

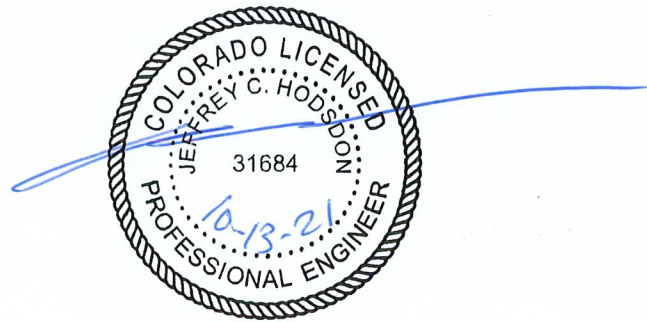


LSC TRANSPORTATION CONSULTANTS, INC.  
2504 East Pikes Peak Avenue, Suite 304  
Colorado Springs, CO 80909  
(719) 633-2868  
FAX (719) 633-5430  
E-mail: [lsc@lscstrans.com](mailto:lsc@lscstrans.com)  
Website: <http://www.lscstrans.com>

## Latigo Preserve Filing Nos. 9 and 10 Traffic Impact Analysis (LSC #S214500) October 13, 2021

### Traffic Engineer's Statement

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



### Developer's Statement

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

A handwritten signature in blue ink, appearing to read 'Robert C. Irwin', with a horizontal line extending to the right.

Robert C . Irwin, Manager  
BRJM, LLC

10/13/21

Date

Add "PCD File No. SF-21-036 and SF-21-037"

# Latigo Preserve Filing Nos. 9 and 10 Traffic Impact Analysis

Prepared for:  
BRJM c/o  
Mr. Robert C. Irwin  
P.O. Box 60069  
Colorado Springs, CO 80960-0069

OCTOBER 13, 2021

---

LSC Transportation Consultants  
Prepared by: Kirstin D. Ferrin, P.E.  
Reviewed by: Jeffrey C. Hodsdon, P.E.

LSC #S214500



CONTENTS	
REPORT CONTENTS .....	1
PREVIOUS TRAFFIC REPORTS COMPLETED IN THE AREA.....	2
LAND USE AND ACCESS .....	2
Land Use and Access .....	2
Sight Distance.....	2
Pedestrian Access.....	2
ROADWAY AND TRAFFIC CONDITIONS.....	3
Area Roadways.....	3
Existing Traffic Volumes .....	3
Existing Levels of Service .....	3
BACKGROUND TRAFFIC.....	4
TRIP GENERATION.....	4
TRIP DISTRIBUTION AND ASSIGNMENT.....	5
Trip Distribution .....	5
Assignment of Site-Generated Trips.....	5
TOTAL TRAFFIC.....	5
PROJECTED LEVELS OF SERVICE .....	6
Meridian Road/Latigo Boulevard .....	6
Eastonville Road/Latigo Boulevard.....	6
Latigo Boulevard Access Points .....	6
Eastonville Road Access Point .....	6
FUNCTIONAL CLASSIFICATIONS.....	7
ROAD IMPROVEMENT FEE PROGRAM .....	7
CONCLUSIONS AND RECOMMENDATIONS .....	7
Enclosures: .....	8

Tables 2 and 3

Figures 1-9

Traffic Counts

Level of Service Reports

MTCP Maps

Appendix Table 1



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

October 13, 2021

BRJM c/o  
Mr. Robert C. Irwin  
P.O. Box 60069  
Colorado Springs, CO 80960-0069

RE: Latigo Preserve Filing Nos. 9 and 10  
2021 Amendment  
El Paso County, CO  
Traffic Impact Analysis  
LSC #S214250

Dear Mr. Irwin:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Latigo Preserve Filing Nos. 9 and 10. As shown in Figure 1, the site is located northwest of the intersection of Eastonville Road and Latigo Boulevard in El Paso County, Colorado.

## REPORT CONTENTS

This report is being prepared as part of a submittal to El Paso County. The report identifies the traffic impacts of the proposed residential development and presents recommendations for the transportation system. The report contains the following:

- The existing roadway and traffic conditions in the site's vicinity, including the roadway widths, lane geometries, and traffic controls, etc.;
- The peak-hour turning-movement traffic counts at key intersections in the vicinity of the site;
- The average week-day and peak-hour vehicle trips to be generated by the site;
- The assignment of these trips to the area streets, roadways, and intersections;
- Projections of long-term background traffic volumes;
- Resulting total traffic volumes on the area roadways;
- The projected levels of service at the intersections at key intersections the vicinity of the site; and
- The recommended transportation system, including functional classification of streets and roadways, number of lanes, intersection lane geometry/auxiliary turn lanes, and intersection traffic control.

## PREVIOUS TRAFFIC REPORTS COMPLETED IN THE AREA

Appendix Table 1 contains a list of other traffic studies in the study area completed within the past five years (that LSC is aware of). This study accounts for the land use, trip generation, and the roadway network included in these studies.

## LAND USE AND ACCESS

### Land Use and Access

Latigo Preserve Filing Nos. 9 and 10 are planned to each be developed with 76 lots for single-family homes. Initially, access is proposed to Latigo Boulevard at the intersections of Oregon Wagon Trail, Lonesome Pine Trail and Ponca Canyon Trail via the existing street system. In the future, access is proposed to Eastonville Road through the future development areas located east and south of the currently-proposed filings to an intersection (Conestoga Trail South) about 5,080 feet south of Latigo Boulevard and about 3,020 feet north of the future alignment of Rex Road. Figure 2 shows the proposed site plan.

### Sight Distance

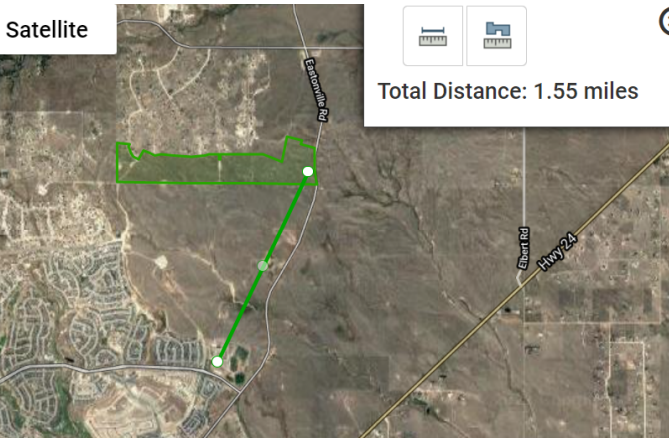
The entering sight distance at the future intersection of Conestoga Trail South/Eastonville was measured to be greater than 1,000 feet to the north and about 410 feet to the south. Based on the criteria contained in Table 2-21 of the El Paso County *Engineering Criteria Manual (ECM)* and the design speed of 50 miles per hour (mph) (posted speed limit of 45 mph) the required intersection sight distance is 555 feet. Pikes Peak Road improvements are anticipated on this section of road. The sight distance is currently restricted by the existing vertical curve. With the PPRTA improvements the sight distance will be improved. Landscaping, fencing, wall, etc. are kept clear of the corner sight distance.

Update Figure 2 to include the 30' pedestrian facility through the development or provide a separate figure/exhibit.

### Pedestrian Access

There is a planned 30-foot pedestrian facility extending north/south through the development, which will extend to the property's south boundary and be connected to the Meridian Ranch pedestrian circulation system to provide access to the schools. Sidewalks are not required within Latigo Trails as the roadways are "rural" rather than "urban."

Regarding pedestrian facilities planned within the adjacent Meridian Ranch development, school pedestrian plans were provided with the adjacent Estates at Rolling Hills Ranch and Rolling Hills Ranch at Meridian Ranch Filing Nos. 1 through 3. As preliminary plans/final plats are prepared in the Meridian Ranch Sketch Plan amendment areas, pedestrian connectivity to these two adjacent developments will be addressed. Sidewalks will be provided adjacent to all local streets



Double check and update the report accordingly. Per aerial measurement, Filing 10 (Conestoga Trail South) to Falcon High School is approximately 1.5 miles

ment and on both the north and tonville Road.  
miles of the site.

**ROADWAY AND TRAFFIC CONDITIONS**

**Area Roadways**

The major area roadways within and adjacent to Meridian Ranch are described below. Copies of the 2016 *El Paso County Major Transportation Corridors Plan (MTCP) 2040 Roadway Plan* and 2016 *MTCP 2060 Corridor Preservation Plan* with the site location identified on them have been attached to this report.

**Meridian Road** extends north from South Blaney Road to County Line Road. The posted speed limit on Meridian Road in the vicinity of Latigo Boulevard is 55 miles per hour (mph). Meridian Road is shown as a four-lane Principal Arterial south of Rex Road, a four-lane Minor Arterial north of Rex Road, and a two-lane Minor Arterial north of Murphy Road on the *El Paso County MTCP*.

**Latigo Boulevard** is a two-lane Collector extending east from Meridian Road to Elbert Road. The posted speed limit is 45 mph.

**Eastonville Road** is a two-lane roadway extending northeast Road. It has a gravel surface and a posted speed limit of 45 Eastonville Road is shown as a two-lane Minor Arterial on Stapleton Drive has been identified as a two-lane Rural M *Conceptual Design Report Eastonville Road Project* prepared shows the future cross section with one through lane in each center median, and 6-foot paved shoulder. The segment between is identified as part of Phase 2 of the project.

Update the statement to note the Conceptual Design is showing an Urban cross section.  
Will the expectation be to continue the urban cross section north of Latigo Blvd? Future filing on the north side of Latigo Blvd will likely be responsible for constructing the segment of Eastonville along the development frontage.

**Existing Traffic Volumes**

Figure 3 shows the peak-hour traffic volumes at the key intersections from the attached traffic counts conducted by LSC in June 2021.

**Existing Levels of Service**

Level of service (LOS) is a quantitative measure of the level of delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

**Table 1: Level of Service Delay Ranges**

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) <sup>(1)</sup>
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 presents the results of the existing intersection level of service analysis. The levels of service are based on the unsignalized method of analysis procedures from the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board. The level of service reports are attached.

The intersection of Latigo/Meridian is currently two-way, stop-sign-controlled. The westbound approach at this intersection is currently operating at LOS B during the morning and afternoon peak hours.

The intersections of Latigo/Oregon Wagon, Latigo/Lonesome Pine, Latigo/Ponca Canyon and Latigo Eastonville are currently two-way, stop-sign-controlled. All movements at these intersections are currently operating at LOS A during the morning peak hour and LOS B during the afternoon peak hours.

### **BACKGROUND TRAFFIC**

Background traffic is the traffic estimated to be on the study-area streets without consideration of the land uses within the Amendment area. It includes through traffic and traffic generated by adjacent/nearby developments.

Figure 4 shows the projected 2041 background traffic volumes. The 2041 background traffic volumes assume buildout of the Meridian Ranch, Grandview Reserve, and Waterbury developments. The 2041 background traffic volumes also assume the parcels located north of Rex Road and east of Eastonville Road are developed with 2 ½ acre lots similar to those currently proposed for Latigo Preserve. The 2041 background volumes may be conservative as there are currently no known plans for these parcels and the *El Paso County 2016 Major Transportation Corridors Plan Update* only shows 400 vehicles per day on Latigo Boulevard east of Eastonville Road by 2040.

### **TRIP GENERATION**

The trip-generation estimate for the site are based on nationally-published trip-generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 2 shows the results of the trip-generation estimate.

Latigo Preserve Filing Nos. 9 and 10 are expected to generate about 717 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 a.m. and 8:30 a.m., about 14 vehicles would enter and 42 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 p.m. and 6:15 p.m., about 47 vehicles would enter and 28 vehicles would exit the site. The short-term distribution estimate is based on the existing street network and the long-term distribution assumes buildout of the area street network including the extension of Rex Road from its existing terminus to US Highway 24.

## **TRIP DISTRIBUTION AND ASSIGNMENT**

### **Trip Distribution**

The directional distribution of the traffic volumes to be generated by the site on the area roadways is an important factor in determining the traffic impacts. Figure 5 shows the trip directional-distribution estimate for the trips estimated to be generated by the site. The estimates were based on the following factors: the location of the site with respect to nearby residential, employment, commercial, and activity centers and the balance of the Colorado Springs metropolitan area; the land use types; the internal/external street and roadway system serving the site; and the existing traffic counts.

### **Assignment of Site-Generated Trips**

When the estimated site trips (from Table 2) are directionally distributed according to the LSC-estimated percentages shown in Figure 5 and assigned/routed on the internal and area street network (according to LSC estimates), the resulting projected site-generated traffic volumes can be determined.

Figure 6 shows the projected short-term traffic volumes at the key area intersections due to Latigo Preserve Filing Nos. 9 and 10. The short-term estimates assume Latigo Preserve will only have access to the intersections of Latigo/Oregon Wagon, Latigo/Lonesome Pine, and Latigo/Ponca Canyon via the existing street network.

Figure 7 shows the projected long-term traffic volumes at the key area intersections due to Latigo Preserve Filing Nos. 9 and 10. The long-term estimates assume Latigo Preserve will have access through the future filing areas to the south and east to Eastonville Road.

## **TOTAL TRAFFIC**

Figure 8 shows the sum of the existing traffic volumes (from Figure 3) and the short-term amendment-area-generated traffic volumes (from Figure 6).



Figure 9 shows the projected 2041 total traffic volumes at the area intersections. These volumes are the sum of the 2041 background traffic volumes (from Figure 4) and the long-term site-generated traffic volumes (from Figure 7).

## **PROJECTED LEVELS OF SERVICE**

The key area intersections and access points were analyzed to determine the projected levels of service for the existing plus site-generated and 2041 background and total traffic volumes, based on the unsignalized-intersection analysis procedures from the *Highway Capacity Manual* and the signalized-intersection analysis procedures from the Synchro computer program. Figures 4, 8, and 9 show the level of service analysis results. The level of service reports are attached.

### **Meridian Road/Latigo Boulevard**

The intersection of Latigo/Meridian is currently two-way, stop-sign-controlled. The westbound approach at this intersection is currently operating at LOS B during the morning and afternoon peak hours. By 2041, this approach is projected to operate at LOS D during the morning peak hour and LOS C during the afternoon peak hour, with or without the site-generated traffic.

### **Eastonville Road/Latigo Boulevard**

The intersection of Latigo/Meridian is currently two-way, stop-sign-controlled. All movements at this intersection are projected to continue to operate at LOS A during peak hours with the addition of site-generated traffic. By 2041, it was assumed that Eastonville Road would be improved to a Minor Arterial cross section and that northbound and southbound left-turn lanes would be constructed approaching Latigo Boulevard. Based on the 2041 traffic volumes and lane geometry shown in Figure 9, all movements at this intersection are projected to operate at LOS B or better during the peak hours.

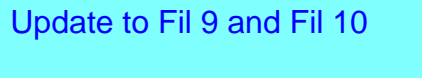

### **Latigo Boulevard Access Points**

The intersections of Latigo/Oregon Wagon, Latigo/Lonesome Pine and Latigo Ponca Canyon are currently two-way, stop-sign-controlled. All movements at these intersections are projected to continue to operate at LOS A during peak hours with the addition of site-generated traffic. By 2041, all movements at these intersections are projected to operate at LOS B or better during peak hours.

### **Eastonville Road Access Point**

The future intersection of Eastonville Road/Conestoga Trail South is projected to operate at LOS B or better during the peak hours for all movements, based on the projected 2041 total traffic volumes and lane geometry shown in Figure 8.

## FUNCTIONAL CLASSIFICATIONS

Figure 1 **Update to Fil 9 and Fil 10** Functional classifications for the roadways in the vicinity of the site.  Functional classifications for the roadways in the vicinity of the site.  be consistent with the current El Paso County *MTCP*.

## ROAD IMPROVEMENT FEE PROGRAM

This project will be required to participate in the El Paso County Road Improvement Fee Program. Latigo Preserve Filings Nos. 9 and 10 will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. The total building permit fee would be \$43,956 for the 36 lots within Filing No. 1 and \$47,619 for the 39 lots within Filing No. 2.

## CONCLUSIONS AND RECOMMENDATIONS

- Latigo Preserve Filing Nos. 9 and 10 are expected to generate about 717 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, about 14 vehicles would enter and 42 vehicles would exit the site. During the afternoon peak hour, about 47 vehicles would enter and 28 vehicles would exit the site.
- All of the key area intersections are projected to operate at a satisfactory level of service (LOS D or better) through 2041 as two-way, stop-sign-controlled intersections.
- Table 3 identifies the future roadway improvements that will be needed in the vicinity of the site. Table 3 provides details, including recommended “triggers” for when each improvement will be needed.
- Based on the traffic volumes shown in Figure 9, no additional auxiliary lane improvements are anticipated to be required with the addition of site-generated traffic.
- Eastonville Road is currently non-paved (gravel) north of Londonderry Drive. Based on the estimated existing average weekday traffic volume of 480 vehicles per day and the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, this roadway currently exceeds the County *ECM* threshold for roadway paving. This section of Eastonville Road was included in the Eastonville Road Project Conceptual Design Report by Wilson & Company, dated April 2021. The proposed cross section includes one through lane in each direction, a two-way, left-turn lane in the center median, 6-foot outside shoulders and a detached sidewalk. However, as the segment between Rex Road and Latigo Boulevard is identified as part of Phase 2 of the project, it may be necessary for this improvement to be completed prior to an RTA public project. Please refer to the improvements table for additional detail.
- Latigo Boulevard currently has 24 feet of paved width plus gravel shoulders. This does not meet the *ECM* standards for a Rural Major Collector. This cross section may need to be

improved in the future with additional growth in vehicular traffic. Please refer to the improvements table for additional detail.

