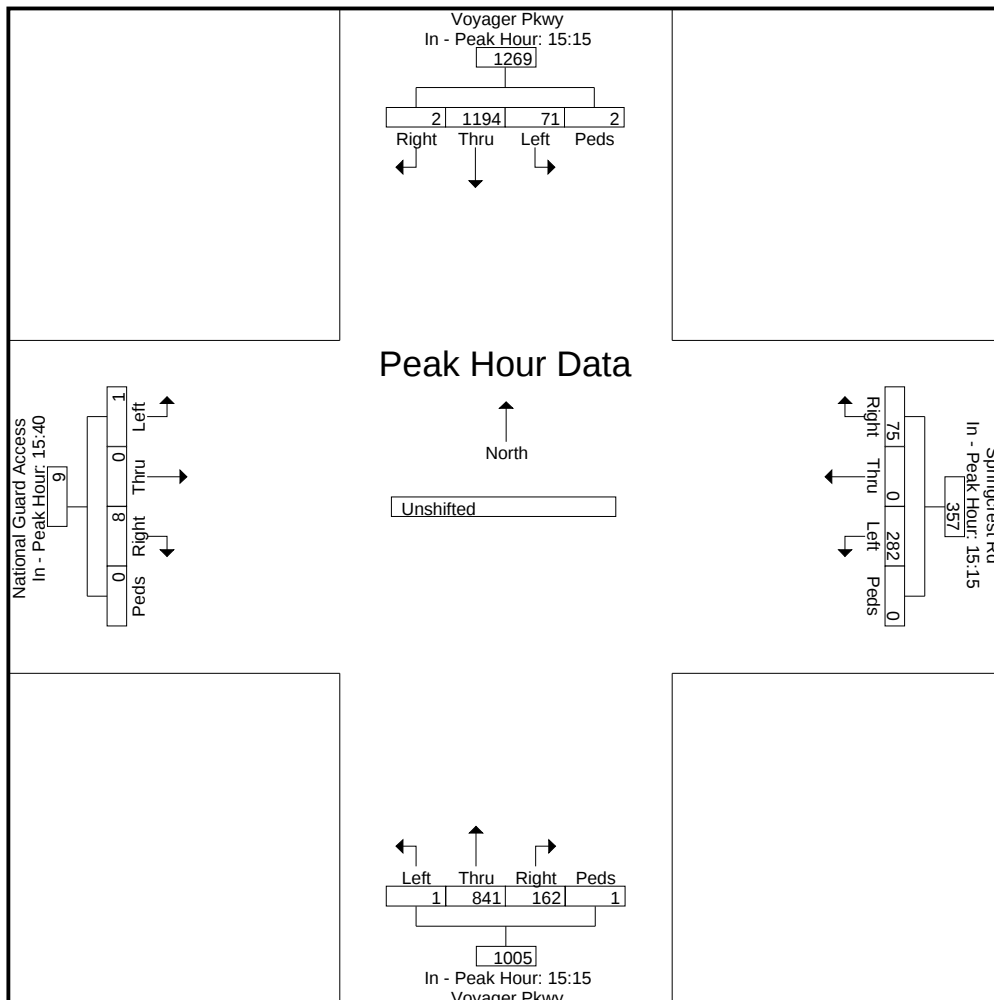
Page No : 3

	Voyager Pkwy Southbound					Springcrest Rd Westbound					Voyager Pkwy Northbound					National Guard Access Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 15:15 to 17:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:15					15:15					15:15					15:40				
+0 mins.	1	85	14	0	100	2	0	21	0	23	30	73	0	0	103	0	0	0	0	0
+5 mins.	0	76	11	0	87	4	0	16	0	20	28	68	0	0	96	0	0	0	0	0
+10 mins.	0	87	9	0	96	1	0	5	0	6	15	59	0	0	74	0	0	1	0	1
+15 mins.	0	98	7	1	106	9	0	29	0	38	24	54	0	0	78	0	0	0	0	0
+20 mins.	0	107	3	1	111	16	0	49	0	65	20	77	0	1	98	0	0	0	0	0
+25 mins.	0	109	6	0	115	14	0	48	0	62	11	82	0	0	93	0	0	0	0	0
+30 mins.	0	137	11	0	148	15	0	44	0	59	6	77	0	0	83	1	0	0	0	1
+35 mins.	0	94	1	0	95	3	0	24	0	27	9	51	0	0	60	3	0	0	0	3
+40 mins.	0	89	6	0	95	2	0	11	0	13	5	65	0	0	70	2	0	0	0	2
+45 mins.	0	114	1	0	115	3	0	11	0	14	4	75	0	0	79	1	0	0	0	1
+50 mins.	0	95	1	0	96	1	0	13	0	14	6	92	0	0	98	0	0	0	0	0
+55 mins.	1	103	1	0	105	5	0	11	0	16	4	68	1	0	73	1	0	0	0	1
Total Volume	2	1194	71	2	1269	75	0	282	0	357	162	841	1	1	1005	8	0	1	0	9
% App. Total	0.2	94.1	5.6	0.2		21	0	79	0		16.1	83.7	0.1	0.1		88.9	0	11.1	0	
PHF	.167	.726	.423	.167	.715	.391	.000	.480	.000	.458	.450	.762	.083	.083	.813	.222	.000	.083	.000	.250



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File Name : Voyager Pkwy - Springcreek Rd PM

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Start Date : 5/14/2024

Page No : 1

Groups Printed- Unshifted

	Voyager Pkwy From North					Springcrest Rd From East					Voyager Pkwy From South					National Guard Access From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:20	1	84	1	0	86	0	0	1	0	1	2	70	0	0	72	2	0	0	0	2	161
16:25	0	99	2	0	101	0	0	4	0	4	4	76	1	0	81	1	0	0	0	1	187
16:30	0	75	0	0	75	2	0	7	0	9	8	81	0	0	89	0	0	0	0	0	173
16:35	0	98	2	0	100	1	0	4	0	5	11	84	0	0	95	1	0	0	0	1	201
16:40	0	102	1	0	103	2	0	4	0	6	4	65	0	0	69	0	0	0	0	0	178
16:45	0	69	4	0	73	1	0	7	0	8	12	57	0	0	69	0	0	0	0	0	150
16:50	0	81	5	0	86	0	0	6	0	6	9	81	0	0	90	1	0	0	0	1	183
16:55	0	74	4	0	78	2	0	4	0	6	7	59	0	0	66	0	0	0	0	0	150
Total	1	682	19	0	702	8	0	37	0	45	57	573	1	0	631	5	0	0	0	5	1383
17:00	0	95	2	0	97	4	0	16	0	20	10	90	0	0	100	0	0	0	0	0	217
17:05	0	123	2	0	125	4	0	10	0	14	5	68	0	0	73	0	0	0	0	0	212
17:10	1	114	3	0	118	1	0	4	0	5	7	84	1	0	92	1	0	0	0	1	216
17:15	0	107	1	0	108	0	0	5	0	5	6	80	0	0	86	0	0	0	0	0	199
17:20	0	100	1	0	101	2	0	5	0	7	4	68	0	0	72	2	0	0	0	2	182
17:25	0	102	0	2	104	1	0	2	0	3	5	76	0	0	81	0	0	0	0	0	188
Grand Total	2	1323	28	2	1355	20	0	79	0	99	94	1039	2	0	1135	8	0	0	0	8	2597
Apprch %	0.1	97.6	2.1	0.1		20.2	0	79.8	0		8.3	91.5	0.2	0		100	0	0	0		
Total %	0.1	50.9	1.1	0.1	52.2	0.8	0	3	0	3.8	3.6	40	0.1	0	43.7	0.3	0	0	0	0.3	

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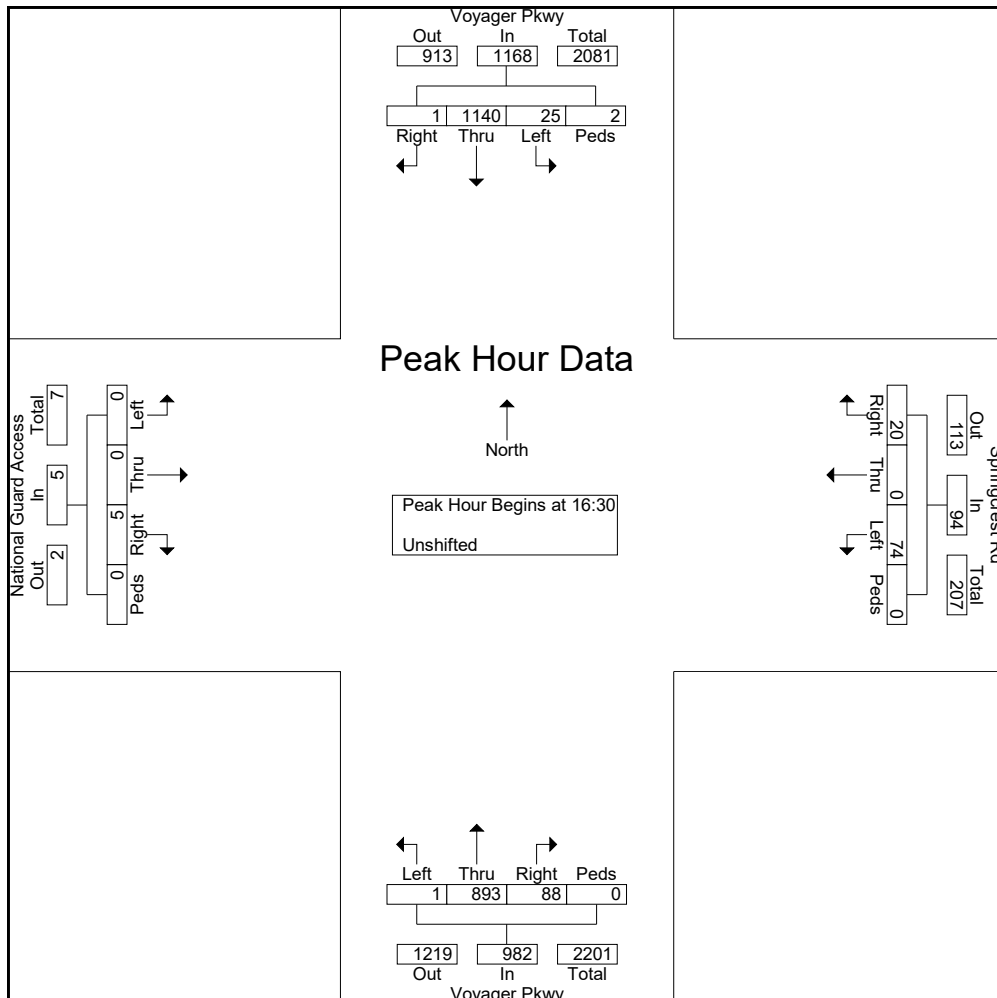
File Name : Voyager Pkwy - Springcreek Rd PM

