



## SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING CONSULTANTS

August 8, 2025

Alex Kuhnke  
P760 Land LLC  
13395 Voyager Parkway, Suite 130  
Colorado Springs, Colorado 80921

**RE: Triple H Ranch Preliminary Plan / Traffic Compliance Letter  
El Paso County, Colorado**

### SMR Response 01/29/2026

Pursuant to coordination with County Staff on 01/21/2026, a discussion on recommended improvements and associated responsibilities has been added to the Traffic Compliance Letter.

No updates were made to the Traffic Impact Study (dated June 2025) as it was prepared for the approved rezone application.

Dear Alex,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Triple H Ranch. This development is located north of Jones Road and east of Murr Road in El Paso County, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site, and consider potential impacts to the adjacent roadway network. This analysis is also provided to address appropriateness of site access locations. Additional traffic analyses will be provided at later stages of development (Final Plat) and are to include the remaining items described within Section B.2.4.B of the County's Engineering Criteria Manual (ECM)<sup>1</sup>.

County Engineering comments regarding the need for discussion on proposed access spacing and sight distance evaluations.

The following is a summary of analysis results.

### **Site Description and Access**

Land for the development is currently vacant and is surrounded by open space and residential land uses.

The proposed development is understood to entail the new construction of 244 single-family residential lots. This is consistent with assumptions made within the approved rezone application's traffic impact study<sup>2</sup>.

<sup>1</sup> El Paso County Engineering Criteria Manual, El Paso County, January 2025.

<sup>2</sup> Triple H Ranch: Traffic Impact Study, SM ROCHA, LLC, June 2025.

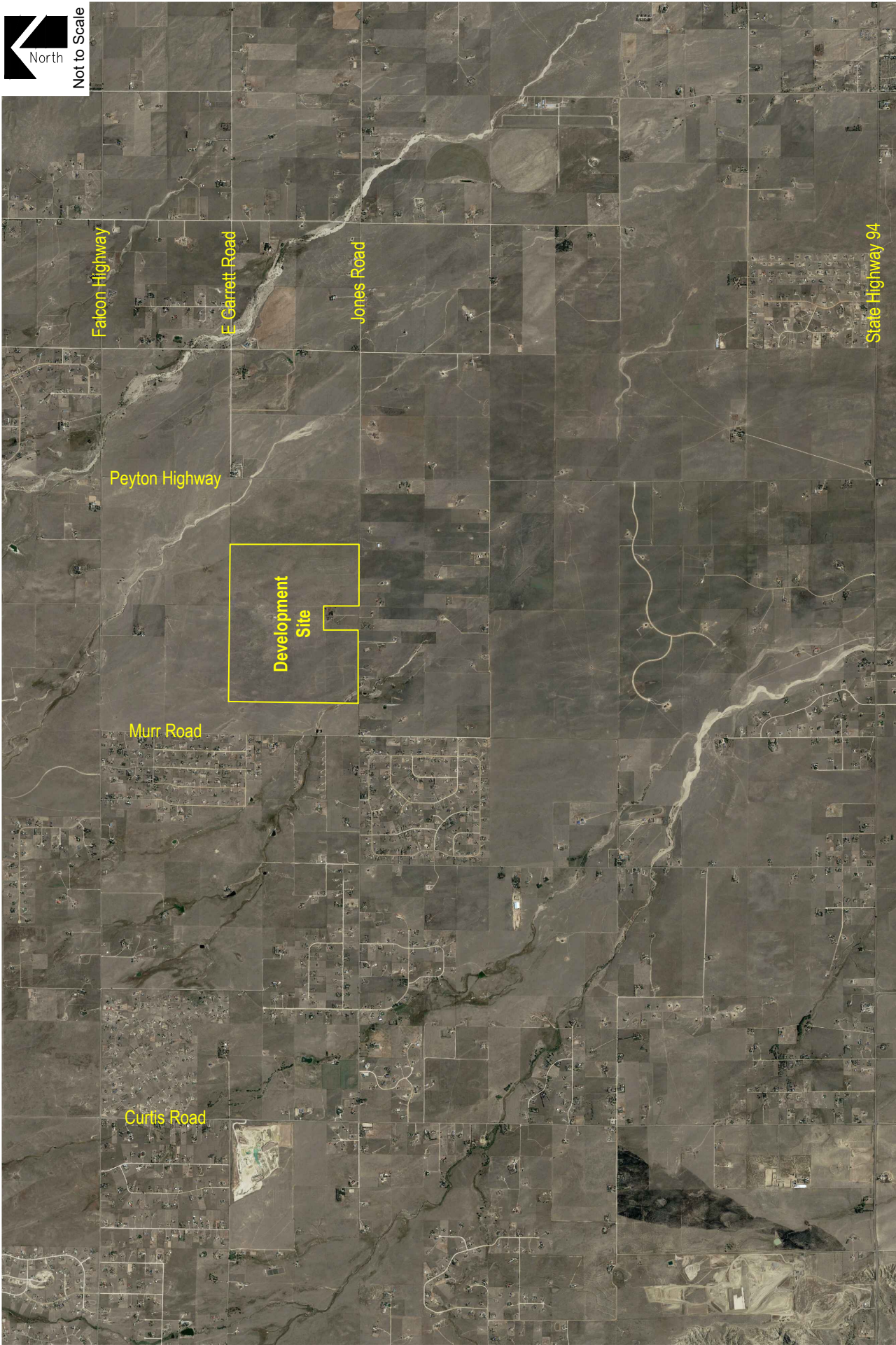
Proposed access to the development is provided via two full-movement accesses onto Jones Road (referred to as Access A and Access B). Access A is being proposed approximately 3,000 feet east of Murr Road with Access B proposed approximately 3,000 feet east of Access A and 4,000 feet west of Peyton Highway. Access drives internal to the overall development area were not included in this analysis as internal intersection operations are expected to be comparable to, or better than, those projected for the above-described intersections. It is expected that internal intersections will be analyzed within future submittals for the final plat application.

Additional access drives are also proposed, providing future access to the potential High Plains Ranch development north and west of the site. However, since there are no current plans for development, and to provide for conservative results, additional future access drives were not considered within this analysis.

It is noted that the location of proposed access drives within this preliminary plan application remain unchanged from those proposed within the traffic study prepared for the rezone application.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Classic Consulting, is shown on Figure 2. This plan is provided for illustrative purposes only.



**Figure 1**  
**SITE LOCATION**



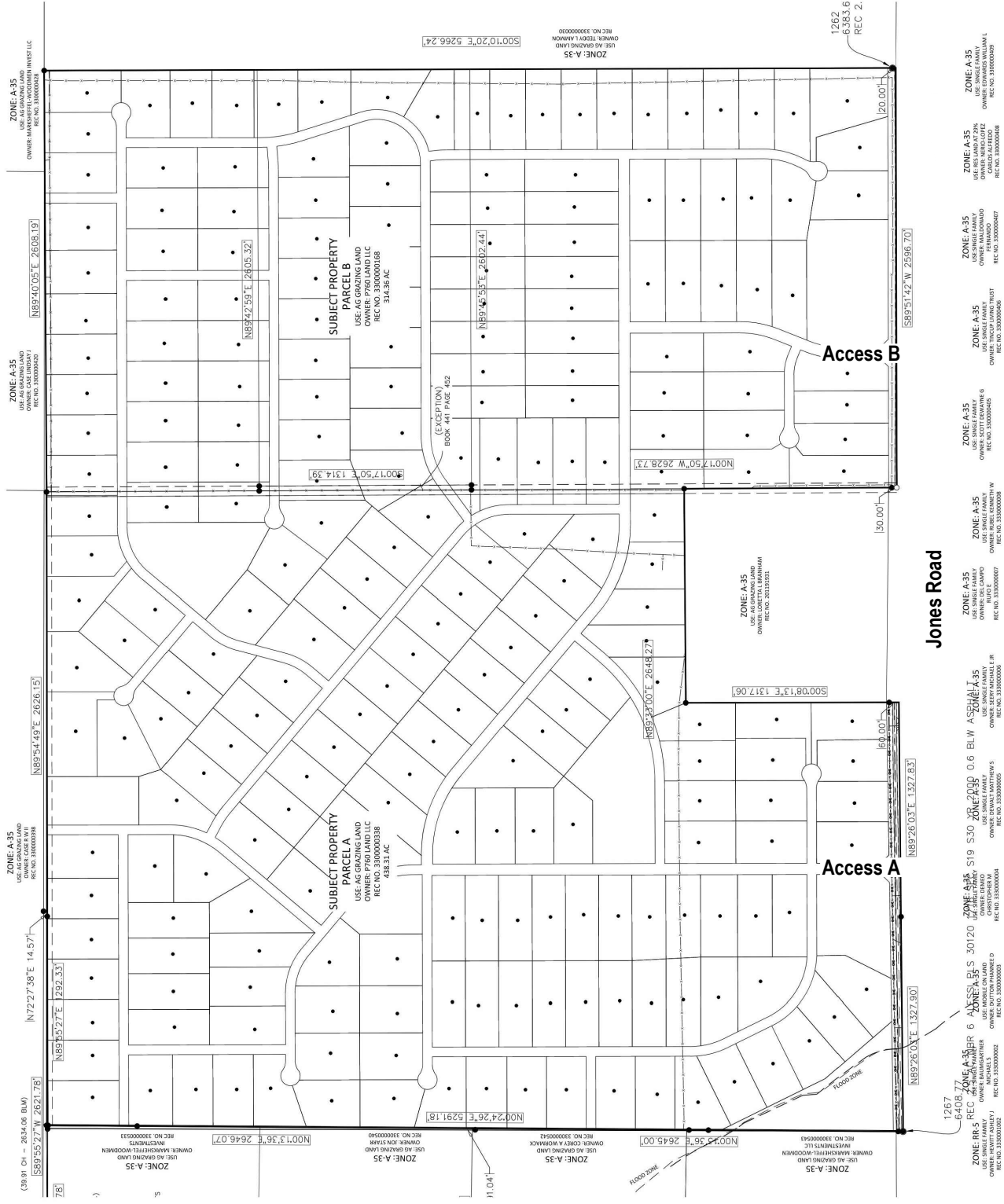


Figure 2  
**CONCEPTUAL SITE PLAN**  
 August 2025  
 Page 4



## Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11<sup>th</sup> Edition, were applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 presents average trip generation rates for the previously approved land use and for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 210 (Single-Family Detached Housing) was used for analysis because of its conservative rates and best fit to the proposed land use.

**Table 1 – Trip Generation Rates**

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.71	0.59	0.35	0.94

Key: DU = Dwelling Units

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to traffic volume estimates for the previously approved land use.

**Table 2 – Trip Generation Summary**

ITE CODE	LAND USE	SIZE	DU	TOTAL TRIPS GENERATED						
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Approved</u>										
210	Single-Family Detached Housing	244	DU	2,301	43	128	171	144	85	229
<i>Previously Approved Total:</i>				<i>2,301</i>	<i>43</i>	<i>128</i>	<i>171</i>	<i>144</i>	<i>85</i>	<i>229</i>
<u>Site Development - Proposed</u>										
210	Single-Family Detached Housing	244	DU	2,301	43	128	171	144	85	229
<i>Proposed Total:</i>				<i>2,301</i>	<i>43</i>	<i>128</i>	<i>171</i>	<i>144</i>	<i>85</i>	<i>229</i>
<b><i>Difference Total:</i></b>				<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>	<b><i>0</i></b>

Key: DU = Dwelling Units

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the proposed development area has the potential to generate approximately 2,301 daily trips with 171 of those occurring during the morning peak hour and 229 during the afternoon peak hour. Table 2 further shows how land uses and densities remain unchanged from the Triple H Ranch traffic study and therefore traffic volumes do not exceed those approved in the traffic study prepared for the rezone application.

### **Adjustments to Trip Generation Rates**

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

### **Vehicle Trip Generation Comparison & Development Impacts**

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously approved volumes within the Triple H Ranch traffic study. These volumes are not likely to negatively impact operations of Jones Road nor other adjacent roadways or intersections.

It is acknowledged that, pursuant to scoping parameters identified within Section B.2.4.B of the County's ECM and in coordination with County Staff, provision of additional items including bicycle and pedestrian facilities, cost estimates and escrows, road impact fees, as well as analysis of internal roadways may need to be analyzed within future submittals for the final plat application.

### **Access Spacing & Sight Distance**

Appropriateness of proposed access drives was assessed pursuant to existing roadway conditions and per requirements defined within the County's ECM.

Pursuant to Section 2.4.1, Table 2-35 of the County's ECM, the minimum spacing required for access drives along Jones Road is 450 feet. Comparison of the development's proposed access locations to County requirements shows that proposed access drives for this development meet minimum access spacing requirements.

A conceptual sight distance exhibit, illustrating approximate intersection sight distance triangles, is included for reference in Attachment A. This exhibit was prepared with consideration for both horizontal and vertical curvature along Jones Road and in accordance to Section 2.3.6, Table 2-21, and Section 2.4.1, Table 2-34, of the County's ECM, as well as Section 9.5.3.2 of the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highway and Streets (Green Book)<sup>3</sup> and is provided for illustrative purposes only. Based on the exhibit provided, proposed site access locations appear to be in compliance with County sight distance requirements.

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<sup>3</sup> A Policy on Geometric Design of Highways and Streets (7<sup>th</sup> Edition), American Association of State Highway and Transportation Officials, 2018.

## Conclusion

This analysis assessed traffic generation for the Triple H Ranch development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the development is expected to create minimal negative impact to traffic operations for the surrounding roadway network and proposed site accesses, and is in compliance with the rezone application's Triple H Ranch Traffic Impact Study. Additionally, proposed site access drives appear to be in compliance with the County's ECM and no issues with proposed access locations are anticipated. It is therefore concluded that site access locations are appropriate.

We trust that our findings will assist in the planning and approval of the Triple H Ranch Preliminary Plan development. Please contact us should further assistance be needed.

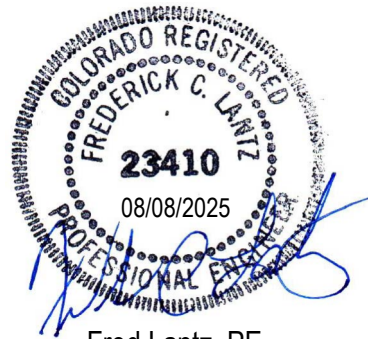
Sincerely,

**SM ROCHA, LLC**

*Traffic & Transportation Engineering Consultants*



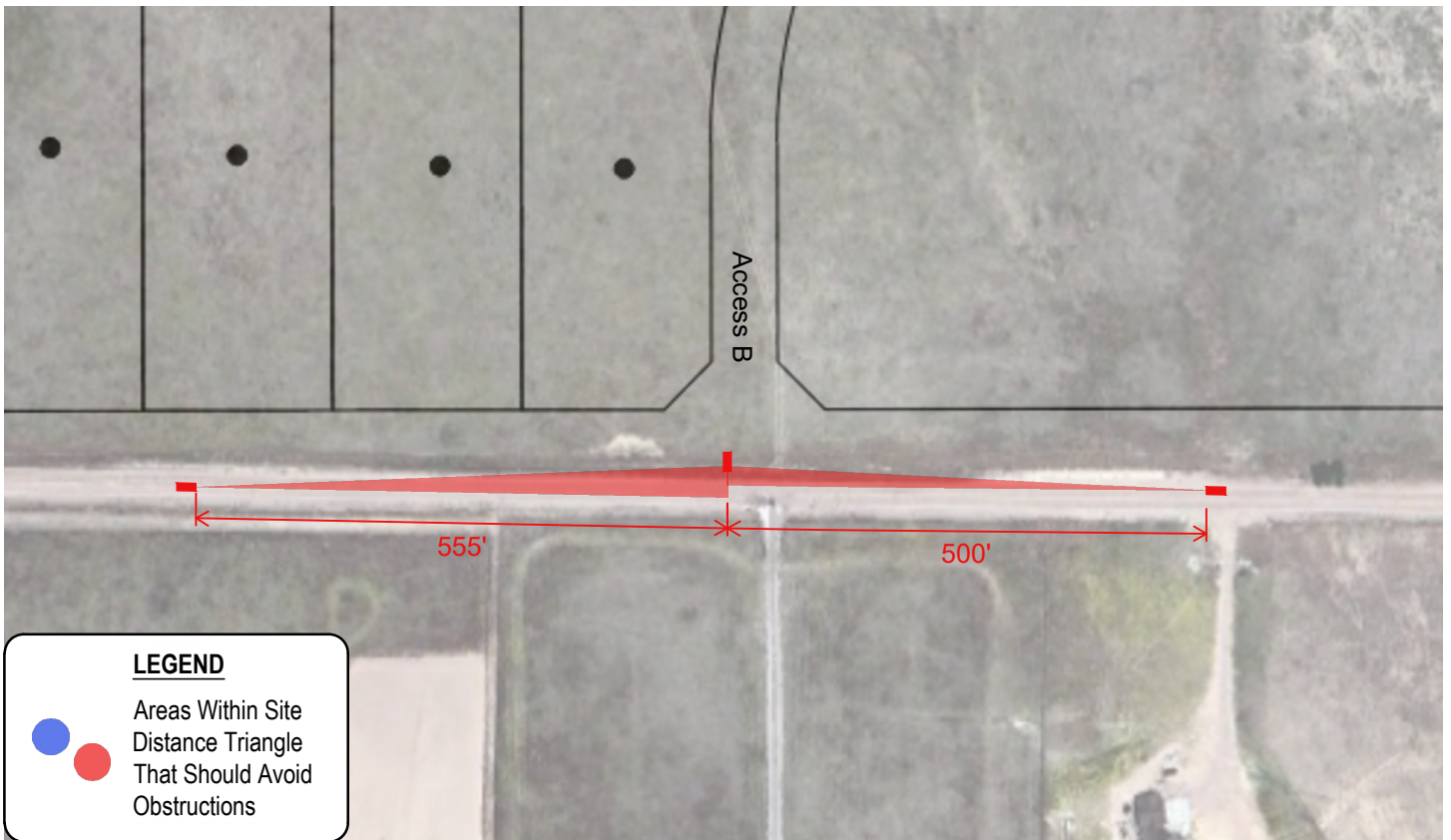
Megan Bock, EIT  
Traffic Engineer



Fred Lantz, PE  
Senior Traffic Engineer

**ATTACHMENT A**

**Sight Distance Exhibit**



**LEGEND**

- Areas Within Site Distance Triangle
- That Should Avoid Obstructions



# TRAFFIC IMPACT STUDY

For

**Triple H Ranch**  
**El Paso County, Colorado**  
PCD File No. P251

SP254

July 2024  
Revised March 2025  
Revised June 2025

Prepared for:

P760 Land LLC  
13395 Voyager Parkway, Suite 130  
Colorado Springs, Colorado 80921

Prepared by:



**SM ROCHA, LLC**  
TRAFFIC AND TRANSPORTATION CONSULTANTS

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Project Manager:  
Brandon Wilson, EIT

Project Engineer:  
Megan Bock, EIT

Engineer in Responsible Charge:  
Fred Lantz, PE



23-061915

**Traffic Engineer's Statement**

The attached 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.



update

\_\_\_\_\_  
Fred Lantz, P.E. #23410

06/10/2025

\_\_\_\_\_  
Date

**Developer's Statement**

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



\_\_\_\_\_  
Alex Kuhnke  
P760 Land LLC  
13395 Voyager Parkway, Suite 130  
Colorado Springs, Colorado 80921

6/19/2025

\_\_\_\_\_  
Date

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## I. Introduction

### Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled Triple H Ranch.

This traffic impact study has been revised to address County review comments made to the March 2025 version of the Traffic Impact Study regarding updates to recommended geometry, discussion of development impacts, and various applicable updates to study text, tables, and figures throughout.

This proposed residential development consists of a single-family home community on approximately 753 acres of land. The development is located north of Jones Road and east of Murr Road in El Paso County, Colorado.

### Study Area Boundaries

The study area to be examined in this analysis was determined pursuant to study area requirements defined within Section B.2.3 of the County's Engineering Criteria Manual (ECM)<sup>1</sup>. The resulting study area intersections encompass the Jones Road intersections with Curtis Road, Murr Road, and Peyton Highway, the Peyton Highway intersections with State Highway 94 and Falcon Highway, the Falcon Highway intersection with Murr Road, and includes site access drives.

Due to lack of project impacts defined by Section B.2.3 of the County's ECM, the Curtis Road intersections with Falcon Highway and State Highway 94 were excluded from this analysis.

Figure 1 illustrates location of the site and study intersections.

### Site Description

Land for the development is currently vacant and zoned as A-35 (Agricultural), a zoning district intended to accommodate rural communities and lifestyles. The area is surrounded by open space and residential land uses.

The proposed development will rezone into the RR-2.5 (Residential Rural) zoning district, intended to accommodate 2.5-acre, low-density, rural, single-family residential developments. While the proposed zoning district allows for a potential maximum of approximately 300 residential lots, the site plan is conceptual. However, for purposes of this analysis, there is assumed to be construction for approximately 244 single-family residential lots.

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<sup>1</sup> El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

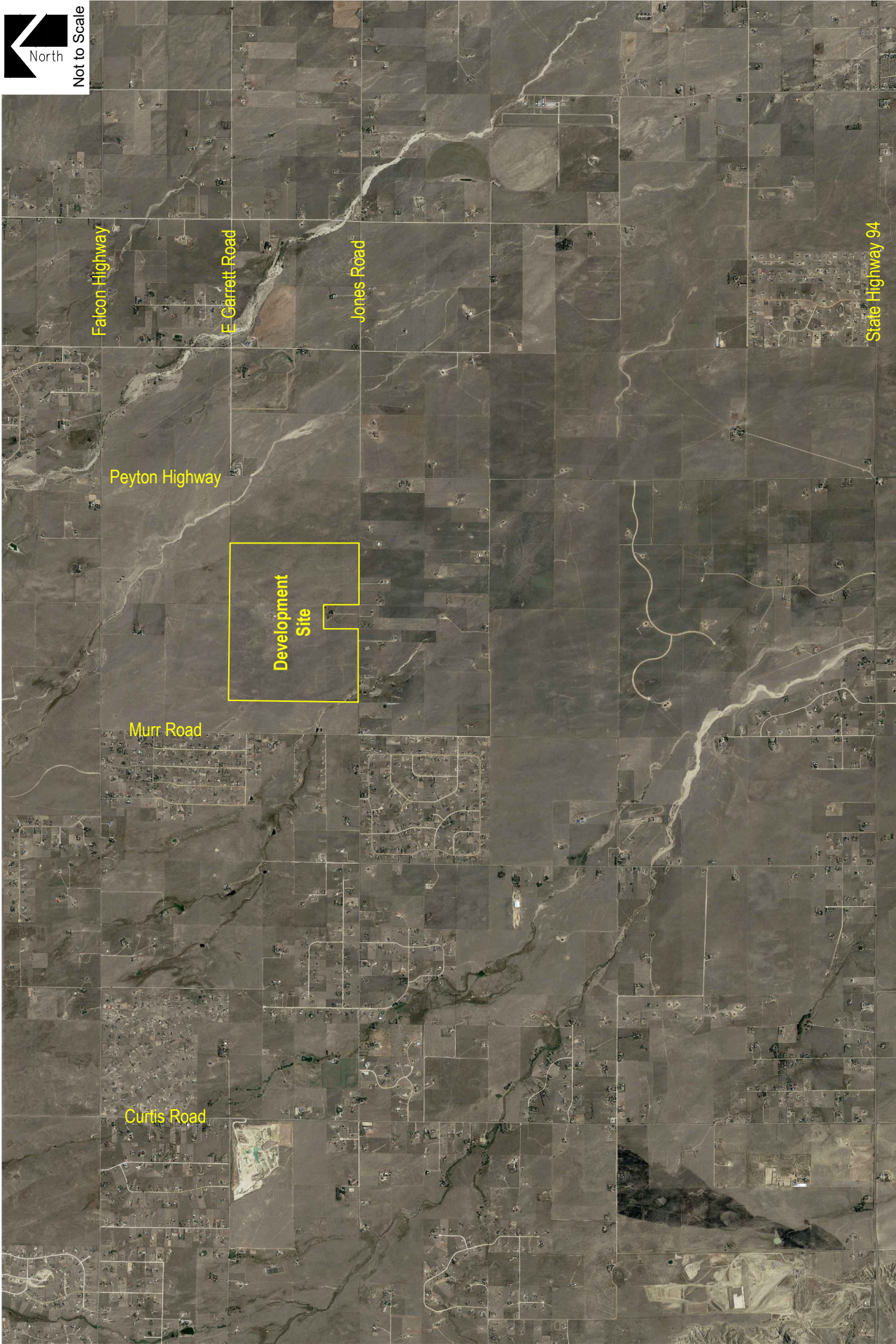
Proposed access to the development is provided via two full-movement accesses onto Jones Road (referred to as Access A and Access B). Access drives internal to the overall development area were not included in this analysis as internal intersection operations are expected to be comparable to, or better than, those projected for the above-described intersections.

