



October 4, 2017

Mr. Victor Rachael – Traffic Engineering
City of Aurora Colorado
15151 E. Alameda Parkway
Aurora, CO 80012

**Re: Outlook Seven Hills Project
Traffic Generation Comparison and Operational Analysis Projection:**

**Projected Apartment Traffic Generation (242 DUs) from HKS Traffic Impact
Study dated 4-7-17**

vs.

Projected Townhouse Traffic Generation (96 DUs) and New Intersection

HKS Project No. 170106

Dear Mr. Rachael:

Harris Kocher Smith (HKS) has completed a comparative analysis of the currently proposed Outlook Seven Hills development of 96 townhouse dwelling units (DUs) to the same parcel developed as 242 DUs as apartments as analyzed in the HKS Traffic Impact Study dated April 7, 2017 (the “HKS Study”). The following is a detailed summary of the analysis.

INTRODUCTION

Previously, Evergreen Development had proposed to develop the vacant property in the southwest corner of East Floyd Avenue and South Cathay Street (in the northeast quadrant of East Hampden Ave and Tower Road) located in the City of Aurora, CO into an apartment development with 242 DUs named “Outlook Seven Hills”. The “HKS Study” addressed traffic impacts from the proposed apartment development.

Currently, the Outlook Seven Hills development has been modified to consist of an attached-townhouse residential development with 96 DUs, still named “Outlook Seven Hills”.

TRIP GENERATION

In the "HKS Study", the proposed apartment project was projected to generate 1,511 daily vehicle trips of which 117 were projected to be generated during the AM peak hour and 143 were projected to be generated during the PM peak hour. See Table 1.

TABLE 1
OUTLOOK SEVEN HILLS (APARTMENT PROJECT)
From "HKS Study"

Trip Generation													
Land Use	Intensity	ITE Code	Daily (vpd)	A.M. Peak Hour (vph)				P.M. Peak Hour (vph)					
				Total	% In	% Out	In	Out	Total	% In	% Out	In	Out
Parcel 1													
Apartments	242 Units	220	1,591	123	20%	80%	25	98	151	65%	35%	98	53
Parcel 1 Total		-	1,591	123			25	98	151			98	53
Sub-Total			1,591	123			25	98	151			98	53
Less Transit Diverted Trips	-5%		-80	-6			-1	-5	-8			-5	-3
Grand Total			1,511	117			24	93	143			93	50
Notes:													
1. Trip Generation Projections are based on ITE Trip Generation, 9th Edition													

The proposed townhouse project is projected to generate 590 daily vehicle trips of which 48 are projected to be generated during the AM peak hour and 56 are projected to be generated during the PM peak hour. See Table 2.

TABLE 2
OUTLOOK SEVEN HILLS (TOWNHOUSE PROJECT)

Trip Generation													
Land Use	Intensity	ITE Code	Daily (vpd)	A.M. Peak Hour (vph)				P.M. Peak Hour (vph)					
				Total	% In	% Out	In	Out	Total	% In	% Out	In	Out
Residential Condo/Townhouse	96 DU	230	621	50			9	41	59			39	20
Sub-Total			621	50			9	41	59			39	20
Less Transit Diverted Trips	-5%		-31	-3			0	-2	-3			-2	-1
Grand Total			590	48			9	39	56			37	19
Notes:													
1. Trip Generation Projections are based on ITE Trip Generation, 9th Edition													

COMPARISON OF SITE-GENERATED VEHICULAR TRIPS

Total daily trips for the currently proposed townhouse development are projected to be 39% of the trips projected for the apartment development in the "HKS Study". Similarly, townhouse AM(PM) peak-hour trips are projected to be 41%(34%) of the trips projected for the apartment development in the "HKS Study".