Site Code : S244170

Start Date : 5/14/2024

Page No : 2

	Voyager Pkwy From North					Springcrest Rd From East					Voyager Pkwy From South					National Guard Access From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:20 to 17:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	75	0	0	75	2	0	7	0	9	8	81	0	0	89	0	0	0	0	0	173
16:35	0	98	2	0	100	1	0	4	0	5	11	84	0	0	95	1	0	0	0	1	201
16:40	0	102	1	0	103	2	0	4	0	6	4	65	0	0	69	0	0	0	0	0	178
16:45	0	69	4	0	73	1	0	7	0	8	12	57	0	0	69	0	0	0	0	0	150
16:50	0	81	5	0	86	0	0	6	0	6	9	81	0	0	90	1	0	0	0	1	183
16:55	0	74	4	0	78	2	0	4	0	6	7	59	0	0	66	0	0	0	0	0	150
17:00	0	95	2	0	97	4	0	16	0	20	10	90	0	0	100	0	0	0	0	0	217
17:05	0	123	2	0	125	4	0	10	0	14	5	68	0	0	73	0	0	0	0	0	212
17:10	1	114	3	0	118	1	0	4	0	5	7	84	1	0	92	1	0	0	0	1	216
17:15	0	107	1	0	108	0	0	5	0	5	6	80	0	0	86	0	0	0	0	0	199
17:20	0	100	1	0	101	2	0	5	0	7	4	68	0	0	72	2	0	0	0	2	182
17:25	0	102	0	2	104	1	0	2	0	3	5	76	0	0	81	0	0	0	0	0	188
Total Volume	1	1140	25	2	1168	20	0	74	0	94	88	893	1	0	982	5	0	0	0	5	2249
% App. Total	0.1	97.6	2.1	0.2		21.3	0	78.7	0		9	90.9	0.1	0		100	0	0	0		
PHF	.083	.772	.417	.083	.779	.417	.000	.385	.000	.392	.611	.827	.083	.000	.818	.208	.000	.000	.000	.208	.864



Level of Service Reports



Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	4	282	0	50	18	869	282	87	814	0
Future Volume (vph)	8	0	4	282	0	50	18	869	282	87	814	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365	335		0	315		185
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			175			105			85		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			
Flt Protected		0.950		0.950	0.950		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	1681	1681	1583	1770	3539	1583	1770	3539	1863
Flt Permitted		0.952		0.950	0.950		0.950			0.161		
Satd. Flow (perm)	0	1773	1583	1681	1681	1583	1770	3539	1583	300	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			145			264			
Link Speed (mph)		15			25			55			55	
Link Distance (ft)		403			500			1161			1091	
Travel Time (s)		18.3			13.6			14.4			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.50	0.50	0.50	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	9	0	5	564	0	100	21	1022	332	102	958	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	9	5	282	282	100	21	1022	332	102	958	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	Left	R NA	L NA	Left	R NA
Median Width(ft)		12			20			32			28	
Link Offset(ft)		-6			0			0			0	
Crosswalk Width(ft)		16			24			60			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	8		5	2		1	6	
Permitted Phases	4		4			8			2	6		6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	9.5	36.5	36.5	9.5	25.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	39.0	39.0	16.0	40.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	31.5%	31.5%	12.9%	32.3%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	31.5	31.5	11.0	32.5	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.5	5.5	3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								22.0	22.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)		7.9	7.9	28.0	28.0	28.0	7.1	60.7	60.7	76.3	69.2	
Actuated g/C Ratio		0.06	0.06	0.23	0.23	0.23	0.06	0.49	0.49	0.62	0.56	
v/c Ratio		0.08	0.02	0.74	0.74	0.21	0.21	0.59	0.36	0.35	0.49	
Control Delay		54.4	0.2	56.0	56.0	2.5	60.1	28.4	8.1	17.0	23.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		54.4	0.2	56.0	56.0	2.5	60.1	28.4	8.1	17.0	23.0	
LOS		D	A	E	E	A	E	C	A	B	C	
Approach Delay		35.0			48.0			24.0			22.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		7	0	223	223	0	16	259	24	26	175	
Queue Length 95th (ft)		23	0	144	144	0	41	#541	108	79	433	
Internal Link Dist (ft)		323			420			1081			1011	
Turn Bay Length (ft)				365		365	335			315		
Base Capacity (vph)		185	295	569	569	632	142	1733	910	319	1974	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05	0.02	0.50	0.50	0.16	0.15	0.59	0.36	0.32	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 28.6

Intersection LOS: C

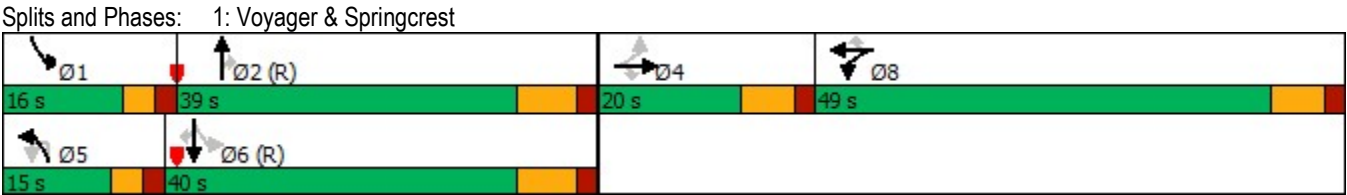
Intersection Capacity Utilization 59.6%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



HCM 6th TWSC
3: TCA Access/Otero & Springcrest

2024 Existing
AM

Intersection												
Int Delay, s/veh	14.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	19	153	193	0	300	75	0	0	0	35	50	35
Future Vol, veh/h	19	153	193	0	300	75	0	0	0	35	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108296	1920	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	306	386	0	600	150	0	0	0	70	100	70
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	750	0	0	692	0	0	1250	1443	675			
Stage 1	-	-	-	-	-	-	675	675	-			
Stage 2	-	-	-	-	-	-	575	768	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	831	-	-	903	-	-	178	120	461			
Stage 1	-	-	-	-	-	-	502	448	-			
Stage 2	-	-	-	-	-	-	563	411	-			
Platoon blocked, %	1	-	-	-	-	-	1	1	1			
Mov Cap-1 Maneuver	831	-	-	903	-	-	164	0	461			
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	0	-			
Stage 1	-	-	-	-	-	-	462	0	-			
Stage 2	-	-	-	-	-	-	563	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0.5			0			99.5					
HCM LOS							F					
Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	831	-	-	903	-	-	242					
HCM Lane V/C Ratio	0.046	-	-	-	-	-	0.992					
HCM Control Delay (s)	9.5	0	-	0	-	-	99.5					
HCM Lane LOS	A	A	-	A	-	-	F					
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	9.4					

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	9	82	0	22	1	3	895	87	23	1055
Future Volume (vph)	0	0	9	82	0	22	1	3	895	87	23	1055
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected				0.950	0.950			0.950			0.950	
Satd. Flow (prot)	0	1863	1583	1681	1681	1583	0	1770	3539	1583	1770	3539
Flt Permitted				0.950	0.950						0.261	
Satd. Flow (perm)	0	1863	1583	1681	1681	1583	0	1863	3539	1583	486	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			507			145				141		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	12	99	0	27	1	3	962	94	25	1134
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	12	49	50	27	0	4	962	94	25	1134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type			Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing
PM

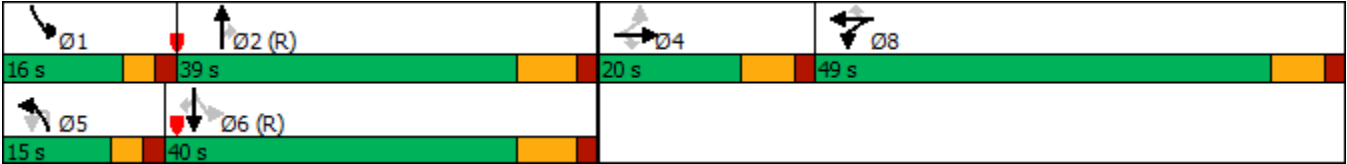
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	2
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effect Green (s)			5.5	9.1	9.1	9.1		6.5	92.6	92.6	99.1	96.7
Actuated g/C Ratio			0.04	0.07	0.07	0.07		0.05	0.75	0.75	0.80	0.78
v/c Ratio			0.02	0.40	0.41	0.11		0.04	0.36	0.08	0.06	0.41
Control Delay			0.1	63.3	63.7	0.9		78.5	1.9	0.1	4.8	8.0
Queue Delay			0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay			0.1	63.3	63.7	0.9		78.5	1.9	0.1	4.8	8.0
LOS			A	E	E	A		E	A	A	A	A
Approach Delay		0.1			50.1				2.0			7.9
Approach LOS		A			D				A			A
Queue Length 50th (ft)			0	40	41	0		4	24	0	3	107
Queue Length 95th (ft)			0	74	76	0		m8	45	0	14	349
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)			619	569	569	632		150	2644	1218	505	2760
Starvation Cap Reductn			0	0	0	0		0	0	0	0	0
Spillback Cap Reductn			0	0	0	0		0	0	0	0	0
Storage Cap Reductn			0	0	0	0		0	0	0	0	0
Reduced v/c Ratio			0.02	0.09	0.09	0.04		0.03	0.36	0.08	0.05	0.41
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 124												
Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay: 7.5	Intersection LOS: A											
Intersection Capacity Utilization 53.7%	ICU Level of Service A											
Analysis Period (min) 15												
m	Volume for 95th percentile queue is metered by upstream signal.											