- Oregon Wagon Trail is currently a gravel road between Conestoga Trail South and Latigo Boulevard. Based on the estimated average weekday traffic volume of 350 vehicles per day and the criteria contained in the El Paso County *Engineering Criteria Manual*, this roadway currently exceeds the County *ECM* threshold for roadway paving. Latigo Preserve Filings Nos. 9 and 10 are projected to add some additional vehicle traffic to this roadway. Please refer to the improvements table for additional detail.
- Lonesome Pine Trail is currently a gravel road. The estimated existing average weekday traffic volume of about 180 vehicles per day. Latigo Preserve Filings Nos. 9 and 10 will likely add some additional traffic to this roadway. Please refer to the improvements table for additional detail.
- **Offsite Intersection:** By 2041, a southbound left-turn lane will likely be required on Meridian Road approaching Latigo Boulevard, with or without the currently-proposed development. The 2041 volumes may be conservative as this study assumes the parcels located north of Rex Road and east of Eastonville Road are developed with 2 ½ acre lots similar to those currently proposed for Latigo Preserve, however, there are currently no known plans for these parcels and the El Paso County 2016 Major Transportation Corridors Plan Update only shows 400 vehicles per day on Latigo Boulevard east of Eastonville Road by 2040. Based on a design speed of 60 mph (posted speed limit of 55 mph), this lane would need to be 340 feet long plus a 240-foot taper to meet *ECM* standards.

\* \* \* \* \*

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By Jeffrey C. Hodsdon, P.E.  
Principal

JCH/KDF:jas

Enclosures: Tables 2 and 3  
Figures 1-9  
Traffic Counts  
Level of Service Reports  
MTCP Maps  
Appendix Table 1

# Tables 2 and 3

---



**Table 2**  
**Trip Generation Estimate**  
**Latigo Preserve Filings 9 and 10**

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated					
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out		In	Out	In	Out
210	Single-Family Detached Housing	76 DU <sup>(2)</sup>	9.44	0.19	0.56	0.62	0.37	717	14	42	47	28

Notes:

(1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)

(2) DU = dwelling unit

Source: LSC Transportation Consultants, Inc.

Oct-21

Snippet from the Trails Fil 9, 10, & 11 prepared by LSC, dated Feb 12, 2007

Table 3  
Trails Filings No. 9, 10, and 11  
Recommended Improvements Summary

Location	Type of Project	Specific Improvement	Right-of-Way Needs <sup>(1)</sup>	Funding Commitment (To Be Determined) Variables to be Reviewed:
Eastonville Road/ Latigo Boulevard	Auxiliary turn lane improvement	Northbound left-turn lane	Within 100-foot right-of-way	With construction of Eastonville Road in this section
Eastonville Road/ Filing No. 11 Site Access	Auxiliary turn lane construction	Northbound left-turn lane	Within 100-foot right-of-way	With construction of Eastonville Road in this section
Eastonville Road - Latigo Boulevard south to southern property boundary	Road segment design	Prepare design to El Paso County ECM <sup>(2)</sup> standards	—	Applicant
Eastonville Road/ Latigo Boulevard (north to northern property boundary)	Road segment construction	Construct paved roadway to El Paso County ECM standards	90 feet plus 10 feet preserved for the Recommended Preserved Corridors Network.	To be determined: A portion could be constructed as part of the line mile requirement of the Falcon Small Area Study
Eastonville Road/ Latigo Boulevard (south to southern property boundary)	Road segment construction	Construct paved roadway to El Paso County ECM standards	Within 100-foot right-of-way	To be determined: A portion could be constructed as part of the line mile requirement of the Falcon Small Area Study
Latigo Boulevard - Lonesome Pine Road east to Eastonville Road	Road segment construction	Construct paved roadway to El Paso County ECM standards	90 feet minimum	Applicant
Meridian Road/ Latigo Boulevard	Auxiliary turn lane improvement	Southbound left-turn lane	To be determined	Applicant with cost recovery

Notes:  
(1) All the local streets are shown with a 60-foot right-of-way in the proposed plan.  
(2) El Paso County ECM = El Paso County Engineering Criteria Manual  
Source: LSC Transportation Consultants, Inc.

Revise. Eastonville road is deficient. The developer will be required to construct Eastonville Road from the Latigo Boulevard to Rex Road.

Eastonville Road street construction plans are required. Submit construction plans with the resubmittal. Update the Financial Assurance Estimate to include eastonville road improvements.

Update the report recommendation to summarize the cost recovery process.

NOTE: The original Fil 9 application submitted eastonville street construction plans under CDR06008 as a rural cross section. However, the Eastonville Road Project Conceptual Design Report is now showing an urban cross section. The street plans may likely need to be revised to the urban street design.

Table 3  
Roadway Improvements Table  
Latigo Preserve Fils 9 & 10

Trigger	Timing
average daily traffic > 200 vehicles per day	existing deficiency
average daily traffic > 200 vehicles per day	existing deficiency
As required with prior plats or once average daily traffic > 200 vehicles per day	existing deficiency
As required with prior plats or once average daily traffic > 200 vehicles per day	existing deficiency
ADT > 1,500 Existing deficiency based on current ADT alone (depending on the segment). However, Map 8 of the MTCP shows this roadway as currently "adequate." Timing of potential upgrade TBD due to the note in the "Responsibility" column.	Future

segment may need to be upgraded, prior to PPRTA funding availability. Filings 9 and 10 may be required to escrow a pro rata share to cover the cost of roadway upgrades that may be needed in advance of a potential PPRTA funded public project. There are other planned an potential future area developments which have the potential to add trips to this segment of roadway. There is the potential to receive Roadway Improvement Fee program credit for any upgrades completed and/or return of any funds escrowed if the project is completed by PPRTA as a public project.

Depending on the timing and extent of "PHASE 2" of Eastonville PPRTA improvements, this segment may need to be upgraded, prior to PPRTA funding availability. Filings 9 and 10 may be required to escrow a pro rata share to cover the cost of roadway upgrades that may be needed in advance of a potential PPRTA funded public project. There are other planned an potential future area developments which have the potential to add trips to this segment of roadway. There is the potential to receive Roadway Improvement Fee program credit for any upgrades completed and/or return of any funds escrowed if the project is completed by PPRTA as a public project.

Update to provide analysis and recommendation based on the existing and site-generated traffic.  
Delete the highlighted section. Map 8 is for existing traffic volumes only.

Revise per previous approval. This will be "with construction of Eastonville Road in this section."

Applicant. With Future Filing 13 to the north.

Revise per previous approval. This will be "with construction of Eastonville Road in this section."

Revise to Applicant. Should be constructed with construction of Eastonville Road in this section.

Revise. This is the applicant responsibility.

3	Oregon Wagon Trail - Roadway Paving	Unpaved Segment	As required with prior plats or once average daily traffic > 200 vehicles per day	existing deficiency	Latigo Trails (required with prior plats)
	Lonesome Pine Trail, Conestoga Trail N		As required with prior plats or once average daily traffic > 200 vehicles per day	existing deficiency	Latigo Trails (required with prior plats)
	Road		ADT > 1,500 Existing deficiency based on current ADT alone (depending on the segment). However, Map 8 of the MTCP shows this roadway as currently "adequate." Timing of potential upgrade TBD due to the note in the "Responsibility" column.	Future	Latigo Trails may have met its obligation by constructing Latigo Boulevard
<b>Intersection Improvements - Latigo Boulevard/Eastonville Road</b>					
6	Auxiliary Turn Lane Improvement/ Participation in Future Improvement	Construct northbound left-turn lane on Eastonville Rd. approaching Latigo Boulevard		Future	This improvement is planned to be included with a PPRTA project as the proposed cross section identified in the <i>Eastonville Road Project Conceptual Design Report</i> by Wilson & Company, dated April 2021 for this section of Eastonville Road includes a center two-way left-turn lane. However, this section of Eastonville Road is not included in the initial phase of that project. If this improvement is required prior to the county PPRTA project it may be the responsibility of Latigo Trails with the potential for a fee program credit (once constructed), if determined to be an "eligible improvement" OR Filings 9 and 10 may be required to escrow a pro rata share toward the cost of the improvement if needed in advance of a potential PPRTA funded public project. ALTERNATIVELY, a deviation could potentially be submitted to waive the left turn lane due to low north/south through traffic volumes.
7	Auxiliary Turn Lane Improvement	Construct southbound left-turn lane on Eastonville Rd. approaching Latigo Boulevard	southbound left-turn volume > 25	Not anticipated to be met based on the projected turn volume (a short turn bay may be needed for lane alignment to match the left turn lane on the opposing approach. This lane could potentially be partially embedded within redirect tapers. Details could likely be addressed at the design stage.)	PPRTA and/or Others
8	Auxiliary Turn Lane Improvement	Construct westbound left-turn lane approaching the intersection.	westbound left-turn volume > 25	Anticipated only with development east of Eastonville Road	PPRTA and/or Others
9	Auxiliary Turn Lane	Construct eastbound left-turn lane approaching the intersection.		Not anticipated to be met based on the projected turn volume (a short turn bay may be needed for lane alignment to match the left turn lane on the opposing approach. This lane could potentially be partially embedded within redirect tapers. Details could likely be addressed at the design stage.)	PPRTA and/or Others
<b>Intersection Improvements - Conestoga Trail South/Eastonville Drive</b>					
10	Auxiliary Turn Lane Improvement/ Participation in Future Improvement	Construct northbound left-turn lane on Eastonville Rd. approaching Conestoga Trail South		With future Latigo Trails Filings making the connection to Eastonville Road	This improvement could potentially be included with a PPRTA project as the proposed cross section identified in the <i>Eastonville Road Project Conceptual Design Report</i> by Wilson & Company, dated April 2012 for this section of Eastonville Road includes a center two-way left-turn lane. However, this section of Eastonville Road is not included in the initial phase of that project. If this improvement is required prior to the county project it may need to be constructed in conjunction with future Latigo Trails Filings making the Conestoga Trail South connection to Eastonville Road. Although Filings 9 and 10 will initially not construct this intersection on Eastonville Road, these filings may be required to escrow a pro rata share toward the cost of the improvement so the future Latigo Trails Filings will not be responsible for the entire improvement (if installation is needed in advance of a potential PPRTA funded public project)
<b>Intersection Improvement - Meridian Road/Latigo Boulevard</b>					
10	Auxiliary Turn Lane Improvement/ Participation in Future Improvement	Southbound left-turn lane on Meridian Road approaching Latigo Boulevard		Future	If this improvement is not included in a county project for Meridian Road, it may be the responsibility of Latigo Trails and/or future Developments east of Eastonville Road with the potential for Fee Program credit once the improvement is constructed (if considered to be an eligible improvement). Although existing traffic plus estimated traffic from these two subdivisions filings will not exceed the 25 vph trigger for the left turn lane, an escrow of a pro rata share amount toward the future cost of constructing the improvement may be required by the County if not anticipated to be included in a County/ potential PPRTA funded public project.

Source: LSC Transportation Consultants, Inc. (October 2021)

# Figures 1-9

---



Figure 1

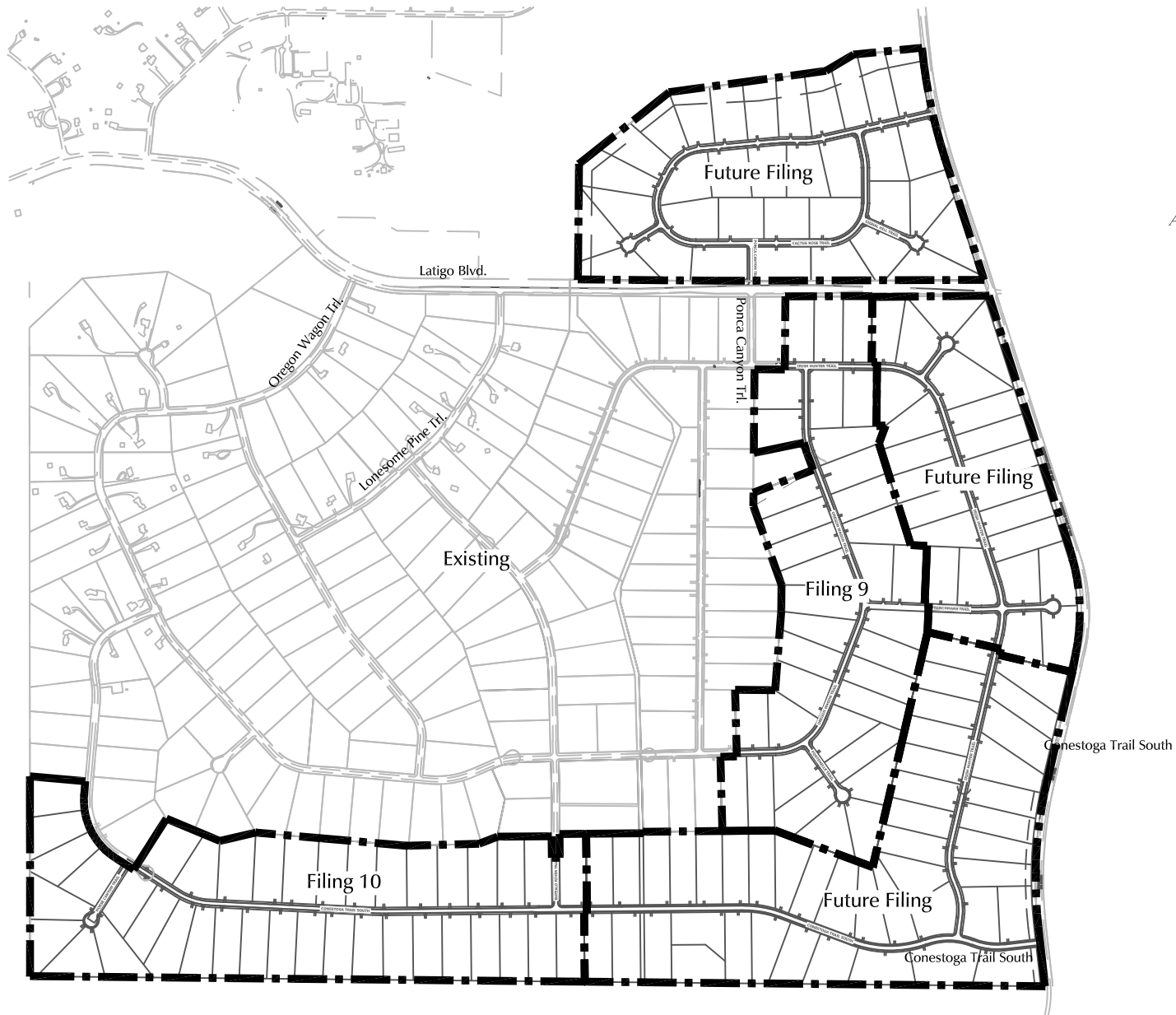
# Vicinity Map

Latigo Trails Filings 9 and 10 (LSC #S214500)



TRANSPORTATION CONSULTANTS, INC.






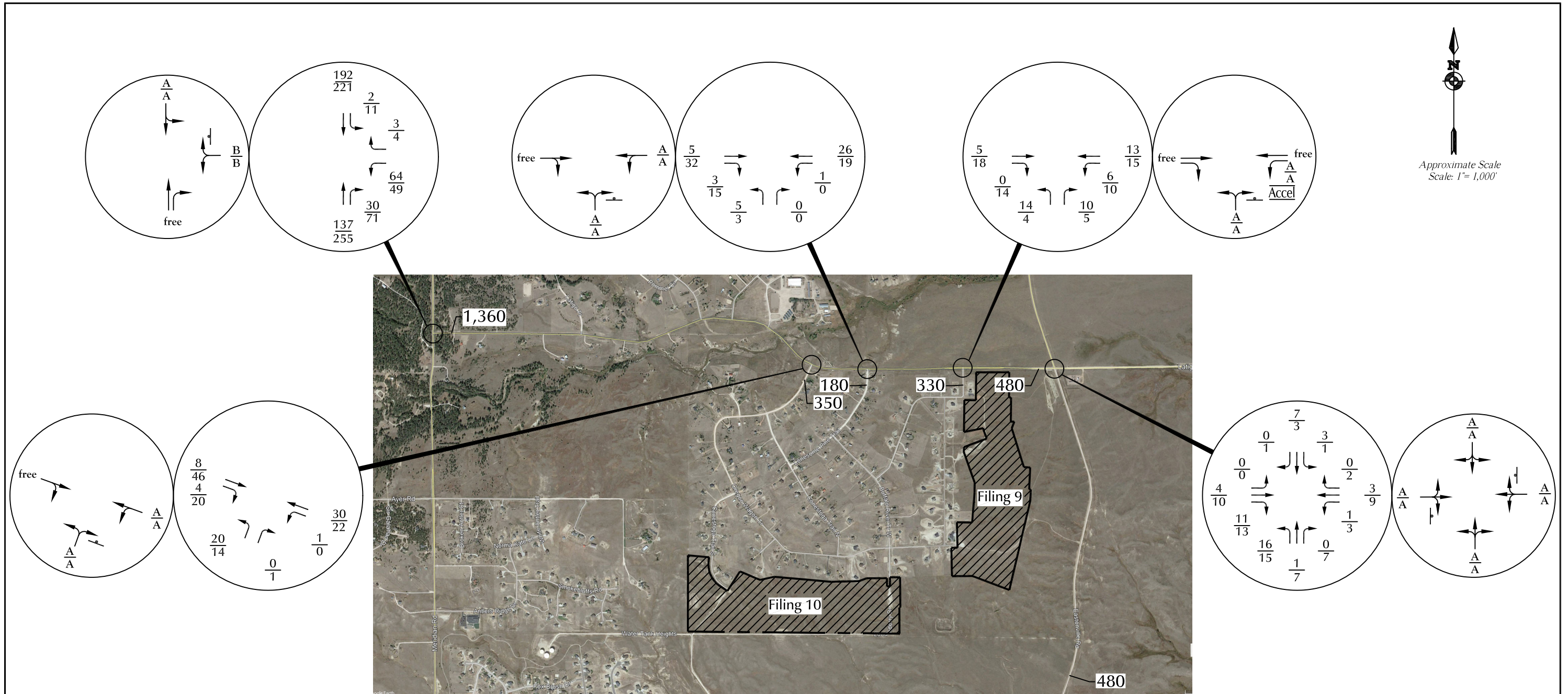
  
 Approximate Scale  
 Scale: 1" = 1,200'

Figure 2

# Site Plan

Latigo Trails Filings 9 and 10 (LSC #S214500)