OPERATIONAL ANALYSIS OF INTERSECTIONS IMPACTED BY TOWNHOUSE DEVELOPMENT

The apartment project was projected to generate 245% - 290% of the trips projected to be generated by the townhouse development. Therefore, the operational analysis results from the apartment project in the "HKS Study" represent worst-case results between the two projects. The less-impactful townhouse development's operational results will only be improved.

OPERATIONAL ANALYSIS OF NEW INTERSECTION: E FLOYD AVE AND S BISCAY WAY

The “HKS Study” analyzed the northerly access point with the surrounding roadway system as a “T” intersection on E Floyd Ave between Biscay Way and Cathay Street. For the proposed townhouse project, the development proposes a north access point further west on E Floyd Ave, being aligned with existing South Biscay Way. This intersection is proposed as a two-way stop-controlled four-legged intersection with the north and south approaches as stop-controlled. The new south approach is proposed as one northbound left/through/right-turn lane and one southbound departure lane. No dedicated turn lanes are proposed in E Floyd Ave. See the site plan in Figure 1 in the Appendix. This intersection was not contemplated in the “HKS Study” and therefore requires analysis for the townhouse traffic impact study to be complete.

Peak-hour turning-movement traffic counts for the existing intersection of E Floyd Ave/S Biscay Way were conducted on September 28, 2017. Tabulated results are included in the Appendix.

Operational analysis results for this new intersection including trips generated by the townhouse development are shown in Table 3.

TABLE 3
OPERATIONAL ANALYSIS RESULTS

INTERSECTION		INTERSECTION CONTROL	2017 EXISTING TRAFFIC		2019 BACKGROUND TRAFFIC		2019 TOTAL TRAFFIC		2037 BACKGROUND TRAFFIC		2037 TOTAL TRAFFIC	
			AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
1. E FLOYD AVE/NORTH DRIVE and S BISCAY WAY		TWSC	-	-	-	-	-	-	-	-	-	-
	a. EB L/T		A	A	A	A	-	-	A	A	-	-
	b. EB L/T/R		-	-	-	-	A	A	-	-	A	A
	c. WB L/T/R		-	-	-	-	A	A	-	-	A	A
	d. NB L/T/R	STOP	-	-	-	-	A	B	-	-	B	B
	e. SB L/R	STOP	A	A	A	A	-	-	B	B	-	-
	f. SB L/T/R	STOP	-	-	-	-	A	A	-	-	B	B

QUEUE LENGTH ANALYSIS

Queue length analysis indicates there are projected to be no issues with queue lengths at the new intersection of E Floyd Ave and S Biscay Way. See Table 4.

TABLE 4
QUEUE LENGTH ANALYSIS RESULTS
SYNCHRO 95TH PERCENTILE METHOD

INTERSECTION			INTERSECTION CONTROL	2017 EXISTING TRAFFIC		2019 TOTAL TRAFFIC		2037 TOTAL TRAFFIC	
				QUEUE LENGTH (FT) 95TH %		QUEUE LENGTH (FT) 95TH %		QUEUE LENGTH (FT) 95TH %	
				AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
1.	NORTH DRIVE AND BISCAY WAY/E FLOYD AVE		TWSC	-	-	-	-	-	-
	a.	EB L/T		0	2	-	-	-	-
	b.	EB L/T/R		-	-	0	2	0	2
	c.	WB L/T/R		-	-	0	0	0	0
	d.	NB L/T/R	STOP	-	-	2	0	2	2
	e.	SB L/R	STOP	5	2	-	-	-	-
	f.	SB L/T/R	STOP	-	-	5	2	10	5
NOTES:									
1. Vehicle Length = 25 feet									

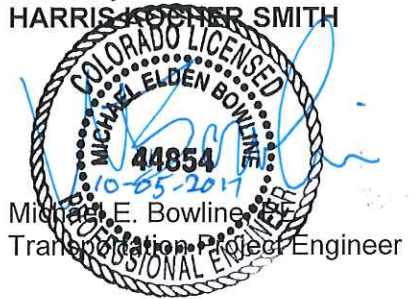
SUMMARY

Therefore, based on the analyses conducted for the "HKS Study" and for this traffic letter, it is concluded that the study-area roadway system can accommodate the proposed Outlook Seven Hills townhouse development with the recommended access improvements discussed in the "HKS Study" with negligible impact on the study-area roadway system.