Splits and Phases: 1: Voyager & Springcrest



Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing
PM

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	96.7
Actuated g/C Ratio	0.78
v/c Ratio	0.00
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1265
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00
Intersection Summary	

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	34	46	1	0	45	10	24	1	0	5	0	21
Future Vol, veh/h	34	46	1	0	45	10	24	1	0	5	0	21
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	961	920	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	55	1	0	54	12	31	1	0	6	0	27
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	66	0	-	55	0	0				197	197	60
Stage 1	-	-	-	-	-	-				60	60	-
Stage 2	-	-	-	-	-	-				137	137	-
Critical Hdwy	4.12	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	0	1550	-	-				792	699	1005
Stage 1	-	-	0	-	-	-				963	845	-
Stage 2	-	-	0	-	-	-				890	783	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1536	-	-	1550	-	-				770	0	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-				770	0	-
Stage 1	-	-	-	-	-	-				936	0	-
Stage 2	-	-	-	-	-	-				890	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	3.1			0			8.9					
HCM LOS							A					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1536	-	1550	-	-	949						
HCM Lane V/C Ratio	0.027	-	-	-	-	0.035						
HCM Control Delay (s)	7.4	0	0	-	-	8.9						
HCM Lane LOS	A	A	A	-	-	A						
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.1						

Lanes, Volumes, Timings

1: Voyager & Springcrest

2024 Existing
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	7	279	0	81	2	866	269	93	1166	0
Future Volume (vph)	3	0	7	279	0	81	2	866	269	93	1166	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365	335		0	315		185
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			175			105			85		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			
Flt Protected		0.950		0.950	0.950		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	1681	1681	1583	1770	3539	1583	1770	3539	1863
Flt Permitted				0.950	0.950		0.950			0.159		
Satd. Flow (perm)	0	1863	1583	1681	1681	1583	1770	3539	1583	296	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			162			287			
Link Speed (mph)		15			25			55			55	
Link Distance (ft)		403			500			1161			1091	
Travel Time (s)		18.3			13.6			14.4			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.50	0.50	0.50	0.85	0.85	0.75	0.75	0.85	0.85
Adj. Flow (vph)	4	0	8	558	0	162	2	1019	359	124	1372	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	4	8	279	279	162	2	1019	359	124	1372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	Left	R NA	L NA	Left	R NA
Median Width(ft)		12			20			32			28	
Link Offset(ft)		-6			0			0			0	
Crosswalk Width(ft)		16			24			60			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	8		5	2		1	6	
Permitted Phases	4		4			8			2	6		6

Lanes, Volumes, Timings

1: Voyager & Springcrest

2024 Existing
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	36.5	36.5	9.5	25.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	39.0	39.0	16.0	40.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	31.5%	31.5%	12.9%	32.3%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	31.5	31.5	11.0	32.5	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.5	5.5	3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								22.0	22.0			
Pedestrian Calls (#/hr)								0	0			
Act Effect Green (s)		6.8	6.8	28.4	28.4	28.4	5.8	60.1	60.1	77.4	72.7	
Actuated g/C Ratio		0.05	0.05	0.23	0.23	0.23	0.05	0.48	0.48	0.62	0.59	
v/c Ratio		0.04	0.04	0.73	0.73	0.33	0.02	0.59	0.39	0.41	0.66	
Control Delay		55.0	0.3	54.4	54.4	6.8	68.5	19.7	5.1	17.2	23.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		55.0	0.3	54.4	54.4	6.8	68.5	19.7	5.1	17.2	23.3	
LOS		D	A	D	D	A	E	B	A	B	C	
Approach Delay		18.5			43.7			16.0			22.8	
Approach LOS		B			D			B			C	
Queue Length 50th (ft)		3	0	218	218	0	1	173	0	32	304	
Queue Length 95th (ft)		15	0	142	142	0	m5	#546	142	78	#728	
Internal Link Dist (ft)		323			420			1081			1011	
Turn Bay Length (ft)				365		365	335			315		
Base Capacity (vph)		195	295	569	569	643	142	1714	914	325	2074	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.02	0.03	0.49	0.49	0.25	0.01	0.59	0.39	0.38	0.66	

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 24.3

Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

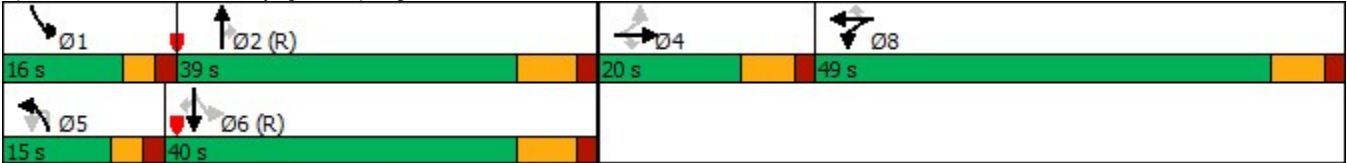
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Voyager & Springcrest



Intersection												
Int Delay, s/veh	27.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	71	182	112	1	311	75	0	0	0	35	23	49
Future Vol, veh/h	71	182	112	1	311	75	0	0	0	35	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108296	1920	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	364	224	2	622	150	0	0	0	70	46	98

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	772	0	0	588	0	0	1461	1573	697
Stage 1	-	-	-	-	-	-	701	701	-
Stage 2	-	-	-	-	-	-	760	872	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	806	-	-	987	-	-	125	94	449
Stage 1	-	-	-	-	-	-	486	434	-
Stage 2	-	-	-	-	-	-	462	368	-
Platoon blocked, %	1	-	-	-	-	-	1	1	1
Mov Cap-1 Maneuver	806	-	-	987	-	-	90	0	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	0	-
Stage 1	-	-	-	-	-	-	354	0	-
Stage 2	-	-	-	-	-	-	460	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	211.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	806	-	-	987	-	-	169
HCM Lane V/C Ratio	0.176	-	-	0.002	-	-	1.266
HCM Control Delay (s)	10.4	0	-	8.7	0	-	211.6
HCM Lane LOS	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.6	-	-	0	-	-	12.2

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	12	4	322	11	79	18	846	334	108	800	0
Future Volume (vph)	8	12	4	322	11	79	18	846	334	108	800	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365	335		0	315		185
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			175			105			85		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			
Flt Protected		0.981		0.950	0.955		0.950			0.950		
Satd. Flow (prot)	0	1827	1583	1681	1690	1583	1770	3539	1583	1770	3539	1863
Flt Permitted		0.357		0.950	0.955		0.950			0.127		
Satd. Flow (perm)	0	665	1583	1681	1690	1583	1770	3539	1583	237	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			158			364			
Link Speed (mph)		15			25			55			55	
Link Distance (ft)		403			500			1161			1091	
Travel Time (s)		18.3			13.6			14.4			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.50	0.50	0.50	0.85	0.85	0.75	0.75	0.85	0.85
Adj. Flow (vph)	9	14	5	644	22	158	21	995	445	144	941	0
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	23	5	335	331	158	21	995	445	144	941	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	Left	R NA	L NA	Left	R NA
Median Width(ft)		12			20			32			28	
Link Offset(ft)		-6			0			0			0	
Crosswalk Width(ft)		16			24			60			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	8		5	2		1	6	
Permitted Phases	4		4			8			2	6		6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	36.5	36.5	9.5	25.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	39.0	39.0	16.0	40.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	31.5%	31.5%	12.9%	32.3%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	31.5	31.5	11.0	32.5	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.5	5.5	3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								22.0	22.0			
Pedestrian Calls (#/hr)								0	0			
Act Effect Green (s)		11.0	11.0	32.4	32.4	32.4	7.1	49.9	49.9	67.0	59.7	
Actuated g/C Ratio		0.09	0.09	0.26	0.26	0.26	0.06	0.40	0.40	0.54	0.48	
v/c Ratio		0.40	0.02	0.76	0.75	0.30	0.21	0.70	0.52	0.57	0.55	
Control Delay		72.1	0.0	53.2	52.2	6.0	54.6	29.9	9.3	27.9	29.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		72.1	0.0	53.2	52.2	6.0	54.6	29.9	9.3	27.9	29.7	
LOS		E	A	D	D	A	D	C	A	C	C	
Approach Delay		59.2			43.7			24.0			29.5	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)		17	0	261	256	0	13	374	138	64	286	
Queue Length 95th (ft)		45	0	162	160	0	m30	#567	165	99	#486	
Internal Link Dist (ft)		323			420			1081			1011	
Turn Bay Length (ft)				365		365	335			315		
Base Capacity (vph)		69	295	569	572	640	142	1423	854	270	1703	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.33	0.02	0.59	0.58	0.25	0.15	0.70	0.52	0.53	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 30.8

Intersection LOS: C

Intersection Capacity Utilization 61.5%

ICU Level of Service B

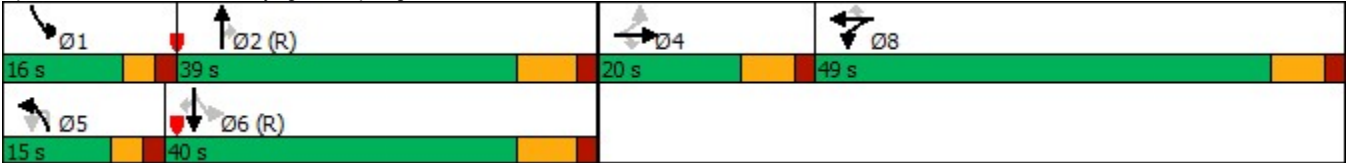
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Voyager & Springcrest



Intersection												
Int Delay, s/veh	17.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	26	153	193	0	300	75	0	0	0	35	50	39
Future Vol, veh/h	26	153	193	0	300	75	0	0	0	35	50	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	306	386	0	600	150	0	0	0	70	100	78

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	750	0	0	692	0	0	1278	1471	675
Stage 1	-	-	-	-	-	-	675	675	-
Stage 2	-	-	-	-	-	-	603	796	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	830	-	-	903	-	-	170	115	461
Stage 1	-	-	-	-	-	-	502	449	-
Stage 2	-	-	-	-	-	-	546	399	-
Platoon blocked, %	1	-	-	-	-	-	1	1	1
Mov Cap-1 Maneuver	830	-	-	903	-	-	152	0	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	0	-
Stage 1	-	-	-	-	-	-	447	0	-
Stage 2	-	-	-	-	-	-	546	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	119
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	830	-	-	903	-	-	235
HCM Lane V/C Ratio	0.063	-	-	-	-	-	1.055
HCM Control Delay (s)	9.6	0	-	0	-	-	119
HCM Lane LOS	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	10.5

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	79	375	321	15	1	92
Future Vol, veh/h	79	375	321	15	1	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	750	642	30	2	184
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	672	0	-	0	1723	657
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	1066	-
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	919	-	-	-	61	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	284	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	919	-	-	-	50	465
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	284	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		19.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	919	-	-	-	427	
HCM Lane V/C Ratio	0.172	-	-	-	0.436	
HCM Control Delay (s)	9.7	-	-	-	19.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	2.2	

HCM 6th TWSC
4: Otero & SE Access

2024 Existing + Site
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	7	93	120	0
Future Vol, veh/h	1	3	7	93	120	0
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	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	14	186	240	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	454	240	240	0	-	0
Stage 1	240	-	-	-	-	-
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	564	799	1327	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	799	1327	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1327	-	721	-	-	
HCM Lane V/C Ratio	0.011	-	0.011	-	-	
HCM Control Delay (s)	7.7	0	10	-	-	
HCM Lane LOS	A	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	0	1	1	94	119	1
Future Vol, veh/h	0	1	1	94	119	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	2	188	238	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	431	239	240	0	-	0
Stage 1	239	-	-	-	-	-
Stage 2	192	-	-	-	-	-
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	581	800	1327	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	580	800	1327	-	-	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1327	-	800	-	-	
HCM Lane V/C Ratio	0.002	-	0.003	-	-	
HCM Control Delay (s)	7.7	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	13	9	143	14	57	1	3	895	146	57	1055
Future Volume (vph)	0	13	9	143	14	57	1	3	895	146	57	1055
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected				0.950	0.961			0.950			0.950	
Satd. Flow (prot)	0	1863	1583	1681	1701	1583	0	1770	3539	1583	1770	3539
Flt Permitted				0.950	0.961						0.235	
Satd. Flow (perm)	0	1863	1583	1681	1701	1583	0	1863	3539	1583	438	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			145			145				141		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.78	0.78	0.78	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	17	12	164	16	66	1	3	973	159	61	1134
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	17	12	90	90	66	0	4	973	159	61	1134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type		NA	Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
PM