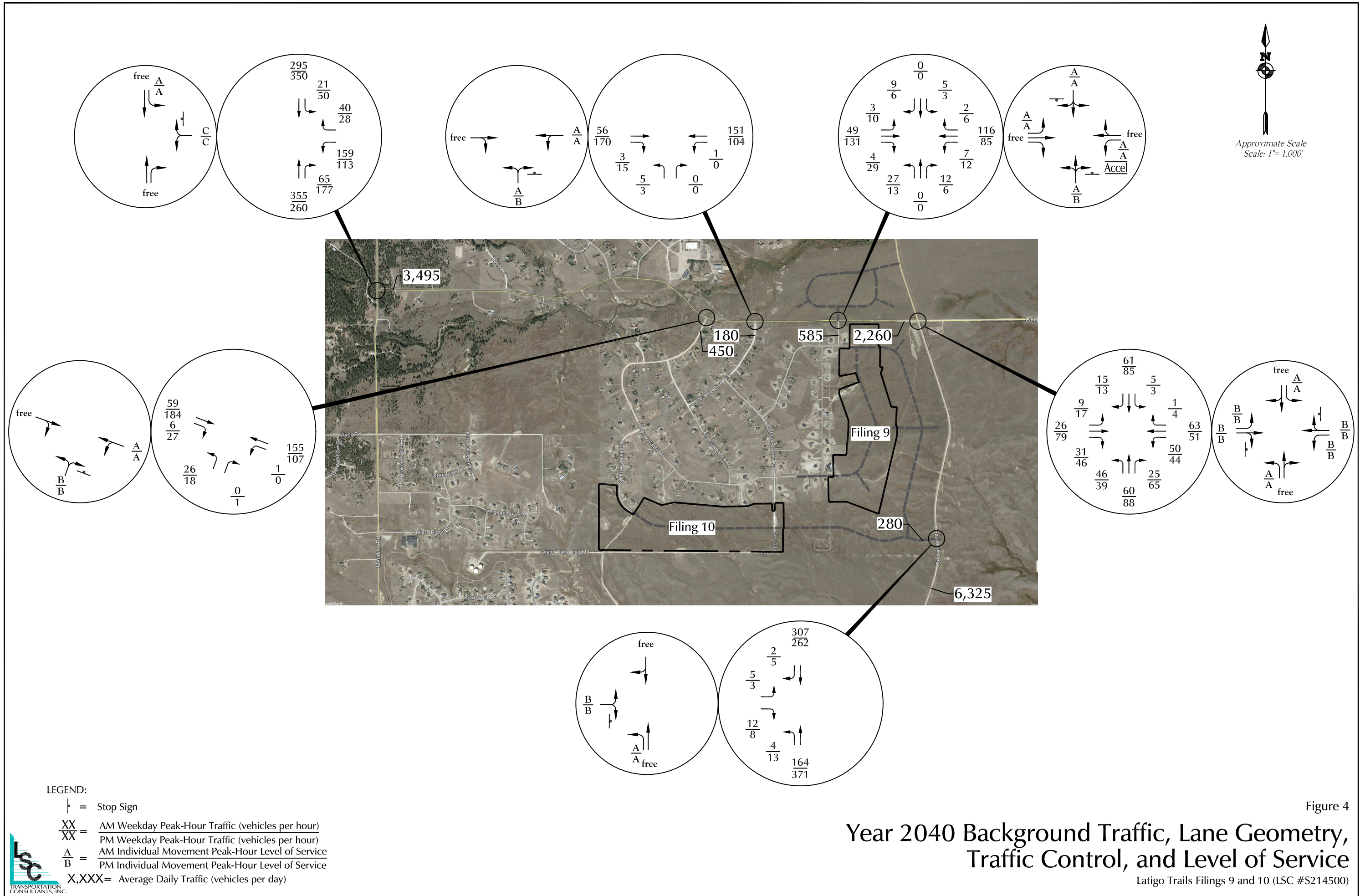
Approximate Scale  
Scale: 1" = 1,000'

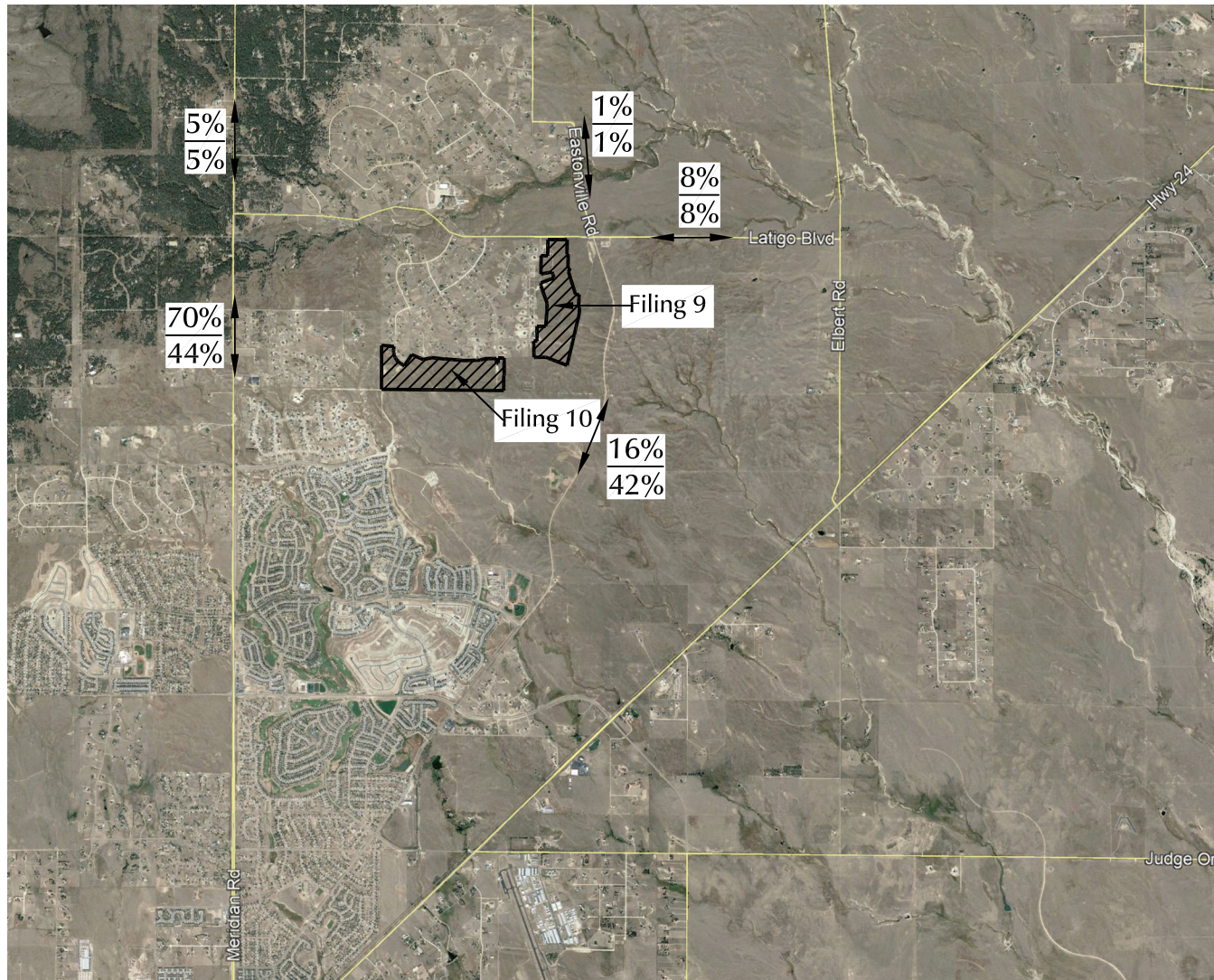
LEGEND:

- ⊥ = Stop Sign
- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour) Based on counts by LSC June 2021
- $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service / PM Individual Movement Peak-Hour Level of Service
- X,XXX = Average Daily Traffic (vehicles per day) Estimated by LSC



Figure 3  
Existing Traffic, Lane Geometry,  
Traffic Control, and Level of Service  
Latigo Trails Filings 9 and 10 (LSC #S214500)






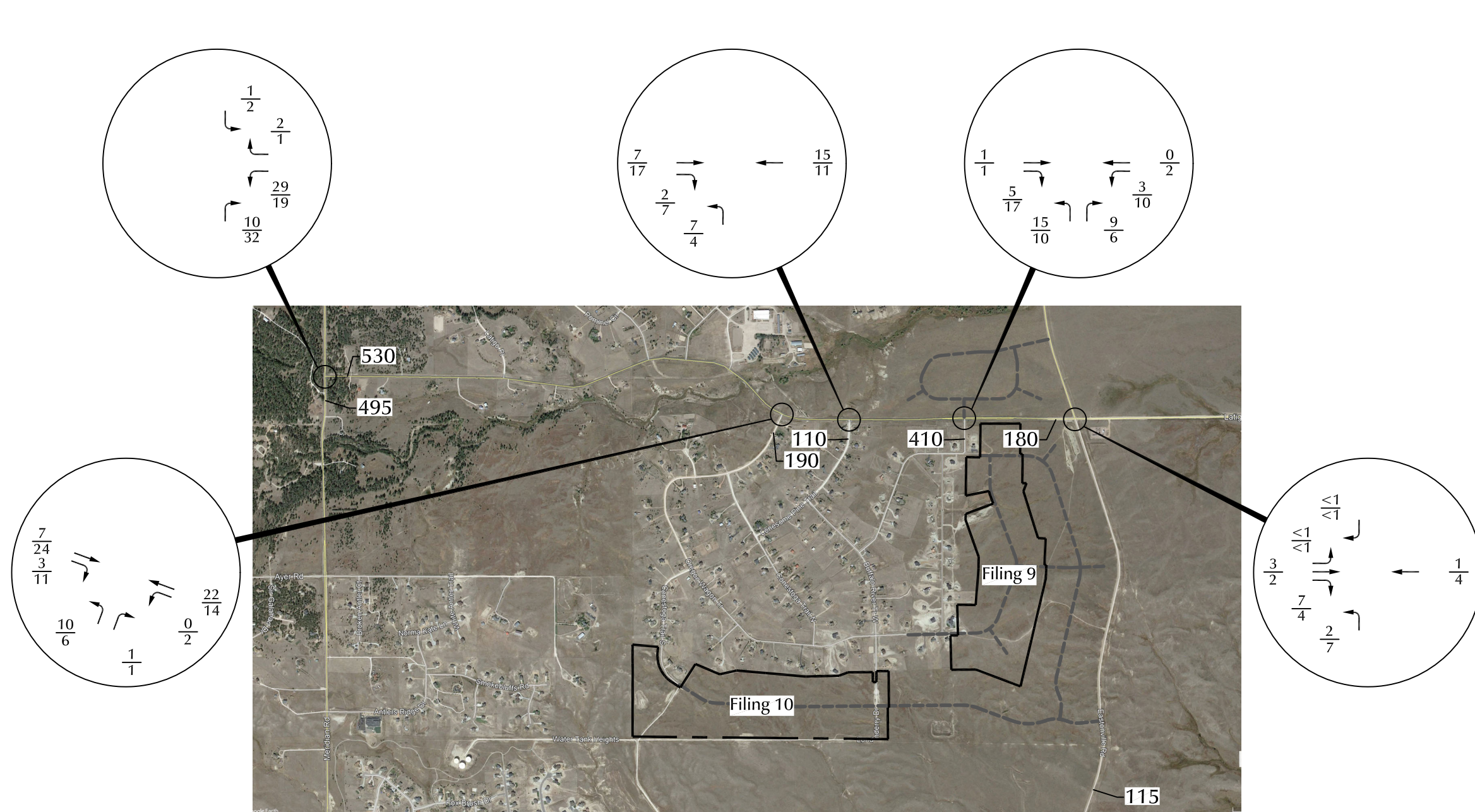
  
 Approximate Scale  
 Scale: 1"=6,000'

Figure 5

# Directional Distribution of Site-Generated Traffic

Latigo Trails Filings 9 and 10 (LSC #S214500)


 LEGEND:  
 $\frac{XX\%}{XX\%} =$  Short-Term Percent Directional Distribution / Long-Term Percent Directional Distribution




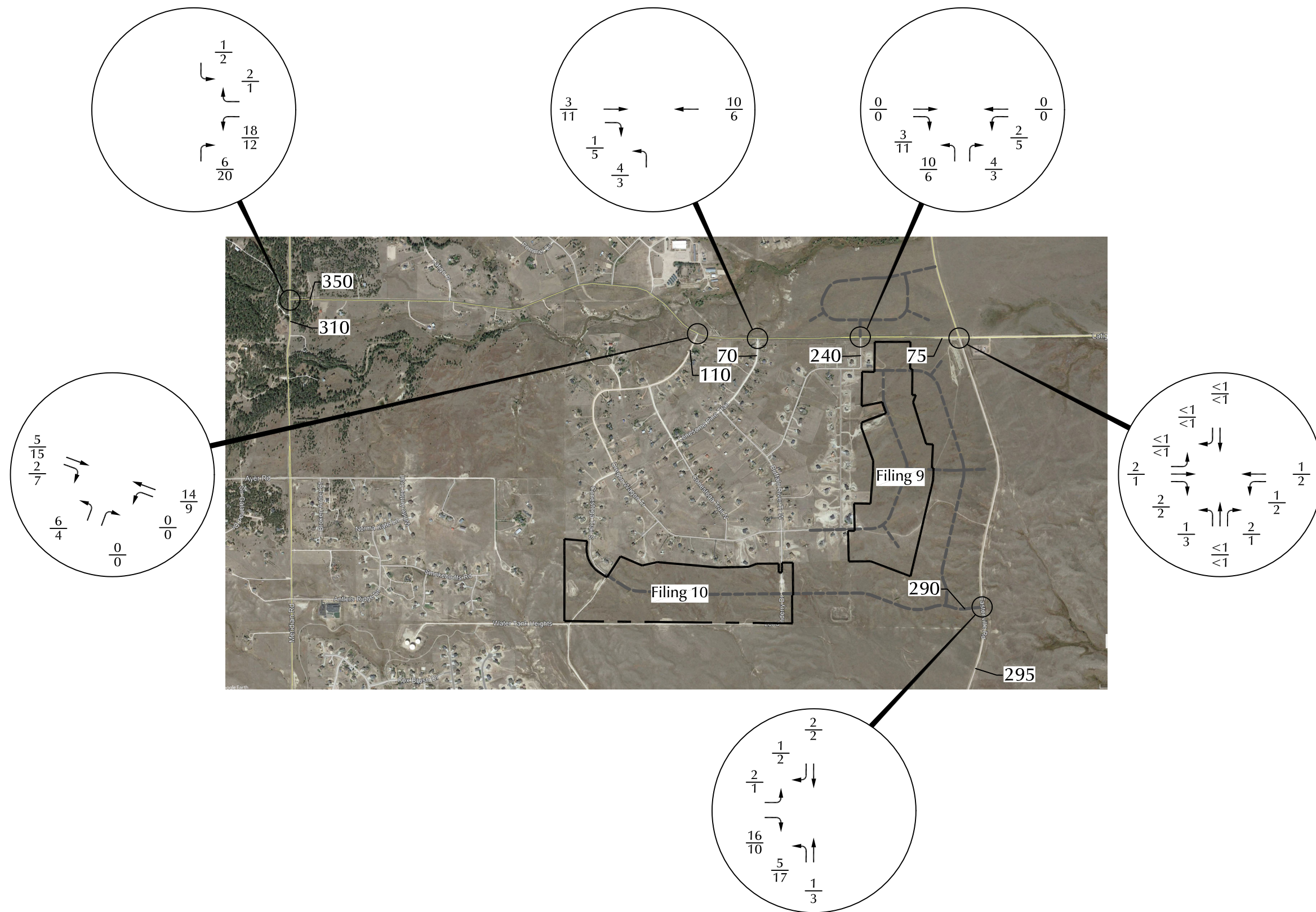
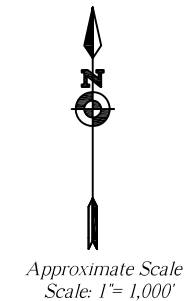
LEGEND:  

 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 X,XXX = Average Daily Traffic (vehicles per day)

Figure 6  
**Assignment of  
 Short-Term Site-Generated Traffic**  
 Latigo Trails Filings 9 and 10 (LSC #S214500)




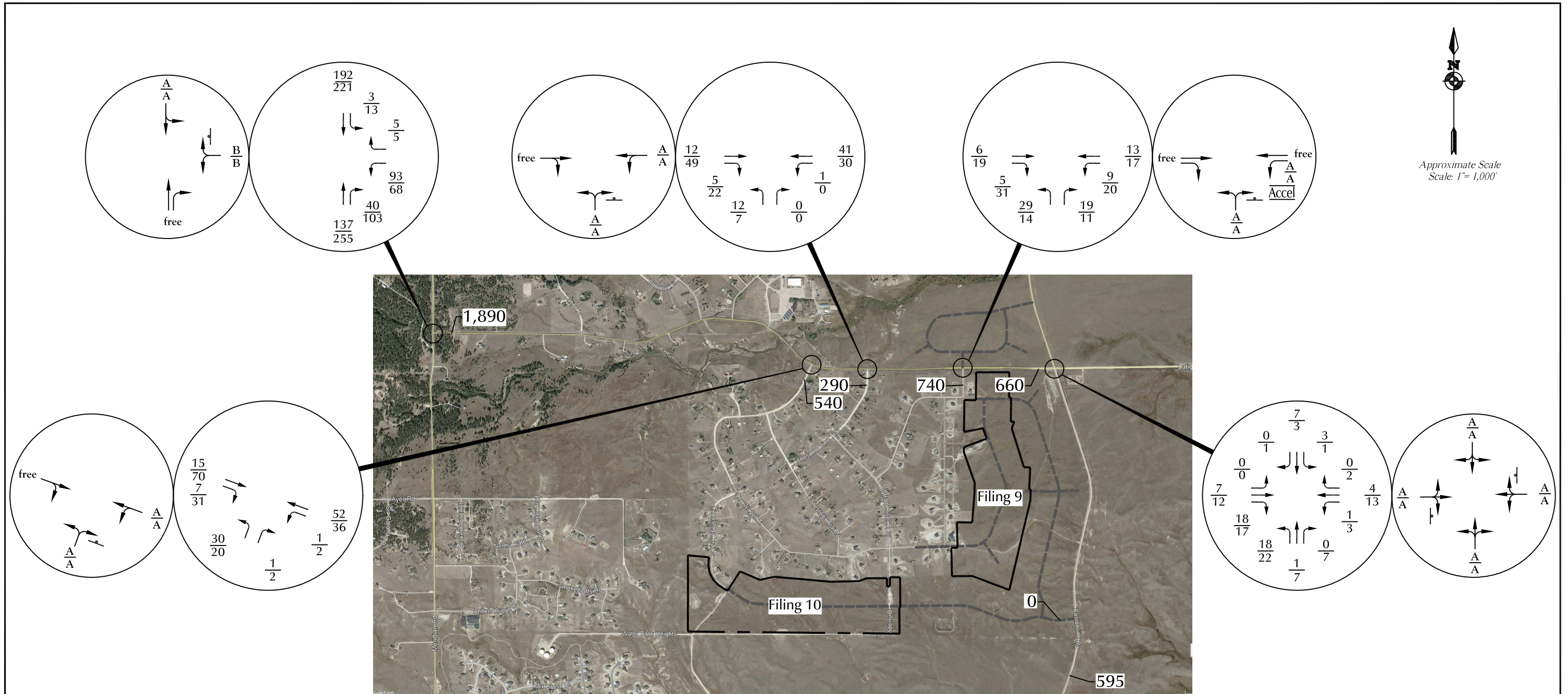
LEGEND:  