If you have any questions or require additional information please, do not hesitate to contact me at phone: 303.623.6300; or e-mail: mbowline@hkseng.com.

Sincerely,

HARRIS KOSHER SMITH



Michael E. Bowline, PE
Transportation Project Engineer

FIGURES

- 1 Vicinity Map
- 2 Outlook Seven Hills Conceptual Plan (Townhouses)
- 3 2017 Existing Traffic Volumes – E Floyd Ave/S Biscay Way

APPENDIX A: TRAFFIC COUNTS: E FLOYD AVE/SOUTH BISCAY WAY

APPENDIX B: INTERSECTION CAPACITY ANALYSIS WORKSHEETS E FLOYD AVE/SOUTH BISCAY WAY



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NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF HARRIS KOCHER SMITH.

ISSUE DATE: 07-29-2013		PROJECT #: 170106
DATE	REVISION COMMENTS	

EVERGREEN DEVELOPMENT

OUTLOOK SEVEN HILLS
VICINITY MAP

HKS **HARRIS KOCHER SMITH**
1120 Lincoln Street, Suite 1000
Denver, Colorado 80203
P: 303.623.6300 F: 303.623.6311
HarrisKocherSmith.com

DSN'D BY:
CHK'D BY:
DRAWN BY:
SHEET NO.
1
1 OF 3



Plotted: TUE 10/03/17 10:43:42A By: Kristi Gemperline Filepath: p:\170106\traffic\1st submittal\traffic study figures\2-concept plan.dwg Layout: layout1

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EVERGREEN DEVELOPMENT

OUTLOOK SEVEN HILLS CONCEPTUAL PLAN

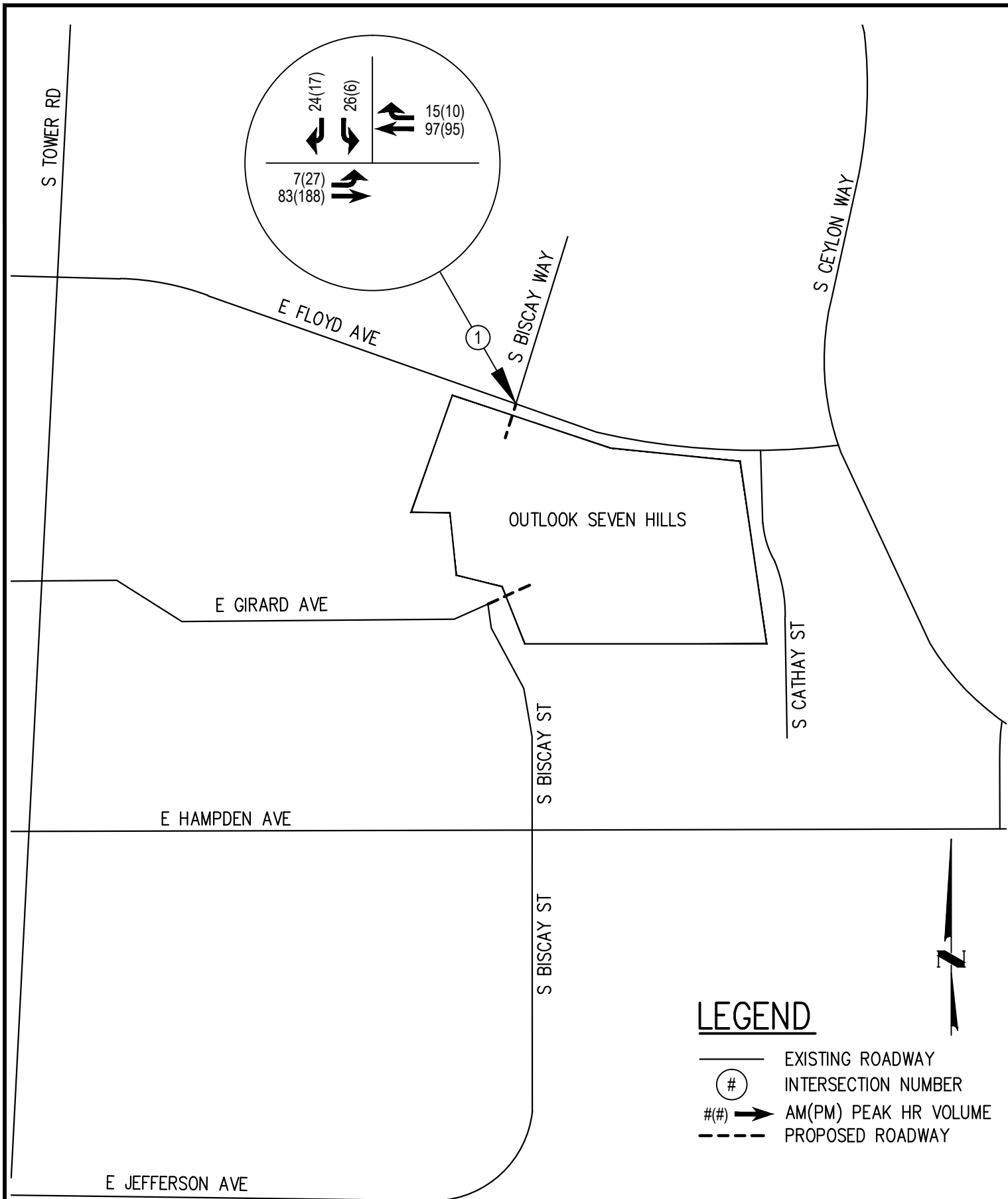
HKS HARRIS KOCHER SMITH
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SHEET NO.