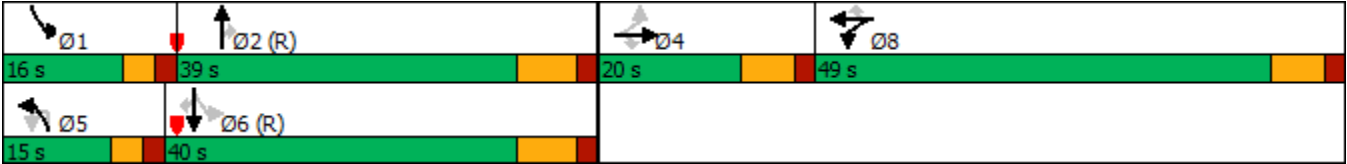
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	2
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effect Green (s)		6.7	6.7	12.0	12.0	12.0		6.5	79.0	79.0	90.4	86.1
Actuated g/C Ratio		0.05	0.05	0.10	0.10	0.10		0.05	0.64	0.64	0.73	0.69
v/c Ratio		0.17	0.05	0.56	0.55	0.23		0.04	0.43	0.15	0.16	0.46
Control Delay		59.2	0.4	65.5	65.0	1.9		83.2	4.0	0.3	7.4	11.7
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		59.2	0.4	65.5	65.0	1.9		83.2	4.0	0.3	7.4	11.7
LOS		E	A	E	E	A		F	A	A	A	B
Approach Delay		34.9			48.3				3.7			11.5
Approach LOS		C			D				A			B
Queue Length 50th (ft)		13	0	73	73	0		3	49	0	14	208
Queue Length 95th (ft)		33	0	123	122	0		m10	68	0	33	401
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)		195	295	569	576	632		150	2255	1060	439	2458
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.09	0.04	0.16	0.16	0.10		0.03	0.43	0.15	0.14	0.46
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 124												
Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.56												
Intersection Signal Delay: 11.9	Intersection LOS: B											
Intersection Capacity Utilization 62.2%	ICU Level of Service B											
Analysis Period (min) 15												
m	Volume for 95th percentile queue is metered by upstream signal.											

Splits and Phases: 1: Voyager & Springcrest



Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
PM

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	86.1
Actuated g/C Ratio	0.69
v/c Ratio	0.00
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1142
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00
Intersection Summary	

HCM 6th TWSC
3: TCA Access/Otero & Springcrest

2024 Existing + Site
PM

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	49	46	1	0	45	10	24	1	0	5	0	32
Future Vol, veh/h	49	46	1	0	45	10	24	1	0	5	0	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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	55	1	0	54	12	31	1	0	6	0	41
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	66	0	-	55	0	0				233	233	60
Stage 1	-	-	-	-	-	-				60	60	-
Stage 2	-	-	-	-	-	-				173	173	-
Critical Hdwy	4.12	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	0	1550	-	-				755	667	1005
Stage 1	-	-	0	-	-	-				963	845	-
Stage 2	-	-	0	-	-	-				857	756	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1536	-	-	1550	-	-				725	0	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-				725	0	-
Stage 1	-	-	-	-	-	-				924	0	-
Stage 2	-	-	-	-	-	-				857	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	3.8			0			9					
HCM LOS							A					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1536	-	1550	-	-	955						
HCM Lane V/C Ratio	0.038	-	-	-	-	0.05						
HCM Control Delay (s)	7.4	0	0	-	-	9						
HCM Lane LOS	A	A	A	-	-	A						
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.2						

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	126	115	2	2	99
Future Vol, veh/h	90	126	115	2	2	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	145	139	2	2	119
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	141	0	-	0	491	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	351	-
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	1442	-	-	-	555	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1442	-	-	-	515	908
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	728	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.2	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1442	-	-	-	894	
HCM Lane V/C Ratio	0.072	-	-	-	0.136	
HCM Control Delay (s)	7.7	-	-	-	9.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	14	44	26	0
Future Vol, veh/h	1	9	14	44	26	0
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	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	12	17	53	33	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	120	33	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	87	-	-	-	-	-
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	876	1041	1579	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	866	1041	1579	-	-	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	1.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1579	-	1020	-	-	
HCM Lane V/C Ratio	0.011	-	0.013	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	2	45	26	1
Future Vol, veh/h	0	2	2	45	26	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	3	58	33	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	98	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	64	-	-	-	-	-
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	901	1039	1578	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	1039	1578	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1578	-	1039	-	-	
HCM Lane V/C Ratio	0.002	-	0.002	-	-	
HCM Control Delay (s)	7.3	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2024 Existing + Site
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	14	7	338	14	111	2	844	321	123	1143	0
Future Volume (vph)	3	14	7	338	14	111	2	844	321	123	1143	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365	335		0	315		185
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			175			105			85		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			
Flt Protected		0.990		0.950	0.956		0.950			0.950		
Satd. Flow (prot)	0	1844	1583	1681	1692	1583	1770	3539	1583	1770	3539	1863
Flt Permitted		0.324		0.950	0.956		0.950			0.122		
Satd. Flow (perm)	0	604	1583	1681	1692	1583	1770	3539	1583	227	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			222			309			
Link Speed (mph)		15			25			55			55	
Link Distance (ft)		403			500			1161			1091	
Travel Time (s)		18.3			13.6			14.4			13.5	
Peak Hour Factor	0.85	0.85	0.85	0.50	0.50	0.50	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	4	16	8	676	28	222	2	993	378	145	1345	0
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	20	8	352	352	222	2	993	378	145	1345	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	Left	R NA	L NA	Left	R NA
Median Width(ft)		12			20			32			28	
Link Offset(ft)		-6			0			0			0	
Crosswalk Width(ft)		16			24			60			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	8		5	2		1	6	
Permitted Phases	4		4			8			2	6		6

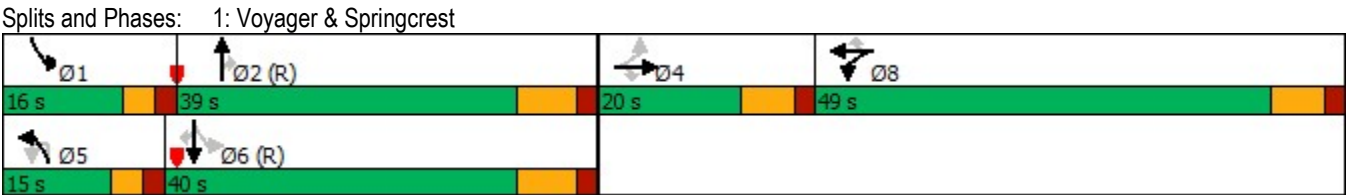
Lanes, Volumes, Timings
1: Voyager & Springcrest

2024 Existing + Site
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	36.5	36.5	9.5	25.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	39.0	39.0	16.0	40.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	31.5%	31.5%	12.9%	32.3%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	31.5	31.5	11.0	32.5	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.5	5.5	3.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0	5.0	7.5	7.5	5.0	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								22.0	22.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)		10.1	10.1	33.9	33.9	33.9	5.8	48.7	48.7	66.4	61.7	
Actuated g/C Ratio		0.08	0.08	0.27	0.27	0.27	0.05	0.39	0.39	0.54	0.50	
v/c Ratio		0.41	0.03	0.77	0.76	0.37	0.02	0.71	0.47	0.58	0.76	
Control Delay		77.1	0.3	52.1	51.7	5.6	52.5	30.7	9.4	28.7	32.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		77.1	0.3	52.1	51.7	5.6	52.5	30.7	9.4	28.7	32.6	
LOS		E	A	D	D	A	D	C	A	C	C	
Approach Delay		55.2			40.8			24.8			32.2	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)		15	0	269	268	0	1	373	119	65	491	
Queue Length 95th (ft)		41	0	170	169	0	m5	#567	182	115	#792	
Internal Link Dist (ft)		323			420			1081			1011	
Turn Bay Length (ft)				365		365	335			315		
Base Capacity (vph)		63	295	569	573	682	142	1390	809	265	1761	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.32	0.03	0.62	0.61	0.33	0.01	0.71	0.47	0.55	0.76	
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 124												
Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 105												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.77												
Intersection Signal Delay: 31.8						Intersection LOS: C						
Intersection Capacity Utilization 70.1%						ICU Level of Service C						
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



HCM 6th TWSC
3: TCA Access/Otero & Springcrest

2024 Existing + Site
School PM

Intersection												
Int Delay, s/veh	33.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	77	181	112	1	311	75	0	0	0	36	23	54
Future Vol, veh/h	77	181	112	1	311	75	0	0	0	36	23	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	362	224	2	622	150	0	0	0	72	46	108

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	772	0	0	586	0	0	1483	1595	697
Stage 1	-	-	-	-	-	-	701	701	-
Stage 2	-	-	-	-	-	-	782	894	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	807	-	-	989	-	-	121	92	448
Stage 1	-	-	-	-	-	-	487	435	-
Stage 2	-	-	-	-	-	-	451	360	-
Platoon blocked, %	1	-	-	-	-	-	1	1	1
Mov Cap-1 Maneuver	807	-	-	989	-	-	85	0	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	0	-
Stage 1	-	-	-	-	-	-	344	0	-
Stage 2	-	-	-	-	-	-	449	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	252.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	807	-	-	989	-	-	165
HCM Lane V/C Ratio	0.191	-	-	0.002	-	-	1.37
HCM Control Delay (s)	10.5	0	-	8.6	0	-	252.7
HCM Lane LOS	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	-	-	0	-	-	13.8

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	366	350	16	1	98
Future Vol, veh/h	92	366	350	16	1	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	732	700	32	2	196

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	732	0	0 1816 716
Stage 1	-	-	- 716 -
Stage 2	-	-	- 1100 -
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	873	-	- 50 430
Stage 1	-	-	- 484 -
Stage 2	-	-	- 269 -
Platoon blocked, %		-	- 1
Mov Cap-1 Maneuver	873	-	- 39 430
Mov Cap-2 Maneuver	-	-	- 39 -
Stage 1	-	-	- 382 -
Stage 2	-	-	- 269 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	873	-	-	-	390
HCM Lane V/C Ratio	0.211	-	-	-	0.508
HCM Control Delay (s)	10.2	-	-	-	23.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.8