Additional access drives are also proposed, providing future access to the potential High Plains Ranch development north and west of the site. However, since there are no current plans for development, and to provide for conservative results, additional future access drives were not considered within this analysis.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2027.

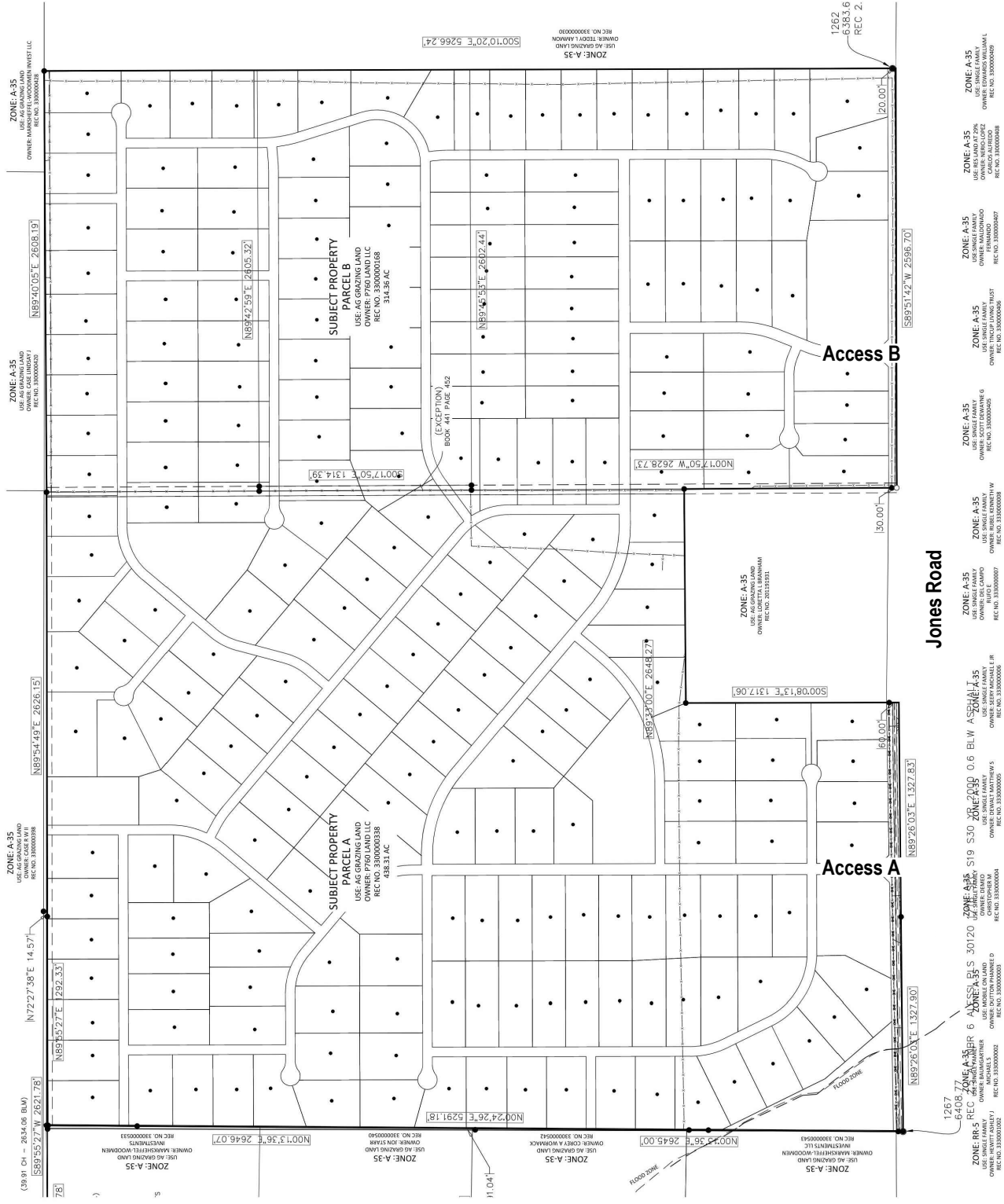
General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Classic Consulting, is shown on Figure 2. This plan is provided for illustrative purposes only.



**Figure 1**  
**SITE LOCATION**





**SM ROCHA, LLC**  
Traffic and Transportation Consultants

**TRIPLE H RANCH**  
Traffic Impact Study

## Existing and Committed Surface Transportation Network

Within the study area, Jones Road is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadways include Curtis Road, Murr Road, Peyton Highway, Falcon Highway, and State Highway 94. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)<sup>2</sup>, is provided below:

Jones Road is an east-west rural major collector roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. Jones Road provides a posted speed limit of 45 MPH.

Curtis Road is a north-south rural minor arterial roadway providing two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Curtis Road provides a posted speed limit of 45 MPH.

The County's MTCP declares how the study segment of Curtis Road currently functions as an unimproved County roadway with planned upgrades by year 2045 to function as a two-lane rural minor arterial roadway.

Murr Road is a north-south rural local roadway accommodating two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. Murr Road provides a posted speed limit of 30 MPH.

Peyton Highway is a north-south rural major collector roadway supplying two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. Peyton Highway provides a posted speed limit of 55 MPH.

Falcon Highway is an east-west rural major collector roadway providing two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. Falcon Highway provides a posted speed limit of 55 MPH.

State Highway 94 is an east-west Colorado Department of Transportation (CDOT) facility accommodating two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. CDOT categorizes the adjacent segment of State Highway 94 as a Non-Rural Principal Highway (NR-A) and provides a posted speed limit of 65 MPH.

All study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

No regional or specific improvements for the above-described roadways are known to be planned or committed at this time. With exception to Curtis Road, the study area roadways appear to be built to their ultimate cross-sections.

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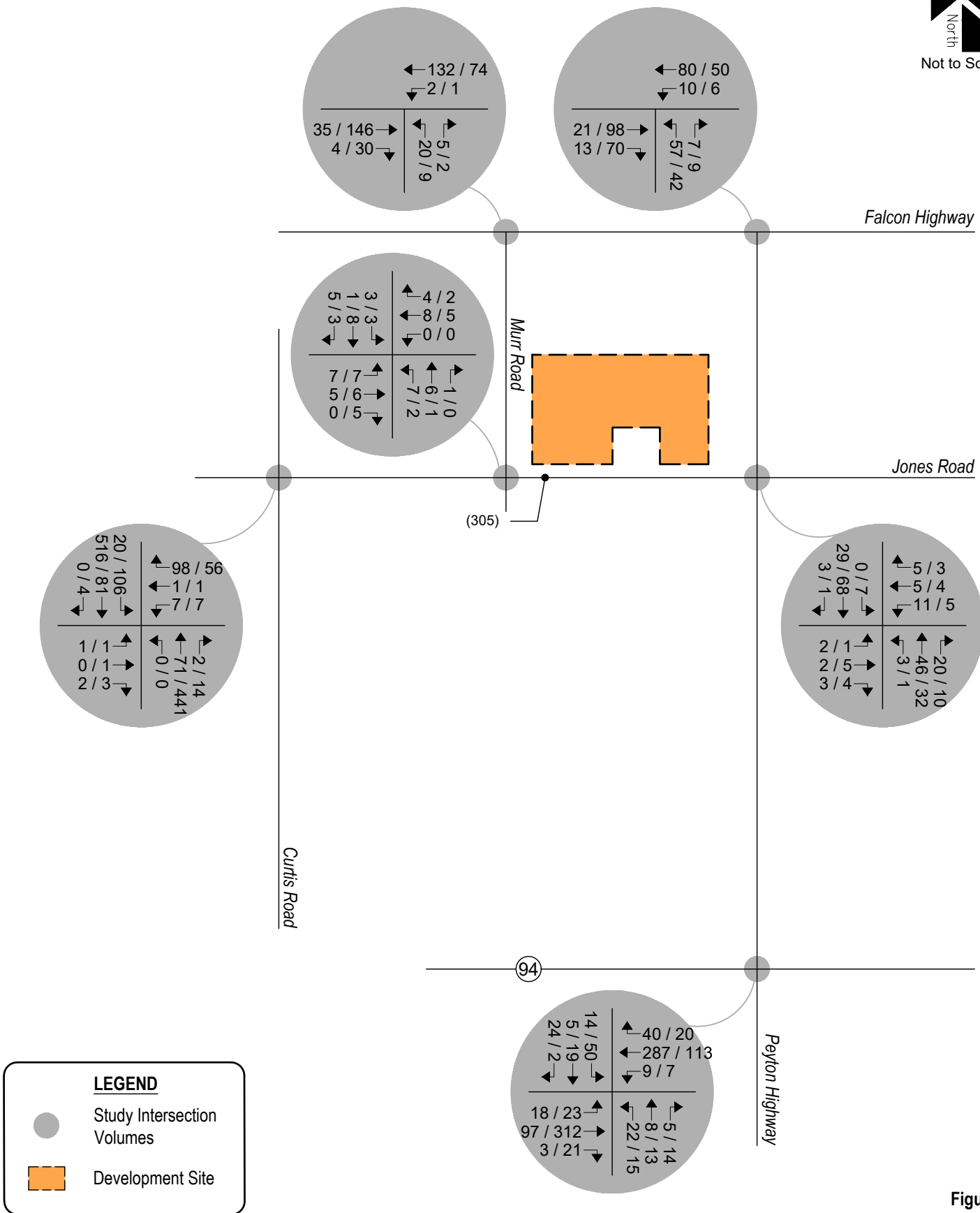
<sup>2</sup> El Paso County Major Transportation Corridors Plan, Felsburg Holt & Ullevig, July 18, 2024.

## II. Existing Traffic Conditions

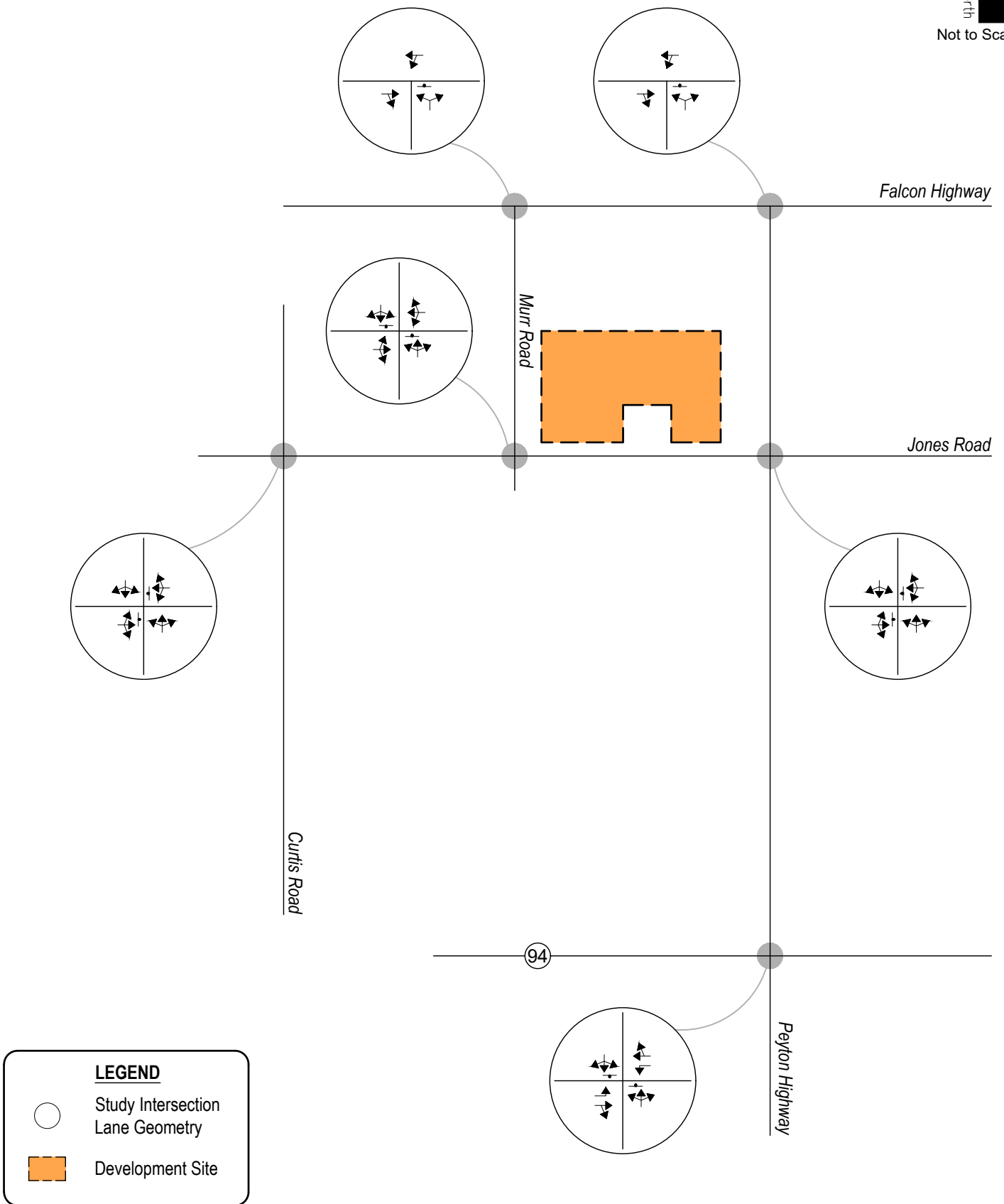
Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the Jones Road intersections with Curtis Road, Murr Road, and Peyton Highway, the Peyton Highway intersections with State Highway 94 and Falcon Highway, and the Falcon Highway intersection with Murr Road. Average daily traffic (ADT) volumes were collected over a 24-hour period on Jones Road. Counts were collected on Tuesday, June 27, 2023, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

In order to better represent traffic volumes for existing Year 2025 conditions, collected traffic count data was grown at a compounded annual growth rate of two percent. This growth rate was determined using historical traffic data provided by CDOT's Online Transportation Information System (OTIS) along the adjacent segment of State Highway 94, which anticipates a 20-year growth rate between one and two percent.

Existing traffic volumes are shown on Figure 3. Existing intersection geometry is shown on Figure 3a. Traffic count data is included for reference in Appendix A.



**Figure 3**  
**EXISTING TRAFFIC**  
Volumes  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic



## Existing Traffic Auxiliary Lane Analysis

Auxiliary lane requirements for the study area intersections are to be based on the County's ECM and CDOT's State Highway Access Code (SHAC)<sup>3</sup> where applicable.

An evaluation of auxiliary lane requirements, pursuant to Section 2.3.7 of the County's ECM, reveals how exclusive left turn lanes are required along minor arterial roadways and lower classifications if projected left turn peak hour volumes meet or exceed 25 vehicles per hour (VPH). Additionally, right turn lanes are required along minor arterial roadways and lower classifications if projected right turn peak hour volumes meet or exceed 50 VPH.

Regarding turn lane requirements along State Highway 94, CDOT's SHAC describes how left and right turn deceleration lanes are warranted if peak hour turning volumes exceed 10 VPH and 25 VPH, respectively.

Under existing conditions, and pursuant to Section 2.3.7 of the County's ECM, left and right turn deceleration lanes are already warranted at the following study intersections:

- Falcon Highway & Peyton Highway
  - Eastbound right turn deceleration lane
- Curtis Road & Jones Road
  - Westbound right turn deceleration lane
  - Southbound left turn deceleration lane
- State Highway 94 & Peyton Highway
  - Westbound right turn deceleration lane
  - Southbound left turn deceleration lane

## Peak Hour Intersection Levels of Service – Existing Traffic

The Unsignalized Intersection Analysis technique, as published in the Highway Capacity Manual (HCM), 7<sup>th</sup> Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, was used to analyze the study intersections for existing and future traffic conditions. This nationally accepted technique allows for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Pursuant to Section B.4.1.A of the County's ECM, the design objective for each scenario of this study shall be level of service "D". Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

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<sup>3</sup> [State Highway Access Code](#), The Transportation Commission of Colorado, March 2002.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

**Table 1 – Intersection Capacity Analysis Summary – Existing Traffic**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Falcon Highway / Murr Road (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A A	A A
Falcon Highway / Peyton Highway (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A A	A A
Curtis Road / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	B A A A	B B A A
Jones Road / Murr Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	A A A A	A A A A
Peyton Highway / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	A A A A	A A A A
State Highway 94 / Peyton Highway (Stop-Controlled) Eastbound Left Westbound Left Northbound Left, Through, and Right Southbound Left, Through, and Right	A A B B	A A B C

Key: Stop-Controlled Intersection: Level of Service

### Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that all stop-controlled intersections within the study area have turning movement operations at or better than LOS B during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

### III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2027 and 2045, a growth rate of two percent was applied to existing traffic volumes. As discussed in Section II, this growth rate was determined using historical traffic data provided by CDOT's OTIS along the adjacent segment of State Highway 94. This annual growth rate is also considered to be consistent with regional growth projections and the level of in-fill development expected within the area.

Pursuant to the roadway improvements discussed in Section I, Year 2027 and Year 2045 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. This assumption continues to provide for a conservative analysis.

#### Background Traffic Auxiliary Lane Analysis

Auxiliary lane requirements for the study area intersections are to be based on the County's ECM and CDOT's SHAC where applicable.

As discussed previously, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7 of the County's ECM, reveals how exclusive left turn lanes are required along minor arterial roadways and lower classifications if projected left turn peak hour volumes meet or exceed 25 vehicles per hour (VPH). Additionally, right turn lanes are required along minor arterial roadways and lower classifications if projected right turn peak hour volumes meet or exceed 50 VPH.

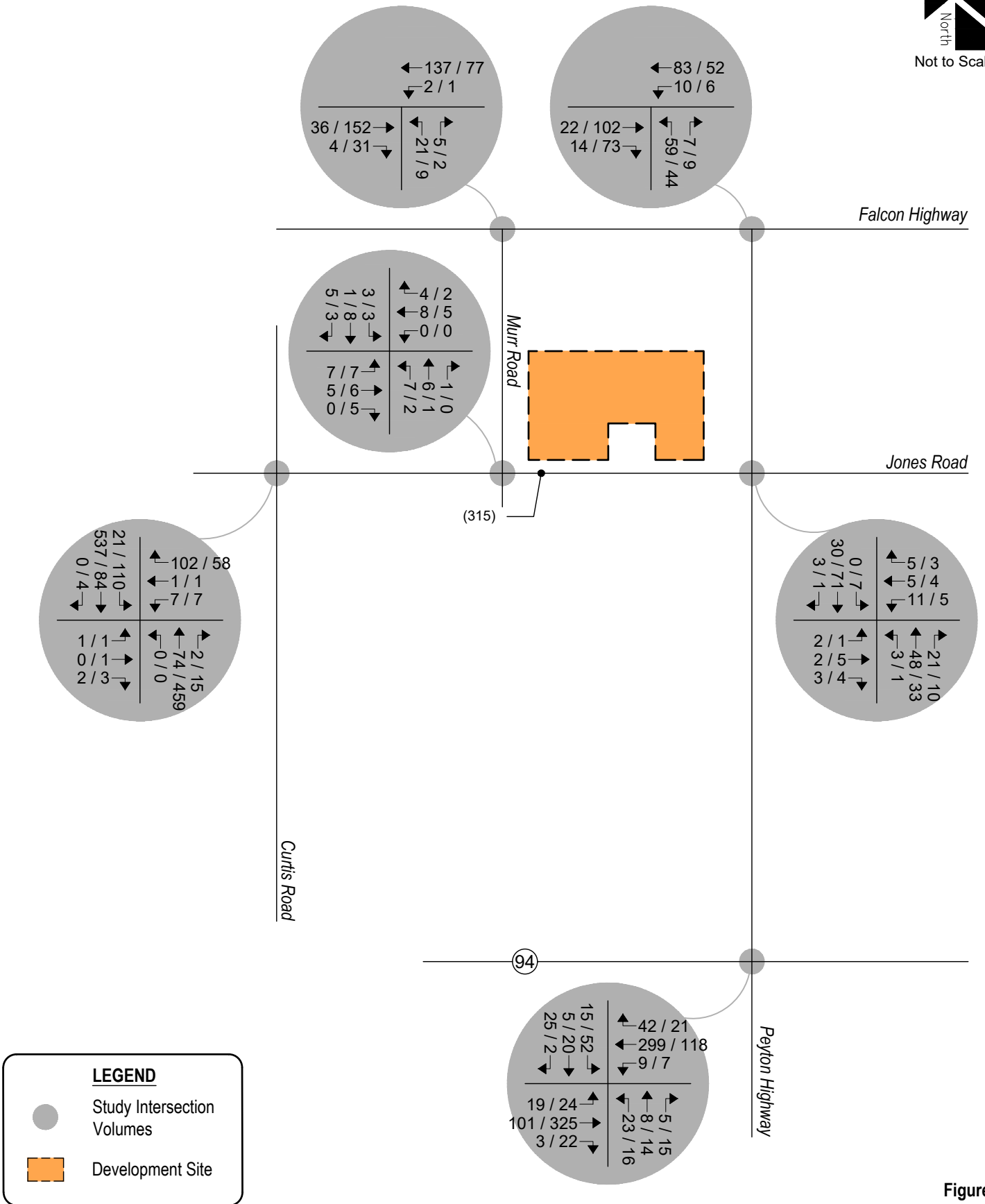
In regard to turn lane requirements along State Highway 94, CDOT's SHAC describes how left and right turn deceleration lanes are warranted if peak hour turning volumes exceed 10 VPH and 25 VPH, respectively.