 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 X,XXX= Average Daily Traffic (vehicles per day)

Figure 7  
**Assignment of  
 Long-Term Site-Generated Traffic**  
 Latigo Trails Filings 9 and 10 (LSC #S214500)



LEGEND:

⊥ = Stop Sign

$\frac{XX}{XX}$  =  $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$

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

X,XXX = Average Daily Traffic (vehicles per day)



Figure 8  
Existing plus Site-Generated Traffic, Lane Geometry,  
Traffic Control, and Level of Service  
Latigo Trails Filings 9 and 10 (LSC #S214500)

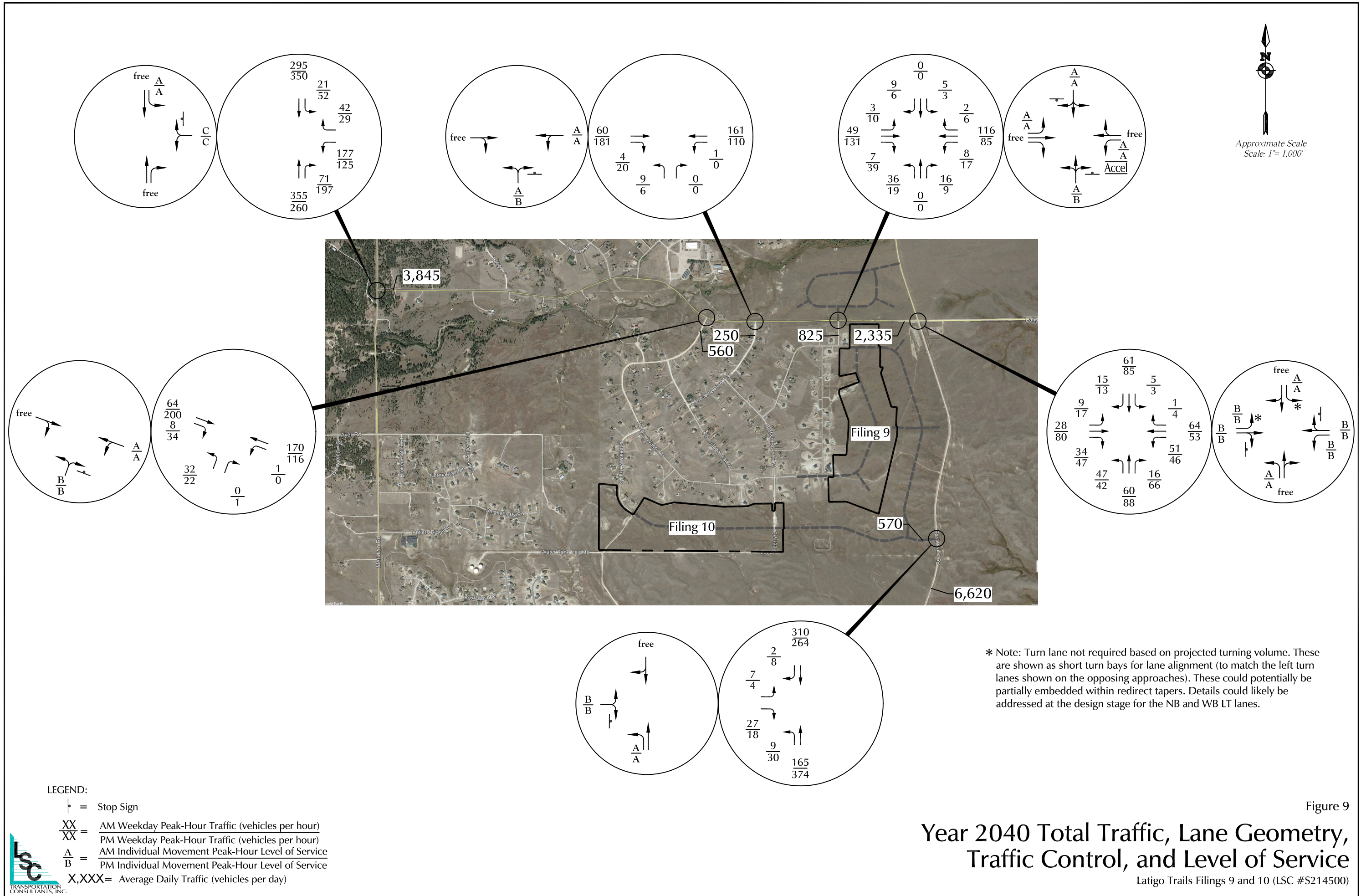


Figure 9  
**Year 2040 Total Traffic, Lane Geometry, Traffic Control, and Level of Service**  
 Latigo Trails Filings 9 and 10 (LSC #S214500)



# Traffic Counts

---



# LSC Transportation Consultants, Inc.

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

File Name : Eastonville Rd - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 1

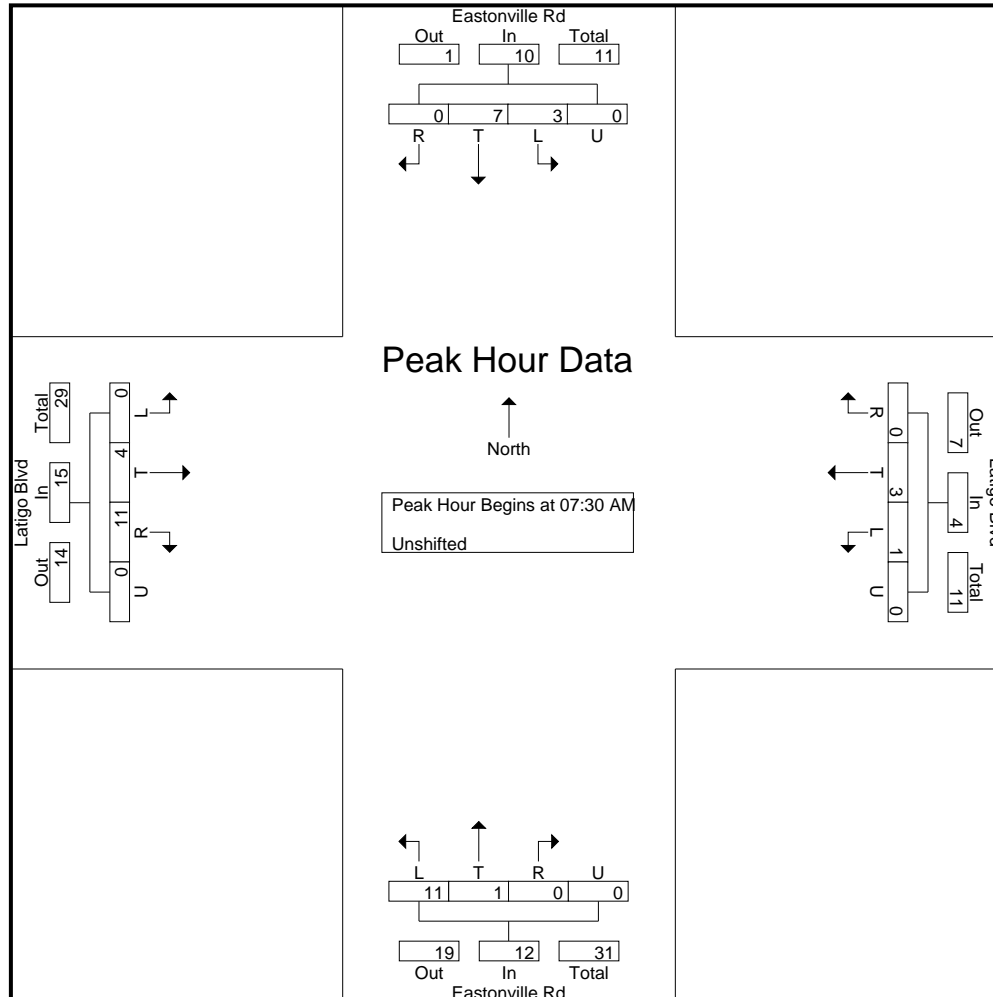
### Groups Printed- Unshifted

Start Time	Eastonville Rd Southbound					Latigo Blvd Westbound					Eastonville Rd Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	1	1	0	0	2	1	0	0	0	1	2	1	1	0	4	0	0	3	0	3	10
06:45 AM	2	2	0	0	4	0	0	0	0	0	1	0	0	0	1	0	1	4	0	5	10
Total	3	3	0	0	6	1	0	0	0	1	3	1	1	0	5	0	1	7	0	8	20
07:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	1	1	0	2	6
07:15 AM	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	0	0	3	0	3	8
07:30 AM	1	3	0	0	4	0	1	0	0	1	1	0	0	0	1	0	2	3	0	5	11
07:45 AM	0	1	0	0	1	0	2	0	0	2	3	1	0	0	4	0	0	3	0	3	10
Total	1	6	0	0	7	0	5	0	0	5	9	1	0	0	10	0	3	10	0	13	35
08:00 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	4	0	4	9
08:15 AM	0	3	0	0	3	1	0	0	0	1	4	0	0	0	4	0	2	1	0	3	11
Grand Total	6	12	0	0	18	2	5	0	0	7	19	2	1	0	22	0	6	22	0	28	75
Apprch %	33.3	66.7	0	0		28.6	71.4	0	0		86.4	9.1	4.5	0		0	21.4	78.6	0		
Total %	8	16	0	0	24	2.7	6.7	0	0	9.3	25.3	2.7	1.3	0	29.3	0	8	29.3	0	37.3	

# LSC Transportation Consultants, Inc.

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

File Name : Eastonville Rd - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Eastonville Rd - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 1

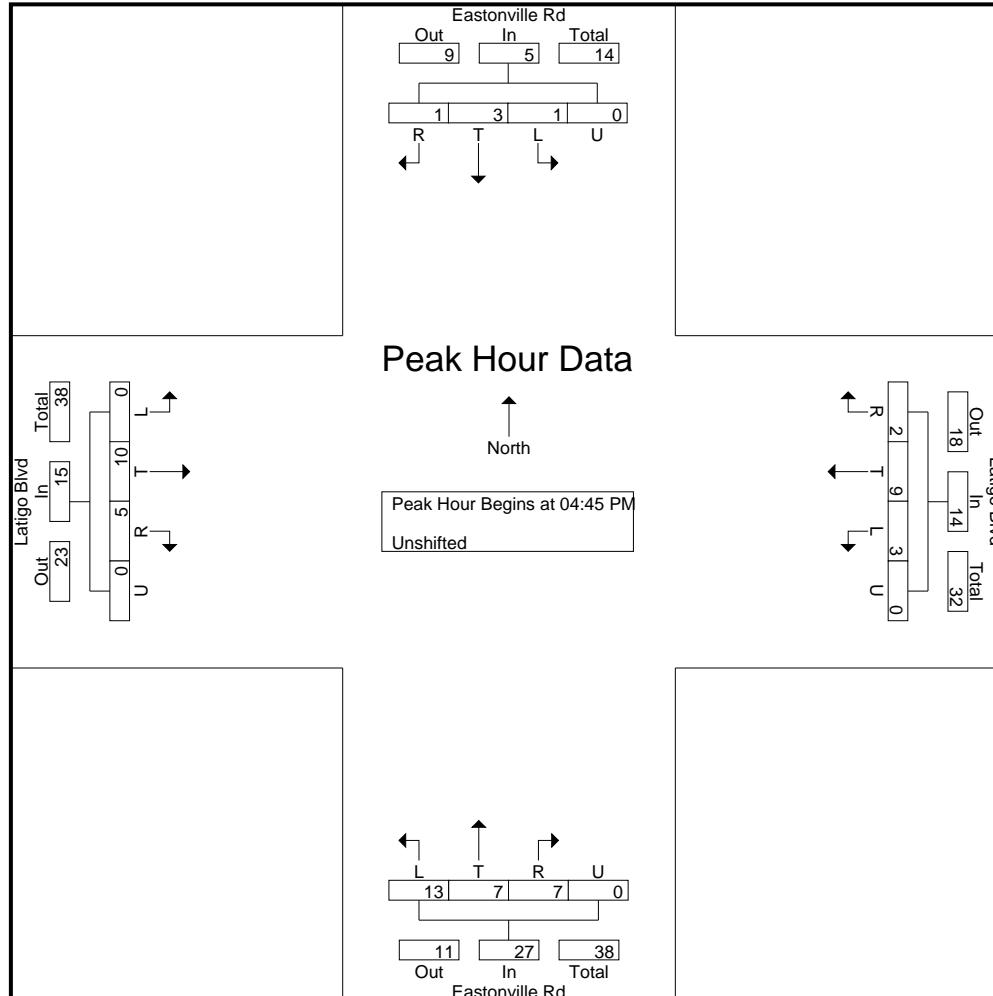
### Groups Printed- Unshifted

Start Time	Eastonville Rd Southbound					Latigo Blvd Westbound					Eastonville Rd Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	1	0	0	1	1	1	1	0	3	2	1	1	0	4	0	1	1	0	2	10
04:15 PM	0	0	0	0	0	0	1	0	0	1	2	4	1	0	7	0	1	1	0	2	10
04:30 PM	0	0	0	0	0	2	2	1	0	5	3	1	0	0	4	0	0	2	0	2	11
04:45 PM	0	0	1	0	1	0	1	1	0	2	5	5	2	0	12	0	2	0	0	2	17
Total	0	1	1	0	2	3	5	3	0	11	12	11	4	0	27	0	4	4	0	8	48
05:00 PM	1	1	0	0	2	1	4	0	0	5	3	1	1	0	5	0	3	1	0	4	16
05:15 PM	0	1	0	0	1	1	1	0	0	2	4	1	2	0	7	0	3	2	0	5	15
05:30 PM	0	1	0	0	1	1	3	1	0	5	1	0	2	0	3	0	2	2	0	4	13
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	4	4	0	4	0	0	4	11
Total	1	6	0	0	7	3	8	1	0	12	8	6	5	0	19	0	12	5	0	17	55
Grand Total	1	7	1	0	9	6	13	4	0	23	20	17	9	0	46	0	16	9	0	25	103
Apprch %	11.1	77.8	11.1	0		26.1	56.5	17.4	0		43.5	37	19.6	0		0	64	36	0		
Total %	1	6.8	1	0	8.7	5.8	12.6	3.9	0	22.3	19.4	16.5	8.7	0	44.7	0	15.5	8.7	0	24.3	

# LSC Transportation Consultants, Inc.

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

File Name : Eastonville Rd - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Oregon Wagon Tr - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/17/2021  
 Page No : 1

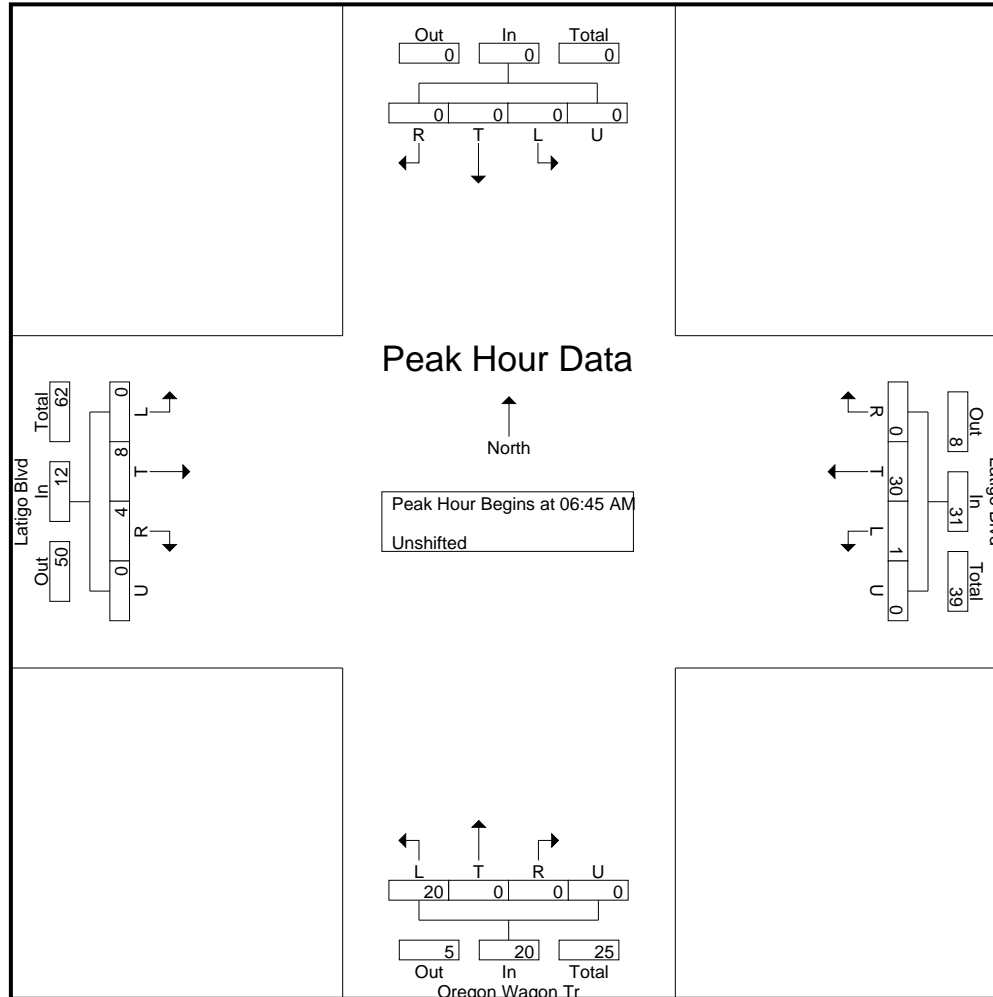
### Groups Printed- Unshifted

Start Time	Southbound					Latigo Blvd Westbound					Oregon Wagon Tr Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	0	3	0	0	3	11
06:45 AM	0	0	0	0	0	0	7	0	0	7	7	0	0	0	7	0	2	0	0	2	16
Total	0	0	0	0	0	0	11	0	0	11	11	0	0	0	11	0	5	0	0	5	27
07:00 AM	0	0	0	0	0	1	6	0	0	7	3	0	0	0	3	0	3	1	0	4	14
07:15 AM	0	0	0	0	0	0	8	0	0	8	7	0	0	0	7	0	0	2	0	2	17
07:30 AM	0	0	0	0	0	0	9	0	0	9	3	0	0	0	3	0	3	1	0	4	16
07:45 AM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	6	2	0	8	12
Total	0	0	0	0	0	1	25	0	0	26	15	0	0	0	15	0	12	6	0	18	59
08:00 AM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	3	1	0	4	13
08:15 AM	0	0	0	0	0	0	5	0	0	5	4	0	1	0	5	0	4	1	0	5	15
Grand Total	0	0	0	0	0	1	49	0	0	50	31	0	1	0	32	0	24	8	0	32	114
Apprch %	0	0	0	0	0	2	98	0	0		96.9	0	3.1	0		0	75	25	0		
Total %	0	0	0	0	0	0.9	43	0	0	43.9	27.2	0	0.9	0	28.1	0	21.1	7	0	28.1	