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	145	107	0
Future Vol, veh/h	1	5	5	145	107	0
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	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	10	290	214	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	524	214	214	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	310	-	-	-	-	-
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	514	826	1356	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	826	1356	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	748	-	-
HCM Lane V/C Ratio	0.007	-	0.016	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	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	0	2	1	146	106	1
Future Vol, veh/h	0	2	1	146	106	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	2	292	212	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	509	213	214	0	-	0
Stage 1	213	-	-	-	-	-
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	524	827	1356	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	523	827	1356	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1356	-	827	-	-	
HCM Lane V/C Ratio	0.001	-	0.005	-	-	
HCM Control Delay (s)	7.7	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	0	7	299	0	57	18	20	1121	298	126	1108
Future Volume (vph)	8	0	7	299	0	57	18	20	1121	298	126	1108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected		0.950		0.950	0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	1583	1681	1681	1583	0	1770	3539	1583	1770	3539
Flt Permitted				0.950	0.950			0.381			0.095	
Satd. Flow (perm)	0	1863	1583	1681	1681	1583	0	710	3539	1583	177	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			145			145				274		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.95	0.95	0.95	0.50	0.50	0.50	0.95	0.95	0.95	0.75	0.75	0.95
Adj. Flow (vph)	8	0	7	598	0	114	19	21	1180	397	168	1166
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	8	7	299	299	114	0	40	1180	397	168	1166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
AM

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effect Green (s)		7.7	7.7	29.5	29.5	29.5		11.8	56.0	56.0	71.8	58.7
Actuated g/C Ratio		0.06	0.06	0.24	0.24	0.24		0.10	0.45	0.45	0.58	0.47
v/c Ratio		0.07	0.03	0.75	0.75	0.23		0.60	0.74	0.46	0.65	0.70
Control Delay		54.2	0.3	54.8	54.8	3.3		86.7	27.8	6.5	33.1	33.0
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		54.2	0.3	54.8	54.8	3.3		86.7	27.8	6.5	33.1	33.0
LOS		D	A	D	D	A		F	C	A	C	C
Approach Delay		29.1			46.6				24.0			32.9
Approach LOS		C			D				C			C
Queue Length 50th (ft)		6	0	235	235	0		33	371	0	48	356
Queue Length 95th (ft)		23	0	148	148	0		m#75	#793	150	125	#753
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)		195	295	569	569	632		71	1598	865	269	1674
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.04	0.02	0.53	0.53	0.18		0.56	0.74	0.46	0.62	0.70

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings
1: Voyager & Springcrest

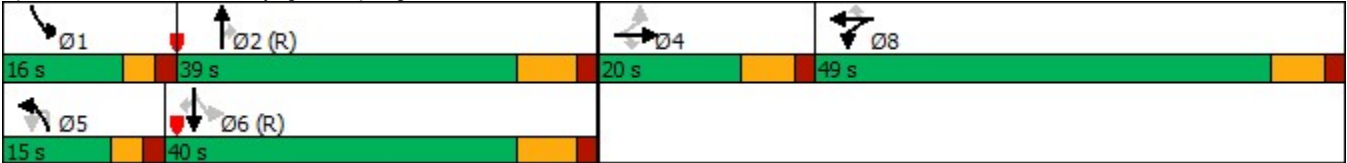
2044 Background
AM

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	58.7
Actuated g/C Ratio	0.47
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	823
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01
Intersection Summary	

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Voyager & Springcrest



Intersection												
Int Delay, s/veh	31.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	23	161	206	0	316	80	0	0	0	41	55	41
Future Vol, veh/h	23	161	206	0	316	80	0	0	0	41	55	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	322	412	0	632	160	0	0	0	82	110	82
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	792	0	0	734	0	0				1332	1538	712
Stage 1	-	-	-	-	-	-				712	712	-
Stage 2	-	-	-	-	-	-				620	826	-
Critical Hdwy	4.12	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	792	-	-	871	-	-				154 ~ 101	438	
Stage 1	-	-	-	-	-	-				480	429	-
Stage 2	-	-	-	-	-	-				536	387	-
Platoon blocked, %	1	-	-		-	-				1	1	1
Mov Cap-1 Maneuver	792	-	-	871	-	-				138	0	438
Mov Cap-2 Maneuver	-	-	-	-	-	-				138	0	-
Stage 1	-	-	-	-	-	-				429	0	-
Stage 2	-	-	-	-	-	-				536	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0.6			0			212.2					
HCM LOS							F					
Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	792	-	-	871	-	-	210					
HCM Lane V/C Ratio	0.058	-	-	-	-	-	1.305					
HCM Control Delay (s)	9.8	0	-	0	-	-	212.2					
HCM Lane LOS	A	A	-	A	-	-	F					
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	14.9					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	5	84	0	25	37	1	910	29	9	1140
Future Volume (vph)	0	0	5	84	0	25	37	1	910	29	9	1140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected				0.950	0.950			0.950			0.950	
Satd. Flow (prot)	0	1863	1583	1681	1681	1583	0	1770	3539	1583	1770	3539
Flt Permitted				0.950	0.950			0.339			0.290	
Satd. Flow (perm)	0	1863	1583	1681	1681	1583	0	631	3539	1583	540	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			444			145				141		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	0	6	101	0	30	40	1	989	32	10	1226
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	6	50	51	30	0	41	989	32	10	1226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type			Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
PM

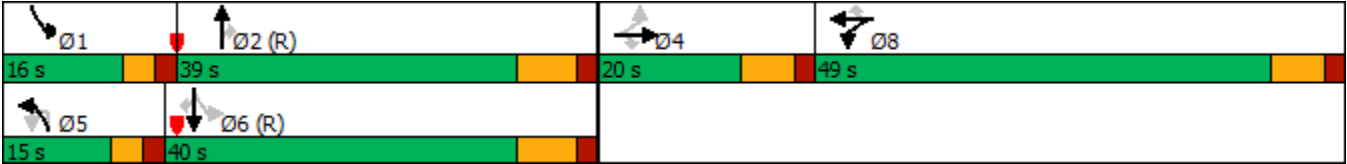
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effct Green (s)			5.5	9.2	9.2	9.2		13.2	99.6	99.6	91.6	86.0
Actuated g/C Ratio			0.04	0.07	0.07	0.07		0.11	0.80	0.80	0.74	0.69
v/c Ratio			0.01	0.40	0.41	0.12		0.61	0.35	0.02	0.02	0.50
Control Delay			0.0	63.5	63.8	1.0		107.9	1.3	0.0	5.1	14.2
Queue Delay			0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay			0.0	63.5	63.8	1.0		107.9	1.3	0.0	5.1	14.2
LOS			A	E	E	A		F	A	A	A	B
Approach Delay					49.3				5.4			14.1
Approach LOS					D				A			B
Queue Length 50th (ft)			0	41	42	0		35	15	0	1	247
Queue Length 95th (ft)			0	76	77	0		m72	46	m0	8	480
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)			563	569	569	632		70	2843	1299	526	2455
Starvation Cap Reductn			0	0	0	0		0	0	0	0	0
Spillback Cap Reductn			0	0	0	0		0	0	0	0	0
Storage Cap Reductn			0	0	0	0		0	0	0	0	0
Reduced v/c Ratio			0.01	0.09	0.09	0.05		0.59	0.35	0.02	0.02	0.50
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 124												
Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 12.1						Intersection LOS: B						
Intersection Capacity Utilization 56.2%						ICU Level of Service B						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 1: Voyager & Springcrest



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	86.0
Actuated g/C Ratio	0.69
v/c Ratio	0.00
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	1141
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00
Intersection Summary	

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	58	54	1	0	46	15	0	0	0	48	0	5
Future Vol, veh/h	58	54	1	0	46	15	0	0	0	48	0	5
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	65	1	0	55	18	0	0	0	58	0	6
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	73	0	-	65	0	0				269	269	64
Stage 1	-	-	-	-	-	-				64	64	-
Stage 2	-	-	-	-	-	-				205	205	-
Critical Hdwy	4.12	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	0	1537	-	-				720	637	1000
Stage 1	-	-	0	-	-	-				959	842	-
Stage 2	-	-	0	-	-	-				829	732	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1527	-	-	1537	-	-				685	0	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-				685	0	-
Stage 1	-	-	-	-	-	-				913	0	-
Stage 2	-	-	-	-	-	-				829	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	3.9			0			10.6					
HCM LOS							B					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1527	-	1537	-	-	706						
HCM Lane V/C Ratio	0.046	-	-	-	-	0.09						
HCM Control Delay (s)	7.5	0	0	-	-	10.6						
HCM Lane LOS	A	A	A	-	-	B						
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.3						

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	9	299	0	86	37	6	1132	282	115	1385
Future Volume (vph)	2	0	9	299	0	86	37	6	1132	282	115	1385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected		0.950		0.950	0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	1583	1681	1681	1583	0	1770	3539	1583	1770	3539
Flt Permitted				0.950	0.950			0.336			0.114	
Satd. Flow (perm)	0	1863	1583	1681	1681	1583	0	626	3539	1583	212	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			145			172				203		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.95	0.95	0.95	0.50	0.50	0.50	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	0	9	598	0	172	39	6	1192	297	121	1458
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	2	9	299	299	172	0	45	1192	297	121	1458
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
School PM

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effect Green (s)		6.3	6.3	30.1	30.1	30.1		13.4	58.9	58.9	68.7	57.8
Actuated g/C Ratio		0.05	0.05	0.24	0.24	0.24		0.11	0.48	0.48	0.55	0.47
v/c Ratio		0.02	0.04	0.73	0.73	0.33		0.67	0.71	0.35	0.51	0.88
Control Delay		55.5	0.3	53.3	53.3	6.3		94.9	24.2	4.7	23.1	40.6
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		55.5	0.3	53.3	53.3	6.3		94.9	24.2	4.7	23.1	40.6
LOS		E	A	D	D	A		F	C	A	C	D
Approach Delay		10.4			42.8				22.5			39.1
Approach LOS		B			D				C			D
Queue Length 50th (ft)		2	0	233	233	0		35	360	0	33	527
Queue Length 95th (ft)		11	0	147	147	0		m#85	#768	156	100	#1011
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)		195	295	569	569	649		70	1682	858	266	1648
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.01	0.03	0.53	0.53	0.27		0.64	0.71	0.35	0.45	0.88

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 33.2

Intersection LOS: C

Intersection Capacity Utilization 75.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings
1: Voyager & Springcrest

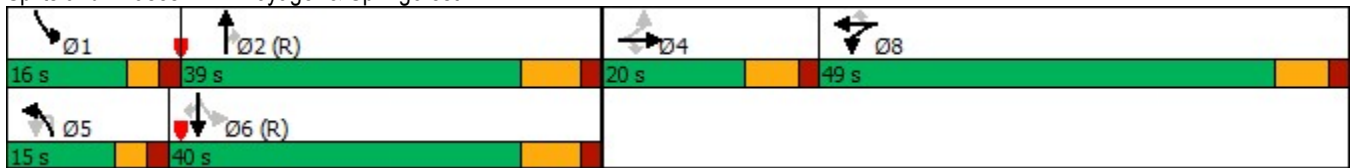
2044 Background
School PM

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	57.8
Actuated g/C Ratio	0.47
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	812
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01
Intersection Summary	

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Voyager & Springcrest



Intersection												
Int Delay, s/veh	49.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	76	192	112	1	320	79	0	0	0	41	23	51
Future Vol, veh/h	76	192	112	1	320	79	0	0	0	41	23	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	108296	1920	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	152	384	224	2	640	158	0	0	0	82	46	102