In reference to turn lane requirements warranted under existing conditions as discussed in Section II, no additional turn lanes are warranted by Year 2027. However, by Year 2045, additional left and right turn deceleration lanes are being warranted at the following study intersections:

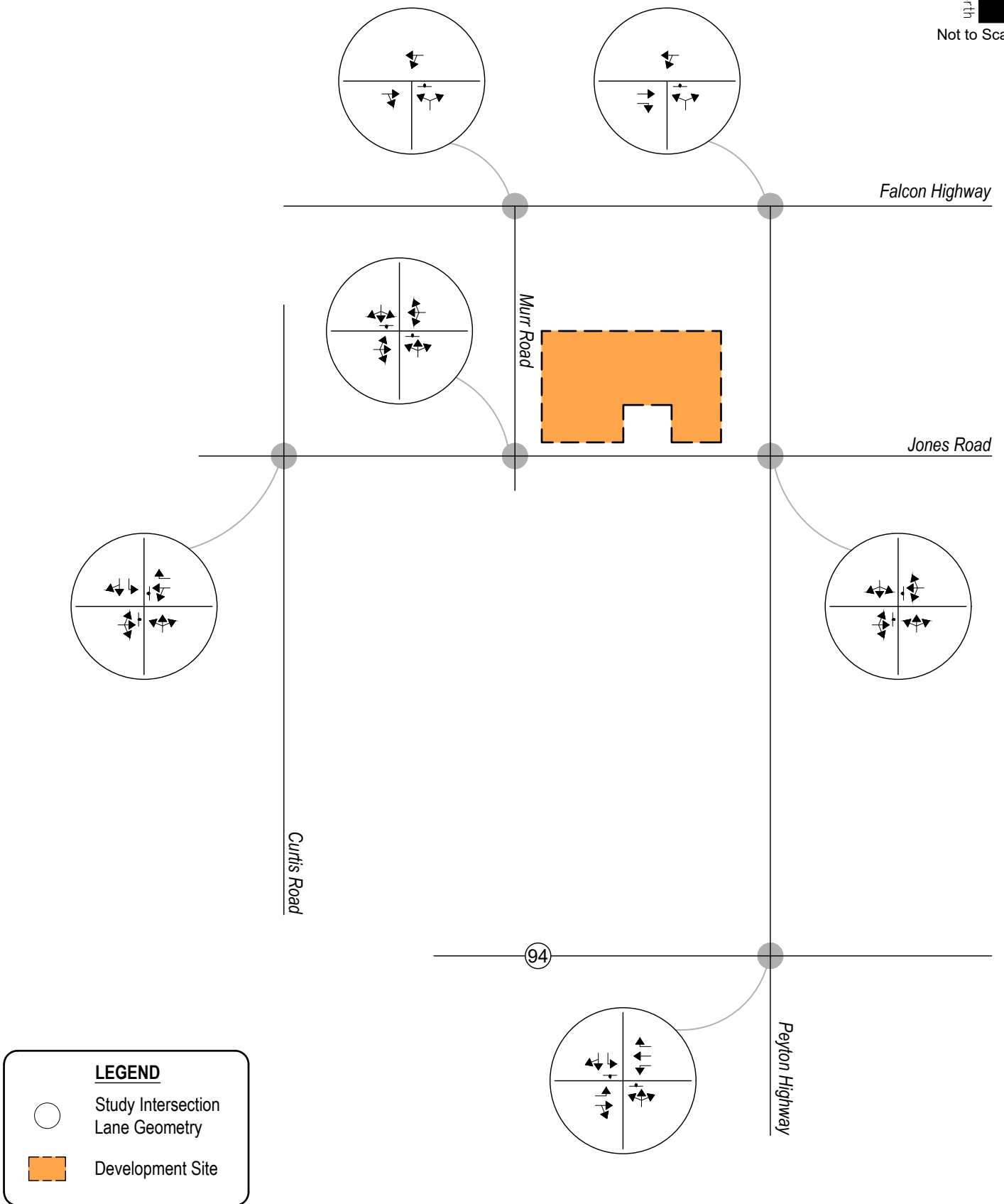
- State Highway 94 & Peyton Highway
  - Eastbound right turn deceleration lane
  - Northbound left turn deceleration lane

Projected background traffic volumes and intersection geometry for Year 2027 are shown on Figure 4 and Figure 4a, respectively.

Projected background traffic volumes and intersection geometry for Year 2045 are shown on Figure 5 and Figure 5a, respectively.

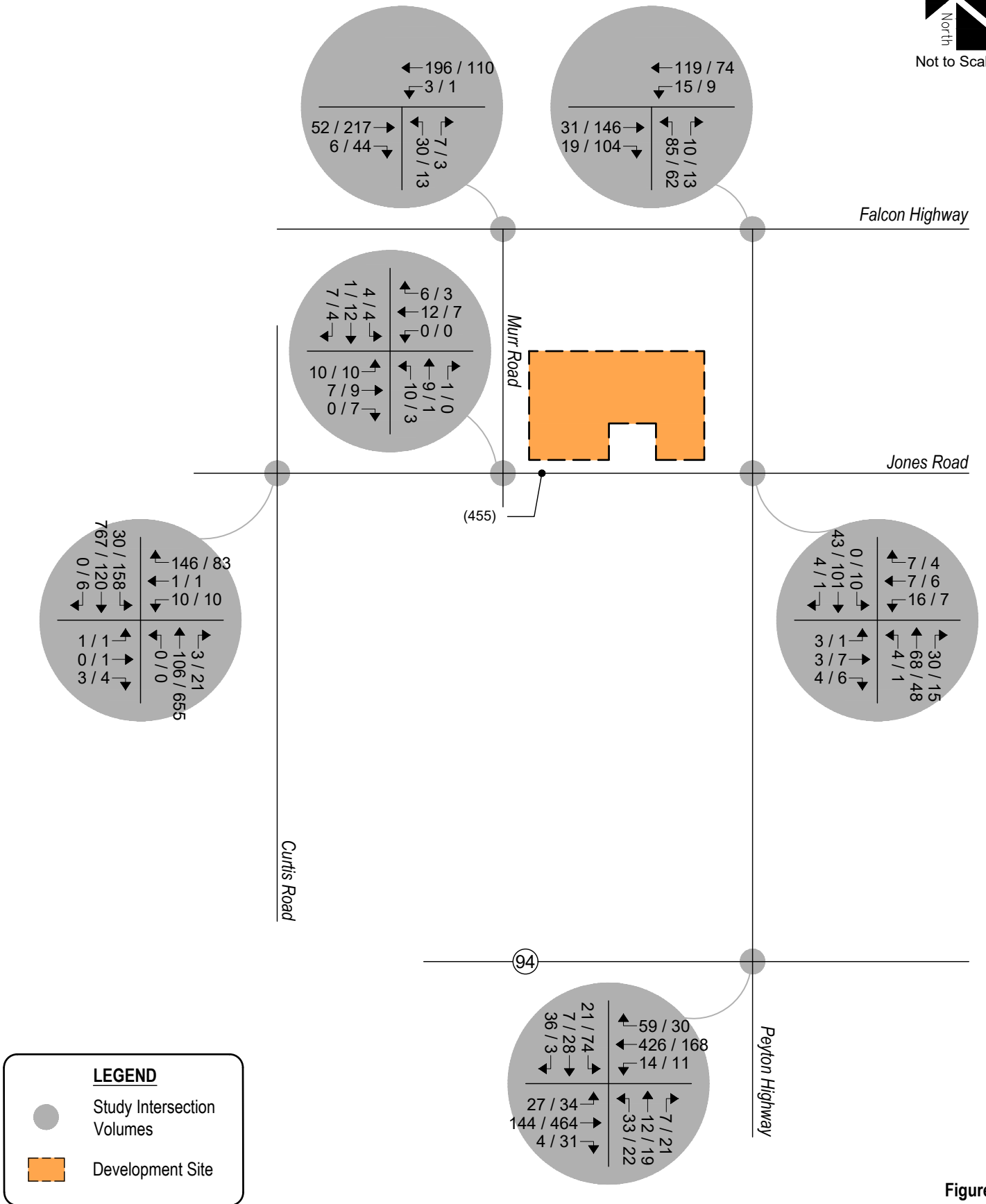


**Figure 4**  
**BACKGROUND TRAFFIC - YEAR 2027**  
Volumes  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic

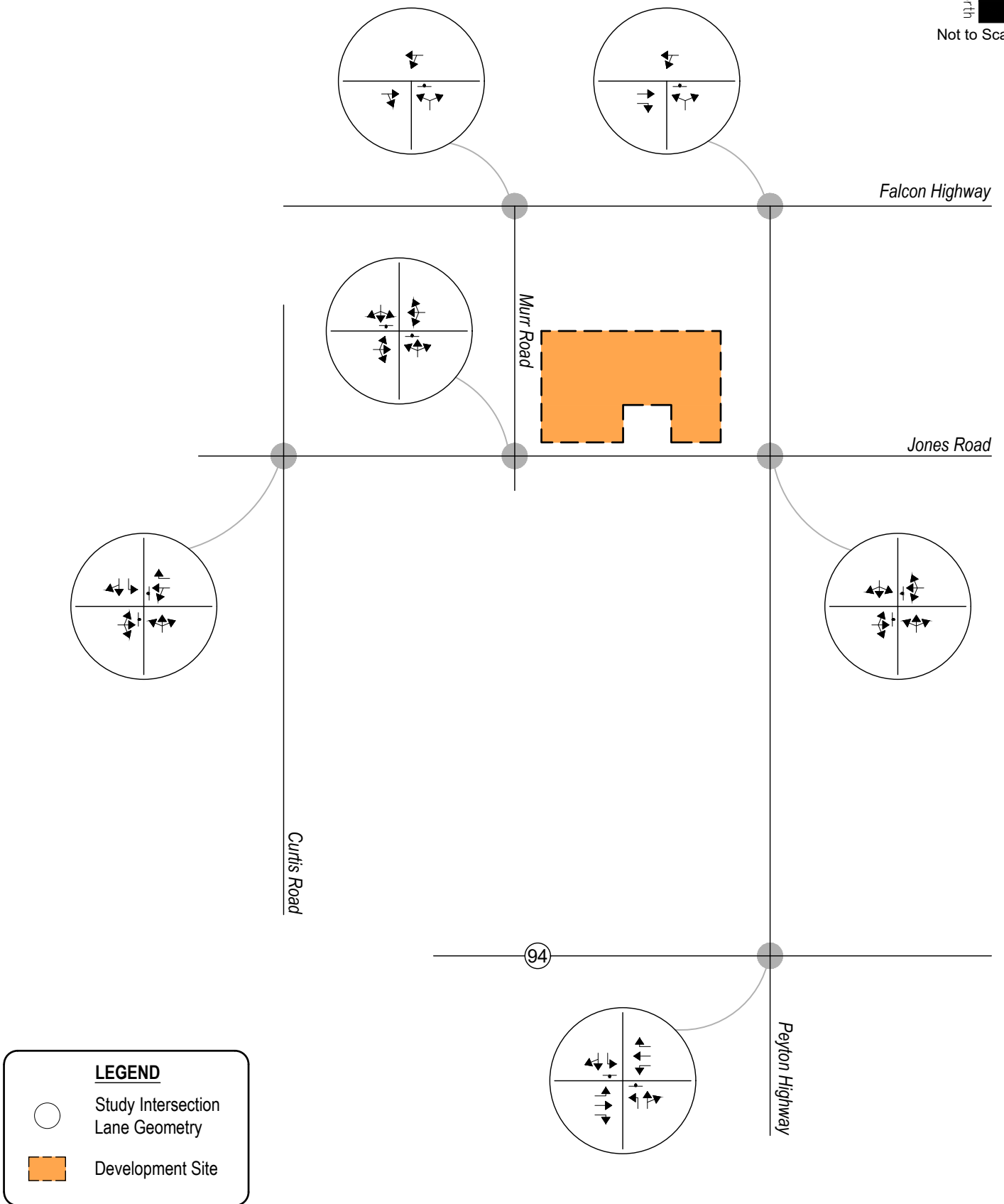


**Figure 4a**  
**BACKGROUND TRAFFIC - YEAR 2027**  
Intersection Geometry





**Figure 5**  
**BACKGROUND TRAFFIC - YEAR 2045**  
Volumes  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic



**Figure 5a**  
**BACKGROUND TRAFFIC - YEAR 2045**  
Intersection Geometry



### Peak Hour Intersection Levels of Service – Background Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2027 are listed in Table 2. Year 2045 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

**Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2027**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Falcon Highway / Murr Road (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A A	A A
Falcon Highway / Peyton Highway (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A A	A A
Curtis Road / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left and Through Westbound Right Northbound Left, Through, and Right Southbound Left	B C A A A	B C B A A
Jones Road / Murr Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	A A A A	A A A A
Peyton Highway / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	A A A A	A A A A
State Highway 94 / Peyton Highway (Stop-Controlled) Eastbound Left Westbound Left Northbound Left, Through, and Right Southbound Left Southbound Through and Right	A A B B B	A A B C B

Key: Stop-Controlled Intersection: Level of Service

### **Background Traffic Analysis Results – Year 2027**

Year 2027 background traffic analysis indicates that the stop-controlled intersections of Falcon Highway with Murr Road and Peyton Highway have turn movement operations at LOS A during the morning and afternoon peak traffic hours.

The stop-controlled intersection of Curtis Road with Jones Road projects turning movement operations at LOS C or better during both peak traffic hours.

The stop-controlled intersections of Jones Road with Murr Road and Peyton Highway expect turn movement operations at LOS A during both peak traffic hours.

The stop-controlled intersection of State Highway 94 with Peyton Highway predicts turn movement operations at LOS B or better during the AM peak traffic hour and LOS C or better during the PM peak traffic hour.

**Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2045**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Falcon Highway / Murr Road (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A B	A B
Falcon Highway / Peyton Highway (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A B	A B
Curtis Road / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left and Through Westbound Right Northbound Left, Through, and Right Southbound Left	C C A A A	C E C A B
Jones Road / Murr Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	A A A A	A A A A
Peyton Highway / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left, Through, and Right	A A A A	A A A A
State Highway 94 / Peyton Highway (Stop-Controlled) Eastbound Left Westbound Left Northbound Left Northbound Through and Right Southbound Left Southbound Through and Right	A A C B C B	A A C C C C

Key: Stop-Controlled Intersection: Level of Service

### Background Traffic Analysis Results – Year 2045

By Year 2045 and without the proposed development, the stop-controlled intersections within the study area are anticipated to have turning movement operations at or better than LOS C during their respective peak traffic hour. Exceptions include the westbound shared left and through movement along Jones Road approaching Curtis Road which projects LOS E operations during the afternoon peak traffic hour.

It is important to note that, while LOS D operations is the County's design objective, the HCM describes how LOS E operations reflect an operation that is at capacity. Considering the conservative approaches used throughout this study, the LOS E operation projected likely will not happen as operations are expected to be better than those described throughout this study.

## IV. Proposed Project Traffic

### Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11<sup>th</sup> Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 210 (Single-Family Detached Housing) was used for estimating trip generation because of its conservative rates and best fit to the proposed land use description.

As actual land uses, densities, or site plans become defined over time, it is expected that traffic generation characteristics considered within this study will need to be updated by more specific traffic analyses or studies to help assess if transportation improvements are needed to mitigate potential traffic impacts.

Trip generation rates used in this study are presented in Table 4.

**Table 4 – Trip Generation Rates**

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.70	0.59	0.35	0.94

Key: DU = Dwelling Units.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out.

**Table 5 – Trip Generation Summary**

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED							
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	
<u>Site Development - Filing 1</u>										
210	Singe-Family Detached Housing	50 DU	472	9	26	35	30	17	47	
<u>Site Development - Filing 2</u>										
210	Singe-Family Detached Housing	78 DU	736	14	41	55	46	27	73	
<u>Site Development - Filing 3</u>										
210	Singe-Family Detached Housing	38 DU	358	7	20	27	23	13	36	
<u>Site Development - Filing 4</u>										
210	Singe-Family Detached Housing	56 DU	528	10	29	39	33	19	53	
<u>Site Development - Filing 5</u>										
210	Singe-Family Detached Housing	22 DU	207	4	12	15	13	8	21	
<i>Total:</i>			2,301	43	128	171	144	85	229	

Key: DU = Dwelling Units.

Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 2,301 daily vehicle trips with 171 of those occurring during the morning peak hour and 229 during the afternoon peak hour.

### Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

### Trip Distribution

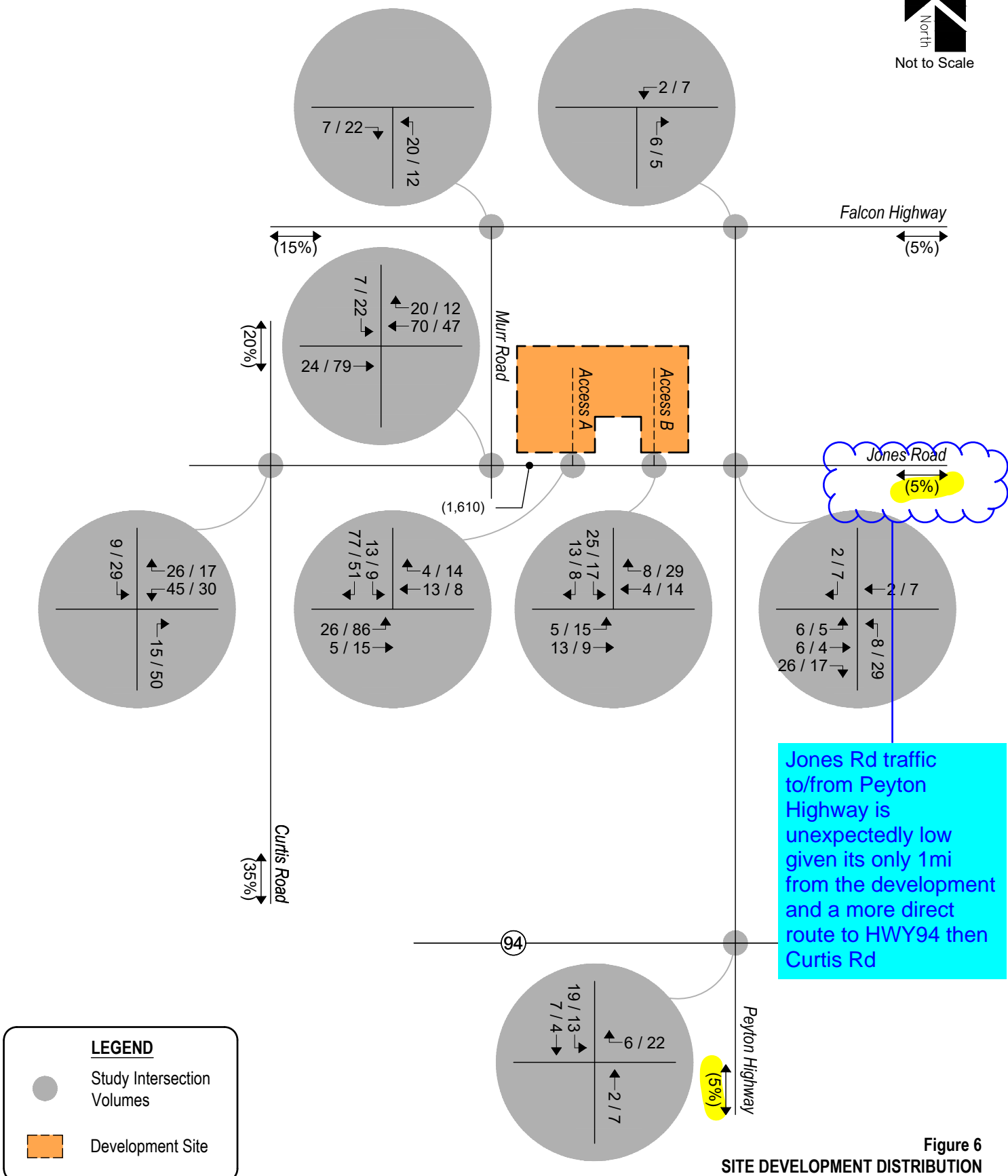
The overall directional distribution of site-generated traffic was determined based on the location of the development site within the County, proposed and existing area land uses, allowed turning movements, available roadway network, and in reference to historical traffic count data provided by CDOT's Traffic Count Database System (TCDS)<sup>4</sup>.

Overall trip distribution patterns for the development are shown on Figure 6.

### Trip Assignment

Trip assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network. Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.

<sup>4</sup> Transportation Data Management System, MS2, 2022.



## V. Future Traffic Conditions With Proposed Developments

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2027 and 2045 with consideration of site-generated traffic. For analysis purposes, it was assumed that development construction would be completed by end of Year 2027.

Pursuant to area roadway improvement discussions provided in Section III, Year 2027 and Year 2045 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Intersection improvements, including auxiliary lanes, are assumed for Year 2027 and 2045 where warranted and as discussed below.

### Total Traffic Auxiliary Lane Analysis

Auxiliary lane requirements for the study area intersections are to be based on the County's ECM and CDOT's SHAC where applicable.

As discussed previously, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7 of the County's ECM, reveals how exclusive left turn lanes are required along minor arterial roadways and lower classifications if projected left turn peak hour volumes meet or exceed 25 vehicles per hour (VPH). Additionally, right turn lanes are required along minor arterial roadways and lower classifications if projected right turn peak hour volumes meet or exceed 50 VPH.

In regard to turn lane requirements along State Highway 94, CDOT's SHAC describes how left and right turn deceleration lanes are warranted if peak hour turning volumes exceed 10 VPH and 25 VPH, respectively.

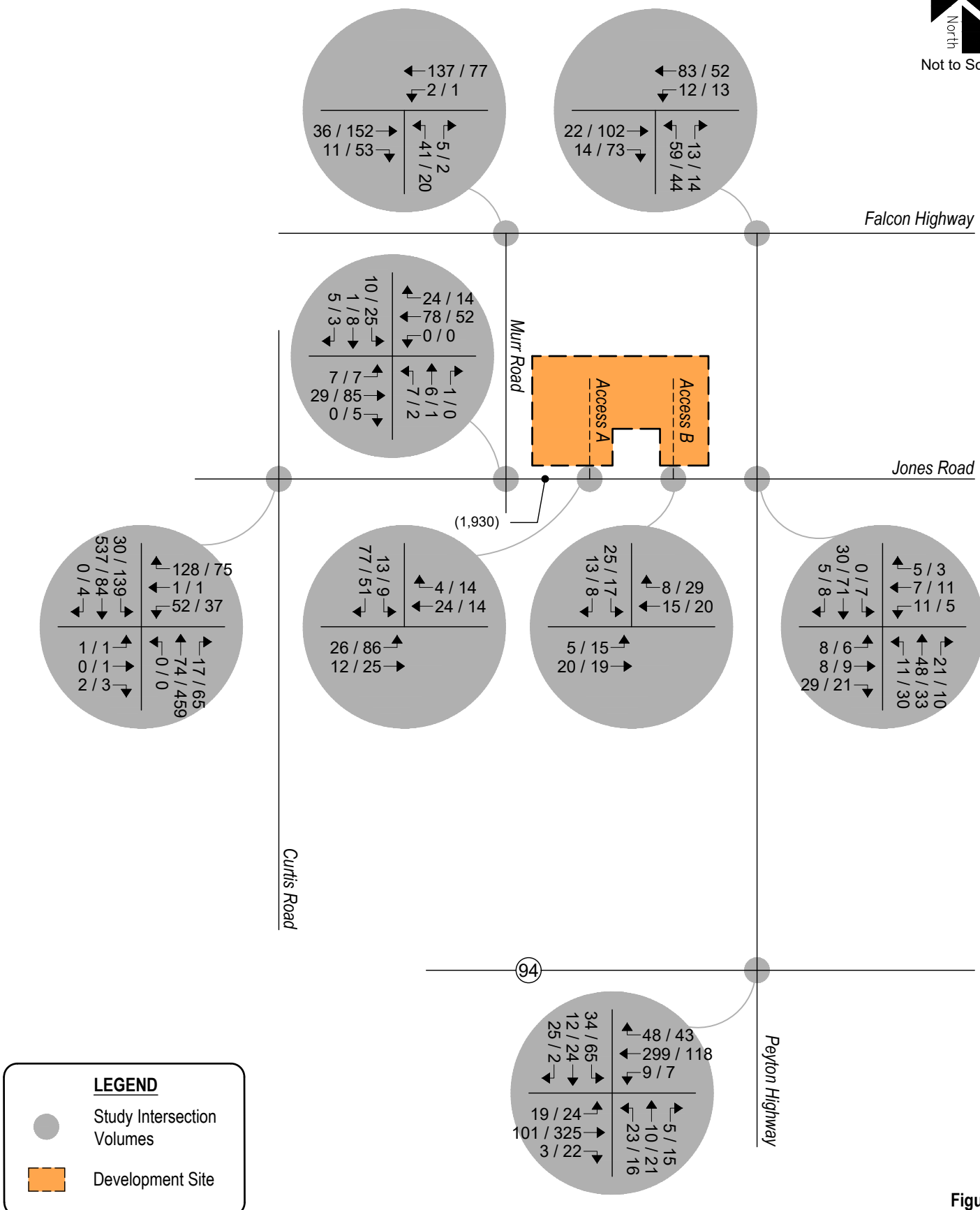
In addition to turn lane requirements warranted without the proposed development as discussed in Section III, left and right turn deceleration lanes are being warranted by Year 2027 at the following study intersections:

- Falcon Highway & Murr Road
  - Eastbound right turn deceleration lane
- Curtis Road & Jones Road
  - Westbound left turn deceleration lane
- Jones Road & Murr Road
  - Southbound left turn deceleration lane
- Jones Road & Peyton Highway
  - Northbound left turn deceleration lane
- Jones Road & Access A
  - Eastbound left turn deceleration lane

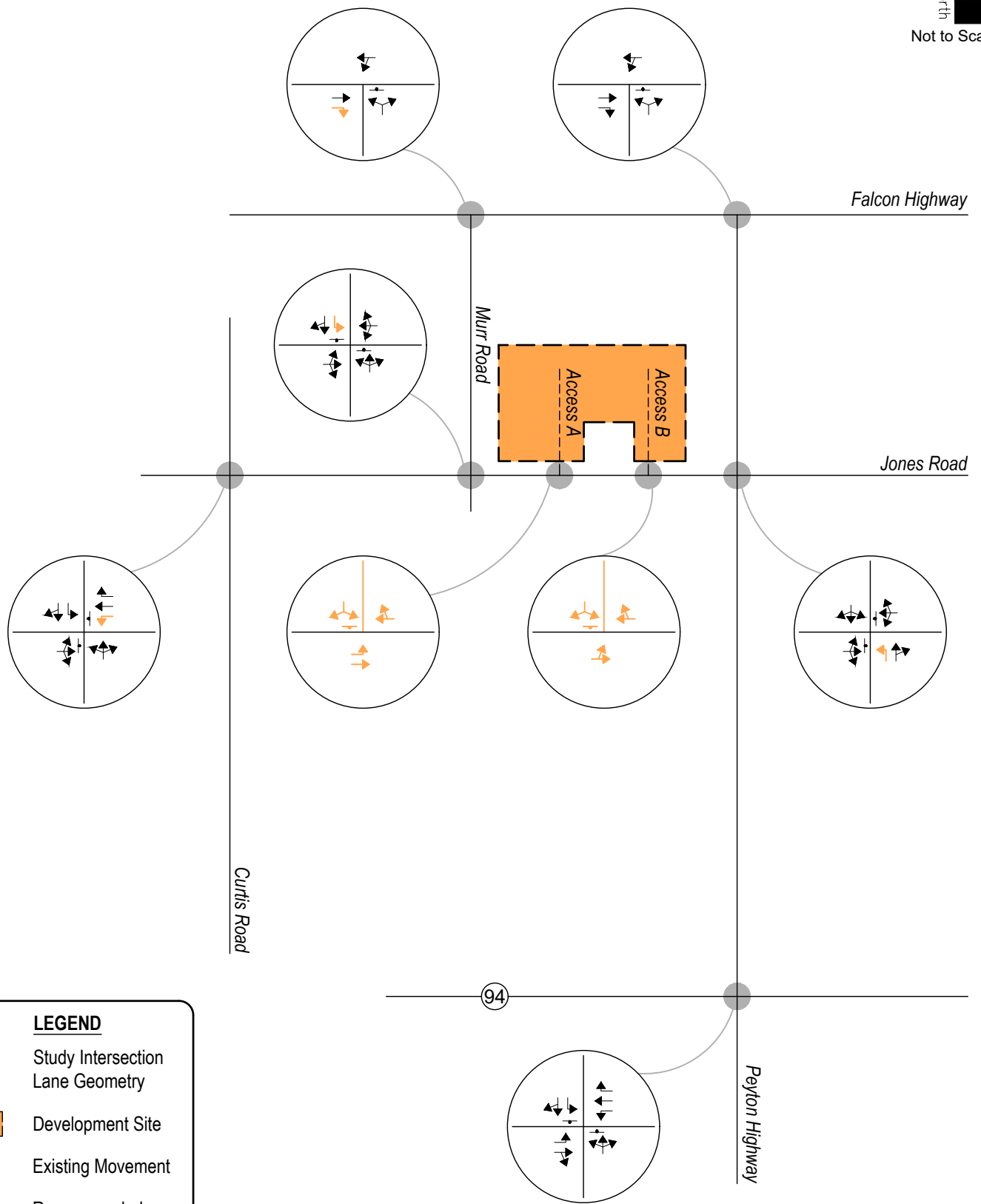
By Year 2045 and upon development buildout, no additional left and right turn deceleration lanes are being warranted. Moreover, in further review of Section 3.10 of CDOT's SHAC, no acceleration lanes are being warranted along State Highway 94 at Peyton Highway.