# LSC Transportation Consultants, Inc.

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

File Name : Oregon Wagon Tr - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/17/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Oregon Wagon Tr - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/16/2021  
 Page No : 1

## Groups Printed- Unshifted

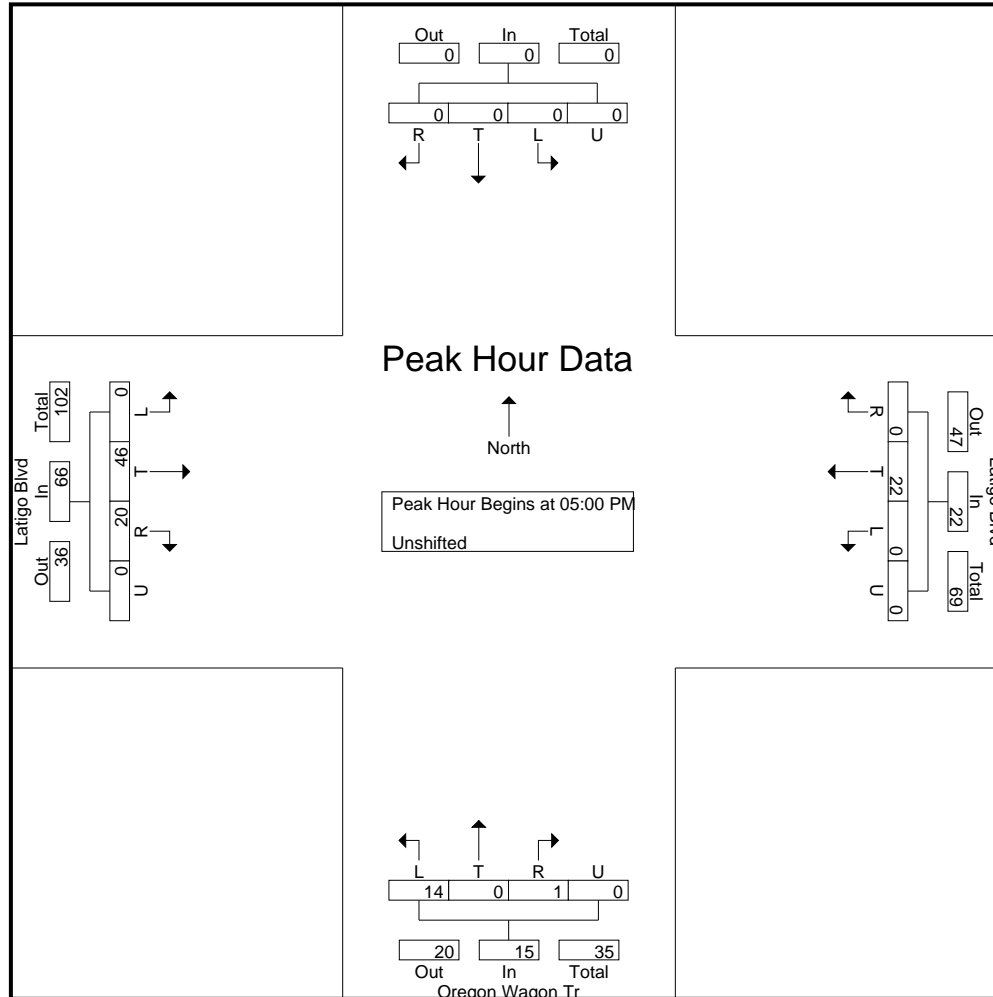
Start Time	Southbound					Latigo Blvd Westbound					Oregon Wagon Tr Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	0	3	2	0	5	12
04:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	7	5	0	12	15
04:30 PM	0	0	0	0	0	0	5	0	0	5	2	0	1	0	3	0	6	5	0	11	19
04:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	13	3	0	16	20
Total	0	0	0	0	0	0	15	0	0	15	6	0	1	0	7	0	29	15	0	44	66
05:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	13	7	0	20	27
05:15 PM	0	0	0	0	0	0	7	0	0	7	5	0	0	0	5	0	7	6	0	13	25
05:30 PM	0	0	0	0	0	0	7	0	0	7	4	0	0	0	4	0	15	3	0	18	29
05:45 PM	0	0	0	0	0	0	3	0	0	3	4	0	0	0	4	0	11	4	0	15	22
Total	0	0	0	0	0	0	22	0	0	22	14	0	1	0	15	0	46	20	0	66	103
Grand Total	0	0	0	0	0	0	37	0	0	37	20	0	2	0	22	0	75	35	0	110	169
Apprch %	0	0	0	0	0	0	100	0	0	100	90.9	0	9.1	0	90.9	0	68.2	31.8	0	68.2	90.9
Total %	0	0	0	0	0	0	21.9	0	0	21.9	11.8	0	1.2	0	11.8	0	44.4	20.7	0	65.1	21.9



# LSC Transportation Consultants, Inc.

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

File Name : Oregon Wagon Tr - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/16/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Lonesome Pine Tr - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/17/2021  
 Page No : 1

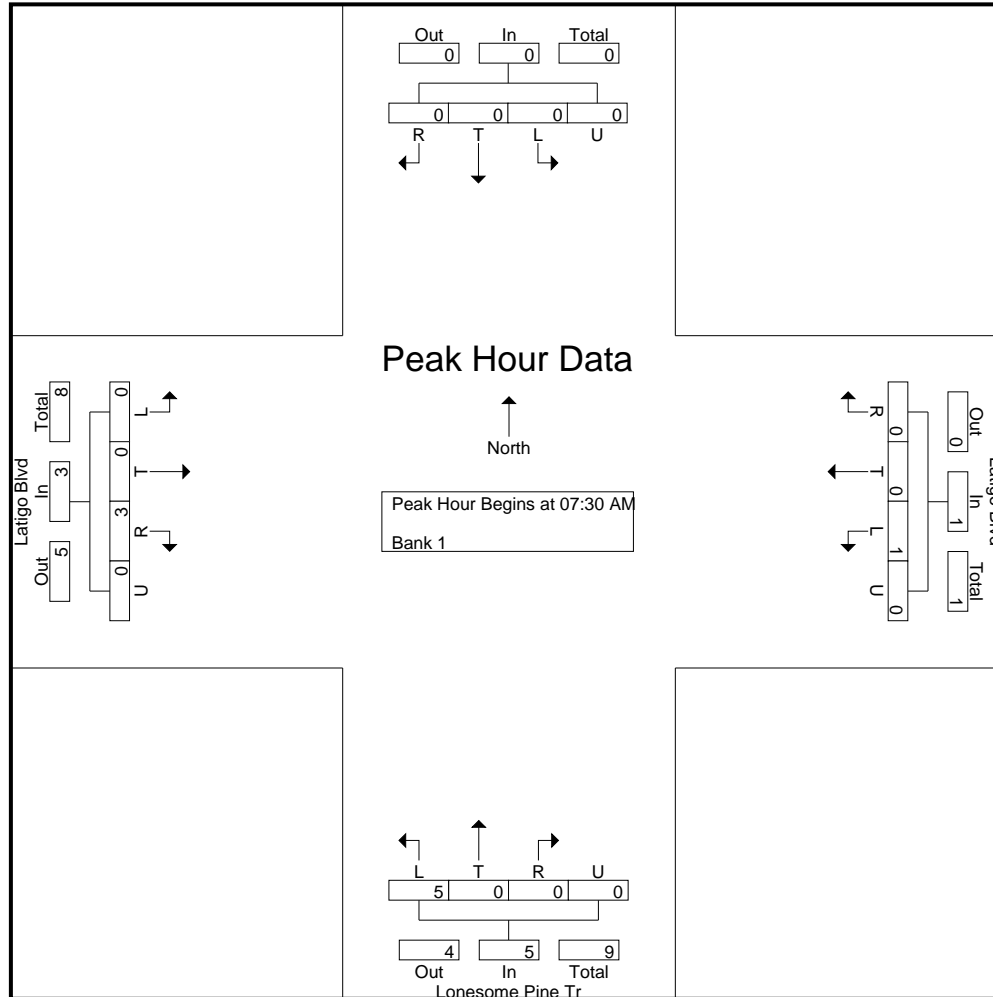
## Groups Printed- Bank 1

Start Time	Southbound					Latigo Blvd Westbound					Lonesome Pine Tr Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	3
06:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	2	0	2	5
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	2	0	2	6
Grand Total	0	0	0	0	0	1	0	0	0	1	9	0	1	0	10	0	0	5	0	5	16
Apprch %	0	0	0	0	0	100	0	0	0	0	90	0	10	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	6.2	0	0	0	6.2	56.2	0	6.2	0	62.5	0	0	31.2	0	31.2	

# LSC Transportation Consultants, Inc.

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

File Name : Lonesome Pine Tr - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/17/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Lonesome Pine Tr - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/16/2021  
 Page No : 1

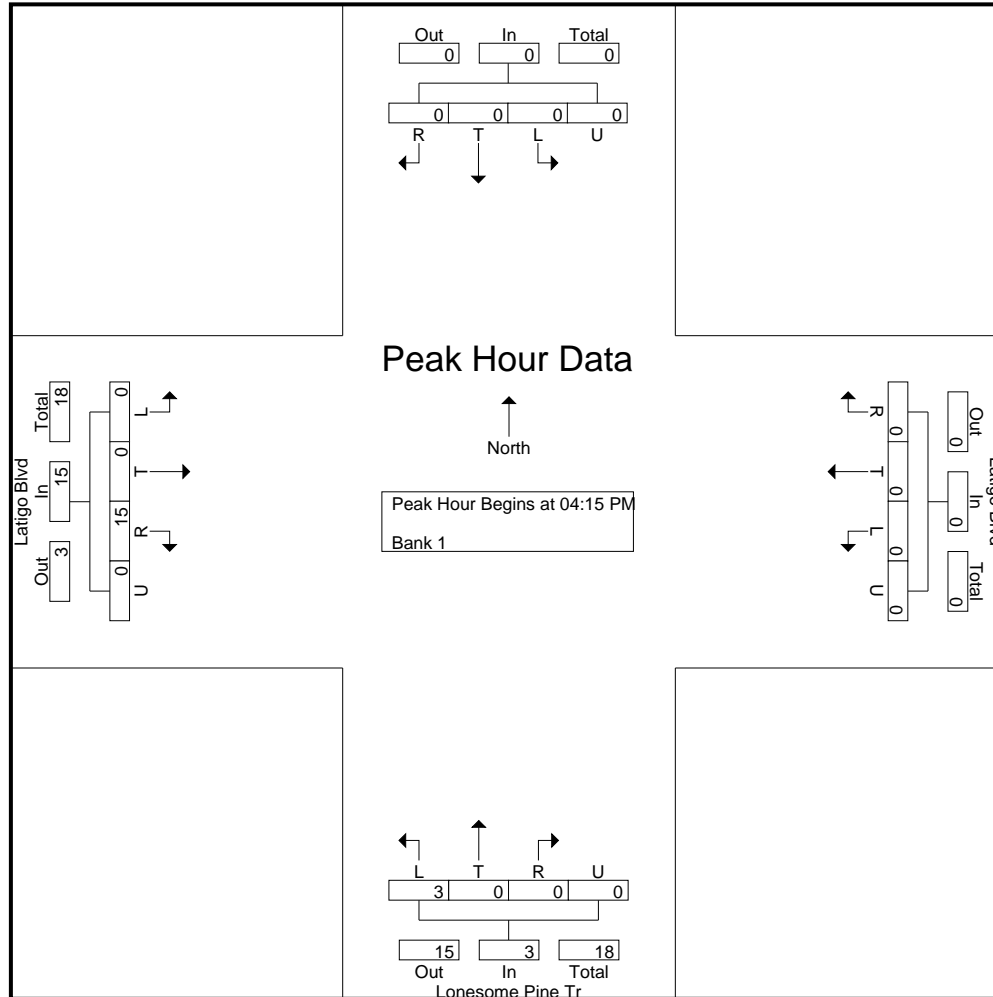
## Groups Printed- Bank 1

Start Time	Southbound					Latigo Blvd Westbound					Lonesome Pine Tr Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	12	0	12	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	5	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	2	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	0	0	12	0	12	18
Grand Total	0	0	0	0	0	0	0	0	0	0	7	0	1	0	8	0	0	24	0	24	32
Apprch %	0	0	0	0	0	0	0	0	0	0	87.5	0	12.5	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	21.9	0	3.1	0	25	0	0	75	0	75	

# LSC Transportation Consultants, Inc.

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

File Name : Lonesome Pine Tr - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/16/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Ponca Canyon Rd - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 1

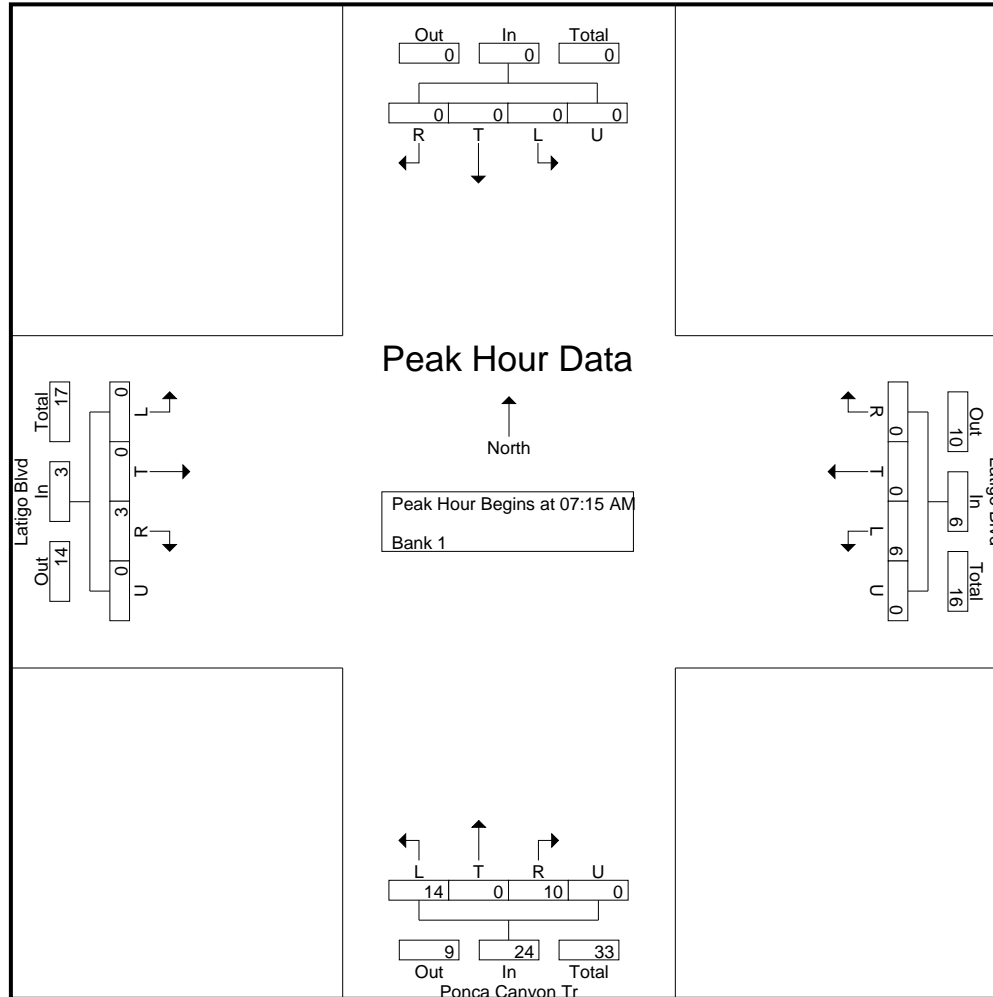
## Groups Printed- Bank 1

Start Time	Southbound					Latigo Blvd Westbound					Ponca Canyon Tr Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	0	0	1	0	1	5
06:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	3	0	4	0	0	3	0	3	8
Total	0	0	0	0	0	2	0	0	0	2	3	0	4	0	7	0	0	4	0	4	13
07:00 AM	0	0	0	0	0	2	0	0	0	2	4	0	1	0	5	0	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	3	0	9	0	0	0	0	0	9
07:30 AM	0	0	0	0	0	1	0	0	0	1	3	0	2	0	5	0	0	2	0	2	8
07:45 AM	0	0	0	0	0	4	0	0	0	4	1	0	2	0	3	0	0	1	0	1	8
Total	0	0	0	0	0	7	0	0	0	7	14	0	8	0	22	0	0	3	0	3	32
08:00 AM	0	0	0	0	0	1	0	0	0	1	4	0	3	0	7	0	0	0	0	0	8
08:15 AM	0	0	0	0	0	4	0	0	0	4	2	0	1	0	3	0	0	0	0	0	7
Grand Total	0	0	0	0	0	14	0	0	0	14	23	0	16	0	39	0	0	7	0	7	60
Apprch %	0	0	0	0	0	100	0	0	0	0	59	0	41	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	23.3	0	0	0	23.3	38.3	0	26.7	0	65	0	0	11.7	0	11.7	