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	798	0	0	608	0	0	1523	1635	719
Stage 1	-	-	-	-	-	-	723	723	-
Stage 2	-	-	-	-	-	-	800	912	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	780	-	-	970	-	-	110	84	436
Stage 1	-	-	-	-	-	-	473	423	-
Stage 2	-	-	-	-	-	-	442	353	-
Platoon blocked, %	1	-	-	-	-	-	1	1	1
Mov Cap-1 Maneuver	780	-	-	970	-	-	~ 76	0	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 76	0	-
Stage 1	-	-	-	-	-	-	328	0	-
Stage 2	-	-	-	-	-	-	440	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	\$ 375.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	-	-	970	-	-	140
HCM Lane V/C Ratio	0.195	-	-	0.002	-	-	1.643
HCM Control Delay (s)	10.7	0	-	8.7	0	-	\$ 375.2
HCM Lane LOS	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	-	-	0	-	-	16.5

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background + Site
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	12	7	339	11	86	18	20	1098	350	147	1094
Future Volume (vph)	8	12	7	339	11	86	18	20	1098	350	147	1094
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected		0.981		0.950	0.955			0.950			0.950	
Satd. Flow (prot)	0	1827	1583	1681	1690	1583	0	1770	3539	1583	1770	3539
Flt Permitted		0.354		0.950	0.955			0.435			0.086	
Satd. Flow (perm)	0	659	1583	1681	1690	1583	0	810	3539	1583	160	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			145			172				329		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.95	0.95	0.95	0.50	0.50	0.50	0.95	0.95	0.95	0.75	0.75	0.95
Adj. Flow (vph)	8	13	7	678	22	172	19	21	1156	467	196	1152
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	21	7	353	347	172	0	40	1156	467	196	1152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings 1: Voyager & Springcrest

2044 Background + Site
AM

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background + Site
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effect Green (s)		10.8	10.8	33.8	33.8	33.8		10.5	45.9	45.9	64.0	50.6
Actuated g/C Ratio		0.09	0.09	0.27	0.27	0.27		0.08	0.37	0.37	0.52	0.41
v/c Ratio		0.37	0.03	0.77	0.75	0.31		0.59	0.88	0.59	0.79	0.80
Control Delay		70.3	0.1	52.5	51.3	5.8		83.1	36.9	10.9	50.6	41.5
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		70.3	0.1	52.5	51.3	5.8		83.1	36.9	10.9	50.6	41.5
LOS		E	A	D	D	A		F	D	B	D	D
Approach Delay		52.8			42.8				30.7			42.7
Approach LOS		D			D				C			D
Queue Length 50th (ft)		16	0	272	266	0		24	~604	186	107	~548
Queue Length 95th (ft)		45	0	170	167	0		m#60	#774	204	#194	#741
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)		69	295	569	572	649		73	1309	792	252	1443
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.30	0.02	0.62	0.61	0.27		0.55	0.88	0.59	0.78	0.80

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	50.6
Actuated g/C Ratio	0.41
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	728
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01
Intersection Summary	

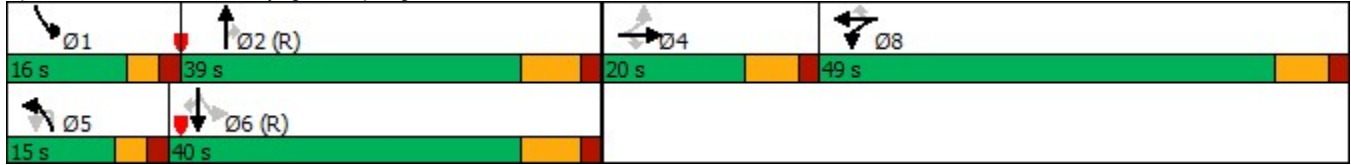
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Voyager & Springcrest



Intersection												
Int Delay, s/veh	38.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	30	161	206	0	316	80	0	0	0	41	55	45
Future Vol, veh/h	30	161	206	0	316	80	0	0	0	41	55	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	322	412	0	632	160	0	0	0	82	110	90

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	792	0	0	734	0	0	1360	1566	712
Stage 1	-	-	-	-	-	-	712	712	-
Stage 2	-	-	-	-	-	-	648	854	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	792	-	-	871	-	-	147	~ 96	438
Stage 1	-	-	-	-	-	-	480	429	-
Stage 2	-	-	-	-	-	-	521	375	-
Platoon blocked, %	1	-	-	-	-	-	1	1	1
Mov Cap-1 Maneuver	792	-	-	871	-	-	127	0	438
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	0	-
Stage 1	-	-	-	-	-	-	413	0	-
Stage 2	-	-	-	-	-	-	521	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	250.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	-	-	871	-	-	202
HCM Lane V/C Ratio	0.076	-	-	-	-	-	1.396
HCM Control Delay (s)	9.9	0	-	0	-	-	250.3
HCM Lane LOS	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	16.4

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	79	430	344	15	1	92
Future Vol, veh/h	79	430	344	15	1	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	860	688	30	2	184
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	718	0	-	0	1879	703
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	1176	-
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	883	-	-	-	39	438
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	232	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	883	-	-	-	32	438
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	232	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		22.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	883	-	-	-	385	
HCM Lane V/C Ratio	0.179	-	-	-	0.483	
HCM Control Delay (s)	10	-	-	-	22.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	2.5	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	7	105	126	0
Future Vol, veh/h	1	3	7	105	126	0
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	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	14	210	252	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	490	252	252	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	238	-	-	-	-	-
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	537	787	1313	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	531	787	1313	-	-	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1313	-	702	-	-	
HCM Lane V/C Ratio	0.011	-	0.011	-	-	
HCM Control Delay (s)	7.8	0	10.2	-	-	
HCM Lane LOS	A	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	0	1	1	98	122	1
Future Vol, veh/h	0	1	1	98	122	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	2	196	244	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	445	245	246	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	200	-	-	-	-	-
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	571	794	1320	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	570	794	1320	-	-	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1320	-	794	-	-	
HCM Lane V/C Ratio	0.002	-	0.003	-	-	
HCM Control Delay (s)	7.7	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	13	5	145	14	60	37	1	910	88	43	1140
Future Volume (vph)	0	13	5	145	14	60	37	1	910	88	43	1140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected				0.950	0.960			0.950			0.950	
Satd. Flow (prot)	0	1863	1583	1681	1699	1583	0	1770	3539	1583	1770	3539
Flt Permitted				0.950	0.960			0.339			0.264	
Satd. Flow (perm)	0	1863	1583	1681	1699	1583	0	631	3539	1583	492	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			145			145				141		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.78	0.78	0.78	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	17	6	167	16	69	40	1	989	96	46	1226
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	17	6	92	91	69	0	41	989	96	46	1226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type		NA	Perm	Split	NA	Perm	custom	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8			5	2		1	6
Permitted Phases	4		4			8	5			2	6	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background
PM

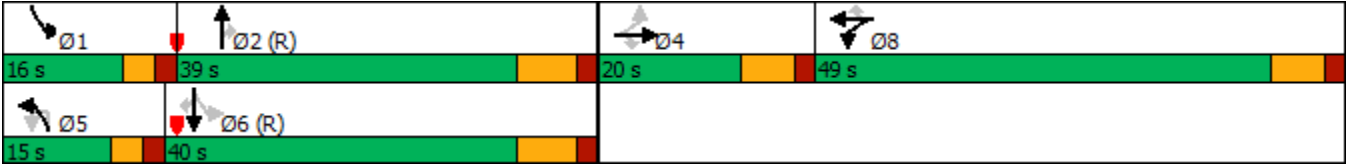
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	1
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effct Green (s)		6.7	6.7	12.4	12.4	12.4		13.2	79.0	79.0	80.6	72.7
Actuated g/C Ratio		0.05	0.05	0.10	0.10	0.10		0.11	0.64	0.64	0.65	0.59
v/c Ratio		0.17	0.03	0.55	0.54	0.24		0.61	0.44	0.09	0.12	0.59
Control Delay		59.2	0.2	64.5	63.8	1.9		111.2	4.0	0.2	8.4	21.9
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		59.2	0.2	64.5	63.8	1.9		111.2	4.0	0.2	8.4	21.9
LOS		E	A	E	E	A		F	A	A	A	C
Approach Delay		43.8			47.1				7.6			21.4
Approach LOS		D			D				A			C
Queue Length 50th (ft)		13	0	75	74	0		34	48	0	10	361
Queue Length 95th (ft)		33	0	124	123	0		m62	68	0	28	547
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)		195	295	569	575	632		70	2254	1059	446	2073
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.09	0.02	0.16	0.16	0.11		0.59	0.44	0.09	0.10	0.59
Intersection Summary												
Area Type:	Other											
Cycle Length: 124												
Actuated Cycle Length: 124												
Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 18.2						Intersection LOS: B						
Intersection Capacity Utilization 61.4%						ICU Level of Service B						
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 1: Voyager & Springcrest



Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background
PM



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	72.7
Actuated g/C Ratio	0.59
v/c Ratio	0.00
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	985
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.00
Intersection Summary	

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	73	54	1	0	46	14	0	0	0	48	0	16
Future Vol, veh/h	73	54	1	0	46	14	0	0	0	48	0	16
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	65	1	0	55	17	0	0	0	58	0	19
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	72	0	-	65	0	0				305	305	64
Stage 1	-	-	-	-	-	-				64	64	-
Stage 2	-	-	-	-	-	-				241	241	-
Critical Hdwy	4.12	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1538	-	0	1537	-	-				699	619	1026
Stage 1	-	-	0	-	-	-				973	853	-
Stage 2	-	-	0	-	-	-				799	706	-
Platoon blocked, %	1	-			-	-				1	1	1
Mov Cap-1 Maneuver	1538	-	-	1537	-	-				658	0	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-				658	0	-
Stage 1	-	-	-	-	-	-				916	0	-
Stage 2	-	-	-	-	-	-				799	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	4.3			0			10.6					
HCM LOS							B					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	1538	-	1537	-	-	723						
HCM Lane V/C Ratio	0.057	-	-	-	-	0.107						
HCM Control Delay (s)	7.5	0	0	-	-	10.6						
HCM Lane LOS	A	A	A	-	-	B						
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0.4						

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	93	138	114	2	2	101
Future Vol, veh/h	93	138	114	2	2	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	276	228	4	4	202
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	232	0	-	0	878	230
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	648	-
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	1336	-	-	-	318	809
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	274	809
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	521	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.3	0		11.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1336	-	-	-	-	779
HCM Lane V/C Ratio	0.139	-	-	-	-	0.264
HCM Control Delay (s)	8.1	-	-	-	-	11.3
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	-	1.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	0	-	-	-	-	-
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	1021	1082	1620	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1082	1620	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1620	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	0	-	-	-	-	-
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	1021	1082	1620	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1082	1620	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1620	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Lanes, Volumes, Timings