It is noted that auxiliary lanes warranted under total traffic conditions are a result of development trips in combination with existing traffic volumes. In other words, site-generated trips alone are not warranting the need for exclusive auxiliary lanes.

Projected Year 2027 total traffic volumes and intersection geometry are shown in Figures 7 and 7a, respectively. Figures 8 and 8a show projected total traffic volumes and intersection geometry for Year 2045, respectively.

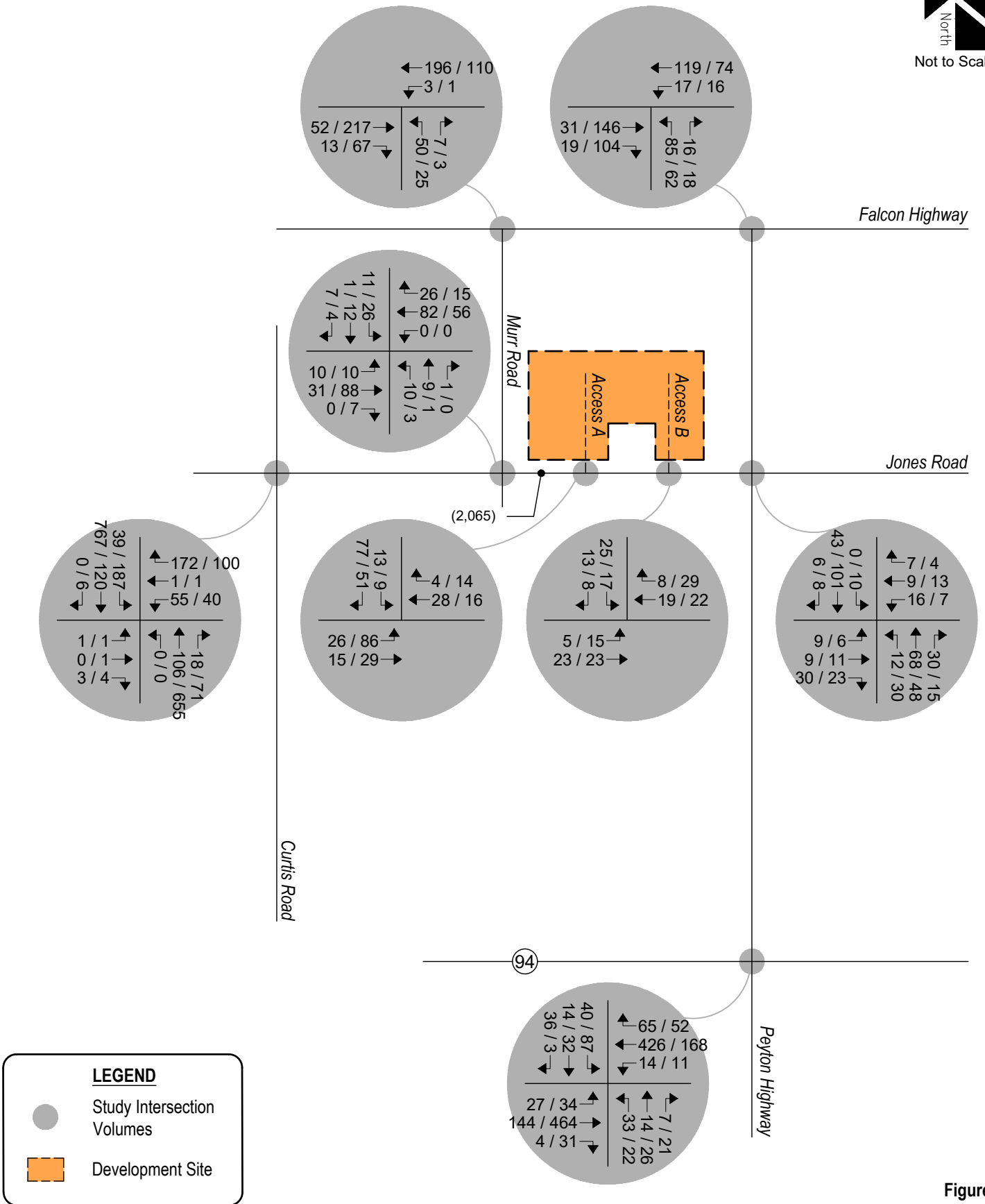


**Figure 7**  
**TOTAL TRAFFIC - YEAR 2027**  
Volumes  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic

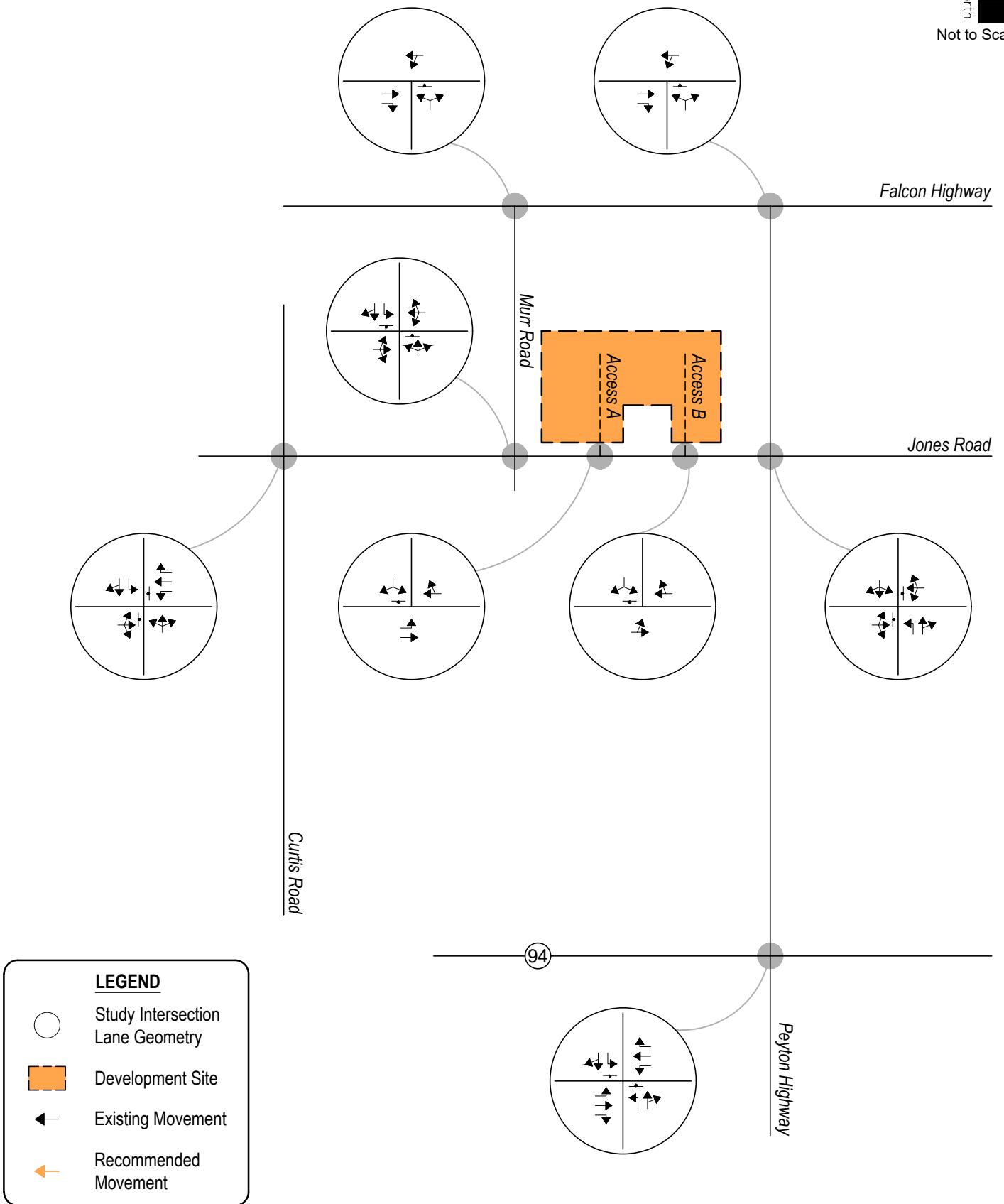


**LEGEND**

- Study Intersection Lane Geometry
- Development Site
- Existing Movement
- Recommended Movement



**Figure 8**  
**TOTAL TRAFFIC - YEAR 2045**  
Volumes  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic



### **Peak Hour Intersection Levels of Service – Total Traffic**

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. The analyses and procedures were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Total traffic level of service analysis results for Years 2027 and 2045 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

**Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Falcon Highway / Murr Road (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A A	A A
Falcon Highway / Peyton Highway (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A A	A A
Curtis Road / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left Westbound Through Westbound Right Northbound Left, Through, and Right Southbound Left	B C C A A A	B D C B A A
Jones Road / Murr Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left Southbound Through and Right	A A A A A	A A A A A
Peyton Highway / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left Southbound Left, Through, and Right	A A A A	A B A A
State Highway 94 / Peyton Highway (Stop-Controlled) Eastbound Left Westbound Left Northbound Left, Through, and Right Southbound Left Southbound Through and Right	A A B B B	A A B C B
Access A / Jones Road (Stop-Controlled) Eastbound Left Southbound Left and Right	A A	A A
Access B / Jones Road (Stop-Controlled) Eastbound Left and Through Southbound Left and Right	A A	A A

Key: Stop-Controlled Intersection: Level of Service

**Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Falcon Highway / Murr Road (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A B	A B
Falcon Highway / Peyton Highway (Stop-Controlled) Westbound Left and Through Northbound Left and Right	A B	A B
Curtis Road / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left Westbound Through Westbound Right Northbound Left, Through, and Right Southbound Left	C D C A A A	C F D C A B
Jones Road / Murr Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left, Through, and Right Southbound Left Southbound Through and Right	A A A A A	A A A A A
Peyton Highway / Jones Road (Stop-Controlled) Eastbound Left, Through, and Right Westbound Left, Through, and Right Northbound Left Southbound Left, Through, and Right	A A A A	A B A A
State Highway 94 / Peyton Highway (Stop-Controlled) Eastbound Left Westbound Left Northbound Left Northbound Through and Right Southbound Left Southbound Through and Right	A A C B C B	A A C C D C
Access A / Jones Road (Stop-Controlled) Eastbound Left Southbound Left and Right	A A	A A
Access B / Jones Road (Stop-Controlled) Eastbound Left and Through Southbound Left and Right	A A	A A

Key: Stop-Controlled Intersection: Level of Service

### **Total Traffic Analysis Results Upon Development Build-Out**

Table 7 illustrates how, by Year 2045 and upon development build-out, the stop-controlled intersections of Falcon Highway with Murr Road and Peyton Highway have turn movement operations at LOS B or better during the morning and afternoon peak traffic hours.

The stop-controlled intersection of Curtis Road with Jones Road projects turning movement operations at LOS D or better during both peak traffic hours. Exceptions would include the westbound left turning movement which operates at LOS F during the PM peak traffic hour. As with background traffic, this excessive delay continues to be attributed to the through traffic volume along Curtis Road and the stop-controlled nature of the intersection. In order to mitigate the projected LOS F operation, a possible solution is the implementation of all-way-stop-control at the study intersection as well as the widening of Curtis Road to provide two through lanes in the northbound direction.

The stop-controlled intersections of Jones Road with Murr Road and Peyton Highway expect turn movement operations at LOS A during the AM peak traffic hour and LOS B or better during the PM peak traffic hour.

The stop-controlled intersection of State Highway 94 with Peyton Highway predicts turn movement operations at LOS C or better during the AM peak traffic hour and LOS D or better during the PM peak traffic hour.

The stop-controlled intersections of Access A and Access B with Jones Road project turn movement operations at LOS A during both peak traffic hours.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two-Way Stop-Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. The upstream signal control on Curtis Road will tend to create additional gaps in the traffic stream for turning movements at Jones Road and will most likely provide mitigation to the LOS F operation projected during the PM peak traffic hour.

Compared to the background traffic analysis, it is acknowledged that the increase in traffic volumes at the study intersections is expected to be significant. However, the impacts to traffic operations at the study intersections are expected to be minimal as the majority of LOS results for the study intersections are similar to background traffic LOS results.

## VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

### Queue Length Analysis

Queue lengths for the study intersections were analyzed using Year 2045 total traffic conditions. The analysis yields estimate of 95<sup>th</sup> percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 25 feet was assumed. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

In general, auxiliary lane lengths are recommended to accommodate El Paso County or CDOT minimum required turn lane lengths, or accommodate long-term 95<sup>th</sup> percentile vehicle queues, whichever is greater.

Table 8 summarizes the 95<sup>th</sup> percentile queue results in comparison to the projected storage requirements for turn movements within study area for Year 2045.

**Table 8 – Turn Lane Queues and Storage Requirements – Total Traffic – Year 2045**

Intersection	Turn Movement		Existing Turn Lane Length (feet)	Background 2045		Total 2045		Recommended Turn Lane Length (feet)
				AM Peak Hour (feet)	PM Peak Hour (feet)	AM Peak Hour (feet)	PM Peak Hour (feet)	
<b>Stop-Controlled Intersections</b>								
Falcon Highway / Murr Road	EB	T	-	0'	0'	0'	0'	-
		R	-	-	-	0'	0'	335'
	WB	L,T	-	0'	0'	0'	0'	-
		L,R	-	5'	3'	8'	3'	-
Falcon Highway / Peyton Highway	EB	T	-	0'	0'	0'	0'	-
		R	-	0'	0'	0'	0'	335'
	WB	L,T	-	0'	0'	0'	0'	-
		L,R	-	10'	10'	13'	10'	-
Curtis Road / Jones Road	EB	L,T,R	-	0'	3'	0'	3'	-
		L	-	-	-	30'	43'	285'
	WB	T	-	5'	8'	0'	0'	-
		R	-	15'	20'	20'	25'	385'
	NB	L,T,R	-	0'	0'	0'	0'	-
		L	-	3'	18'	3'	25'	490'
SB	T,R	-	0'	0'	0'	0'	-	
	L	-	-	-	0'	3'	165'	
SB	T,R	-	0'	3'	0'	3'	-	
	L	-	-	-	0'	3'	165'	
Jones Road / Murr Road	EB	L,T,R	-	0'	0'	0'	0'	-
		L	-	-	-	0'	3'	165'
	WB	L,T,R	-	0'	0'	0'	0'	-
		L	-	-	-	0'	3'	165'
NB	L,T,R	-	3'	0'	3'	0'	-	
	L	-	-	-	0'	3'	165'	
SB	T,R	-	0'	3'	0'	3'	-	
	L	-	-	-	0'	3'	165'	
Peyton Highway / Jones Road	EB	L,T,R	-	0'	3'	5'	5'	-
		L	-	-	-	0'	3'	285'
	WB	L,T,R	-	3'	3'	3'	3'	-
		L	-	-	-	0'	3'	285'
	NB	T,R	-	0'	0'	0'	0'	-
		L	-	0'	0'	0'	0'	-
SB	L,T,R	-	0'	0'	0'	0'	-	
State Highway 94 / Peyton Highway	EB	L	515'	3'	3'	3'	3'	515'
		T	-	0'	0'	0'	0'	-
		R	-	0'	0'	0'	0'	500'
	WB	L	525'	0'	0'	0'	0'	525'
		T	-	0'	0'	0'	0'	-
		R	-	0'	0'	0'	0'	500'
	NB	L	-	10'	8'	10'	8'	285'
		T,R	-	5'	10'	5'	13'	-
	SB	L	-	5'	33'	13'	40'	335'
		T,R	-	8'	10'	10'	10'	-
Access A / Jones Road	EB	L	-	-	-	3'	5'	335'
		T	-	-	-	0'	0'	-
	WB	T,R	-	-	-	0'	0'	-
		L,R	-	-	-	8'	5'	-
Access B / Jones Road	EB	L,T	-	-	-	0'	0'	-
		T,R	-	-	-	0'	0'	-
	SB	L,R	-	-	-	3'	3'	-

Note: Turn Lane Length does not include taper length.

## **Pedestrian Circulation & Safety Analysis**

In accordance with Section B.2.4.B of the County's ECM, an assessment to pedestrian connectivity and safety was considered.

Due to the conceptual nature of the site plan, it is unknown at this time how the proposed development would accommodate pedestrians and bicyclists.

With the assumption that future site plans are designed per the County's ECM, and pursuant to the Federal Highway Administration's (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations<sup>5</sup>, pedestrian safety is not expected to be of concern. Moreover, traffic calming and pedestrian crossing treatments are not applicable, and traffic calming is not recommended for the proposed conditions.

## **Development Impacts**

By Year 2045 and without the proposed development, Table 3 reveals how the study area intersections are anticipated to operate within the County's design objective of LOS D during peak traffic periods, with exception to the westbound shared left and through movement at the Curtis Road and Jones Road intersection.

Upon development build-out, Table 7 indicates that all study intersection operations are expected to remain within the County's design objective. The westbound left turning movement at Curtis Road and Jones Road remains beyond the LOS D limit. In order to mitigate the excessive delay projected, a possible solution is the implementation of all-way-stop-control at the study intersection as well as the widening of Curtis Road to two through lanes in the northbound direction.

In combination with intersection LOS projections, review of vehicular queuing results illustrated in Table 8 further concludes how this development is anticipated to produce a minor impact to traffic operations for the existing and surrounding roadway system.

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<sup>5</sup> Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, Federal Highway Administration, July 2018.

## Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed in Section I, projected peak hour traffic volumes, level of service results, projected 95<sup>th</sup> percentile queue lengths, and per requirements defined within the County's ECM.

Construction of exclusive left and right turn deceleration lanes at the study area intersections are recommended when warranted, as evaluated within Sections II, III, and V. It is emphasized, however, that with exception to deceleration lanes along Jones Road at proposed Access A, all deceleration lane recommendations are being warranted from a vehicular-volume perspective only, caused by existing traffic volumes, regional growth, and other future developments within the overall area in combination with the proposed development.

Recommended improvements which may be reimbursable under the County's MTCP include roadway upgrades to Curtis Road. Due to the conservative analysis performed throughout this study and the preliminary nature of the land uses and densities proposed, these contributions and reimbursements should be investigated further for validity by more specific traffic analyses or studies with each final plat filing or as actual area development occurs.

In review of the expected ADT along Jones Road adjacent to the property frontage, as illustrated in Figure 8, Table 2-5 of the County's ECM suggests Jones Road matches the County's Rural Major Collector roadway classification. Comparison of this roadway classification to the County's MTCP confirms that Jones Road should maintain its Rural Major Collector roadway classification adjacent to the property frontage.

Recommended intersection and roadway improvements associated with the proposed development and adjacent area are summarized in Table 9 and Table 10, respectively.

It is noted that more specific cost estimates and escrow amounts for these recommended improvements can be determined at the final plat stage for this development.

These should denote Triple H Ranch

**Table 9 – Recommended Intersection Improvements**

INTERSECTION	IMPROVEMENT	TIMING	RESPONSIBILITY
Falcon Highway / Murr Road	Construct eastbound right turn deceleration lane	With Site Development - Construction of approximately 215 DU	Developments and other trip generators within the overall area
Falcon Highway / Peyton Highway	Construct eastbound right turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
Curtis Road / Jones Road	Construct westbound left turn deceleration lane	With Site Development - Construction of approximately 100 DU	Developments and other trip generators within the overall area
	Construct westbound right turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
	Construct southbound left turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
Jones Road / Murr Road	Construct southbound left turn lane along Murr Road at Jones Road	With Site Development - Full Build-Out	Developments and other trip generators within the overall area
Peyton Highway / Jones Road	Construct northbound left turn lane along Peyton Highway at Jones Road	With Site Development - Construction of approximately 210 DU	Developments and other trip generators within the overall area
State Highway 94 / Peyton Highway	Construct eastbound right turn deceleration lane	Warranted without proposed development by Year 2045	Developments and other trip generators within the overall area
	Construct westbound right turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
	Construct northbound left turn deceleration lane	Warranted without proposed development by Year 2045	Developments and other trip generators within the overall area
	Construct southbound left turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
Access A / Jones Road	Construct eastbound left turn deceleration lane along	With Site Development - Construction of approximately 75 DU	Jones Road Property development

"Triple H Ranch Developer" Correct name

**Table 10 – Recommended Roadway Improvements**

ROADWAY	IMPROVEMENT	TIMING	RESPONSIBILITY
Curtis Road	Improve Curtis Road to County's Rural Minor Arterial cross-section	Shown in County's MTCP by Year 2045	Master Planned (may be reimbursable under MTCP)

Add

Jones Rd Major Collector cross section from start of left turn and Access A to Access B to be improved with the development. This will need to be constructed as part of the development.

## VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Triple H Ranch. This proposed residential development consists of a single-family home community on approximately 753 acres of land. The development is located north of Jones Road and east of Murr Road in El Paso County, Colorado.

The study area examined in this analysis encompassed the Jones Road intersections with Curtis Road, Murr Road, and Peyton Highway, the Peyton Highway intersections with State Highway 94 and Falcon Highway, the Falcon Highway intersection with Murr Road, and included site access drives.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2027 and Year 2045 background traffic conditions, and Year 2027 and Year 2045 total traffic conditions.

Analysis of existing traffic conditions indicates that all stop-controlled intersections within the study area operate with LOS B or better turning movement operations during the morning peak traffic hour and LOS C or better operations during the afternoon peak traffic hour.

Without the proposed development, Year 2027 background operational analysis shows that the stop-controlled intersections within the study area have turning movement operations at or better than LOS C during both the morning and afternoon peak traffic hours.

By Year 2045 and without the proposed development, the stop-controlled intersections within the study area maintain their LOS C or better turning movement operations during either peak traffic hour. Exceptions include the westbound shared left and through movement along Jones Road approaching Curtis Road which projects LOS E operations during the afternoon peak traffic hour.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create minimal negative impact to traffic operations for the existing and surrounding roadway system. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. Proposed site access drives have long-term operations at LOS A during peak traffic periods and upon build-out.

This site is subject to the El Paso County Road Impact Fee Program (Resolution 24-377), as amended. An option for payment will be selected at the final land use approval stage.

Include discussion on crash and safety data for Jones Rd and impacted intersections.

Address EPC Road Impact fees and if development will request a PID.

Discuss any MTCP Improvement projects in the area and impact intersections.

## **APPENDIX A**

### **Traffic Count Data**

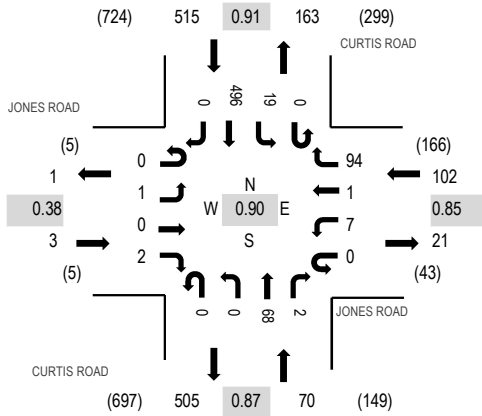
Location: 1 CURTIS ROAD & JONES ROAD AM

Date: Tuesday, June 27, 2023

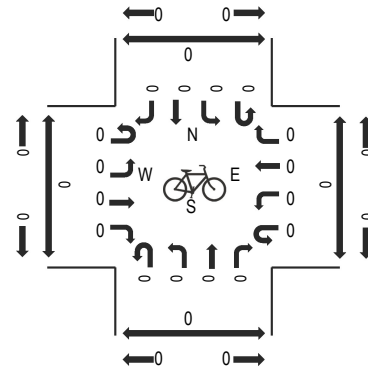
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

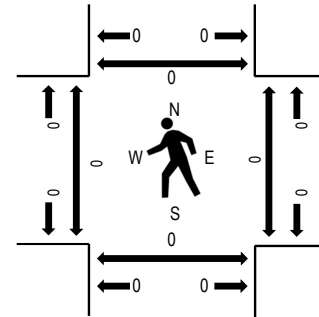
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	JONES ROAD Eastbound				JONES ROAD Westbound				CURTIS ROAD Northbound				CURTIS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	1	0	2	1	27	0	0	13	0	0	2	140	0	187	690	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	23	0	0	24	0	0	5	137	0	191	621	0	0	0	0
7:30 AM	0	0	0	1	0	2	0	23	0	0	14	1	0	7	134	0	182	517	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	21	0	0	17	1	0	5	85	0	130	421	0	0	0	0
8:00 AM	0	0	0	1	0	2	0	17	0	1	21	0	0	2	74	0	118	354	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	12	0	0	20	2	0	9	43	0	87		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	17	0	1	24	0	0	5	37	2	86		0	0	0	0
8:45 AM	0	1	0	0	0	1	0	14	0	0	10	0	0	4	33	0	63		0	0	0	0
Count Total	0	2	0	3	0	11	1	154	0	2	143	4	0	39	683	2	1,044		0	0	0	0
Peak Hour	0	1	0	2	0	7	1	94	0	0	68	2	0	19	496	0	690		0	0	0	0

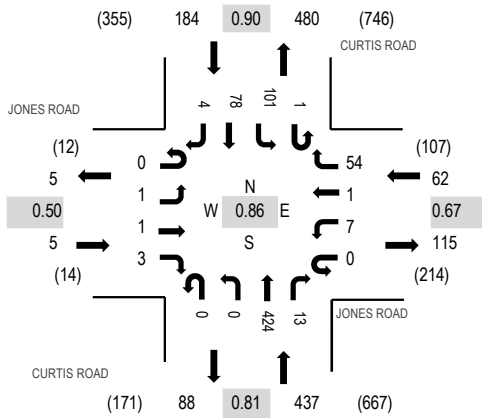
Location: 1 CURTIS ROAD & JONES ROAD PM

Date: Tuesday, June 27, 2023

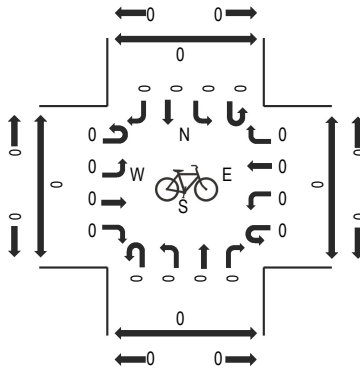
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

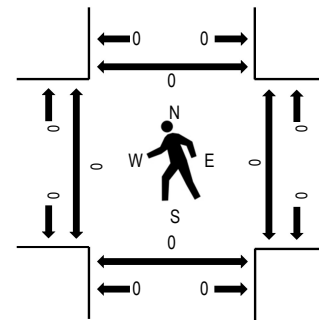
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	JONES ROAD Eastbound				JONES ROAD Westbound				CURTIS ROAD Northbound				CURTIS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	0	0	0	2	0	8	0	1	88	3	0	18	16	1	141	684	0	0	0	0
4:15 PM	0	1	0	2	0	2	0	8	0	0	137	4	1	24	20	0	199	688	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	17	0	0	114	2	0	31	19	1	184	612	0	0	0	0
4:45 PM	0	0	0	1	0	1	0	10	0	0	105	5	0	22	14	2	160	542	0	0	0	0
5:00 PM	0	0	1	0	0	4	1	19	0	0	68	2	0	24	25	1	145	459	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	11	0	1	54	1	0	34	17	3	123		0	0	0	0
5:30 PM	0	3	1	0	0	2	0	6	0	0	50	0	0	19	33	0	114		0	0	0	0
5:45 PM	0	0	0	0	0	3	1	11	0	0	30	2	0	21	9	0	77		0	0	0	0
Count Total	0	9	2	3	0	15	2	90	0	2	646	19	1	193	153	8	1,143		0	0	0	0
Peak Hour	0	1	1	3	0	7	1	54	0	0	424	13	1	101	78	4	688		0	0	0	0

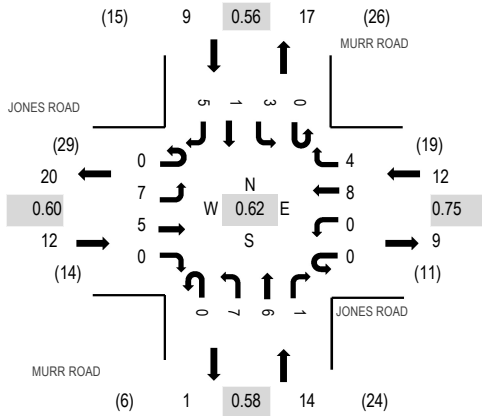
Location: 2 MURR ROAD & JONES ROAD AM

Date: Tuesday, June 27, 2023

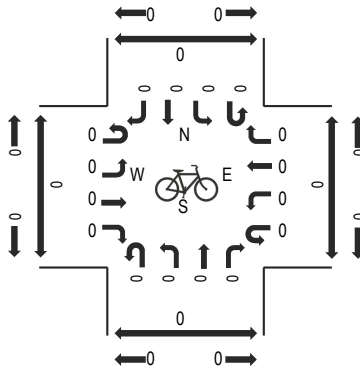
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

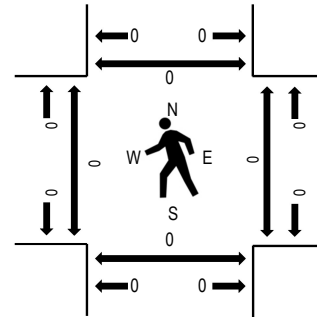
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	JONES ROAD Eastbound				JONES ROAD Westbound				MURR ROAD Northbound				MURR ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	1	0	0	0	1	2	0	3	2	0	0	1	0	2	15	47	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	5	37	0	0	0	0
7:30 AM	0	3	2	0	0	0	4	0	0	2	4	0	0	1	1	2	19	40	0	0	0	0
7:45 AM	0	1	1	0	0	0	3	0	0	0	1	0	0	1	0	1	8	27	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	1	2	0	0	0	0	0	5	25	0	0	0	0
8:15 AM	0	0	2	0	0	1	1	0	0	0	2	0	0	0	2	0	8		0	0	0	0
8:30 AM	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	6		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	3	0	0	0	0	1	1	6		0	0	0	0
Count Total	0	7	7	0	0	2	10	7	0	11	12	1	0	3	4	8	72		0	0	0	0
Peak Hour	0	7	5	0	0	0	8	4	0	7	6	1	0	3	1	5	47		0	0	0	0

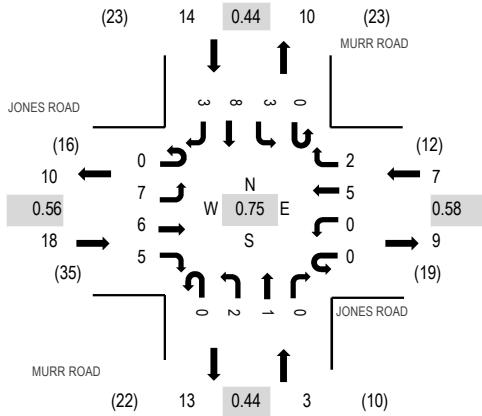
Location: 2 MURR ROAD & JONES ROAD PM

Date: Tuesday, June 27, 2023

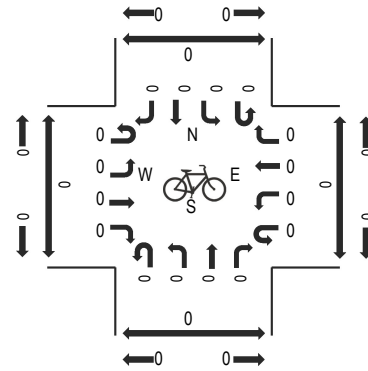
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

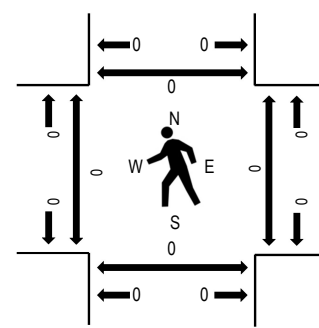
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	JONES ROAD Eastbound				JONES ROAD Westbound				MURR ROAD Northbound				MURR ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	2	0	0	1	0	1	0	0	0	0	0	1	2	1	9	38	0	0	0	0
4:15 PM	0	2	2	2	0	0	0	1	0	1	3	0	0	1	0	0	12	35	0	0	0	0
4:30 PM	0	3	2	1	0	0	2	0	0	0	1	0	0	1	1	0	11	37	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	0	2	0	0	0	1	1	0	6	36	0	0	0	0
5:00 PM	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	6	42	0	0	0	0
5:15 PM	0	3	3	2	0	0	1	2	0	1	0	0	0	0	1	1	14		0	0	0	0
5:30 PM	0	2	3	1	0	0	0	0	0	1	1	0	0	1	1	0	10		0	0	0	0
5:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	1	5	2	12		0	0	0	0
Count Total	0	14	12	9	0	1	7	4	0	5	5	0	0	7	12	4	80		0	0	0	0
Peak Hour	0	7	6	5	0	0	5	2	0	2	1	0	0	3	8	3	42		0	0	0	0

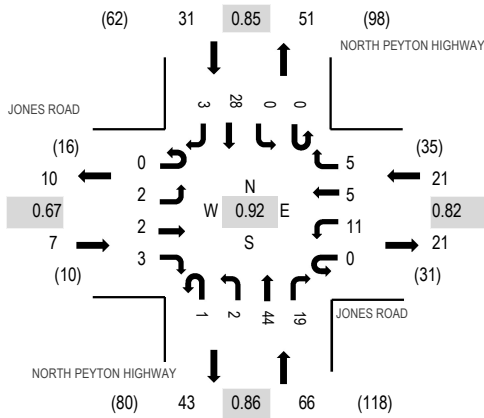
Location: 3 NORTH PEYTON HIGHWAY & JONES ROAD AM

Date: Tuesday, June 27, 2023

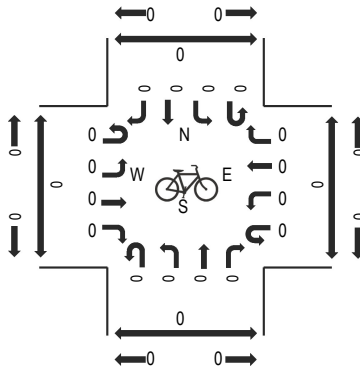
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

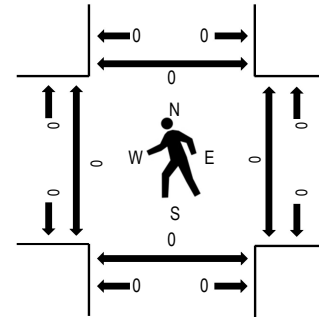
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	JONES ROAD Eastbound				JONES ROAD Westbound			NORTH PEYTON HIGHWAY Northbound			NORTH PEYTON HIGHWAY Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
	7:00 AM	0	0	1	1	0	3	0	1	0	1	12	0	0			2	3	1	25	114	0
7:15 AM	0	1	0	0	0	3	0	3	0	1	15	0	0	0	2	0	25	121	0	0	0	0
7:30 AM	0	0	1	2	0	4	3	0	0	1	9	4	0	0	6	0	30	125	0	0	0	0
7:45 AM	0	0	1	1	0	4	1	1	0	1	15	3	0	0	6	1	34	125	0	0	0	0
8:00 AM	0	0	0	0	0	1	1	2	0	0	10	10	0	0	8	0	32	111	0	0	0	0
8:15 AM	0	2	0	0	0	2	0	2	1	0	10	2	0	0	8	2	29		0	0	0	0
8:30 AM	0	0	0	0	0	3	1	0	0	1	8	5	0	0	12	0	30		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	7	1	0	1	10	0	20		0	0	0	0
Count Total	0	3	3	4	0	20	6	9	1	6	86	25	0	3	55	4	225		0	0	0	0
Peak Hour	0	2	2	3	0	11	5	5	1	2	44	19	0	0	28	3	125		0	0	0	0

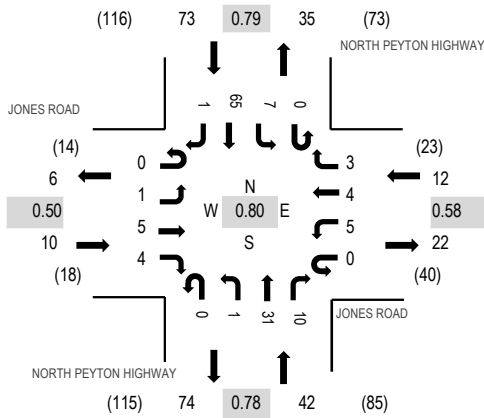
Location: 3 NORTH PEYTON HIGHWAY & JONES ROAD PM

Date: Tuesday, June 27, 2023

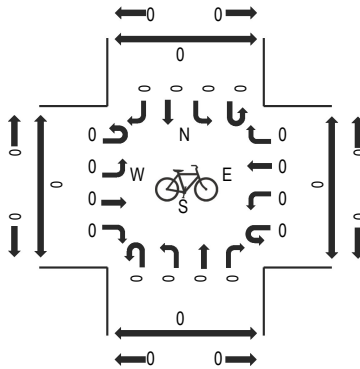
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

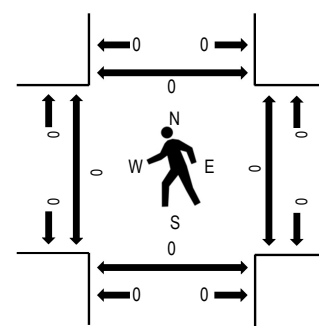
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians

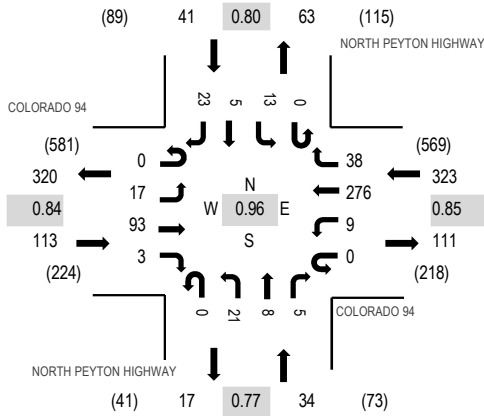


Note: Total study counts contained in parentheses.

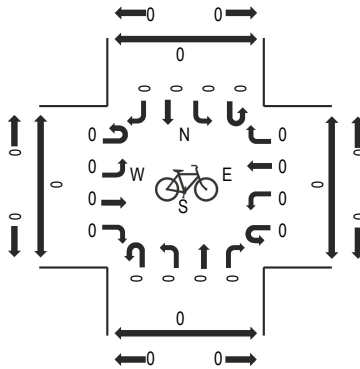
### Traffic Counts - Motorized Vehicles

Interval Start Time	JONES ROAD Eastbound				JONES ROAD Westbound				NORTH PEYTON HIGHWAY Northbound				NORTH PEYTON HIGHWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	2	0	1	0	0	0	0	9	1	0	1	7	1	22	105	0	0	0	0
4:15 PM	0	0	3	0	0	3	0	3	0	2	10	2	0	2	7	0	32	110	0	0	0	0
4:30 PM	0	2	1	0	0	1	0	0	0	1	4	1	0	1	10	0	21	113	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	1	0	1	9	3	0	3	8	3	30	135	0	0	0	0
5:00 PM	0	0	1	0	0	2	1	1	0	0	8	2	0	0	11	1	27	137	0	0	0	0
5:15 PM	0	0	3	0	0	2	0	0	0	0	7	2	0	2	19	0	35		0	0	0	0
5:30 PM	0	0	1	4	0	0	0	0	0	1	10	4	0	0	23	0	43		0	0	0	0
5:45 PM	0	1	0	0	0	1	3	2	0	0	6	2	0	5	12	0	32		0	0	0	0
Count Total	0	3	9	6	0	12	4	7	0	5	63	17	0	14	97	5	242		0	0	0	0
Peak Hour	0	1	5	4	0	5	4	3	0	1	31	10	0	7	65	1	137		0	0	0	0

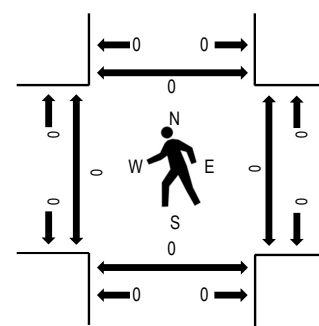
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	COLORADO 94 Eastbound				COLORADO 94 Westbound				NORTH PEYTON HIGHWAY Northbound				NORTH PEYTON HIGHWAY Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	28	1	0	2	74	10	0	4	1	0	0	0	3	0	6	131	511	0	0	0	0
7:15 AM	0	3	16	1	0	4	82	9	0	5	3	3	0	2	1	4	133	497	0	0	0	0	
7:30 AM	0	5	28	0	0	1	65	7	0	4	3	1	0	4	4	5	127	486	0	0	0	0	
7:45 AM	0	7	21	1	0	2	55	12	0	8	1	1	0	4	0	8	120	454	0	0	0	0	
8:00 AM	0	6	20	2	0	1	59	6	0	10	2	2	0	4	0	5	117	444	0	0	0	0	
8:15 AM	0	7	30	1	0	3	52	9	0	5	0	2	0	1	1	11	122		0	0	0	0	
8:30 AM	0	2	18	2	0	1	49	4	0	5	2	1	0	3	3	5	95		0	0	0	0	
8:45 AM	0	1	18	4	0	2	50	10	0	4	3	3	0	5	4	6	110		0	0	0	0	
Count Total	0	33	179	12	0	16	486	67	0	45	15	13	0	26	13	50	955		0	0	0	0	
Peak Hour	0	17	93	3	0	9	276	38	0	21	8	5	0	13	5	23	511		0	0	0	0	

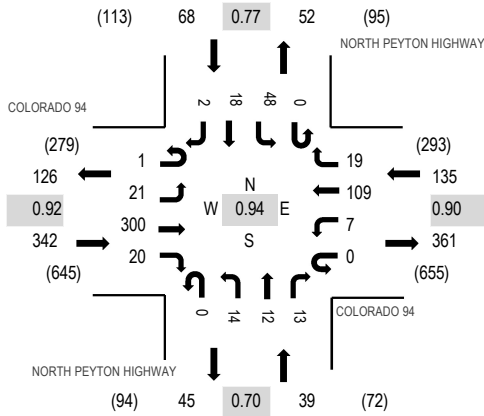
Location: 4 NORTH PEYTON HIGHWAY & COLORADO 94 PM

Date: Tuesday, June 27, 2023

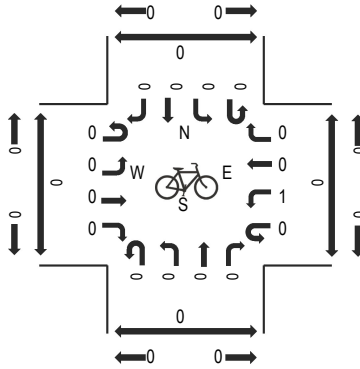
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

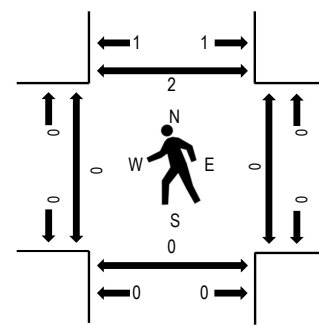
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	COLORADO 94 Eastbound				COLORADO 94 Westbound			NORTH PEYTON HIGHWAY Northbound				NORTH PEYTON HIGHWAY Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	4	62	11	0	2	37	5	0	3	4	0	0	10	3	2	143	539	0	0	0	0
4:15 PM	0	5	51	7	0	1	39	2	0	5	3	2	0	5	2	5	127	528	0	0	0	0
4:30 PM	0	4	83	7	0	4	26	3	0	3	1	4	0	6	5	0	146	547	0	0	0	0
4:45 PM	0	2	62	5	0	1	31	7	0	1	3	4	0	5	1	1	123	557	0	0	0	0
5:00 PM	0	5	66	4	0	2	29	3	0	2	4	5	0	9	2	1	132	584	0	0	0	0
5:15 PM	1	8	72	6	0	1	31	3	0	1	5	2	0	14	2	0	146		0	0	0	2
5:30 PM	0	3	82	2	0	3	32	6	0	4	1	1	0	16	6	0	156		0	0	0	0
5:45 PM	0	5	80	8	0	1	17	7	0	7	2	5	0	9	8	1	150		0	0	0	0
Count Total	1	36	558	50	0	15	242	36	0	26	23	23	0	74	29	10	1,123		0	0	0	2
Peak Hour	1	21	300	20	0	7	109	19	0	14	12	13	0	48	18	2	584		0	0	0	2