# LSC Transportation Consultants, Inc.

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

File Name : Ponca Canyon Rd - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Ponca Canyon Rd - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 1

## Groups Printed- Bank 1

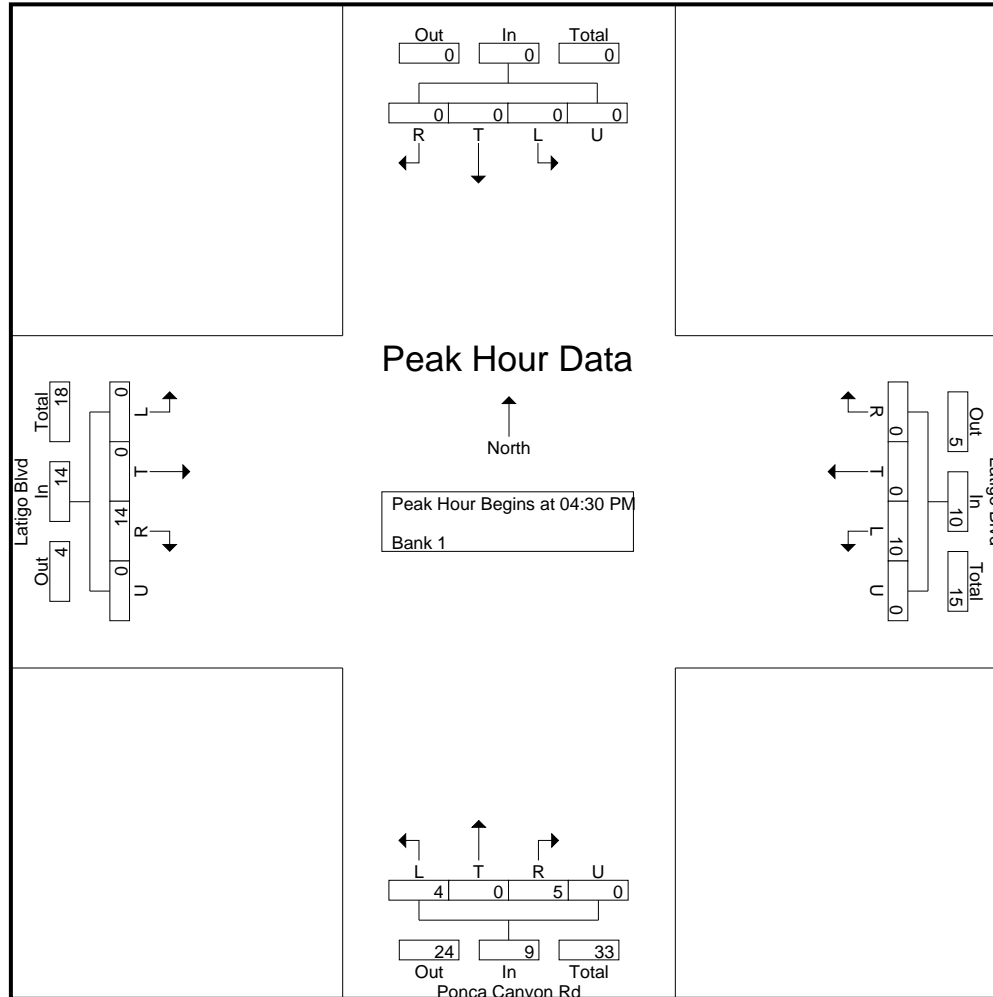
Start Time	Southbound					Latigo Blvd Westbound					Ponca Canyon Rd Northbound					Latigo Blvd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	3	0	3	5
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	2	0	2	4
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	0	0	4	0	4	7
04:45 PM	0	0	0	0	0	2	0	0	0	2	2	0	1	0	3	0	0	4	0	4	9
Total	0	0	0	0	0	6	0	0	0	6	4	0	2	0	6	0	0	13	0	13	25
05:00 PM	0	0	0	0	0	4	0	0	0	4	1	0	2	0	3	0	0	5	0	5	12
05:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	1	0	2	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	4
Total	0	0	0	0	0	8	0	0	0	8	3	0	3	0	6	0	0	11	0	11	25
Grand Total	0	0	0	0	0	14	0	0	0	14	7	0	5	0	12	0	0	24	0	24	50
Apprch %	0	0	0	0	0	100	0	0	0	100	58.3	0	41.7	0	100	0	0	100	0	100	
Total %	0	0	0	0	0	28	0	0	0	28	14	0	10	0	24	0	0	48	0	48	



# LSC Transportation Consultants, Inc.

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

File Name : Ponca Canyon Rd - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/9/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/10/2021  
 Page No : 1

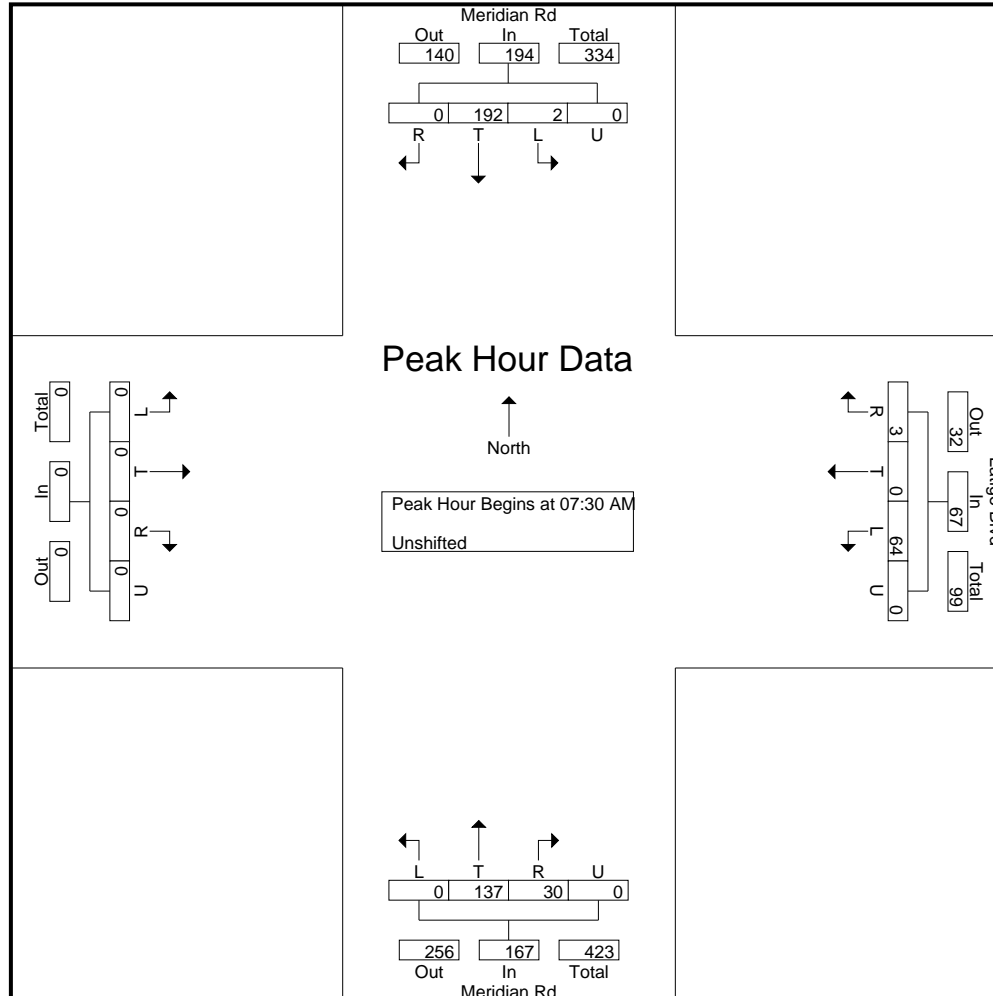
### Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Latigo Blvd Westbound					Meridian Rd Northbound					Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	60	0	0	60	16	0	0	0	16	0	32	3	0	35	0	0	0	0	0	111
06:45 AM	6	37	0	0	43	15	0	0	0	15	0	37	7	0	44	0	0	0	0	0	102
Total	6	97	0	0	103	31	0	0	0	31	0	69	10	0	79	0	0	0	0	0	213
07:00 AM	1	38	0	0	39	19	0	0	0	19	0	30	6	0	36	0	0	0	0	0	94
07:15 AM	0	55	0	0	55	17	0	2	0	19	0	38	5	0	43	0	0	0	0	0	117
07:30 AM	0	46	0	0	46	22	0	0	0	22	0	34	8	0	42	0	0	0	0	0	110
07:45 AM	0	46	0	0	46	17	0	1	0	18	0	35	3	0	38	0	0	0	0	0	102
Total	1	185	0	0	186	75	0	3	0	78	0	137	22	0	159	0	0	0	0	0	423
08:00 AM	0	42	0	0	42	12	0	0	0	12	0	36	4	0	40	0	0	0	0	0	94
08:15 AM	2	58	0	0	60	13	0	2	0	15	0	32	15	0	47	0	0	0	0	0	122
Grand Total	9	382	0	0	391	131	0	5	0	136	0	274	51	0	325	0	0	0	0	0	852
Apprch %	2.3	97.7	0	0		96.3	0	3.7	0		0	84.3	15.7	0		0	0	0	0	0	
Total %	1.1	44.8	0	0	45.9	15.4	0	0.6	0	16	0	32.2	6	0	38.1	0	0	0	0	0	

# LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Latigo Blvd AM  
 Site Code : S214500  
 Start Date : 6/10/2021  
 Page No : 3



# LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/23/2021  
 Page No : 1

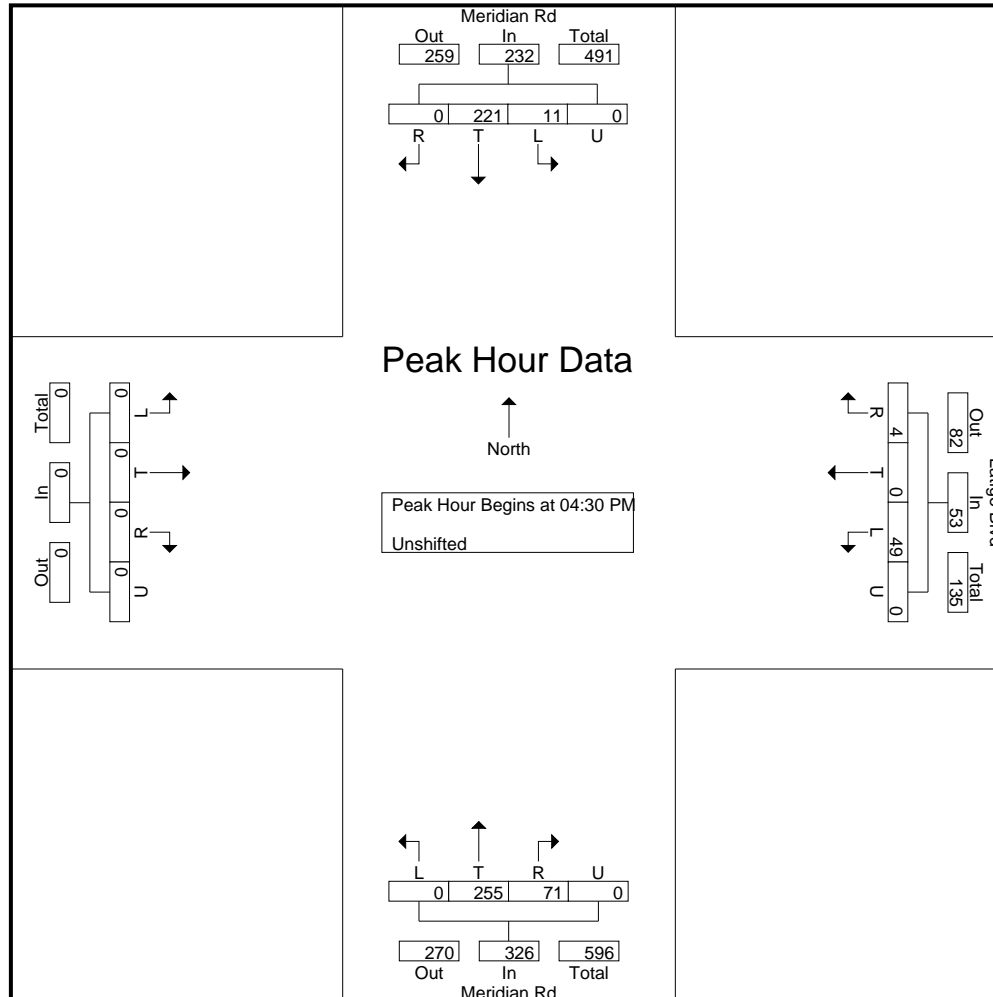
### Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Latigo Blvd Westbound					Meridian Rd Northbound					Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	1	42	0	0	43	6	0	0	0	6	0	64	11	0	75	0	0	0	0	0	124
04:15 PM	2	56	0	0	58	10	0	0	0	10	0	64	24	0	88	0	0	0	0	0	156
04:30 PM	2	52	0	0	54	10	0	1	0	11	0	70	23	0	93	0	0	0	0	0	158
04:45 PM	2	51	0	0	53	10	0	1	0	11	0	59	17	0	76	0	0	0	0	0	140
Total	7	201	0	0	208	36	0	2	0	38	0	257	75	0	332	0	0	0	0	0	578
05:00 PM	3	53	0	0	56	14	0	1	0	15	0	58	12	0	70	0	0	0	0	0	141
05:15 PM	4	65	0	0	69	15	0	1	0	16	0	68	19	0	87	0	0	0	0	0	172
05:30 PM	3	54	0	0	57	15	0	1	0	16	0	48	21	0	69	0	0	0	0	0	142
05:45 PM	1	40	0	0	41	14	0	1	0	15	0	61	25	0	86	0	0	0	0	0	142
Total	11	212	0	0	223	58	0	4	0	62	0	235	77	0	312	0	0	0	0	0	597
Grand Total	18	413	0	0	431	94	0	6	0	100	0	492	152	0	644	0	0	0	0	0	1175
Apprch %	4.2	95.8	0	0		94	0	6	0		0	76.4	23.6	0		0	0	0	0	0	
Total %	1.5	35.1	0	0	36.7	8	0	0.5	0	8.5	0	41.9	12.9	0	54.8	0	0	0	0	0	

# LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Latigo Blvd PM  
 Site Code : S214500  
 Start Date : 6/23/2021  
 Page No : 3



# Levels of Service

---



Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↓
Traffic Vol, veh/h	64	3	137	30	2	192
Future Vol, veh/h	64	3	137	30	2	192
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	-	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	89	89	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	4	154	34	2	237

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	395	154	0	0	188
Stage 1	154	-	-	-	-
Stage 2	241	-	-	-	-
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	610	892	-	-	1386
Stage 1	874	-	-	-	-
Stage 2	799	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	609	892	-	-	1386
Mov Cap-2 Maneuver	609	-	-	-	-
Stage 1	874	-	-	-	-
Stage 2	797	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	618	1386
HCM Lane V/C Ratio	-	-	0.139	0.002
HCM Control Delay (s)	-	-	11.8	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	4	1	30	20	0
Future Vol, veh/h	8	4	1	30	20	0
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	78	78	78	78	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	5	1	38	28	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	15	0	53
Stage 1	-	-	-	-	13
Stage 2	-	-	-	-	40
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	-	-	1603	-	955
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	982
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1603	-	954
Mov Cap-2 Maneuver	-	-	-	-	954
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	981

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	1603	-
HCM Lane V/C Ratio	0.03	-	-	0.001	-
HCM Control Delay (s)	8.9	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



HCM 6th TWSC  
3: Lonesome Pine Trl & Latigo Blvd

Existing Traffic  
AM Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	3	1	26	5	0
Future Vol, veh/h	5	3	1	26	5	0
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	78	78	78	78	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	4	1	33	12	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	10	0	43
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	35
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	-	-	1610	-	968
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	987
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1610	-	967
Mov Cap-2 Maneuver	-	-	-	-	967
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	986

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	967	-	-	1610	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	8.8	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	5	0	6	13	14	10
Future Vol, veh/h	5	0	6	13	14	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	0	8	17	21	15

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	6	0	39
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	33
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	-	-	1615	-	973
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	989
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1615	-	968
Mov Cap-2 Maneuver	-	-	-	-	968
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1011	-	-	1615	-
HCM Lane V/C Ratio	0.035	-	-	0.005	-
HCM Control Delay (s)	8.7	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	11	1	3	0	16	1	0	3	7	0
Future Vol, veh/h	0	4	11	1	3	0	16	1	0	3	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	78	78	78	78	78	78	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	15	1	4	0	21	1	0	5	11	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	66	64	11	74	64	1	11	0	0	1	0	0
Stage 1	21	21	-	43	43	-	-	-	-	-	-	-
Stage 2	45	43	-	31	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	927	827	1070	916	827	1084	1608	-	-	1622	-	-
Stage 1	998	878	-	971	859	-	-	-	-	-	-	-
Stage 2	969	859	-	986	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	912	814	1070	888	814	1084	1608	-	-	1622	-	-
Mov Cap-2 Maneuver	912	814	-	888	814	-	-	-	-	-	-	-
Stage 1	985	875	-	958	848	-	-	-	-	-	-	-
Stage 2	952	848	-	964	875	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.4		6.8		2.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	987	831	1622	-	-
HCM Lane V/C Ratio	0.013	-	-	0.02	0.006	0.003	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	49	4	255	71	11	221
Future Vol, veh/h	49	4	255	71	11	221
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	-	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	87	87	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	5	293	82	13	263