1: Voyager & Springcrest

2044 Background + Site

School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	14	9	358	14	116	37	6	1110	334	145	1362
Future Volume (vph)	2	14	9	358	14	116	37	6	1110	334	145	1362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	365		365		335		0	315	
Storage Lanes	0		1	1		1		1		1	1	
Taper Length (ft)	25			175				105			85	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected		0.994		0.950	0.956			0.950			0.950	
Satd. Flow (prot)	0	1852	1583	1681	1692	1583	0	1770	3539	1583	1770	3539
Flt Permitted		0.334		0.950	0.956			0.950			0.083	
Satd. Flow (perm)	0	622	1583	1681	1692	1583	0	1770	3539	1583	155	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			145			232				245		
Link Speed (mph)		15			25				55			55
Link Distance (ft)		403			500				1161			1091
Travel Time (s)		18.3			13.6				14.4			13.5
Peak Hour Factor	0.95	0.95	0.95	0.50	0.50	0.50	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	15	9	716	28	232	39	6	1168	352	153	1434
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	17	9	372	372	232	0	45	1168	352	153	1434
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	R NA	R NA	Left	R NA	L NA	Left
Median Width(ft)		12			20				32			28
Link Offset(ft)		-6			0				0			0
Crosswalk Width(ft)		16			24				60			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Split	NA	Perm	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases		4		8	8		5	5	2		1	6
Permitted Phases	4		4			8				2	6	

Lanes, Volumes, Timings 1: Voyager & Springcrest

2044 Background + Site
School PM

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	185
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	141
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
Enter Blocked Intersection	No
Lane Alignment	R NA
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings
1: Voyager & Springcrest

2044 Background + Site
School PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	20.0	20.0	20.0	25.0	25.0	25.0	9.5	9.5	36.5	36.5	9.5	25.5
Total Split (s)	20.0	20.0	20.0	49.0	49.0	49.0	15.0	15.0	39.0	39.0	16.0	40.0
Total Split (%)	16.1%	16.1%	16.1%	39.5%	39.5%	39.5%	12.1%	12.1%	31.5%	31.5%	12.9%	32.3%
Maximum Green (s)	13.0	13.0	13.0	42.0	42.0	42.0	10.0	10.0	31.5	31.5	11.0	32.5
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	5.5	5.5	3.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0	7.0		5.0	7.5	7.5	5.0	7.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									22.0	22.0		
Pedestrian Calls (#/hr)									0	0		
Act Effect Green (s)		9.1	9.1	35.3	35.3	35.3		8.2	47.9	47.9	63.8	52.2
Actuated g/C Ratio		0.07	0.07	0.28	0.28	0.28		0.07	0.39	0.39	0.51	0.42
v/c Ratio		0.38	0.04	0.78	0.77	0.38		0.39	0.86	0.46	0.71	0.96
Control Delay		76.1	0.2	51.9	51.5	5.5		57.5	38.0	9.0	43.2	53.1
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		76.1	0.2	51.9	51.5	5.5		57.5	38.0	9.0	43.2	53.1
LOS		E	A	D	D	A		E	D	A	D	D
Approach Delay		49.9			40.7				32.1			52.0
Approach LOS		D			D				C			D
Queue Length 50th (ft)		13	0	284	284	0		28	~534	105	69	~714
Queue Length 95th (ft)		39	0	180	180	0		m64	#784	180	#191	#991
Internal Link Dist (ft)		323			420				1081			1011
Turn Bay Length (ft)				365		365		335			315	
Base Capacity (vph)		65	295	569	573	689		142	1366	761	231	1490
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.26	0.03	0.65	0.65	0.34		0.32	0.86	0.46	0.66	0.96

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 124

Offset: 106 (85%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 41.8

Intersection LOS: D

Intersection Capacity Utilization 76.7%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

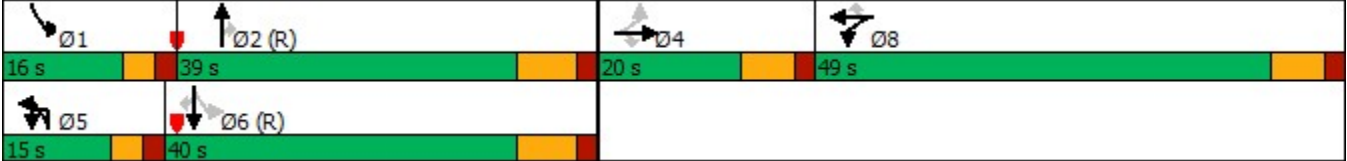
Lanes, Volumes, Timings 1: Voyager & Springcrest

2044 Background + Site
School PM

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	25.5
Total Split (s)	40.0
Total Split (%)	32.3%
Maximum Green (s)	32.5
Yellow Time (s)	5.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	52.2
Actuated g/C Ratio	0.42
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	185
Base Capacity (vph)	748
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01
Intersection Summary	

- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Voyager & Springcrest



Intersection												
Int Delay, s/veh	59											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	82	191	112	1	320	79	0	0	0	42	23	56
Future Vol, veh/h	82	191	112	1	320	79	0	0	0	42	23	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082961920	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	164	382	224	2	640	158	0	0	0	84	46	112

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	798	0	0	606	0	0	1545	1657	719
Stage 1	-	-	-	-	-	-	723	723	-
Stage 2	-	-	-	-	-	-	822	934	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	780	-	-	972	-	-	107	80	436
Stage 1	-	-	-	-	-	-	473	423	-
Stage 2	-	-	-	-	-	-	432	345	-
Platoon blocked, %	1	-	-	-	-	-	1	1	1
Mov Cap-1 Maneuver	780	-	-	972	-	-	~ 71	0	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 71	0	-
Stage 1	-	-	-	-	-	-	317	0	-
Stage 2	-	-	-	-	-	-	430	0	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	\$ 434.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	-	-	972	-	-	136
HCM Lane V/C Ratio	0.21	-	-	0.002	-	-	1.779
HCM Control Delay (s)	10.8	0	-	8.7	0	-	\$ 434.8
HCM Lane LOS	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.8	-	-	0	-	-	18.2

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	401	390	16	1	98
Future Vol, veh/h	92	401	390	16	1	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	802	780	32	2	196

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	812	0	0 1966 796
Stage 1	-	-	- 796 -
Stage 2	-	-	- 1170 -
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	814	-	- 34 387
Stage 1	-	-	- 444 -
Stage 2	-	-	- 238 -
Platoon blocked, %		-	- 1
Mov Cap-1 Maneuver	814	-	- 26 387
Mov Cap-2 Maneuver	-	-	- 26 -
Stage 1	-	-	- 344 -
Stage 2	-	-	- 238 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	29.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	814	-	-	-	339
HCM Lane V/C Ratio	0.226	-	-	-	0.584
HCM Control Delay (s)	10.7	-	-	-	29.5
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.9	-	-	-	3.5

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	5	127	71	0
Future Vol, veh/h	1	5	5	127	71	0
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	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	10	254	142	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	416	142	142	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	274	-	-	-	-	-
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	593	906	1441	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	588	906	1441	-	-	-
Mov Cap-2 Maneuver	588	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1441	-	831	-	-	
HCM Lane V/C Ratio	0.007	-	0.014	-	-	
HCM Control Delay (s)	7.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	123	63	1
Future Vol, veh/h	0	2	1	123	63	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	2	246	126	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	377	127	128	0	-	0
Stage 1	127	-	-	-	-	-
Stage 2	250	-	-	-	-	-
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	625	923	1458	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	624	923	1458	-	-	-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1458	-	923	-	-	
HCM Lane V/C Ratio	0.001	-	0.004	-	-	
HCM Control Delay (s)	7.5	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Queuing Reports

Intersection: 1: Voyager & Springcrest, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	47	18	143	161	53	59	299	474	136	144	279	221
Average Queue (ft)	20	2	76	105	18	23	119	137	58	80	173	148
95th Queue (ft)	47	14	140	167	49	64	367	493	194	149	283	244
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)											0	3
Queuing Penalty (veh)											1	0

Intersection: 1: Voyager & Springcrest, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	59	22	111	144	45	72	149	161	91	126	252	269
Average Queue (ft)	28	5	67	96	13	28	84	88	45	76	172	146
95th Queue (ft)	61	19	121	144	31	74	176	188	97	139	264	266
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)												3
Queuing Penalty (veh)												0

Intersection: 1: Voyager & Springcrest, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	73	13	260	291	98	290	696	727	630	289	471	446
Average Queue (ft)	34	4	194	231	57	90	404	414	275	155	309	279
95th Queue (ft)	83	18	290	315	112	335	799	812	687	343	540	495
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)				0			26			0	11	25
Queuing Penalty (veh)				0			11			0	21	1

Intersection: 1: Voyager & Springcrest, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	74
Average Queue (ft)	11
95th Queue (ft)	104
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	42	18	134	181	50	222	674	695	460	283	368	363
Average Queue (ft)	17	4	75	113	20	54	285	297	174	108	210	190
95th Queue (ft)	48	19	147	196	50	219	730	752	585	255	387	372
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)							0	0	0			
Queuing Penalty (veh)							2	2	0			
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)							13			0	4	10
Queuing Penalty (veh)							5			2	5	0

Intersection: 1: Voyager & Springcrest, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	5
Average Queue (ft)	1
95th Queue (ft)	7
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	81	22	260	291	98	363	780	825	713	295	475	446
Average Queue (ft)	25	4	103	136	27	49	223	234	138	105	216	191
95th Queue (ft)	62	18	217	251	73	206	612	648	476	243	402	375
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)							0	0	0			
Queuing Penalty (veh)							0	1	0			
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)				0			10			0	4	10
Queuing Penalty (veh)				0			4			1	7	1

Intersection: 1: Voyager & Springcrest, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	85
Average Queue (ft)	4
95th Queue (ft)	52
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 1
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 33
Zone wide Queuing Penalty, Interval #4: 16
Zone wide Queuing Penalty, All Intervals: 13

Intersection: 3: TCA Access/Otero & Springcrest, Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	14	4	67
Average Queue (ft)	4	1	34
95th Queue (ft)	16	6	76
Link Distance (ft)	212	292	96
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: TCA Access/Otero & Springcrest, Interval #2

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	67
Average Queue (ft)	6	42
95th Queue (ft)	38	69
Link Distance (ft)	212	96
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, Interval #3

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	210	19	113
Average Queue (ft)	115	3	100
95th Queue (ft)	237	19	117
Link Distance (ft)	212	292	96
Upstream Blk Time (%)	5		64
Queuing Penalty (veh)	43		165
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: TCA Access/Otero & Springcrest, Interval #4

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	89	111
Average Queue (ft)	18	59
95th Queue (ft)	86	115
Link Distance (ft)	212	96
Upstream Blk Time (%)	0	12
Queuing Penalty (veh)	1	10
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, All Intervals

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	210	19	125
Average Queue (ft)	36	1	59
95th Queue (ft)	140	10	116
Link Distance (ft)	212	292	96
Upstream Blk Time (%)	1		19
Queuing Penalty (veh)	11		44
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 208
Zone wide Queuing Penalty, Interval #4: 11
Zone wide Queuing Penalty, All Intervals: 55