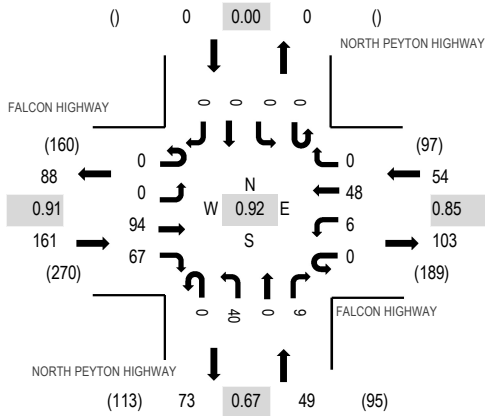
**Location:** 5 NORTH PEYTON HIGHWAY & FALCON HIGHWAY PM

**Date:** Tuesday, June 27, 2023

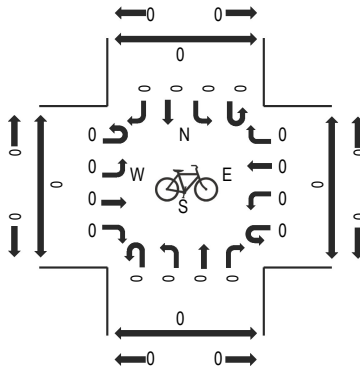
**Peak Hour:** 05:00 PM - 06:00 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

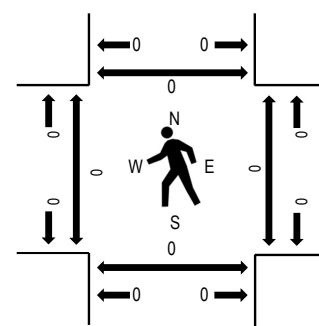
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	FALCON HIGHWAY Eastbound				FALCON HIGHWAY Westbound				NORTH PEYTON HIGHWAY Northbound				NORTH PEYTON HIGHWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	0	19	7	0	0	13	0	0	10	0	4	0	0	0			0	53	198	0
4:15 PM	0	0	19	11	0	1	7	0	0	11	0	4	0	0	0	0	53	217	0	0	0	0
4:30 PM	0	0	14	9	0	1	5	0	0	7	0	2	0	0	0	0	38	221	0	0	0	0
4:45 PM	0	0	22	8	0	3	13	0	0	6	0	2	0	0	0	0	54	250	0	0	0	0
5:00 PM	0	0	22	14	0	1	16	0	0	18	0	1	0	0	0	0	72	264	0	0	0	0
5:15 PM	0	0	23	14	0	2	13	0	0	4	0	1	0	0	0	0	57		0	0	0	0
5:30 PM	0	0	23	21	0	2	8	0	0	9	0	4	0	0	0	0	67		0	0	0	0
5:45 PM	0	0	26	18	0	1	11	0	0	9	0	3	0	0	0	0	68		0	0	0	0
Count Total	0	0	168	102	0	11	86	0	0	74	0	21	0	0	0	0	462		0	0	0	0
Peak Hour	0	0	94	67	0	6	48	0	0	40	0	9	0	0	0	0	264		0	0	0	0

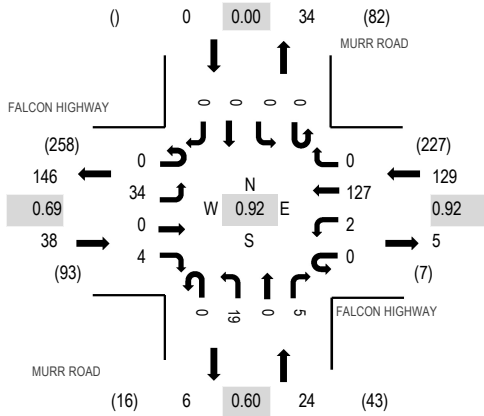
Location: 6 MURR ROAD & FALCON HIGHWAY AM

Date: Tuesday, June 27, 2023

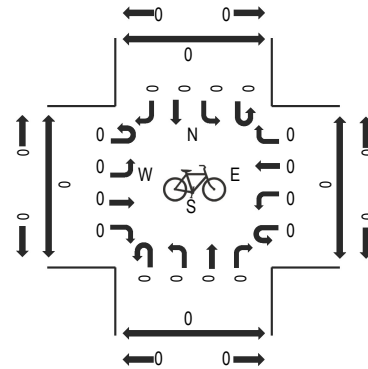
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

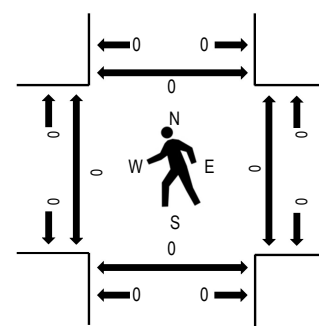
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	FALCON HIGHWAY Eastbound				FALCON HIGHWAY Westbound				MURR ROAD Northbound				MURR ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	0	2	0	0	26	0	0	8	0	2	0	0	0	0	48	191	0	0	0	0
7:15 AM	0	7	0	0	0	0	35	0	0	5	0	0	0	0	0	0	47	180	0	0	0	0
7:30 AM	0	10	0	0	0	1	34	0	0	5	0	2	0	0	0	0	52	171	0	0	0	0
7:45 AM	0	7	0	2	0	1	32	0	0	1	0	1	0	0	0	0	44	170	0	0	0	0
8:00 AM	0	11	0	0	0	0	24	0	0	2	0	0	0	0	0	0	37	172	0	0	0	0
8:15 AM	0	4	0	2	0	0	24	0	0	8	0	0	0	0	0	0	38		0	0	0	0
8:30 AM	0	17	0	1	0	2	24	0	0	5	0	2	0	0	0	0	51		0	0	0	0
8:45 AM	0	16	0	4	0	1	23	0	0	2	0	0	0	0	0	0	46		0	0	0	0
Count Total	0	82	0	11	0	5	222	0	0	36	0	7	0	0	0	0	363		0	0	0	0
Peak Hour	0	34	0	4	0	2	127	0	0	19	0	5	0	0	0	0	191		0	0	0	0

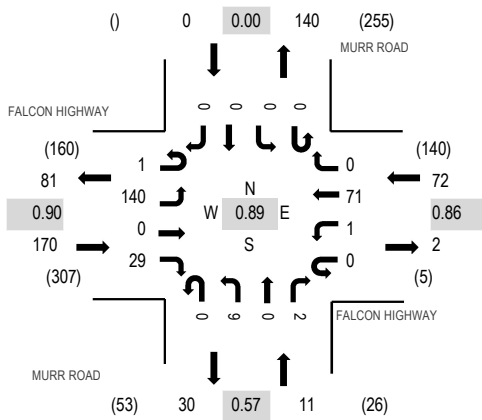
Location: 6 MURR ROAD & FALCON HIGHWAY PM

Date: Tuesday, June 27, 2023

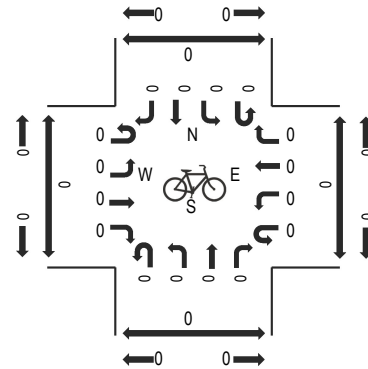
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

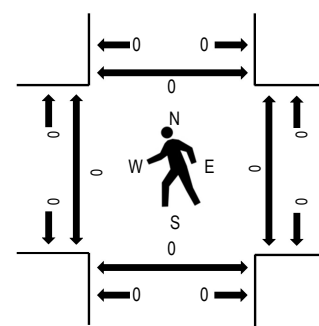
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	FALCON HIGHWAY Eastbound				FALCON HIGHWAY Westbound				MURR ROAD Northbound				MURR ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	24	0	6	0	0	20	0	0	5	0	2	0	0	0	0	57	221	0	0	0	0
4:15 PM	0	32	0	2	0	0	21	0	0	4	0	0	0	0	0	0	59	223	0	0	0	0
4:30 PM	0	22	0	9	0	0	12	0	0	2	0	0	0	0	0	0	45	235	0	0	0	0
4:45 PM	0	33	0	6	0	1	17	0	0	3	0	0	0	0	0	0	60	253	0	0	0	0
5:00 PM	0	33	0	6	0	0	17	0	0	3	0	0	0	0	0	0	59	252	0	0	0	0
5:15 PM	1	37	0	10	0	0	21	0	0	2	0	0	0	0	0	0	71		0	0	0	0
5:30 PM	0	37	0	7	0	0	16	0	0	1	0	2	0	0	0	0	63		0	0	0	0
5:45 PM	0	37	0	5	0	1	14	0	0	1	0	1	0	0	0	0	59		0	0	0	0
Count Total	1	255	0	51	0	2	138	0	0	21	0	5	0	0	0	0	473		0	0	0	0
Peak Hour	1	140	0	29	0	1	71	0	0	9	0	2	0	0	0	0	253		0	0	0	0



# All Traffic Data Services

## 7. JONES ROAD EAST OF MURR ROAD

Time	EB	WB	Total
6/27/2023	1	0	1
6/27/2023 12:15:00 AM	0	0	0
6/27/2023 12:30:00 AM	0	1	1
6/27/2023 12:45:00 AM	0	0	0
6/27/2023 1:00:00 AM	0	0	0
6/27/2023 1:15:00 AM	1	0	1
6/27/2023 1:30:00 AM	0	0	0
6/27/2023 1:45:00 AM	0	0	0
6/27/2023 2:00:00 AM	0	0	0
6/27/2023 2:15:00 AM	0	0	0
6/27/2023 2:30:00 AM	0	0	0
6/27/2023 2:45:00 AM	0	1	1
6/27/2023 3:00:00 AM	0	0	0
6/27/2023 3:15:00 AM	0	0	0
6/27/2023 3:30:00 AM	0	0	0
6/27/2023 3:45:00 AM	0	0	0
6/27/2023 4:00:00 AM	0	0	0
6/27/2023 4:15:00 AM	0	1	1
6/27/2023 4:30:00 AM	0	1	1
6/27/2023 4:45:00 AM	0	1	1
6/27/2023 5:00:00 AM	0	0	0
6/27/2023 5:15:00 AM	0	2	2
6/27/2023 5:30:00 AM	0	2	2
6/27/2023 5:45:00 AM	0	1	1
6/27/2023 6:00:00 AM	1	1	2
6/27/2023 6:15:00 AM	2	5	7
6/27/2023 6:30:00 AM	0	3	3
6/27/2023 6:45:00 AM	2	3	5
6/27/2023 7:00:00 AM	2	3	5
6/27/2023 7:15:00 AM	1	2	3
6/27/2023 7:30:00 AM	3	4	7
6/27/2023 7:45:00 AM	3	3	6
6/27/2023 8:00:00 AM	0	2	2
6/27/2023 8:15:00 AM	2	2	4
6/27/2023 8:30:00 AM	0	2	2
6/27/2023 8:45:00 AM	0	1	1
6/27/2023 9:00:00 AM	0	0	0
6/27/2023 9:15:00 AM	1	1	2
6/27/2023 9:30:00 AM	1	1	2
6/27/2023 9:45:00 AM	1	1	2
6/27/2023 10:00:00 AM	2	6	8
6/27/2023 10:15:00 AM	5	3	8
6/27/2023 10:30:00 AM	0	2	2
6/27/2023 10:45:00 AM	3	3	6
6/27/2023 11:00:00 AM	4	1	5
6/27/2023 11:15:00 AM	1	4	5
6/27/2023 11:30:00 AM	1	3	4
6/27/2023 11:45:00 AM	0	1	1
<b>Total</b>	<b>37</b>	<b>67</b>	<b>104</b>
<b>Percentage</b>	<b>35.6%</b>	<b>64.4%</b>	
<b>Peak Hour</b>	<b>10:15 AM</b>	<b>6:15 AM</b>	<b>10:00 AM</b>
<b>Volume</b>	<b>12</b>	<b>14</b>	<b>24</b>
<b>PHF</b>	<b>0.600</b>	<b>0.700</b>	<b>0.750</b>



# All Traffic Data Services

## 7. JONES ROAD EAST OF MURR ROAD

Time	EB	WB	Total
6/27/2023 12:00:00 PM	4	0	4
6/27/2023 12:15:00 PM	2	6	8
6/27/2023 12:30:00 PM	2	2	4
6/27/2023 12:45:00 PM	3	3	6
6/27/2023 1:00:00 PM	3	2	5
6/27/2023 1:15:00 PM	2	3	5
6/27/2023 1:30:00 PM	3	3	6
6/27/2023 1:45:00 PM	3	3	6
6/27/2023 2:00:00 PM	2	1	3
6/27/2023 2:15:00 PM	5	2	7
6/27/2023 2:30:00 PM	3	1	4
6/27/2023 2:45:00 PM	4	3	7
6/27/2023 3:00:00 PM	1	1	2
6/27/2023 3:15:00 PM	1	3	4
6/27/2023 3:30:00 PM	3	1	4
6/27/2023 3:45:00 PM	6	1	7
6/27/2023 4:00:00 PM	3	2	5
6/27/2023 4:15:00 PM	3	1	4
6/27/2023 4:30:00 PM	3	2	5
6/27/2023 4:45:00 PM	1	0	1
6/27/2023 5:00:00 PM	1	2	3
6/27/2023 5:15:00 PM	3	3	6
6/27/2023 5:30:00 PM	4	0	4
6/27/2023 5:45:00 PM	1	2	3
6/27/2023 6:00:00 PM	3	1	4
6/27/2023 6:15:00 PM	7	2	9
6/27/2023 6:30:00 PM	8	1	9
6/27/2023 6:45:00 PM	5	4	9
6/27/2023 7:00:00 PM	3	0	3
6/27/2023 7:15:00 PM	2	1	3
6/27/2023 7:30:00 PM	4	0	4
6/27/2023 7:45:00 PM	1	1	2
6/27/2023 8:00:00 PM	4	1	5
6/27/2023 8:15:00 PM	3	1	4
6/27/2023 8:30:00 PM	3	0	3
6/27/2023 8:45:00 PM	1	1	2
6/27/2023 9:00:00 PM	2	2	4
6/27/2023 9:15:00 PM	1	3	4
6/27/2023 9:30:00 PM	1	2	3
6/27/2023 9:45:00 PM	0	2	2
6/27/2023 10:00:00 PM	1	0	1
6/27/2023 10:15:00 PM	0	0	0
6/27/2023 10:30:00 PM	1	0	1
6/27/2023 10:45:00 PM	0	1	1
6/27/2023 11:00:00 PM	0	0	0
6/27/2023 11:15:00 PM	0	0	0
6/27/2023 11:30:00 PM	0	0	0
6/27/2023 11:45:00 PM	1	0	1
<b>Total</b>	<b>117</b>	<b>70</b>	<b>187</b>
<b>Percentage</b>	<b>62.6%</b>	<b>37.4%</b>	
<b>Peak Hour</b>	<b>6:00 PM</b>	<b>12:15 PM</b>	<b>6:00 PM</b>
<b>Volume</b>	<b>23</b>	<b>13</b>	<b>31</b>
<b>PHF</b>	<b>0.719</b>	<b>0.542</b>	<b>0.861</b>
<b>Grand Total</b>	<b>154</b>	<b>137</b>	<b>291</b>
<b>Percentage</b>	<b>52.9%</b>	<b>47.1%</b>	

## **APPENDIX B**

### **Level of Service Definitions**

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7<sup>th</sup> Edition, Transportation Research Board, 2022: Chapter 19 – Signalized Intersections.

### **Motorized Vehicle Level of Service (LOS) for Signalized Intersections**

Levels of service are defined to represent reasonable ranges in control delay.

**LOS A** Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B** Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C** Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio <sup>a</sup>	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Note: <sup>a</sup> For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7<sup>th</sup> Edition, Transportation Research Board, 2022: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

**Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections**

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler’s perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler’s perspective.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio <sup>a</sup>	
	v/c ≤ 1.0	v/c > 1.0
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

<sup>a</sup> For approaches and intersectionwide assessment, LOS is defined solely by control delay.

## **APPENDIX C**

### **Capacity Worksheets**

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Existing Traffic Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	35	4	2	132	20	5
Future Vol, veh/h	35	4	2	132	20	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	4	2	143	22	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	42	0	188 40
Stage 1	-	-	-	-	40 -
Stage 2	-	-	-	-	148 -
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	-	-	1567	-	801 1031
Stage 1	-	-	-	-	982 -
Stage 2	-	-	-	-	880 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1567	-	800 1031
Mov Cap-2 Maneuver	-	-	-	-	800 -
Stage 1	-	-	-	-	982 -
Stage 2	-	-	-	-	878 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	9.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	837	-	-	27	-
HCM Lane V/C Ratio	0.032	-	-	0.001	-
HCM Control Delay (s/veh)	9.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Existing Traffic Conditions  
AM Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	21	13	10	80	57	7
Future Vol, veh/h	21	13	10	80	57	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	14	11	87	62	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	37	0	139 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	109 -
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	-	-	1574	-	855 1045
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	916 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1574	-	848 1045
Mov Cap-2 Maneuver	-	-	-	-	848 -
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	909 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.81	9.52
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	200	-
HCM Lane V/C Ratio	0.08	-	-	0.007	-
HCM Control Delay (s/veh)	9.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Existing Traffic Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	0	2	7	1	98	0	71	2	20	516	0
Future Vol, veh/h	1	0	2	7	1	98	0	71	2	20	516	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	8	1	107	0	77	2	22	561	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	682	684	561	683	683	78	561	0	0	79	0	0
Stage 1	604	604	-	78	78	-	-	-	-	-	-	-
Stage 2	78	79	-	604	604	-	-	-	-	-	-	-
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	364	371	527	364	372	982	1010	-	-	1519	-	-
Stage 1	485	488	-	931	830	-	-	-	-	-	-	-
Stage 2	931	829	-	485	488	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	317	364	527	354	364	982	1010	-	-	1519	-	-
Mov Cap-2 Maneuver	317	364	-	354	364	-	-	-	-	-	-	-
Stage 1	475	478	-	931	830	-	-	-	-	-	-	-
Stage 2	829	829	-	473	478	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.4	9.79	0	0.28
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1010	-	-	432	867	67	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.133	0.014	-	-
HCM Control Delay (s/veh)	0	-	-	13.4	9.8	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Existing Traffic Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	7	5	0	0	8	4	7	6	1	3	1	5
Future Vol, veh/h	7	5	0	0	8	4	7	6	1	3	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	5	0	0	9	4	8	7	1	3	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	5	0	0	30	34	5	35	32	11
Stage 1	-	-	-	-	-	-	21	21	-	11	11	-
Stage 2	-	-	-	-	-	-	9	13	-	24	21	-
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	1605	-	-	1616	-	-	979	859	1078	972	861	1070
Stage 1	-	-	-	-	-	-	998	878	-	1010	887	-
Stage 2	-	-	-	-	-	-	1012	885	-	994	878	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1605	-	-	1616	-	-	968	855	1078	959	857	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	959	857	-
Stage 1	-	-	-	-	-	-	993	874	-	1010	887	-
Stage 2	-	-	-	-	-	-	1006	885	-	981	874	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.23	0	8.97	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	922	1050	-	-	1616	-	-	1004
HCM Lane V/C Ratio	0.016	0.005	-	-	-	-	-	0.01
HCM Control Delay (s/veh)	9	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Existing Traffic Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	2	3	11	5	5	3	46	20	0	29	3
Future Vol, veh/h	2	2	3	11	5	5	3	46	20	0	29	3
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	3	12	5	5	3	50	22	0	32	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	92	111	33	100	102	61	35	0	0	72	0	0
Stage 1	33	33	-	67	67	-	-	-	-	-	-	-
Stage 2	59	78	-	33	35	-	-	-	-	-	-	-
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	891	779	1040	881	788	1004	1577	-	-	1528	-	-
Stage 1	983	867	-	943	839	-	-	-	-	-	-	-
Stage 2	952	830	-	984	866	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	879	777	1040	874	786	1004	1577	-	-	1528	-	-
Mov Cap-2 Maneuver	879	777	-	874	786	-	-	-	-	-	-	-
Stage 1	983	867	-	941	837	-	-	-	-	-	-	-
Stage 2	939	828	-	978	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.01	9.21	0.32	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	74	-	-	905	878	1528	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.026	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	9	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Existing Traffic Conditions  
AM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	18	97	3	9	287	40	22	8	5	14	5	24
Future Vol, veh/h	18	97	3	9	287	40	22	8	5	14	5	24
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	515	-	-	525	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	105	3	10	312	43	24	9	5	15	5	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	355	0	0	109	0	0	480	521	107	502	501	334
Stage 1	-	-	-	-	-	-	146	146	-	353	353	-
Stage 2	-	-	-	-	-	-	334	375	-	149	148	-
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	1203	-	-	1482	-	-	496	460	947	480	472	708
Stage 1	-	-	-	-	-	-	856	776	-	664	631	-
Stage 2	-	-	-	-	-	-	680	617	-	854	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1203	-	-	1482	-	-	461	449	947	457	461	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	461	449	-	457	461	-
Stage 1	-	-	-	-	-	-	843	763	-	659	627	-
Stage 2	-	-	-	-	-	-	645	613	-	825	762	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.23			0.2			12.89			11.87		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	1203	-	-	1482	-	-	571
HCM Lane V/C Ratio	0.077	0.016	-	-	0.007	-	-	0.082
HCM Control Delay (s/veh)	12.9	8	-	-	7.4	-	-	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Existing Traffic Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	146	30	1	74	9	2
Future Vol, veh/h	146	30	1	74	9	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	33	1	80	10	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	191	0	258
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	83
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	-	-	1382	-	731
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	941
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1382	-	731
Mov Cap-2 Maneuver	-	-	-	-	731
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	940

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	9.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	24	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Control Delay (s/veh)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Existing Traffic Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	98	70	6	50	42	9
Future Vol, veh/h	98	70	6	50	42	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	76	7	54	46	10

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	183	0	212	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	67	-
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	-	-	1392	-	776	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1392	-	773	903
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.81	9.88
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	193	-
HCM Lane V/C Ratio	0.07	-	-	0.005	-
HCM Control Delay (s/veh)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Existing Traffic Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	3	7	1	56	0	441	14	106	81	4
Future Vol, veh/h	1	1	3	7	1	56	0	441	14	106	81	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	3	8	1	61	0	479	15	115	88	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	801	815	90	806	810	487	92	0	0	495	0	0
Stage 1	321	321	-	487	487	-	-	-	-	-	-	-
Stage 2	480	495	-	319	323	-	-	-	-	-	-	-
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	303	312	968	300	314	581	1502	-	-	1069	-	-
Stage 1	691	652	-	562	550	-	-	-	-	-	-	-
Stage 2	567	546	-	692	650	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	239	276	968	264	278	581	1502	-	-	1069	-	-
Mov Cap-2 Maneuver	239	276	-	264	278	-	-	-	-	-	-	-
Stage 1	613	578	-	562	550	-	-	-	-	-	-	-
Stage 2	507	546	-	611	577	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.94			13.25		0		4.87	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1502	-	-	459	506	990	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.138	0.108	-	-
HCM Control Delay (s/veh)	0	-	-	12.9	13.2	8.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.4	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Existing Traffic Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	7	6	5	0	5	2	2	1	0	3	8	3
Future Vol, veh/h	7	6	5	0	5	2	2	1	0	3	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	7	5	0	5	2	2	1	0	3	9	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	12	0	0	34	32	9	29	34	7
Stage 1	-	-	-	-	-	-	24	24	-	7	7	-
Stage 2	-	-	-	-	-	-	10	8	-	22	27	-
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	1613	-	-	1607	-	-	972	861	1072	980	859	1076
Stage 1	-	-	-	-	-	-	993	875	-	1015	890	-
Stage 2	-	-	-	-	-	-	1011	889	-	996	873	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1613	-	-	1607	-	-	955	857	1072	974	855	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	857	-	974	855	-
Stage 1	-	-	-	-	-	-	989	871	-	1015	890	-
Stage 2	-	-	-	-	-	-	998	889	-	990	868	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.82	0	8.93	8.98
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	920	642	-	-	1607	-	-	919
HCM Lane V/C Ratio	0.004	0.005	-	-	-	-	-	0.017
HCM Control Delay (s/veh)	8.9	7.2	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Existing Traffic Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	5	4	5	4	3	1	32	10	7	68	1
Future Vol, veh/h	1	5	4	5	4	3	1	32	10	7	68	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	4	5	4	3	1	35	11	8	74	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	129	138	74	134	133	40	75	0	0	46	0	0
Stage 1	90	90	-	42	42	-	-	-	-	-	-	-
Stage 2	39	48	-	92	90	-	-	-	-	-	-	-
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	844	753	987	837	758	1031	1524	-	-	1562	-	-
Stage 1	918	821	-	972	860	-	-	-	-	-	-	-
Stage 2	976	855	-	915	820	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	832	749	987	823	754	1031	1524	-	-	1562	-	-
Mov Cap-2 Maneuver	832	749	-	823	754	-	-	-	-	-	-	-
Stage 1	913	816	-	971	859	-	-	-	-	-	-	-
Stage 2	967	854	-	901	816	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.35		9.36		0.17		0.67	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	838	840	165	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.016	0.005	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.4	9.4	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Existing Traffic Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	↔
Traffic Vol, veh/h	23	312	21	7	113	20	15	13	14	50	19	2
Future Vol, veh/h	23	312	21	7	113	20	15	13	14	50	19	2
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	515	-	-	525	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	339	23	8	123	22	16	14	15	54	21	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	362	0	0	549	560	351	545	561	134
Stage 1	-	-	-	-	-	-	401	401	-	149	149	-
Stage 2	-	-	-	-	-	-	148	160	-	396	412	-
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	1438	-	-	1197	-	-	446	437	693	449	437	915
Stage 1	-	-	-	-	-	-	626	601	-	854	774	-
Stage 2	-	-	-	-	-	-	854	766	-	629	594	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1438	-	-	1197	-	-	414	427	693	415	426	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	427	-	415	426	-
Stage 1	-	-	-	-	-	-	615	591	-	848	769	-
Stage 2	-	-	-	-	-	-	824	761	-	590	584	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.49			0.4			13.22			15.36		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	1438	-	-	1197	-	-	425
HCM Lane V/C Ratio	0.094	0.017	-	-	0.006	-	-	0.182
HCM Control Delay (s/veh)	13.2	7.5	-	-	8	-	-	15.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.7