2

2 OF 3



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ISSUE DATE: 07-29-2013		PROJECT #: 170106	
DATE	REVISION COMMENTS		

EVERGREEN DEVELOPMENT

OUTLOOK SEVEN HILLS 2017 EXISTING TRAFFIC VOLUME

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DS'ND BY:
CHK'D BY:
DRAWN BY:

SHEET NO.

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3 OF 3

APPENDIX “A”

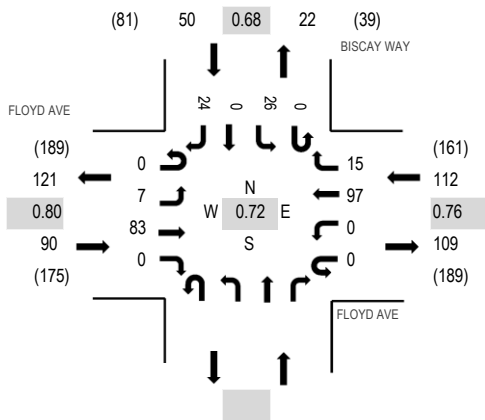
**2017 EXISTING
TRAFFIC VOLUME COUNTS**



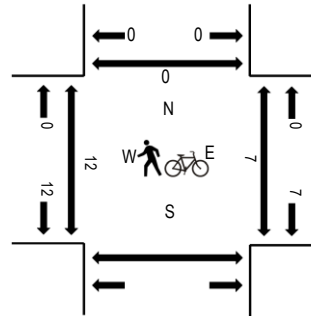
(303) 216-2439
www.alltrafficdata.net

Location: 1 BISCAY WAY & FLOYD AVE AM
Date and Start Time: Thursday, September 28, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