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	582	293	0	0	375
Stage 1	293	-	-	-	-
Stage 2	289	-	-	-	-
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	475	746	-	-	1183
Stage 1	757	-	-	-	-
Stage 2	760	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	469	746	-	-	1183
Mov Cap-2 Maneuver	469	-	-	-	-
Stage 1	757	-	-	-	-
Stage 2	750	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	483	1183
HCM Lane V/C Ratio	-	-	0.132	0.011
HCM Control Delay (s)	-	-	13.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC  
2: Oregon Wagon Trl & Latigo Blvd

Existing Traffic  
PM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	20	0	22	14	1
Future Vol, veh/h	46	20	0	22	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	79	79	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	26	0	28	18	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	85	0	100
Stage 1	-	-	-	-	72
Stage 2	-	-	-	-	28
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	-	-	1512	-	899
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1512	-	899
Mov Cap-2 Maneuver	-	-	-	-	899
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	995

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	-	-	1512	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	15	0	19	3	0
Future Vol, veh/h	32	15	0	19	3	0
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	79	79	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	19	0	24	4	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	60	0	75
Stage 1	-	-	-	-	51
Stage 2	-	-	-	-	24
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	-	-	1544	-	928
Stage 1	-	-	-	-	971
Stage 2	-	-	-	-	999
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	928
Mov Cap-2 Maneuver	-	-	-	-	928
Stage 1	-	-	-	-	971
Stage 2	-	-	-	-	999

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	928	-	-	1544	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC  
4: Ponca Canyon Trl & Latigo Blvd

Existing Traffic  
PM Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	18	14	10	15	4	5
Future Vol, veh/h	18	14	10	15	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	67	67	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	20	15	22	5	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	46	0	78
Stage 1	-	-	-	-	26
Stage 2	-	-	-	-	52
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	-	-	1562	-	925
Stage 1	-	-	-	-	997
Stage 2	-	-	-	-	970
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1562	-	916
Mov Cap-2 Maneuver	-	-	-	-	916
Stage 1	-	-	-	-	997
Stage 2	-	-	-	-	960

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	986	-	-	1562	-
HCM Lane V/C Ratio	0.012	-	-	0.01	-
HCM Control Delay (s)	8.7	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC  
5: Eastonville Rd & Latigo Blvd

Existing Traffic  
PM Peak Hour

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	13	3	9	2	15	7	7	1	3	1
Future Vol, veh/h	0	10	13	3	9	2	15	7	7	1	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	56	56	56	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	17	4	12	3	27	13	13	1	4	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	87	85	5	94	79	18	5	0	0	24	0	0
Stage 1	7	7	-	72	72	-	-	-	-	-	-	-
Stage 2	80	78	-	22	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	899	805	1078	889	811	1061	1616	-	-	1591	-	-
Stage 1	1015	890	-	938	835	-	-	-	-	-	-	-
Stage 2	929	830	-	996	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	875	791	1078	853	796	1061	1616	-	-	1591	-	-
Mov Cap-2 Maneuver	875	791	-	853	796	-	-	-	-	-	-	-
Stage 1	998	889	-	922	821	-	-	-	-	-	-	-
Stage 2	898	816	-	965	889	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.4	3.8	1.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	931	838	1591	-
HCM Lane V/C Ratio	0.017	-	-	0.032	0.021	0.001	-
HCM Control Delay (s)	7.3	0	-	9	9.4	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-



Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	93	5	137	40	3	192
Future Vol, veh/h	93	5	137	40	3	192
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	-	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	89	89	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	6	154	45	4	237

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	399	154	0	0	199
Stage 1	154	-	-	-	-
Stage 2	245	-	-	-	-
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	607	892	-	-	1373
Stage 1	874	-	-	-	-
Stage 2	796	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	605	892	-	-	1373
Mov Cap-2 Maneuver	605	-	-	-	-
Stage 1	874	-	-	-	-
Stage 2	794	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1373
HCM Lane V/C Ratio	-	-	0.204	0.003
HCM Control Delay (s)	-	-	12.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	7	1	52	30	1
Future Vol, veh/h	15	7	1	52	30	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	9	1	67	42	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	28	0	93
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	69
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	-	-	1585	-	907
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	954
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1585	-	906
Mov Cap-2 Maneuver	-	-	-	-	906
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	953

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	910	-	-	1585	-
HCM Lane V/C Ratio	0.048	-	-	0.001	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	5	1	41	12	0
Future Vol, veh/h	12	5	1	41	12	0
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	78	78	78	78	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	6	1	53	29	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	21	0	73
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	55
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	-	-	1595	-	931
Stage 1	-	-	-	-	1005
Stage 2	-	-	-	-	968
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1595	-	930
Mov Cap-2 Maneuver	-	-	-	-	930
Stage 1	-	-	-	-	1005
Stage 2	-	-	-	-	967

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	930	-	-	1595	-
HCM Lane V/C Ratio	0.031	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	6	5	9	13	29	19
Future Vol, veh/h	6	5	9	13	29	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	6	12	17	43	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	14	0	49
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	41
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	-	-	1604	-	960
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	981
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1604	-	953
Mov Cap-2 Maneuver	-	-	-	-	953
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	974

Approach	EB	WB	NB
HCM Control Delay, s	0	3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	997	-	-	1604	-
HCM Lane V/C Ratio	0.072	-	-	0.007	-
HCM Control Delay (s)	8.9	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	18	1	4	0	18	1	0	3	7	0
Future Vol, veh/h	0	7	18	1	4	0	18	1	0	3	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	78	78	78	78	78	78	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	24	1	5	0	23	1	0	5	11	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	71	68	11	85	68	1	11	0	0	1	0	0
Stage 1	21	21	-	47	47	-	-	-	-	-	-	-
Stage 2	50	47	-	38	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	920	823	1070	901	823	1084	1608	-	-	1622	-	-
Stage 1	998	878	-	967	856	-	-	-	-	-	-	-
Stage 2	963	856	-	977	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	903	809	1070	861	809	1084	1608	-	-	1622	-	-
Mov Cap-2 Maneuver	903	809	-	861	809	-	-	-	-	-	-	-
Stage 1	984	875	-	953	844	-	-	-	-	-	-	-
Stage 2	944	844	-	942	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.4	6.9	2.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	981	819	1622	-	-
HCM Lane V/C Ratio	0.014	-	-	0.034	0.008	0.003	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	68	5	255	103	13	221
Future Vol, veh/h	68	5	255	103	13	221
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	-	-	260	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	87	87	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	6	293	118	15	263

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	586	293	0	0	411
Stage 1	293	-	-	-	-
Stage 2	293	-	-	-	-
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	473	746	-	-	1148
Stage 1	757	-	-	-	-
Stage 2	757	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	466	746	-	-	1148
Mov Cap-2 Maneuver	466	-	-	-	-
Stage 1	757	-	-	-	-
Stage 2	746	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1148
HCM Lane V/C Ratio	-	-	0.184	0.013
HCM Control Delay (s)	-	-	14.2	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	31	2	36	20	2
Future Vol, veh/h	70	31	2	36	20	2
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	78	78	79	79	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	40	3	46	26	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	130	0	162
Stage 1	-	-	-	-	110
Stage 2	-	-	-	-	52
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	-	-	1455	-	829
Stage 1	-	-	-	-	915
Stage 2	-	-	-	-	970
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1455	-	827
Mov Cap-2 Maneuver	-	-	-	-	827
Stage 1	-	-	-	-	915
Stage 2	-	-	-	-	968

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1455	-
HCM Lane V/C Ratio	0.034	-	-	0.002	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
3: Lonesome Pine Trl & Latigo Blvd

Existing + Site Generated Traffic  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	49	22	0	30	7	0
Future Vol, veh/h	49	22	0	30	7	0
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	79	79	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	28	0	38	9	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	90	0	114 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	38 -
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	-	-	1505	-	882 985
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	984 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1505	-	882 985
Mov Cap-2 Maneuver	-	-	-	-	882 -
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	984 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	882	-	-	1505	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	19	31	20	17	14	11
Future Vol, veh/h	19	31	20	17	14	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	225	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	67	67	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	45	30	25	19	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	73	0	113 28
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	85 -
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	-	-	1527	-	884 1047
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	938 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1527	-	866 1047
Mov Cap-2 Maneuver	-	-	-	-	866 -
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	919 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	937	-	-	1527	-
HCM Lane V/C Ratio	0.036	-	-	0.02	-
HCM Control Delay (s)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	17	3	13	2	22	7	7	1	3	1
Future Vol, veh/h	0	12	17	3	13	2	22	7	7	1	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	56	56	56	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	22	4	17	3	39	13	13	1	4	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	113	109	5	121	103	18	5	0	0	24	0	0
Stage 1	7	7	-	96	96	-	-	-	-	-	-	-
Stage 2	106	102	-	25	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	864	781	1078	854	787	1061	1616	-	-	1591	-	-
Stage 1	1015	890	-	911	815	-	-	-	-	-	-	-
Stage 2	900	811	-	993	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	831	761	1078	808	767	1061	1616	-	-	1591	-	-
Mov Cap-2 Maneuver	831	761	-	808	767	-	-	-	-	-	-	-
Stage 1	990	889	-	888	795	-	-	-	-	-	-	-
Stage 2	857	791	-	955	889	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.6	4.5	1.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	920	798	1591	-	-
HCM Lane V/C Ratio	0.024	-	-	0.04	0.029	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.1	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	159	40	355	65	21	295
Future Vol, veh/h	159	40	355	65	21	295
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	-	-	260	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	169	43	378	69	22	314

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	736	378	0	0	447	0
Stage 1	378	-	-	-	-	-
Stage 2	358	-	-	-	-	-
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	386	669	-	-	1113	-
Stage 1	693	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	378	669	-	-	1113	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	414	1113
HCM Lane V/C Ratio	-	-	0.511	0.02
HCM Control Delay (s)	-	-	22.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.8	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	6	1	155	26	0
Future Vol, veh/h	59	6	1	155	26	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	6	1	165	28	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	69	0	233	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	167	-
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	-	-	1532	-	755	998
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1532	-	754	998
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	754	-	-	1532	-
HCM Lane V/C Ratio	0.037	-	-	0.001	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	3	1	151	5	0
Future Vol, veh/h	56	3	1	151	5	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	3	1	161	5	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	63	0	225 62
Stage 1	-	-	-	-	62 -
Stage 2	-	-	-	-	163 -
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	-	-	1540	-	763 1003
Stage 1	-	-	-	-	961 -
Stage 2	-	-	-	-	866 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1540	-	762 1003
Mov Cap-2 Maneuver	-	-	-	-	762 -
Stage 1	-	-	-	-	961 -
Stage 2	-	-	-	-	865 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1540	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕			↕	
Traffic Vol, veh/h	3	49	4	7	116	2	27	0	12	5	0	9
Future Vol, veh/h	3	49	4	7	116	2	27	0	12	5	0	9
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	225	-	215	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	52	4	7	123	2	29	0	13	5	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	56	0	0	201	197	52	205	200	124
Stage 1	-	-	-	-	-	-	58	58	-	138	138	-
Stage 2	-	-	-	-	-	-	143	139	-	67	62	-
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	1462	-	-	1549	-	-	757	699	1016	753	696	927
Stage 1	-	-	-	-	-	-	954	847	-	865	782	-
Stage 2	-	-	-	-	-	-	860	782	-	943	843	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1462	-	-	1549	-	-	746	694	1016	739	691	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	746	694	-	739	691	-
Stage 1	-	-	-	-	-	-	952	845	-	863	778	-
Stage 2	-	-	-	-	-	-	847	778	-	929	841	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			9.7			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	1462	-	-	1549	-	-	850
HCM Lane V/C Ratio	0.051	0.002	-	-	0.005	-	-	0.018
HCM Control Delay (s)	9.7	7.5	-	-	7.3	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	9	26	31	50	63	1	46	60	25	5	61	15
Future Vol, veh/h	9	26	31	50	63	1	46	60	25	5	61	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	28	33	53	67	1	49	64	27	5	65	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	293	272	73	290	267	78	81	0	0	91	0	0
Stage 1	83	83	-	176	176	-	-	-	-	-	-	-
Stage 2	210	189	-	114	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	659	635	989	662	639	983	1517	-	-	1504	-	-
Stage 1	925	826	-	826	753	-	-	-	-	-	-	-
Stage 2	792	744	-	891	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	587	613	989	601	617	983	1517	-	-	1504	-	-
Mov Cap-2 Maneuver	587	613	-	601	617	-	-	-	-	-	-	-
Stage 1	895	824	-	800	729	-	-	-	-	-	-	-
Stage 2	695	720	-	830	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	11.5	2.6	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	587	773	601	621	1504	-	-
HCM Lane V/C Ratio	0.032	-	-	0.016	0.078	0.089	0.11	0.004	-	-
HCM Control Delay (s)	7.5	-	-	11.2	10.1	11.6	11.5	7.4	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.3	0.4	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	5	12	4	164	307	2
Future Vol, veh/h	5	12	4	164	307	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	13	4	174	327	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	510	328	329	0	-	0
Stage 1	328	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	523	713	1231	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	713	1231	-	-	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1231	-	672	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↑	↗↘	↘↙	↑
Traffic Vol, veh/h	113	28	260	177	50	350
Future Vol, veh/h	113	28	260	177	50	350
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	-	-	260	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	30	277	188	53	372

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	755	277	0	0	465
Stage 1	277	-	-	-	-
Stage 2	478	-	-	-	-
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	376	762	-	-	1096
Stage 1	770	-	-	-	-
Stage 2	624	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	358	762	-	-	1096
Mov Cap-2 Maneuver	358	-	-	-	-
Stage 1	770	-	-	-	-
Stage 2	594	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	1096
HCM Lane V/C Ratio	-	-	0.375	0.049
HCM Control Delay (s)	-	-	19.3	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.7	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	27	0	107	18	1
Future Vol, veh/h	184	27	0	107	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	29	0	114	19	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	225	0	325	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	114	-
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	-	-	1344	-	669	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1344	-	669	829
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	911	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1344	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	10.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	15	0	104	3	0
Future Vol, veh/h	170	15	0	104	3	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	181	16	0	111	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	197	0	300
Stage 1	-	-	-	-	189
Stage 2	-	-	-	-	111
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	-	-	1376	-	691
Stage 1	-	-	-	-	843
Stage 2	-	-	-	-	914
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1376	-	691
Mov Cap-2 Maneuver	-	-	-	-	691
Stage 1	-	-	-	-	843
Stage 2	-	-	-	-	914

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	1376	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	10.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕			↕	
Traffic Vol, veh/h	10	131	29	12	85	6	13	0	6	3	0	6
Future Vol, veh/h	10	131	29	12	85	6	13	0	6	3	0	6
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	225	-	215	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	139	31	13	90	6	14	0	6	3	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	170	0	0	283	283	139	299	311	93
Stage 1	-	-	-	-	-	-	161	161	-	119	119	-
Stage 2	-	-	-	-	-	-	122	122	-	180	192	-
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	1498	-	-	1407	-	-	669	626	909	653	604	964
Stage 1	-	-	-	-	-	-	841	765	-	885	797	-
Stage 2	-	-	-	-	-	-	882	795	-	822	742	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1498	-	-	1407	-	-	656	616	909	640	594	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	616	-	640	594	-
Stage 1	-	-	-	-	-	-	835	760	-	879	790	-
Stage 2	-	-	-	-	-	-	868	788	-	810	737	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.9			10.2			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	719	1498	-	-	1407	-	-	825
HCM Lane V/C Ratio	0.028	0.007	-	-	0.009	-	-	0.012
HCM Control Delay (s)	10.2	7.4	-	-	7.6	-	-	9.4
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	17	79	46	44	51	4	39	88	65	3	85	13
Future Vol, veh/h	17	79	46	44	51	4	39	88	65	3	85	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	84	49	47	54	4	41	94	69	3	90	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	343	348	97	381	321	129	104	0	0	163	0	0
Stage 1	103	103	-	211	211	-	-	-	-	-	-	-
Stage 2	240	245	-	170	110	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	611	576	959	577	596	921	1488	-	-	1416	-	-
Stage 1	903	810	-	791	728	-	-	-	-	-	-	-
Stage 2	763	703	-	832	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	552	559	959	474	578	921	1488	-	-	1416	-	-
Mov Cap-2 Maneuver	552	559	-	474	578	-	-	-	-	-	-	-
Stage 1	878	808	-	769	708	-	-	-	-	-	-	-
Stage 2	682	683	-	706	802	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12.5	1.5	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	552	660	474	594	1416	-	-
HCM Lane V/C Ratio	0.028	-	-	0.033	0.201	0.099	0.099	0.002	-	-
HCM Control Delay (s)	7.5	-	-	11.7	11.8	13.4	11.7	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	0.3	0.3	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	3	8	13	371	262	5
Future Vol, veh/h	3	8	13	371	262	5
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	9	14	395	279	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	705	282	284	0	0
Stage 1	282	-	-	-	-
Stage 2	423	-	-	-	-
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	403	757	1278	-	-
Stage 1	766	-	-	-	-
Stage 2	661	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	399	757	1278	-	-
Mov Cap-2 Maneuver	502	-	-	-	-
Stage 1	758	-	-	-	-
Stage 2	661	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	665	-	-
HCM Lane V/C Ratio	0.011	-	0.018	-	-
HCM Control Delay (s)	7.8	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	177	42	355	71	21	295
Future Vol, veh/h	177	42	355	71	21	295
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	-	-	260	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	45	378	76	22	314