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Background Traffic Conditions  
AM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	36	4	2	137	21	5
Future Vol, veh/h	36	4	2	137	21	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	2	149	23	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	43	0	195
Stage 1	-	-	-	-	41
Stage 2	-	-	-	-	153
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	-	-	1565	-	794
Stage 1	-	-	-	-	981
Stage 2	-	-	-	-	875
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1565	-	793
Mov Cap-2 Maneuver	-	-	-	-	793
Stage 1	-	-	-	-	981
Stage 2	-	-	-	-	873

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	9.49
HCM LOS	A		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	830	-	-	26	-
HCM Lane V/C Ratio	0.034	-	-	0.001	-
HCM Control Delay (s/veh)	9.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Background Traffic Conditions  
AM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	22	14	10	83	59	7
Future Vol, veh/h	22	14	10	83	59	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	15	11	90	64	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	39	0	136	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	112	-
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	-	-	1571	-	858	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1571	-	851	1053
Mov Cap-2 Maneuver	-	-	-	-	851	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.79	9.52
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	194	-
HCM Lane V/C Ratio	0.083	-	-	0.007	-
HCM Control Delay (s/veh)	9.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Background Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	0	2	7	1	102	0	74	2	21	537	0
Future Vol, veh/h	1	0	2	7	1	102	0	74	2	21	537	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	-	-	-	-	-	335	-	-	-	390	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	8	1	111	0	80	2	23	584	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	710	712	584	711	711	82	584	0	0	83	0	0
Stage 1	629	629	-	82	82	-	-	-	-	-	-	-
Stage 2	81	83	-	629	629	-	-	-	-	-	-	-
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	348	358	512	348	358	978	991	-	-	1515	-	-
Stage 1	470	475	-	927	827	-	-	-	-	-	-	-
Stage 2	927	826	-	470	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	303	352	512	341	353	978	991	-	-	1515	-	-
Mov Cap-2 Maneuver	303	352	-	341	353	-	-	-	-	-	-	-
Stage 1	463	468	-	927	827	-	-	-	-	-	-	-
Stage 2	821	826	-	461	468	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s/v	13.72		9.63			0		0.28		
HCM LOS	B		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	416	343	978	1515	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.025	0.113	0.015	-	-
HCM Control Delay (s/veh)	0	-	-	13.7	15.8	9.1	7.4	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	0	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Background Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	7	5	0	0	8	4	7	6	1	3	1	5
Future Vol, veh/h	7	5	0	0	8	4	7	6	1	3	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	5	0	0	9	4	8	7	1	3	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	5	0	0	30	34	5	35	32	11
Stage 1	-	-	-	-	-	-	21	21	-	11	11	-
Stage 2	-	-	-	-	-	-	9	13	-	24	21	-
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	1605	-	-	1616	-	-	979	859	1078	972	861	1070
Stage 1	-	-	-	-	-	-	998	878	-	1010	887	-
Stage 2	-	-	-	-	-	-	1012	885	-	994	878	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1605	-	-	1616	-	-	968	855	1078	959	857	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	959	857	-
Stage 1	-	-	-	-	-	-	993	874	-	1010	887	-
Stage 2	-	-	-	-	-	-	1006	885	-	981	874	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.23	0	8.97	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	922	1050	-	-	1616	-	-	1004
HCM Lane V/C Ratio	0.016	0.005	-	-	-	-	-	0.01
HCM Control Delay (s/veh)	9	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Background Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	2	3	11	5	5	3	48	21	0	30	3
Future Vol, veh/h	2	2	3	11	5	5	3	48	21	0	30	3
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	3	12	5	5	3	52	23	0	33	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	96	116	34	104	106	64	36	0	0	75	0	0
Stage 1	34	34	-	70	70	-	-	-	-	-	-	-
Stage 2	61	82	-	34	36	-	-	-	-	-	-	-
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	887	774	1039	876	784	1001	1575	-	-	1524	-	-
Stage 1	982	866	-	940	837	-	-	-	-	-	-	-
Stage 2	950	827	-	982	865	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	874	773	1039	869	782	1001	1575	-	-	1524	-	-
Mov Cap-2 Maneuver	874	773	-	869	782	-	-	-	-	-	-	-
Stage 1	982	866	-	938	835	-	-	-	-	-	-	-
Stage 2	936	825	-	977	865	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	9.03		9.23		0.3			0		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	71	-	-	902	874	1524	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.026	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	9	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Background Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘	↙		↔		↙	↘	
Traffic Vol, veh/h	19	101	3	9	299	42	23	8	5	15	5	25
Future Vol, veh/h	19	101	3	9	299	42	23	8	5	15	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	515	-	-	525	-	500	-	-	-	285	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	110	3	10	325	46	25	9	5	16	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	113	0	0	500	543	111	500	499	325
Stage 1	-	-	-	-	-	-	153	153	-	345	345	-
Stage 2	-	-	-	-	-	-	347	390	-	155	154	-
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	1188	-	-	1476	-	-	481	447	942	481	473	716
Stage 1	-	-	-	-	-	-	850	771	-	671	636	-
Stage 2	-	-	-	-	-	-	669	608	-	847	770	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1188	-	-	1476	-	-	447	436	942	458	462	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	436	-	458	462	-
Stage 1	-	-	-	-	-	-	835	758	-	666	632	-
Stage 2	-	-	-	-	-	-	634	604	-	818	756	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.25			0.19			13.18			11.57		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	479	1188	-	-	1476	-	-	458	656
HCM Lane V/C Ratio	0.082	0.017	-	-	0.007	-	-	0.036	0.05
HCM Control Delay (s/veh)	13.2	8.1	-	-	7.5	-	-	13.2	10.8
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.1	0.2

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Background Traffic Conditions  
PM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	152	31	1	77	9	2
Future Vol, veh/h	152	31	1	77	9	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	34	1	84	10	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	199	0	268
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	86
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	-	-	1373	-	721
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	937
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1373	-	721
Mov Cap-2 Maneuver	-	-	-	-	721
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	937

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	9.93
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	23	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Control Delay (s/veh)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Background Traffic Conditions  
PM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	102	73	6	52	44	9
Future Vol, veh/h	102	73	6	52	44	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	79	7	57	48	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	190	0	180
Stage 1	-	-	-	-	111
Stage 2	-	-	-	-	70
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	-	-	1384	-	809
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	953
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	805
Mov Cap-2 Maneuver	-	-	-	-	805
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	949

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.79	9.69
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	826	-	-	186	-
HCM Lane V/C Ratio	0.07	-	-	0.005	-
HCM Control Delay (s/veh)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Background Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	3	7	1	58	0	459	15	110	84	4
Future Vol, veh/h	1	1	3	7	1	58	0	459	15	110	84	4
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	-	-	-	-	-	335	-	-	-	390	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	3	8	1	63	0	499	16	120	91	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	832	848	93	838	842	507	96	0	0	515	0	0
Stage 1	333	333	-	507	507	-	-	-	-	-	-	-
Stage 2	499	515	-	331	335	-	-	-	-	-	-	-
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	288	298	964	286	301	566	1498	-	-	1050	-	-
Stage 1	681	644	-	548	539	-	-	-	-	-	-	-
Stage 2	553	535	-	682	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	226	264	964	251	267	566	1498	-	-	1050	-	-
Mov Cap-2 Maneuver	226	264	-	251	267	-	-	-	-	-	-	-
Stage 1	603	571	-	548	539	-	-	-	-	-	-	-
Stage 2	491	535	-	601	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v13.25			13.08		0		4.93	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	442	253	566	1050	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.034	0.111	0.114	-	-
HCM Control Delay (s/veh)	0	-	-	13.2	19.7	12.2	8.9	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	0.4	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Background Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	7	6	5	0	5	2	2	1	0	3	8	3
Future Vol, veh/h	7	6	5	0	5	2	2	1	0	3	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	7	5	0	5	2	2	1	0	3	9	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	12	0	0	34	32	9	29	34	7
Stage 1	-	-	-	-	-	-	24	24	-	7	7	-
Stage 2	-	-	-	-	-	-	10	8	-	22	27	-
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	1613	-	-	1607	-	-	972	861	1072	980	859	1076
Stage 1	-	-	-	-	-	-	993	875	-	1015	890	-
Stage 2	-	-	-	-	-	-	1011	889	-	996	873	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1613	-	-	1607	-	-	955	857	1072	974	855	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	857	-	974	855	-
Stage 1	-	-	-	-	-	-	989	871	-	1015	890	-
Stage 2	-	-	-	-	-	-	998	889	-	990	868	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.82			0			8.93			8.98		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	920	642	-	-	1607	-	-	919
HCM Lane V/C Ratio	0.004	0.005	-	-	-	-	-	0.017
HCM Control Delay (s/veh)	8.9	7.2	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Background Traffic Conditions  
PM Peak Hour - Year 2027

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	1	5	4	5	4	3	1	33	10	7	71	1
Future Vol, veh/h	1	5	4	5	4	3	1	33	10	7	71	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	5	4	5	4	3	1	36	11	8	77	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	133	142	78	139	137	41	78	0	0	47	0	0
Stage 1	93	93	-	43	43	-	-	-	-	-	-	-
Stage 2	40	49	-	95	93	-	-	-	-	-	-	-
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	839	749	983	832	754	1030	1520	-	-	1561	-	-
Stage 1	914	818	-	971	859	-	-	-	-	-	-	-
Stage 2	975	854	-	912	818	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	826	745	983	817	750	1030	1520	-	-	1561	-	-
Mov Cap-2 Maneuver	826	745	-	817	750	-	-	-	-	-	-	-
Stage 1	909	814	-	970	858	-	-	-	-	-	-	-
Stage 2	966	853	-	897	813	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.37		9.38		0.17		0.65	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	834	835	159	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.016	0.005	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.4	9.4	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Background Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘	↙		↔		↙	↘	
Traffic Vol, veh/h	24	325	22	7	118	21	16	14	15	52	20	2
Future Vol, veh/h	24	325	22	7	118	21	16	14	15	52	20	2
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	515	-	-	525	-	500	-	-	-	285	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	353	24	8	128	23	17	15	16	57	22	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	377	0	0	572	584	365	557	573	128
Stage 1	-	-	-	-	-	-	417	417	-	143	143	-
Stage 2	-	-	-	-	-	-	154	166	-	413	429	-
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	1430	-	-	1181	-	-	431	424	680	441	430	922
Stage 1	-	-	-	-	-	-	613	591	-	859	778	-
Stage 2	-	-	-	-	-	-	848	761	-	616	584	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1430	-	-	1181	-	-	398	413	680	405	419	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	413	-	405	419	-
Stage 1	-	-	-	-	-	-	602	580	-	854	773	-
Stage 2	-	-	-	-	-	-	817	756	-	575	573	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.49			0.39			13.58			14.82		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	468	1430	-	-	1181	-	-	405	441
HCM Lane V/C Ratio	0.104	0.018	-	-	0.006	-	-	0.14	0.054
HCM Control Delay (s/veh)	13.6	7.6	-	-	8.1	-	-	15.3	13.6
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.5	0.2

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Background Traffic Conditions  
AM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	52	6	3	196	30	7
Future Vol, veh/h	52	6	3	196	30	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	7	3	213	33	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	63	0	279	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	220	-
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	-	711	1006
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1540	-	709	1006
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	10.07
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	27	-
HCM Lane V/C Ratio	0.054	-	-	0.002	-
HCM Control Delay (s/veh)	10.1	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Background Traffic Conditions  
AM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	31	19	15	119	85	10
Future Vol, veh/h	31	19	15	119	85	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	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	21	16	129	92	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	54	0	196	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	162	-
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	-	-	1551	-	793	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1551	-	784	1040
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.82	10.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	805	-	-	201	-
HCM Lane V/C Ratio	0.128	-	-	0.011	-
HCM Control Delay (s/veh)	10.1	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Background Traffic Conditions  
AM Peak Hour - Year 2045

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	1	0	3	10	1	146	0	106	3	30	767	0
Future Vol, veh/h	1	0	3	10	1	146	0	106	3	30	767	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	-	-	-	-	-	385	-	-	-	440	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	11	1	159	0	115	3	33	834	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1015	1017	834	1016	1016	117	834	0	0	118	0	0
Stage 1	899	899	-	117	117	-	-	-	-	-	-	-
Stage 2	116	118	-	899	899	-	-	-	-	-	-	-
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	217	237	368	216	238	935	799	-	-	1470	-	-
Stage 1	334	358	-	888	799	-	-	-	-	-	-	-
Stage 2	889	798	-	334	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	175	232	368	210	233	935	799	-	-	1470	-	-
Mov Cap-2 Maneuver	175	232	-	210	233	-	-	-	-	-	-	-
Stage 1	326	350	-	888	799	-	-	-	-	-	-	-
Stage 2	737	798	-	323	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.66	10.57	0	0.28
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	799	-	-	289	212	935	1470	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.056	0.17	0.022	-	-
HCM Control Delay (s/veh)	0	-	-	17.7	23	9.6	7.5	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.6	0.1	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Background Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	10	7	0	0	12	6	10	9	1	4	1	7
Future Vol, veh/h	10	7	0	0	12	6	10	9	1	4	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	0	0	13	7	11	10	1	4	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	8	0	0	43	49	8	51	46	16
Stage 1	-	-	-	-	-	-	29	29	-	16	16	-
Stage 2	-	-	-	-	-	-	14	20	-	34	29	-
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	1597	-	-	1613	-	-	960	843	1075	949	846	1063
Stage 1	-	-	-	-	-	-	988	871	-	1003	882	-
Stage 2	-	-	-	-	-	-	1007	879	-	982	871	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	1613	-	-	945	837	1075	931	840	1063
Mov Cap-2 Maneuver	-	-	-	-	-	-	945	837	-	931	840	-
Stage 1	-	-	-	-	-	-	981	865	-	1003	882	-
Stage 2	-	-	-	-	-	-	998	879	-	963	865	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	4.28			0			9.11			8.67		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	898	1059	-	-	1613	-	-	994
HCM Lane V/C Ratio	0.024	0.007	-	-	-	-	-	0.013
HCM Control Delay (s/veh)	9.1	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Background Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	3	3	4	16	7	7	4	68	30	0	43	4
Future Vol, veh/h	3	3	4	16	7	7	4	68	30	0	43	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	3	4	17	8	8	4	74	33	0	47	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	135	164	49	147	150	90	51	0	0	107	0	0
Stage 1	49	49	-	99	99	-	-	-	-	-	-	-
Stage 2	86	115	-	48	51	-	-	-	-	-	-	-
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	836	728	1020	821	742	968	1555	-	-	1484	-	-
Stage 1	964	854	-	907	813	-	-	-	-	-	-	-
Stage 2	921	800	-	965	852	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	818	726	1020	811	739	968	1555	-	-	1484	-	-
Mov Cap-2 Maneuver	818	726	-	811	739	-	-	-	-	-	-	-
Stage 1	964	854	-	905	811	-	-	-	-	-	-	-
Stage 2	903	798	-	957	852	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.27		9.55		0.29		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	67	-	-	853	824	1484	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.04	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	9.3	9.6	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Background Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↗		↙	↗	
Traffic Vol, veh/h	27	144	4	14	426	59	33	12	7	21	7	36
Future Vol, veh/h	27	144	4	14	426	59	33	12	7	21	7	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	515	-	500	525	-	500	285	-	-	285	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	157	4	15	463	64	36	13	8	23	8	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	527	0	0	161	0	0	713	773	157	715	713	463
Stage 1	-	-	-	-	-	-	215	215	-	493	493	-
Stage 2	-	-	-	-	-	-	497	558	-	222	220	-
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	1040	-	-	1418	-	-	347	330	889	346	357	599
Stage 1	-	-	-	-	-	-	787	725	-	557	547	-
Stage 2	-	-	-	-	-	-	555	512	-	781	721	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1040	-	-	1418	-	-	305	317	889	316	343	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	317	-	316	343	-
Stage 1	-	-	-	-	-	-	765	704	-	551	541	-
Stage 2	-	-	-	-	-	-	506	506	-	738	701	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.32			0.21			16.81			13.98		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	305	416	1040	-	-	1418	-	-	316	534
HCM Lane V/C Ratio	0.118	0.05	0.028	-	-	0.011	-	-	0.072	0.087
HCM Control Delay (s/veh)	18.4	14.1	8.6	-	-	7.6	-	-	17.3	12.4
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.2	0.1	-	-	0	-	-	0.2	0.3

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Background Traffic Conditions  
PM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	217	44	1	110	13	3
Future Vol, veh/h	217	44	1	110	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	236	48	1	120	14	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	284	0	382 260
Stage 1	-	-	-	-	260 -
Stage 2	-	-	-	-	122 -
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	-	-	1279	-	621 779
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	904 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1279	-	620 779
Mov Cap-2 Maneuver	-	-	-	-	620 -
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	903 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.07	10.74
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	645	-	-	16	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Control Delay (s/veh)	10.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Background Traffic Conditions  
PM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	146	104	9	74	62	13
Future Vol, veh/h	146	104	9	74	62	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	113	10	80	67	14

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	272	0	259	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	100	-
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	-	-	1292	-	730	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1292	-	724	887
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.85	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	-	-	195	-
HCM Lane V/C Ratio	0.109	-	-	0.008	-
HCM Control Delay (s/veh)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Background Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	4	10	1	83	0	655	21	158	120	6
Future Vol, veh/h	1	1	4	10	1	83	0	655	21	158	120	6
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	-	-	-	-	-	385	-	-	-	440	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	4	11	1	90	0	712	23	172	130	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1190	1212	134	1198	1204	723	137	0	0	735	0	0
Stage 1	477	477	-	723	723	-	-	-	-	-	-	-
Stage 2	713	735	-	474	480	-	-	-	-	-	-	-
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	165	182	915	162	184	426	1447	-	-	870	-	-
Stage 1	569	556	-	417	431	-	-	-	-	-	-	-
Stage 2	423	426	-	571	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	104	146	915	129	148	426	1447	-	-	870	-	-
Mov Cap-2 Maneuver	104	146	-	129	148	-	-	-	-	-	-	-
Stage 1	457	446	-	417	431	-	-	-	-	-	-	-
Stage 2	333	426	-	455	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.81	18	0	5.65
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	287	131	426	870	-	-
HCM Lane V/C Ratio	-	-	-	0.023	0.092	0.212	0.197	-	-
HCM Control Delay (s/veh)	0	-	-	17.8	35.3	15.7	10.1	-	-
HCM Lane LOS	A	-	-	C	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.8	0.7	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Background Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	10	9	7	0	7	3	3	1	0	4	12	4
Future Vol, veh/h	10	9	7	0	7	3	3	1	0	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	10	8	0	8	3	3	1	0	4	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	17	0	0	49	46	14	41	48	9
Stage 1	-	-	-	-	-	-	35	35	-	9	9	-
Stage 2	-	-	-	-	-	-	14	11	-	32	39	-
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	1608	-	-	1600	-	-	951	845	1066	962	843	1072
Stage 1	-	-	-	-	-	-	980	866	-	1012	888	-
Stage 2	-	-	-	-	-	-	1006	887	-	984	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1608	-	-	1600	-	-	926	840	1066	954	837	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	926	840	-	954	837	-
Stage 1	-	-	-	-	-	-	974	860	-	1012	888	-
Stage 2	-	-	-	-	-	-	987	887	-	976	856	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	2.79			0			9.01			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	903	637	-	-	1600	-	-	899
HCM Lane V/C Ratio	0.005	0.007	-	-	-	-	-	0.024
HCM Control Delay (s/veh)	9	7.3	0	-	0	-	-	9.1
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Background Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	7	6	7	6	4	1	48	15	10	101	1
Future Vol, veh/h	1	7	6	7	6	4	1	48	15	10	101	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	7	8	7	4	1	52	16	11	110	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	190	203	110	198	195	60	111	0	0	68	0	0
Stage 1	132	132	-	62	62	-	-	-	-	-	-	-
Stage 2	58	71	-	135	133	-	-	-	-	-	-	-
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	770	694	943	761	700	1005	1479	-	-	1533	-	-
Stage 1	871	787	-	949	843	-	-	-	-	-	-	-
Stage 2	954	836	-	868	787	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	754	688	943	741	694	1005	1479	-	-	1533	-	-
Mov Cap-2 Maneuver	754	688	-	741	694	-	-	-	-	-	-	-
Stage 1	865	781	-	948	842	-	-	-	-	-	-	-
Stage 2	942	835	-	847	781	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.69		9.79		0.12		0.66	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	784	770	160	-	-
HCM Lane V/C Ratio	0.001	-	-	0.019	0.024	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.7	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Background Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↗		↙	↗	
Traffic Vol, veh/h	34	464	31	11	168	30	22	19	21	74	28	3
Future Vol, veh/h	34	464	31	11	168	30	22	19	21	74	28	3
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	515	-	500	525	-	500	285	-	-	285	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	504	34	12	183	33	24	21	23	80	30	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	538	0	0	800	817	504	795	818	183
Stage 1	-	-	-	-	-	-	578	578	-	207	207	-
Stage 2	-	-	-	-	-	-	222	239	-	589	612	-
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	1355	-	-	1030	-	-	303	311	568	305	310	860
Stage 1	-	-	-	-	-	-	501	501	-	795	731	-
Stage 2	-	-	-	-	-	-	781	707	-	495	484	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1355	-	-	1030	-	-	262	299	568	263	298	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	299	-	263	298	-
Stage 1	-	-	-	-	-	-	488	487	-	786	722	-
Stage 2	-	-	-	-	-	-	736	699	-	442	471	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.5			0.45			16.92			22.54		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	262	398	1355	-	-	1030	-	-	263	319
HCM Lane V/C Ratio	0.091	0.109	0.027	-	-	0.012	-	-	0.306	0.106
HCM Control Delay (s/veh)	20.1	15.2	7.7	-	-	8.5	-	-	24.6	17.6
HCM Lane LOS	C	C	A	-	-	A	-	-	C	C
HCM 95th %tile Q(veh)	0.3	0.4	0.1	-	-	0	-	-	1.3	0.4