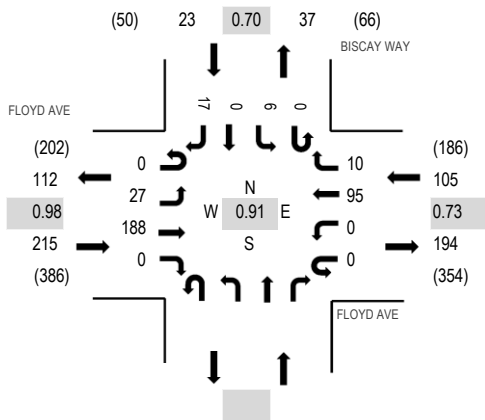
Interval Start Time	FLOYD AVE Eastbound				FLOYD AVE Westbound				Northbound				BISCAY WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	4	0	0	0	0	8	1				0	3	0	7	26	215	0	0	0	0
7:15 AM	0	2	10	0	0	0	0	21	1				0	5	0	6	45	252	0	0	0	0
7:30 AM	0	2	24	0	0	0	0	17	1				0	9	0	4	57	249	1	2	0	0
7:45 AM	0	3	29	0	0	0	0	28	7				0	11	0	9	87	231	10	5	0	0
8:00 AM	0	0	20	0	0	0	0	31	6				0	1	0	5	63	202	1	0	0	0
8:15 AM	0	4	20	0	0	0	0	12	2				0	2	0	2	42		0	0	0	0
8:30 AM	0	3	17	0	0	0	0	8	0				0	1	0	10	39		0	0	0	0
8:45 AM	0	2	32	0	0	0	0	16	2				0	1	0	5	58		0	0	0	0
Count Total	0	19	156	0	0	0	0	141	20				0	33	0	48	417		12	7	0	0
Peak Hour	0	7	83	0	0	0	0	97	15				0	26	0	24	252		12	7	0	0



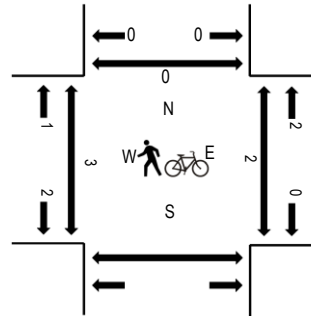
(303) 216-2439
www.alltrafficdata.net

Location: 1 BISCAY WAY & FLOYD AVE PM
Date and Start Time: Thursday, September 28, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FLOYD AVE Eastbound				FLOYD AVE Westbound				Northbound				BISCAY WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	50	0	0	0	0	23	0				0	2	0	4	85	279	1	3		2
4:15 PM	0	5	33	0	0	0	0	21	5				0	1	0	4	69	277	3	0		0
4:30 PM	0	7	38	0	0	0	0	15	1				1	4	0	6	72	299	0	2		0
4:45 PM	0	3	29	0	0	0	0	15	1				0	3	0	2	53	302	0	0		1
5:00 PM	0	5	50	0	0	0	0	16	2				0	4	0	6	83	343	1	0		0
5:15 PM	0	7	46	0	0	0	0	31	3				0	1	0	3	91		1	0		0
5:30 PM	0	8	45	0	0	0	0	15	2				0	0	0	5	75		0	1		0
5:45 PM	0	7	47	0	0	0	0	33	3				0	1	0	3	94		1	1		0
Count Total	0	48	338	0	0	0	0	169	17				1	16	0	33	622		7	7		3
Peak Hour	0	27	188	0	0	0	0	95	10				0	6	0	17	343		3	2		0

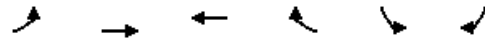
APPENDIX “B”

**INTERSECTION
CAPACITY ANALYSIS
WORKSHEETS**

Lanes and Geometrics
1: E Floyd Ave & S Biscay Way

Aurora Seven Hills Apartments

10/2/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.982		0.938	
Flt Protected		0.996			0.974	
Satd. Flow (prot)	0	1855	1829	0	1702	0
Flt Permitted		0.996			0.974	
Satd. Flow (perm)	0	1855	1829	0	1702	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		336	179		1029	
Travel Time (s)		9.2	4.9		23.4	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	7	83	97	15	26	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	90	105	16	28	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	122	0	219
Stage 1	-	-	114
Stage 2	-	-	105
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1465	-	769
Stage 1	-	-	911
Stage 2	-	-	919
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1465	-	764
Mov Cap-2 Maneuver	-	-	764
Stage 1	-	-	911
Stage 2	-	-	913










Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	835
HCM Lane V/C Ratio	0.005	-	-	-	0.062
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes and Geometrics
1: E Floyd Ave & S Biscay Way

Aurora Seven Hills Apartments

10/2/2017

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.903	
Flt Protected		0.994			0.986	
Satd. Flow (prot)	0	1852	1839	0	1659	0
Flt Permitted		0.994			0.986	
Satd. Flow (perm)	0	1852	1839	0	1659	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		406	109		565	
Travel Time (s)		11.1	3.0		12.8	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	27	188	95	10	6	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	204	103	11	7	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	114	0	372
Stage 1	-	-	109
Stage 2	-	-	263
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1475	-	629
Stage 1	-	-	916
Stage 2	-	-	781
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1475	-	615
Mov Cap-2 Maneuver	-	-	615
Stage 1	-	-	916
Stage 2	-	-	764

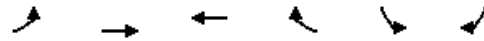
Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	829
HCM Lane V/C Ratio	0.02	-	-	-	0.03
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lanes and Geometrics
1: E Floyd Ave & S Biscay Way

Aurora Seven Hills Apartments

10/2/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.982		0.935	
Flt Protected		0.996			0.975	
Satd. Flow (prot)	0	1855	1829	0	1698	0
Flt Permitted		0.996			0.975	
Satd. Flow (perm)	0	1855	1829	0	1698	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		442	900		617	
Travel Time (s)		12.1	24.5		14.0	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	7	86	101	16	27	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	93	110	17	29	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	127	0	227
Stage 1	-	-	118
Stage 2	-	-	109
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1459	-	761
Stage 1	-	-	907
Stage 2	-	-	916
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1459	-	756
Mov Cap-2 Maneuver	-	-	756
Stage 1	-	-	907
Stage 2	-	-	911










Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	832
HCM Lane V/C Ratio	0.005	-	-	-	0.068
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes and Geometrics
1: E Floyd Ave & S Biscay Way

Aurora Seven Hills Apartments

10/2/2017

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.988		0.900	
Flt Protected		0.994			0.987	
Satd. Flow (prot)	0	1852	1840	0	1655	0
Flt Permitted		0.994			0.987	
Satd. Flow (perm)	0	1852	1840	0	1655	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		438	904		605	
Travel Time (s)		11.9	24.7		13.8	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	28	196	99	10	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	213	108	11	7	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	118	0	387
Stage 1	-	-	113
Stage 2	-	-	274
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1470	-	616
Stage 1	-	-	912
Stage 2	-	-	772
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1470	-	602
Mov Cap-2 Maneuver	-	-	602
Stage 1	-	-	912
Stage 2	-	-	754

















Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1470	-	-	-	824
HCM Lane V/C Ratio	0.021	-	-	-	0.032
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lanes and Geometrics
1: North Drive/S Biscay Way & E Floyd Ave

Aurora Seven Hills Apartments

10/2/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.997			0.982			0.926			0.935	
Flt Protected		0.996						0.978			0.975	
Satd. Flow (prot)	0	1850	0	0	1829	0	0	1687	0	0	1698	0
Flt Permitted		0.996						0.978			0.975	
Satd. Flow (perm)	0	1850	0	0	1829	0	0	1687	0	0	1698	0
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		515			827			458			497	
Travel Time (s)		14.0			22.6			12.5			11.3	