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	736	378	0	0	454
Stage 1	378	-	-	-	-
Stage 2	358	-	-	-	-
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	386	669	-	-	1107
Stage 1	693	-	-	-	-
Stage 2	707	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	378	669	-	-	1107
Mov Cap-2 Maneuver	378	-	-	-	-
Stage 1	693	-	-	-	-
Stage 2	693	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	1107
HCM Lane V/C Ratio	-	-	0.565	0.02
HCM Control Delay (s)	-	-	24.5	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.4	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	8	1	170	32	0
Future Vol, veh/h	64	8	1	170	32	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	9	1	181	34	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	77	0	256 73
Stage 1	-	-	-	-	73 -
Stage 2	-	-	-	-	183 -
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	-	-	1522	-	733 989
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	848 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1522	-	732 989
Mov Cap-2 Maneuver	-	-	-	-	732 -
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	847 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1522	-
HCM Lane V/C Ratio	0.047	-	-	0.001	-
HCM Control Delay (s)	10.2	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	4	1	161	9	0
Future Vol, veh/h	60	4	1	161	9	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	4	1	171	10	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	68	0	239 66
Stage 1	-	-	-	-	66 -
Stage 2	-	-	-	-	173 -
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	-	-	1533	-	749 998
Stage 1	-	-	-	-	957 -
Stage 2	-	-	-	-	857 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1533	-	748 998
Mov Cap-2 Maneuver	-	-	-	-	748 -
Stage 1	-	-	-	-	957 -
Stage 2	-	-	-	-	856 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	-	-	1533	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕			↕	
Traffic Vol, veh/h	3	49	7	8	116	2	36	0	16	5	0	9
Future Vol, veh/h	3	49	7	8	116	2	36	0	16	5	0	9
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	225	-	215	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	52	7	9	123	2	38	0	17	5	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	59	0	0	205	201	52	212	207	124
Stage 1	-	-	-	-	-	-	58	58	-	142	142	-
Stage 2	-	-	-	-	-	-	147	143	-	70	65	-
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	1462	-	-	1545	-	-	753	695	1016	745	690	927
Stage 1	-	-	-	-	-	-	954	847	-	861	779	-
Stage 2	-	-	-	-	-	-	856	779	-	940	841	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1462	-	-	1545	-	-	741	689	1016	728	684	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	689	-	728	684	-
Stage 1	-	-	-	-	-	-	952	845	-	859	774	-
Stage 2	-	-	-	-	-	-	842	774	-	922	839	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			9.8			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	808	1462	-	-	1545	-	-	845
HCM Lane V/C Ratio	0.068	0.002	-	-	0.006	-	-	0.018
HCM Control Delay (s)	9.8	7.5	-	-	7.3	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	9	28	34	51	64	1	47	60	26	5	61	15
Future Vol, veh/h	9	28	34	51	64	1	47	60	26	5	61	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	30	36	54	68	1	50	64	28	5	65	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	296	275	73	294	269	78	81	0	0	92	0	0
Stage 1	83	83	-	178	178	-	-	-	-	-	-	-
Stage 2	213	192	-	116	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	656	632	989	658	637	983	1517	-	-	1503	-	-
Stage 1	925	826	-	824	752	-	-	-	-	-	-	-
Stage 2	789	742	-	889	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	583	609	989	594	614	983	1517	-	-	1503	-	-
Mov Cap-2 Maneuver	583	609	-	594	614	-	-	-	-	-	-	-
Stage 1	894	824	-	797	727	-	-	-	-	-	-	-
Stage 2	691	718	-	823	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	11.6	2.6	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	583	772	594	618	1503	-	-
HCM Lane V/C Ratio	0.033	-	-	0.016	0.085	0.091	0.112	0.004	-	-
HCM Control Delay (s)	7.5	-	-	11.3	10.1	11.7	11.6	7.4	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.3	0.4	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	7	27	9	165	310	2
Future Vol, veh/h	7	27	9	165	310	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	29	10	176	330	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	527	331	332	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	512	711	1227	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	711	1227	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1227	-	680	-	-
HCM Lane V/C Ratio	0.008	-	0.053	-	-
HCM Control Delay (s)	8	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	125	29	260	197	52	350
Future Vol, veh/h	125	29	260	197	52	350
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	-	-	260	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	31	277	210	55	372

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	759	277	0	0	487
Stage 1	277	-	-	-	-
Stage 2	482	-	-	-	-
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	374	762	-	-	1076
Stage 1	770	-	-	-	-
Stage 2	621	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	355	762	-	-	1076
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	770	-	-	-	-
Stage 2	589	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	395	1076
HCM Lane V/C Ratio	-	-	0.415	0.051
HCM Control Delay (s)	-	-	20.4	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2	0.2

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	34	0	116	22	1
Future Vol, veh/h	200	34	0	116	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	36	0	123	23	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	249	0	354	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	123	-
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	-	-	1317	-	644	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1317	-	644	808
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	902	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	650	-	-	1317	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
 3: Lonesome Pine Trl & Latigo Blvd

2041 Total Traffic  
 PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	20	0	110	6	0
Future Vol, veh/h	181	20	0	110	6	0
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	21	0	117	6	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	214	0	321 204
Stage 1	-	-	-	-	204 -
Stage 2	-	-	-	-	117 -
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	-	-	1356	-	673 837
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	908 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1356	-	673 837
Mov Cap-2 Maneuver	-	-	-	-	673 -
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	908 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	673	-	-	1356	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	10.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↗			↕			↕	
Traffic Vol, veh/h	10	131	39	17	85	6	19	0	9	3	0	6
Future Vol, veh/h	10	131	39	17	85	6	19	0	9	3	0	6
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	225	-	215	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	139	41	18	90	6	20	0	10	3	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	180	0	0	293	293	139	316	331	93
Stage 1	-	-	-	-	-	-	161	161	-	129	129	-
Stage 2	-	-	-	-	-	-	132	132	-	187	202	-
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	1498	-	-	1396	-	-	659	618	909	637	588	964
Stage 1	-	-	-	-	-	-	841	765	-	875	789	-
Stage 2	-	-	-	-	-	-	871	787	-	815	734	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1498	-	-	1396	-	-	645	606	909	620	576	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	645	606	-	620	576	-
Stage 1	-	-	-	-	-	-	835	760	-	869	779	-
Stage 2	-	-	-	-	-	-	854	777	-	800	729	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.2			10.3			9.5		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	711	1498	-	-	1396	-	-	814
HCM Lane V/C Ratio	0.042	0.007	-	-	0.013	-	-	0.012
HCM Control Delay (s)	10.3	7.4	-	-	7.6	-	-	9.5
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	17	80	47	46	53	4	42	88	66	3	85	13
Future Vol, veh/h	17	80	47	46	53	4	42	88	66	3	85	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	85	50	49	56	4	45	94	70	3	90	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	352	357	97	390	329	129	104	0	0	164	0	0
Stage 1	103	103	-	219	219	-	-	-	-	-	-	-
Stage 2	249	254	-	171	110	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	603	569	959	569	590	921	1488	-	-	1414	-	-
Stage 1	903	810	-	783	722	-	-	-	-	-	-	-
Stage 2	755	697	-	831	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	541	551	959	464	571	921	1488	-	-	1414	-	-
Mov Cap-2 Maneuver	541	551	-	464	571	-	-	-	-	-	-	-
Stage 1	876	808	-	760	700	-	-	-	-	-	-	-
Stage 2	670	676	-	703	802	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	12.6	1.6	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	541	654	464	587	1414	-	-
HCM Lane V/C Ratio	0.03	-	-	0.033	0.207	0.105	0.103	0.002	-	-
HCM Control Delay (s)	7.5	-	-	11.9	11.9	13.7	11.8	7.6	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.8	0.4	0.3	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	18	30	374	264	8
Future Vol, veh/h	4	18	30	374	264	8
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	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	19	32	398	281	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	748	286	290	0	0
Stage 1	286	-	-	-	-
Stage 2	462	-	-	-	-
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	380	753	1272	-	-
Stage 1	763	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	371	753	1272	-	-
Mov Cap-2 Maneuver	479	-	-	-	-
Stage 1	744	-	-	-	-
Stage 2	634	-	-	-	-

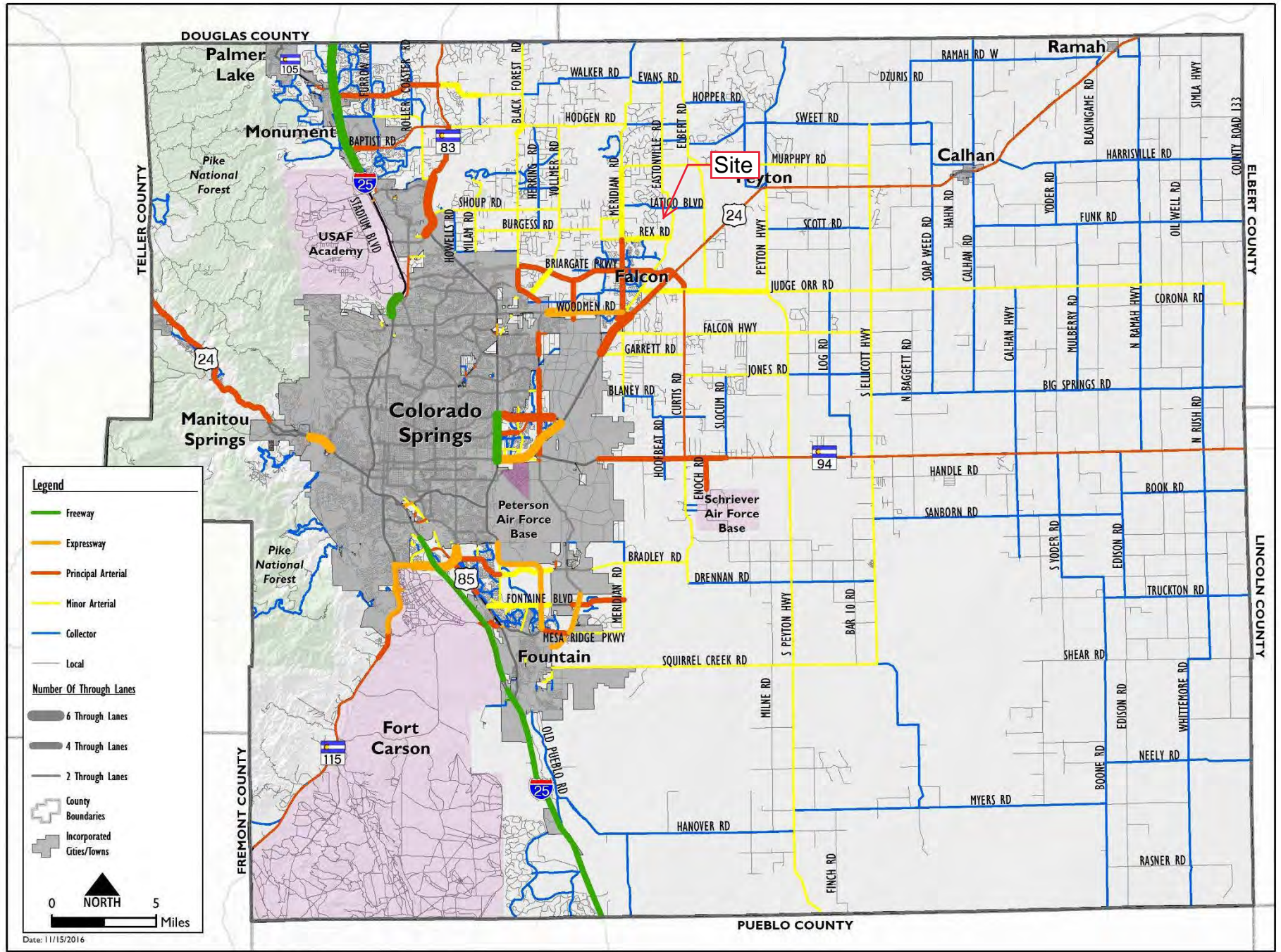
Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1272	-	682	-	-
HCM Lane V/C Ratio	0.025	-	0.034	-	-
HCM Control Delay (s)	7.9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

# MTCP Maps

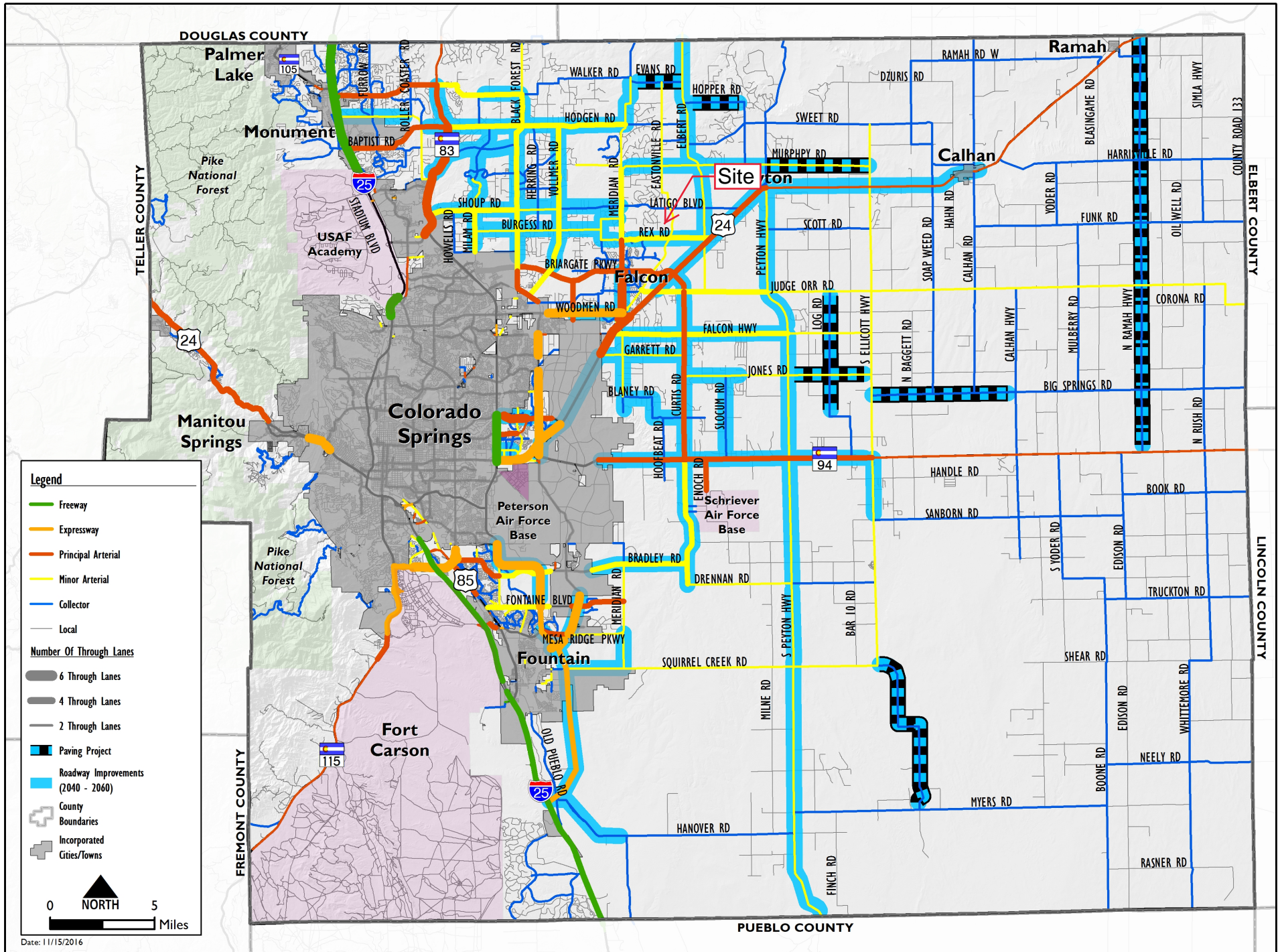
---





Map 14: 2040 Roadway Plan (Classification and Lanes)

# Map 17: 2060 Corridor Preservation



# Appendix Table 1



**Appendix Table 1  
Area Traffic Impact Studies by LSC  
Latigo Preserve Fils 9 & 10**

<b>Study</b>	<b>Date</b>
<b>Meridian Ranch</b>	
Meridian Ranch Sketch Plan TIA	April 11, 2011
Meridian Ranch Filing 11 Updated TIA	November 26, 2013
Stonebridge at Meridian Ranch Filing No. 1 Updated TIA	April 23, 2014
Stonebridge at Meridian Ranch Transportation Memorandum	July 28, 2015
Meridian Ranch Filing 8 Updated TIA	December 23, 2014
Meridian Ranch Filing 9 Updated TIA	May 21, 2015
Meridian Ranch Sketch Plan 2015 Amendment TIA	July 30, 2015
The Vistas at Meridian Ranch TIA	March 24, 2016
Meridian Ranch Estates Filing No. 2 Transportation Memorandum	August 27, 2015
The Vistas at Meridian Ranch Updated Transportation Memorandum	June 20, 2017
Londonderry Drive Pedestrian Operations and Safety Study	February 8, 2017
Stonebridge Filing 3 at Meridian Ranch Updated TIA	March 20, 2017
Meridian Ranch Sketch Plan 2017 Amendment TIA	October 3, 2017
WindingWalk at Meridian Ranch and The Enclave at Stonebridge at Meridian Ranch Updated Traffic Impact Analysis	May 10, 2018
Rolling Hills Ranch at Meridian Ranch PUDSP Traffic Impact Analysis	June 29, 2020
The Estates at Rolling Hills Ranch Filing No. 1 Traffic Impact Analysis	May 13, 2020
Rolling Hills Ranch at Meridian Ranch Filing No. 1 Traffic Impact Analysis	July 14, 2020
The Estates at Rolling Hills Ranch Filing No. 2 Traffic Impact Study	October 8, 2020
Rolling Hills Ranch at Meridian Ranch Filing No. 2 Transportation Memorandum	December 29, 2020
Rolling Hills Ranch at Meridian Ranch Filing No. 3 Transportation Memorandum	March 22, 2021
Meridian Ranch Sketch Plan 2021 Amendment Traffic Impact Analysis	May 4, 2021
<b>Grandview Reserve</b>	
Grandview Reserve Updated Master TIA	December 5, 2020
<b>Waterbury/4-Way Ranch</b>	
Waterbury PUD Development Plan Updated TIA	January 10, 2013
Waterbury Filing Nos. 1 and 2 TIA	December 18, 2020
<b>Meadowlake Ranch</b>	
Meadowlake Ranch Traffic Impact Analysis	May 29, 2019
<i>Source: LSC Transportation Consultants, Inc. (October 2021)</i>	