Intersection: 2: Springcrest & SW Access, Interval #1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	40	59
Average Queue (ft)	19	35
95th Queue (ft)	47	57
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, Interval #2

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	43	4	61
Average Queue (ft)	18	1	37
95th Queue (ft)	48	7	63
Link Distance (ft)		237	103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Springcrest & SW Access, Interval #3

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	58	68
Average Queue (ft)	34	39
95th Queue (ft)	66	72
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, Interval #4

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	39	4	75
Average Queue (ft)	18	1	43
95th Queue (ft)	46	7	79
Link Distance (ft)		237	103
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Springcrest & SW Access, All Intervals

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	69	4	84
Average Queue (ft)	22	0	38
95th Queue (ft)	54	5	69
Link Distance (ft)		237	103
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Otero & SE Access, Interval #1

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	16	6	6
Average Queue (ft)	3	1	1
95th Queue (ft)	18	9	10
Link Distance (ft)	121	80	215
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Otero & SE Access, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	6	19
Average Queue (ft)	1	4
95th Queue (ft)	10	22
Link Distance (ft)	121	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Otero & SE Access, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	18	6	115
Average Queue (ft)	3	0	47
95th Queue (ft)	17	0	139
Link Distance (ft)	121	80	215
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Otero & SE Access, Interval #4

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	29	44
Average Queue (ft)	5	7
95th Queue (ft)	25	50
Link Distance (ft)	121	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Otero & SE Access, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	36	19	115
Average Queue (ft)	3	1	14
95th Queue (ft)	18	11	74
Link Distance (ft)	121	80	215
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Otero & NE Access, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Otero & NE Access, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	12
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

Intersection: 1: Voyager & Springcrest, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	29	22	89	119	35	50	62	255	26	63	214	201
Average Queue (ft)	11	5	42	68	15	20	30	67	8	25	146	122
95th Queue (ft)	32	22	96	127	37	54	68	325	27	64	238	243
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)												1
Queuing Penalty (veh)												0

Intersection: 1: Voyager & Springcrest, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	29	17	112	141	25	62	58	85	25	47	230	212
Average Queue (ft)	8	2	50	78	12	21	26	37	6	21	130	96
95th Queue (ft)	29	12	115	142	29	57	65	86	23	55	234	210
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)											0	1
Queuing Penalty (veh)											0	0

Intersection: 1: Voyager & Springcrest, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	6
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	34	26	104	136	63	63	75	76	24	51	253	229
Average Queue (ft)	15	4	49	86	23	27	30	41	7	25	170	133
95th Queue (ft)	40	19	111	151	66	64	76	83	25	55	279	257
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)											0	3
Queuing Penalty (veh)											0	0

Intersection: 1: Voyager & Springcrest, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	29	18	111	145	33	52	68	80	41	58	216	188
Average Queue (ft)	8	3	40	82	12	17	20	50	9	26	135	108
95th Queue (ft)	29	16	106	147	31	53	59	86	40	61	251	210
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)												1
Queuing Penalty (veh)												0

Intersection: 1: Voyager & Springcrest, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	35	31	134	163	71	72	84	269	48	72	294	277
Average Queue (ft)	10	3	45	79	16	21	27	49	8	24	145	115
95th Queue (ft)	33	18	108	143	44	57	67	184	30	59	254	233
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)											0	2
Queuing Penalty (veh)											0	0

Intersection: 1: Voyager & Springcrest, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

Intersection: 3: TCA Access/Otero & Springcrest, Interval #1

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	45
Average Queue (ft)	5	31
95th Queue (ft)	24	46
Link Distance (ft)	238	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, Interval #2

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	54
Average Queue (ft)	7	30
95th Queue (ft)	27	54
Link Distance (ft)	238	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, Interval #3

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	44
Average Queue (ft)	4	28
95th Queue (ft)	19	50
Link Distance (ft)	238	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, Interval #4

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	19	40
Average Queue (ft)	4	24
95th Queue (ft)	19	49
Link Distance (ft)	238	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, All Intervals

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	33	55
Average Queue (ft)	5	28
95th Queue (ft)	23	51
Link Distance (ft)	238	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

Intersection: 2: Springcrest & SW Access, Interval #1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	60
Average Queue (ft)	8	36
95th Queue (ft)	29	61
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, Interval #2

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	25	64
Average Queue (ft)	6	37
95th Queue (ft)	26	57
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, Interval #3

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	23	69
Average Queue (ft)	9	37
95th Queue (ft)	33	59
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, Interval #4

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	54
Average Queue (ft)	10	34
95th Queue (ft)	33	58
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, All Intervals

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	36	80
Average Queue (ft)	8	36
95th Queue (ft)	30	59
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Otero & SE Access, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Otero & SE Access, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Otero & SE Access, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Otero & SE Access, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	19
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Otero & SE Access, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	25
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	29	6
Average Queue (ft)	11	1
95th Queue (ft)	34	9
Link Distance (ft)	160	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Otero & NE Access, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	23	12
Average Queue (ft)	6	2
95th Queue (ft)	25	14
Link Distance (ft)	160	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Otero & NE Access, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	7
95th Queue (ft)	26
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, All Intervals

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	18
Average Queue (ft)	9	1
95th Queue (ft)	31	8
Link Distance (ft)	160	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

Intersection: 1: Voyager & Springcrest, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	28	18	121	170	56	49	217	214	108	134	320	272
Average Queue (ft)	6	4	63	107	21	25	119	105	50	80	204	181
95th Queue (ft)	25	17	130	178	55	58	229	216	127	138	340	298
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)											2	6
Queuing Penalty (veh)											3	0

Intersection: 1: Voyager & Springcrest, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	6
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	37	22	139	169	39	80	160	148	66	124	301	291
Average Queue (ft)	11	8	72	99	19	30	103	78	36	69	211	188
95th Queue (ft)	36	25	145	173	42	76	175	151	69	134	330	306
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)											1	7
Queuing Penalty (veh)											1	0

Intersection: 1: Voyager & Springcrest, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	46	22	297	332	166	218	612	676	442	400	811	760
Average Queue (ft)	19	5	174	222	64	57	385	396	179	186	496	461
95th Queue (ft)	52	20	294	358	170	241	735	789	507	438	838	793
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)				0	0			0				
Queuing Penalty (veh)				1	0			1				
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)			0	1	0	0	25			0	34	43
Queuing Penalty (veh)			0	4	0	0	11			0	52	2

Intersection: 1: Voyager & Springcrest, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	80
Average Queue (ft)	12
95th Queue (ft)	106
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	50	30	180	219	60	189	592	552	411	400	780	739
Average Queue (ft)	22	9	109	145	29	55	301	284	203	171	389	363
95th Queue (ft)	53	30	194	228	70	235	678	668	601	382	764	741
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)											1	1
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)						0	15			0	16	23
Queuing Penalty (veh)						0	6			0	23	1

Intersection: 1: Voyager & Springcrest, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Voyager & Springcrest, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	UL	T	T	R	L	T	T
Maximum Queue (ft)	59	30	297	332	166	223	638	692	470	400	848	814
Average Queue (ft)	15	7	105	143	33	42	227	216	117	127	325	298
95th Queue (ft)	44	24	219	268	100	175	558	571	406	317	663	628
Link Distance (ft)	330	330		386			971	971	971		1040	1040
Upstream Blk Time (%)				0	0			0			0	0
Queuing Penalty (veh)				0	0			0			0	0
Storage Bay Dist (ft)			365		365	335				315		
Storage Blk Time (%)			0	0	0	0	10			0	13	20
Queuing Penalty (veh)			0	1	0	0	4			0	20	1

Intersection: 1: Voyager & Springcrest, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	92
Average Queue (ft)	4
95th Queue (ft)	52
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	185
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 3
Zone wide Queuing Penalty, Interval #2: 1
Zone wide Queuing Penalty, Interval #3: 72
Zone wide Queuing Penalty, Interval #4: 31
Zone wide Queuing Penalty, All Intervals: 27

Intersection: 3: TCA Access/Otero & Springcrest, Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	43	10	53
Average Queue (ft)	13	1	32
95th Queue (ft)	39	15	58
Link Distance (ft)	212	292	96
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: TCA Access/Otero & Springcrest, Interval #2

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	44
Average Queue (ft)	9	30
95th Queue (ft)	31	47
Link Distance (ft)	212	96
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: TCA Access/Otero & Springcrest, Interval #3

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	222	32	103
Average Queue (ft)	182	4	91
95th Queue (ft)	282	38	115
Link Distance (ft)	212	292	96
Upstream Blk Time (%)	16		62
Queuing Penalty (veh)	125		94
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: TCA Access/Otero & Springcrest, Interval #4

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	204	37	107
Average Queue (ft)	42	5	70
95th Queue (ft)	155	57	123
Link Distance (ft)	212	292	96
Upstream Blk Time (%)	1		20
Queuing Penalty (veh)	2		10
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: TCA Access/Otero & Springcrest, All Intervals

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	222	69	110
Average Queue (ft)	62	3	56
95th Queue (ft)	201	34	109
Link Distance (ft)	212	292	96
Upstream Blk Time (%)	4		20
Queuing Penalty (veh)	32		26
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 219
Zone wide Queuing Penalty, Interval #4: 12
Zone wide Queuing Penalty, All Intervals: 58

Intersection: 2: Springcrest & SW Access, Interval #1

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	59	4	59
Average Queue (ft)	22	1	36
95th Queue (ft)	59	7	56
Link Distance (ft)		237	103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Springcrest & SW Access, Interval #2

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	48	66
Average Queue (ft)	22	39
95th Queue (ft)	52	65
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Springcrest & SW Access, Interval #3

Movement	EB	EB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	64	89	80
Average Queue (ft)	39	22	51
95th Queue (ft)	74	117	78
Link Distance (ft)		386	103
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	150		
Storage Blk Time (%)		1	
Queuing Penalty (veh)		1	

Intersection: 2: Springcrest & SW Access, Interval #4

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	53	4	69
Average Queue (ft)	29	1	42
95th Queue (ft)	58	7	81
Link Distance (ft)		237	103
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Springcrest & SW Access, All Intervals

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	67	89	9	86
Average Queue (ft)	28	6	0	42
95th Queue (ft)	63	56	5	72
Link Distance (ft)		386	237	103
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	150			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 4: Otero & SE Access, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	25
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Otero & SE Access, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Otero & SE Access, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	25	6	77
Average Queue (ft)	5	1	14
95th Queue (ft)	23	10	67
Link Distance (ft)	121	80	215
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Otero & SE Access, Interval #4

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	25	19
Average Queue (ft)	8	3
95th Queue (ft)	30	29
Link Distance (ft)	121	215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Otero & SE Access, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	31	6	77
Average Queue (ft)	6	0	4
95th Queue (ft)	27	5	35
Link Distance (ft)	121	80	215
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Otero & NE Access, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	5
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	11
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	17
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Otero & NE Access, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 1
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0