Intersection Summary

Area Type: Other

















Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	86	2	1	101	16	8	0	10	27	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	93	2	1	110	17	9	0	11	29	0	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	96	0	0	244	239	95	236	232	118
Stage 1	-	-	-	-	-	-	110	110	-	121	121	-
Stage 2	-	-	-	-	-	-	134	129	-	115	111	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1459	-	-	1498	-	-	710	662	962	718	668	934
Stage 1	-	-	-	-	-	-	895	804	-	883	796	-
Stage 2	-	-	-	-	-	-	869	789	-	890	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1498	-	-	686	657	962	706	663	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	686	657	-	706	663	-
Stage 1	-	-	-	-	-	-	890	799	-	878	795	-
Stage 2	-	-	-	-	-	-	843	788	-	875	799	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			9.5			9.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	816	1459	-	-	1498	-	-	800				
HCM Lane V/C Ratio	0.024	0.005	-	-	0.001	-	-	0.071				
HCM Control Delay (s)	9.5	7.5	0	-	7.4	0	-	9.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

Lanes and Geometrics

Aurora Seven Hills Apartments

1: North Drive/S Biscay Way & E Floyd Ave

10/2/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.996			0.988			0.925			0.900	
Flt Protected		0.994			0.999			0.978			0.987	
Satd. Flow (prot)	0	1844	0	0	1839	0	0	1685	0	0	1655	0
Flt Permitted		0.994			0.999			0.978			0.987	
Satd. Flow (perm)	0	1844	0	0	1839	0	0	1685	0	0	1655	0
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		515			827			458			630	
Travel Time (s)		14.0			22.6			12.5			14.3	

Intersection Summary










Area Type: Other

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	28	196	7	2	99	10	4	0	5	6	0	18
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	213	8	2	108	11	4	0	5	7	0	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	118	0	0	221	0	0	405	401	217	397	399	113
Stage 1	-	-	-	-	-	-	278	278	-	117	117	-
Stage 2	-	-	-	-	-	-	127	123	-	280	282	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1470	-	-	1348	-	-	556	538	823	563	539	940
Stage 1	-	-	-	-	-	-	728	680	-	888	799	-
Stage 2	-	-	-	-	-	-	877	794	-	727	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1470	-	-	1348	-	-	534	525	823	549	526	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	525	-	549	526	-
Stage 1	-	-	-	-	-	-	711	664	-	868	797	-
Stage 2	-	-	-	-	-	-	857	792	-	706	662	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			10.5			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	663	1470	-	-	1348	-	-	798				
HCM Lane V/C Ratio	0.015	0.021	-	-	0.002	-	-	0.033				
HCM Control Delay (s)	10.5	7.5	0	-	7.7	0	-	9.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

Lanes and Geometrics
1: E Floyd Ave & S Biscay Way

Aurora Seven Hills Apartments

10/3/2017

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.982		0.935	
Flt Protected		0.996			0.975	
Satd. Flow (prot)	0	1855	1829	0	1698	0
Flt Permitted		0.996			0.975	
Satd. Flow (perm)	0	1855	1829	0	1698	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		346	169		646	
Travel Time (s)		9.4	4.6		14.7	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	124	145	22	39	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	135	158	24	42	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	182	0	327
Stage 1	-	-	170
Stage 2	-	-	157
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1393	-	667
Stage 1	-	-	860
Stage 2	-	-	871
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1393	-	661
Mov Cap-2 Maneuver	-	-	661
Stage 1	-	-	860
Stage 2	-	-	863










Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1393	-	-	-	749
HCM Lane V/C Ratio	0.008	-	-	-	0.109
HCM Control Delay (s)	7.6	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes and Geometrics
1: E Floyd Ave & S Biscay Way

Aurora Seven Hills Apartments

10/2/2017

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.987		0.901	
Flt Protected		0.994			0.987	
Satd. Flow (prot)	0	1852	1839	0	1657	0
Flt Permitted		0.994			0.987	
Satd. Flow (perm)	0	1852	1839	0	1657	0
Link Speed (mph)		25	25		30	
Link Distance (ft)		378	137		562	
Travel Time (s)		10.3	3.7		12.8	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	40	280	142	15	9	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	304	154	16	10	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	171	0	554
Stage 1	-	-	163
Stage 2	-	-	391
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1406	-	493
Stage 1	-	-	866
Stage 2	-	-	683
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1406	-	475
Mov Cap-2 Maneuver	-	-	475
Stage 1	-	-	866
Stage 2	-	-	658

















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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1406	-	-	-	719
HCM Lane V/C Ratio	0.031	-	-	-	0.051
HCM Control Delay (s)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes and Geometrics
1: North Drive/S Biscay Way & E Floyd Ave

Aurora Seven Hills Apartments

10/2/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.998			0.982			0.926			0.935	
Flt Protected		0.996						0.978			0.975	
Satd. Flow (prot)	0	1852	0	0	1829	0	0	1687	0	0	1698	0
Flt Permitted		0.996						0.978			0.975	
Satd. Flow (perm)	0	1852	0	0	1829	0	0	1687	0	0	1698	0
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		515			827			458			638	
Travel Time (s)		14.0			22.6			12.5			14.5	

Intersection Summary

















Area Type: Other

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	124	2	1	145	22	8	0	10	39	0	36
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	135	2	1	158	24	9	0	11	42	0	39
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	137	0	0	349	342	136	335	331	170
Stage 1	-	-	-	-	-	-	158	158	-	172	172	-
Stage 2	-	-	-	-	-	-	191	184	-	163	159	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1393	-	-	1447	-	-	606	580	913	619	588	874
Stage 1	-	-	-	-	-	-	844	767	-	830	756	-
Stage 2	-	-	-	-	-	-	811	747	-	839	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1393	-	-	1447	-	-	574	574	913	607	582	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	574	574	-	607	582	-
Stage 1	-	-	-	-	-	-	836	760	-	823	755	-
Stage 2	-	-	-	-	-	-	774	746	-	822	759	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			10.1			10.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	723	1393	-	-	1447	-	-	711				
HCM Lane V/C Ratio	0.027	0.008	-	-	0.001	-	-	0.115				
HCM Control Delay (s)	10.1	7.6	0	-	7.5	0	-	10.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4				

Lanes and Geometrics

Aurora Seven Hills Apartments

1: North Drive/S Biscay WayS Biscay WayS Biscay WayS Biscay Way & E Floyd Ave 10/2/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.997			0.987			0.925			0.901	
Flt Protected		0.994			0.999			0.978			0.987	
Satd. Flow (prot)	0	1846	0	0	1837	0	0	1685	0	0	1657	0
Flt Permitted		0.994			0.999			0.978			0.987	
Satd. Flow (perm)	0	1846	0	0	1837	0	0	1685	0	0	1657	0
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		515			827			458			634	
Travel Time (s)		14.0			22.6			12.5			14.4	

Intersection Summary

Area Type: Other

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	40	280	7	2	142	15	4	0	5	9	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	304	8	2	154	16	4	0	5	10	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	312	0	0	575	570	308	565	566	163
Stage 1	-	-	-	-	-	-	395	395	-	167	167	-
Stage 2	-	-	-	-	-	-	180	175	-	398	399	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1248	-	-	429	431	732	436	434	882
Stage 1	-	-	-	-	-	-	630	605	-	835	760	-
Stage 2	-	-	-	-	-	-	822	754	-	628	602	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1406	-	-	1248	-	-	403	414	732	420	417	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	414	-	420	417	-
Stage 1	-	-	-	-	-	-	607	583	-	804	758	-
Stage 2	-	-	-	-	-	-	795	752	-	600	580	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	11.8	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	537	1406	-	-	1248	-	-	683
HCM Lane V/C Ratio	0.018	0.031	-	-	0.002	-	-	0.054
HCM Control Delay (s)	11.8	7.6	0	-	7.9	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2