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	36	11	2	137	41	5
Future Vol, veh/h	36	11	2	137	41	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	-	285	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	12	2	149	45	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	51	0	192 39
Stage 1	-	-	-	-	39 -
Stage 2	-	-	-	-	153 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1555	-	797 1032
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	875 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1555	-	795 1032
Mov Cap-2 Maneuver	-	-	-	-	795 -
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	873 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	816	-	-	26	-
HCM Lane V/C Ratio	0.061	-	-	0.001	-
HCM Control Delay (s/veh)	9.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	22	14	12	83	59	13
Future Vol, veh/h	22	14	12	83	59	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	15	13	90	64	14

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	39	0	140	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	116	-
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	-	-	1571	-	853	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1571	-	845	1053
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.92	9.51
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	227	-
HCM Lane V/C Ratio	0.089	-	-	0.008	-
HCM Control Delay (s/veh)	9.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Total Traffic Conditions  
AM Peak Hour - Year 2027

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	1	0	2	52	1	128	0	74	17	30	537	0
Future Vol, veh/h	1	0	2	52	1	128	0	74	17	30	537	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	-	-	-	285	-	385	-	-	-	440	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	57	1	139	0	80	18	33	584	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	730	748	584	739	739	90	584	0	0	99	0	0
Stage 1	649	649	-	90	90	-	-	-	-	-	-	-
Stage 2	81	99	-	649	649	-	-	-	-	-	-	-
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	338	341	512	333	345	968	991	-	-	1494	-	-
Stage 1	459	466	-	918	821	-	-	-	-	-	-	-
Stage 2	927	813	-	459	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	282	334	512	325	338	968	991	-	-	1494	-	-
Mov Cap-2 Maneuver	282	334	-	325	338	-	-	-	-	-	-	-
Stage 1	449	455	-	918	821	-	-	-	-	-	-	-
Stage 2	793	813	-	447	455	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v14.02		11.98	0	0.39
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	403	325	338	968	1494	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.174	0.003	0.144	0.022	-	-
HCM Control Delay (s/veh)	0	-	-	14	18.4	15.7	9.3	7.5	-	-
HCM Lane LOS	A	-	-	B	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0	0.5	0.1	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	7	29	0	0	78	24	7	6	1	10	1	5
Future Vol, veh/h	7	29	0	0	78	24	7	6	1	10	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	32	0	0	85	26	8	7	1	11	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	32	0	0	132	158	32	148	145	98
Stage 1	-	-	-	-	-	-	47	47	-	98	98	-
Stage 2	-	-	-	-	-	-	85	111	-	50	47	-
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	1479	-	-	1581	-	-	840	734	1042	820	747	958
Stage 1	-	-	-	-	-	-	967	856	-	909	814	-
Stage 2	-	-	-	-	-	-	923	804	-	963	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1479	-	-	1581	-	-	830	731	1042	808	743	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	830	731	-	808	743	-
Stage 1	-	-	-	-	-	-	962	851	-	909	814	-
Stage 2	-	-	-	-	-	-	916	804	-	950	851	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.45	0	9.62	9.31
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	795	350	-	-	1581	-	-	808	914
HCM Lane V/C Ratio	0.019	0.005	-	-	-	-	-	0.013	0.007
HCM Control Delay (s/veh)	9.6	7.4	0	-	0	-	-	9.5	9
HCM Lane LOS	A	A	A	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0	0

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕	↕		↕		
Traffic Vol, veh/h	8	8	29	11	7	5	11	48	21	0	30	5
Future Vol, veh/h	8	8	29	11	7	5	11	48	21	0	30	5
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	-	-	-	-	-	-	290	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	9	32	12	8	5	12	52	23	0	33	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	115	134	35	124	126	64	38	0	0	75	0	0
Stage 1	35	35	-	88	88	-	-	-	-	-	-	-
Stage 2	80	99	-	37	38	-	-	-	-	-	-	-
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	862	757	1037	850	765	1001	1572	-	-	1524	-	-
Stage 1	980	866	-	920	822	-	-	-	-	-	-	-
Stage 2	929	813	-	978	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	842	751	1037	808	759	1001	1572	-	-	1524	-	-
Mov Cap-2 Maneuver	842	751	-	808	759	-	-	-	-	-	-	-
Stage 1	980	866	-	913	816	-	-	-	-	-	-	-
Stage 2	908	807	-	939	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.06	9.49	1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	935	827	1524	-	-
HCM Lane V/C Ratio	0.008	-	-	0.052	0.03	-	-	-
HCM Control Delay (s/veh)	7.3	-	-	9.1	9.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘	↙		↔		↙	↘	
Traffic Vol, veh/h	19	101	3	9	299	48	23	10	5	34	12	25
Future Vol, veh/h	19	101	3	9	299	48	23	10	5	34	12	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	515	-	-	525	-	500	-	-	-	335	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	110	3	10	325	52	25	11	5	37	13	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	377	0	0	113	0	0	504	549	111	501	499	325
Stage 1	-	-	-	-	-	-	153	153	-	345	345	-
Stage 2	-	-	-	-	-	-	351	397	-	157	154	-
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	1181	-	-	1476	-	-	478	443	942	480	473	716
Stage 1	-	-	-	-	-	-	850	771	-	671	636	-
Stage 2	-	-	-	-	-	-	666	604	-	846	770	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1476	-	-	437	432	942	455	462	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	432	-	455	462	-
Stage 1	-	-	-	-	-	-	835	758	-	666	632	-
Stage 2	-	-	-	-	-	-	623	600	-	814	756	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.25			0.19			13.42			12.43		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	469	1181	-	-	1476	-	-	455	608
HCM Lane V/C Ratio	0.088	0.017	-	-	0.007	-	-	0.081	0.066
HCM Control Delay (s/veh)	13.4	8.1	-	-	7.5	-	-	13.6	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.3	0.2

HCM 7th TWSC  
7: Jones Road & Access A

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↘	
Traffic Vol, veh/h	26	12	24	4	13	77
Future Vol, veh/h	26	12	24	4	13	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	335	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	13	26	4	14	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	98 28
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	70 -
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	1582	-	-	-	901 1047
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	953 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	885 1047
Mov Cap-2 Maneuver	-	-	-	-	885 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	953 -

Approach	EB	WB	SB
HCM Control Delay, s/v	5.01	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1020
HCM Lane V/C Ratio	0.018	-	-	-	0.096
HCM Control Delay (s/veh)	7.3	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 7th TWSC  
8: Jones Road & Access B

Total Traffic Conditions  
AM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	20	15	8	25	13
Future Vol, veh/h	5	20	15	8	25	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	16	9	27	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	25	0	-	0	53 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	33 -
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	1589	-	-	-	955 1057
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	990 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1589	-	-	-	952 1057
Mov Cap-2 Maneuver	-	-	-	-	952 -
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	990 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.45	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	360	-	-	-	985
HCM Lane V/C Ratio	0.003	-	-	-	0.042
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	152	53	1	77	20	2
Future Vol, veh/h	152	53	1	77	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	-	285	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	58	1	84	22	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	223	0	251	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	86	-
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	-	-	1346	-	737	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1346	-	737	879
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	9.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	-	-	23	-
HCM Lane V/C Ratio	0.032	-	-	0.001	-
HCM Control Delay (s/veh)	10	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	102	73	13	52	44	14
Future Vol, veh/h	102	73	13	52	44	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	79	14	57	48	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	190	0	196
Stage 1	-	-	-	-	111
Stage 2	-	-	-	-	85
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	-	-	1384	-	793
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	939
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	785
Mov Cap-2 Maneuver	-	-	-	-	785
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	929

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.53	9.77
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	818	-	-	360	-
HCM Lane V/C Ratio	0.077	-	-	0.01	-
HCM Control Delay (s/veh)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	3	37	1	75	0	459	65	139	84	4
Future Vol, veh/h	1	1	3	37	1	75	0	459	65	139	84	4
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	-	-	-	285	-	385	-	-	-	440	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	3	40	1	82	0	499	71	151	91	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	895	965	93	928	932	534	96	0	0	570	0	0
Stage 1	396	396	-	534	534	-	-	-	-	-	-	-
Stage 2	499	570	-	394	398	-	-	-	-	-	-	-
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	261	255	964	248	266	546	1498	-	-	1003	-	-
Stage 1	630	604	-	530	524	-	-	-	-	-	-	-
Stage 2	553	506	-	631	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	188	216	964	209	226	546	1498	-	-	1003	-	-
Mov Cap-2 Maneuver	188	216	-	209	226	-	-	-	-	-	-	-
Stage 1	535	513	-	530	524	-	-	-	-	-	-	-
Stage 2	470	506	-	533	512	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.53	17.24	0	5.65
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	383	209	226	546	1003	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.192	0.005	0.149	0.151	-	-
HCM Control Delay (s/veh)	0	-	-	14.5	26.3	21	12.7	9.2	-	-
HCM Lane LOS	A	-	-	B	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	0.5	0.5	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	7	85	5	0	52	14	2	1	0	25	8	3
Future Vol, veh/h	7	85	5	0	52	14	2	1	0	25	8	3
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	-	-	-	-	-	-	-	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	92	5	0	57	15	2	1	0	27	9	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	98	0	0	171	182	95	172	177	64
Stage 1	-	-	-	-	-	-	110	110	-	64	64	-
Stage 2	-	-	-	-	-	-	61	72	-	108	113	-
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	1528	-	-	1495	-	-	792	712	962	791	716	1000
Stage 1	-	-	-	-	-	-	895	804	-	947	841	-
Stage 2	-	-	-	-	-	-	950	835	-	897	802	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1495	-	-	776	708	962	785	713	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	776	708	-	785	713	-
Stage 1	-	-	-	-	-	-	890	800	-	947	841	-
Stage 2	-	-	-	-	-	-	938	835	-	891	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.53	0	9.81	9.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	752	128	-	-	1495	-	-	785	773
HCM Lane V/C Ratio	0.004	0.005	-	-	-	-	-	0.035	0.015
HCM Control Delay (s/veh)	9.8	7.4	0	-	0	-	-	9.7	9.7
HCM Lane LOS	A	A	A	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1	0

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↗	↖	↕			
Traffic Vol, veh/h	6	9	21	5	11	3	30	33	10	7	71	8
Future Vol, veh/h	6	9	21	5	11	3	30	33	10	7	71	8
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	-	-	-	-	-	-	290	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	10	23	5	12	3	33	36	11	8	77	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	204	209	82	204	208	41	86	0	0	47	0	0
Stage 1	97	97	-	107	107	-	-	-	-	-	-	-
Stage 2	107	112	-	97	101	-	-	-	-	-	-	-
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	754	688	978	754	689	1030	1510	-	-	1561	-	-
Stage 1	910	815	-	899	807	-	-	-	-	-	-	-
Stage 2	898	803	-	909	811	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-
Mov Cap-1 Maneuver	719	670	978	707	671	1030	1510	-	-	1561	-	-
Mov Cap-2 Maneuver	719	670	-	707	671	-	-	-	-	-	-	-
Stage 1	905	811	-	880	790	-	-	-	-	-	-	-
Stage 2	863	785	-	873	807	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.54		10.15		3.06		0.6	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	832	720	144	-	-
HCM Lane V/C Ratio	0.022	-	-	0.047	0.029	0.005	-	-
HCM Control Delay (s/veh)	7.4	-	-	9.5	10.1	7.3	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘	↙		↔		↙	↘	
Traffic Vol, veh/h	24	325	22	7	118	43	16	21	15	65	24	2
Future Vol, veh/h	24	325	22	7	118	43	16	21	15	65	24	2
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	515	-	-	525	-	500	-	-	-	335	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	353	24	8	128	47	17	23	16	71	26	2

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	175	0	0	377	0	0	574	608	365	560	573	128
Stage 1	-	-	-	-	-	-	417	417	-	143	143	-
Stage 2	-	-	-	-	-	-	157	190	-	417	429	-
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	1401	-	-	1181	-	-	430	411	680	439	430	922
Stage 1	-	-	-	-	-	-	613	591	-	859	778	-
Stage 2	-	-	-	-	-	-	846	743	-	613	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1181	-	-	393	400	680	394	419	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	400	-	394	419	-
Stage 1	-	-	-	-	-	-	602	580	-	854	773	-
Stage 2	-	-	-	-	-	-	810	738	-	564	573	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	0.49		0.34		14.12			15.45		
HCM LOS					B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	451	1401	-	-	1181	-	-	394	437
HCM Lane V/C Ratio	0.125	0.019	-	-	0.006	-	-	0.179	0.065
HCM Control Delay (s/veh)	14.1	7.6	-	-	8.1	-	-	16.1	13.8
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.6	0.2

HCM 7th TWSC  
7: Jones Road & Access A

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↘	
Traffic Vol, veh/h	86	25	14	14	9	51
Future Vol, veh/h	86	25	14	14	9	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	335	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	27	15	15	10	55

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	237 23
Stage 1	-	-	-	-	23 -
Stage 2	-	-	-	-	214 -
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	1582	-	-	-	751 1054
Stage 1	-	-	-	-	1000 -
Stage 2	-	-	-	-	822 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	707 1054
Mov Cap-2 Maneuver	-	-	-	-	707 -
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	822 -

Approach	EB	WB	SB
HCM Control Delay, s/v	5.75	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	982
HCM Lane V/C Ratio	0.059	-	-	-	0.066
HCM Control Delay (s/veh)	7.4	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 7th TWSC  
8: Jones Road & Access B

Total Traffic Conditions  
PM Peak Hour - Year 2027

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	19	20	29	17	8
Future Vol, veh/h	15	19	20	29	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	22	32	18	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	53	0	-	0	91 38
Stage 1	-	-	-	-	38 -
Stage 2	-	-	-	-	53 -
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	1552	-	-	-	910 1035
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	969 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1552	-	-	-	900 1035
Mov Cap-2 Maneuver	-	-	-	-	900 -
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	969 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.24	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	794	-	-	-	939
HCM Lane V/C Ratio	0.011	-	-	-	0.029
HCM Control Delay (s/veh)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	52	13	3	196	50	7
Future Vol, veh/h	52	13	3	196	50	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	14	3	213	54	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	71	0	276	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	220	-
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	-	-	1530	-	714	1010
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1530	-	712	1010
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	10.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	27	-
HCM Lane V/C Ratio	0.084	-	-	0.002	-
HCM Control Delay (s/veh)	10.3	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	31	19	17	119	85	16
Future Vol, veh/h	31	19	17	119	85	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	21	18	129	92	17

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	54	0	200	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	166	-
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	-	-	1551	-	789	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1551	-	778	1040
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.92	10.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	811	-	-	225	-
HCM Lane V/C Ratio	0.135	-	-	0.012	-
HCM Control Delay (s/veh)	10.1	-	-	7.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗		↕		↕	↕	
Traffic Vol, veh/h	1	0	3	55	1	172	0	106	18	39	767	0
Future Vol, veh/h	1	0	3	55	1	172	0	106	18	39	767	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	-	-	-	285	-	385	-	-	-	490	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	60	1	187	0	115	20	42	834	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1034	1053	834	1043	1043	125	834	0	0	135	0	0
Stage 1	918	918	-	125	125	-	-	-	-	-	-	-
Stage 2	116	135	-	918	918	-	-	-	-	-	-	-
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	210	226	368	207	229	926	799	-	-	1450	-	-
Stage 1	325	350	-	879	792	-	-	-	-	-	-	-
Stage 2	889	785	-	325	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	162	220	368	199	222	926	799	-	-	1450	-	-
Mov Cap-2 Maneuver	162	220	-	199	222	-	-	-	-	-	-	-
Stage 1	316	340	-	879	792	-	-	-	-	-	-	-
Stage 2	708	785	-	313	340	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Control Delay, s/v18.09			14.92		0		0.37				
HCM LOS	C		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	799	-	-	279	199	222	926	1450	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.3	0.005	0.202	0.029	-	-
HCM Control Delay (s/veh)	0	-	-	18.1	30.6	21.3	9.9	7.6	-	-
HCM Lane LOS	A	-	-	C	D	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0	0.8	0.1	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	10	31	0	0	82	26	10	9	1	11	1	7
Future Vol, veh/h	10	31	0	0	82	26	10	9	1	11	1	7
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	-	-	-	-	-	-	-	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	34	0	0	89	28	11	10	1	12	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	34	0	0	145	173	34	164	159	103
Stage 1	-	-	-	-	-	-	55	55	-	103	103	-
Stage 2	-	-	-	-	-	-	90	117	-	60	55	-
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	1471	-	-	1578	-	-	824	720	1040	801	733	952
Stage 1	-	-	-	-	-	-	957	849	-	903	810	-
Stage 2	-	-	-	-	-	-	918	798	-	951	849	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1471	-	-	1578	-	-	810	715	1040	784	728	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	715	-	784	728	-
Stage 1	-	-	-	-	-	-	950	842	-	903	810	-
Stage 2	-	-	-	-	-	-	909	798	-	932	842	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.82			0			9.8			9.37		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	772	439	-	-	1578	-	-	784	916
HCM Lane V/C Ratio	0.028	0.007	-	-	-	-	-	0.015	0.009
HCM Control Delay (s/veh)	9.8	7.5	0	-	0	-	-	9.7	9
HCM Lane LOS	A	A	A	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0	0

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖			↕	
Traffic Vol, veh/h	9	9	30	16	9	7	12	68	30	0	43	6
Future Vol, veh/h	9	9	30	16	9	7	12	68	30	0	43	6
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	-	-	-	-	-	-	285	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	10	33	17	10	8	13	74	33	0	47	7

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	155	183	50	168	170	90	53	0	0	107	0	0
Stage 1	50	50	-	116	116	-	-	-	-	-	-	-
Stage 2	105	133	-	52	53	-	-	-	-	-	-	-
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	812	711	1018	796	723	968	1552	-	-	1484	-	-
Stage 1	963	853	-	888	799	-	-	-	-	-	-	-
Stage 2	901	787	-	961	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	788	706	1018	754	717	968	1552	-	-	1484	-	-
Mov Cap-2 Maneuver	788	706	-	754	717	-	-	-	-	-	-	-
Stage 1	963	853	-	881	793	-	-	-	-	-	-	-
Stage 2	875	780	-	920	850	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s/v	9.27		9.83			0.8		0		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	895	780	1484	-	-
HCM Lane V/C Ratio	0.008	-	-	0.058	0.045	-	-	-
HCM Control Delay (s/veh)	7.3	-	-	9.3	9.8	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↗		↙	↗	
Traffic Vol, veh/h	27	144	4	14	426	65	33	14	7	40	14	36
Future Vol, veh/h	27	144	4	14	426	65	33	14	7	40	14	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	515	-	500	525	-	500	285	-	-	335	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	157	4	15	463	71	36	15	8	43	15	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	161	0	0	716	779	157	716	713	463
Stage 1	-	-	-	-	-	-	215	215	-	493	493	-
Stage 2	-	-	-	-	-	-	501	564	-	223	220	-
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	1034	-	-	1418	-	-	345	327	889	345	357	599
Stage 1	-	-	-	-	-	-	787	725	-	557	547	-
Stage 2	-	-	-	-	-	-	552	508	-	780	721	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1034	-	-	1418	-	-	297	314	889	314	343	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	314	-	314	343	-
Stage 1	-	-	-	-	-	-	765	704	-	551	541	-
Stage 2	-	-	-	-	-	-	496	503	-	735	701	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.32			0.21			17.13			15.45		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	297	401	1034	-	-	1418	-	-	314	496
HCM Lane V/C Ratio	0.121	0.057	0.028	-	-	0.011	-	-	0.139	0.11
HCM Control Delay (s/veh)	18.8	14.5	8.6	-	-	7.6	-	-	18.3	13.2
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.2	0.1	-	-	0	-	-	0.5	0.4

HCM 7th TWSC  
7: Jones Road & Access A

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	26	15	28	4	13	77
Future Vol, veh/h	26	15	28	4	13	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	335	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	16	30	4	14	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	35	0	-	0	105 33
Stage 1	-	-	-	-	33 -
Stage 2	-	-	-	-	73 -
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	1577	-	-	-	892 1041
Stage 1	-	-	-	-	990 -
Stage 2	-	-	-	-	950 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	876 1041
Mov Cap-2 Maneuver	-	-	-	-	876 -
Stage 1	-	-	-	-	972 -
Stage 2	-	-	-	-	950 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.65	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	1014
HCM Lane V/C Ratio	0.018	-	-	-	0.097
HCM Control Delay (s/veh)	7.3	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 7th TWSC  
8: Jones Road & Access B

Total Traffic Conditions  
AM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	23	19	8	25	13
Future Vol, veh/h	5	23	19	8	25	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	25	21	9	27	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	61 25
Stage 1	-	-	-	-	25 -
Stage 2	-	-	-	-	36 -
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	1584	-	-	-	946 1051
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	987 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	942 1051
Mov Cap-2 Maneuver	-	-	-	-	942 -
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	987 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.3	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	321	-	-	-	977
HCM Lane V/C Ratio	0.003	-	-	-	0.042
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC  
1: Murr Road & Falcon Highway

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	217	67	1	110	25	3
Future Vol, veh/h	217	67	1	110	25	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	236	73	1	120	27	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	309	0	358	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	122	-
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	-	-	1252	-	641	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1252	-	640	803
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.07	10.77
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	654	-	-	16	-
HCM Lane V/C Ratio	0.047	-	-	0.001	-
HCM Control Delay (s/veh)	10.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th TWSC  
2: Peyton Highway & Falcon Highway

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	146	104	16	74	62	18
Future Vol, veh/h	146	104	16	74	62	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	335	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	113	17	80	67	20

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	272	0	274	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	115	-
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	-	-	1292	-	716	887
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1292	-	706	887
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.39	10.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	740	-	-	320	-
HCM Lane V/C Ratio	0.118	-	-	0.013	-
HCM Control Delay (s/veh)	10.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 7th TWSC  
3: Curtis Road & Jones Road

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	1	4	40	1	100	0	655	71	187	120	6
Future Vol, veh/h	1	1	4	40	1	100	0	655	71	187	120	6
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	-	-	-	285	-	385	-	-	-	490	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	4	43	1	109	0	712	77	203	130	7

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1253	1329	134	1288	1294	751	137	0	0	789	0	0
Stage 1	540	540	-	751	751	-	-	-	-	-	-	-
Stage 2	713	789	-	538	543	-	-	-	-	-	-	-
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	149	155	915	141	163	411	1447	-	-	831	-	-
Stage 1	526	521	-	403	419	-	-	-	-	-	-	-
Stage 2	423	402	-	528	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	82	117	915	105	123	411	1447	-	-	831	-	-
Mov Cap-2 Maneuver	82	117	-	105	123	-	-	-	-	-	-	-
Stage 1	397	394	-	403	419	-	-	-	-	-	-	-
Stage 2	310	402	-	395	392	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v20.48		29.67	0	6.41
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	239	105	123	411	831	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.414	0.009	0.264	0.245	-	-
HCM Control Delay (s/veh)	0	-	-	20.5	61.5	34.6	16.9	10.7	-	-
HCM Lane LOS	A	-	-	C	F	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.7	0	1	1	-	-

HCM 7th TWSC  
4: Murr Road & Jones Road

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	10	88	7	0	56	15	3	1	0	26	12	4
Future Vol, veh/h	10	88	7	0	56	15	3	1	0	26	12	4
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	-	-	-	-	-	-	-	-	-	165	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	96	8	0	61	16	3	1	0	28	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	103	0	0	189	198	99	187	194	69
Stage 1	-	-	-	-	-	-	121	121	-	69	69	-
Stage 2	-	-	-	-	-	-	67	77	-	118	125	-
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	1521	-	-	1489	-	-	772	697	956	774	701	994
Stage 1	-	-	-	-	-	-	883	795	-	941	837	-
Stage 2	-	-	-	-	-	-	943	831	-	887	792	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1521	-	-	1489	-	-	748	692	956	766	696	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	748	692	-	766	696	-
Stage 1	-	-	-	-	-	-	876	789	-	941	837	-
Stage 2	-	-	-	-	-	-	924	831	-	879	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	9.94	9.88
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	733	169	-	-	1489	-	-	766	752
HCM Lane V/C Ratio	0.006	0.007	-	-	-	-	-	0.037	0.023
HCM Control Delay (s/veh)	9.9	7.4	0	-	0	-	-	9.9	9.9
HCM Lane LOS	A	A	A	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1	0.1

HCM 7th TWSC  
5: Peyton Highway & Jones Road

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖			↕	
Traffic Vol, veh/h	6	11	23	7	13	4	30	48	15	10	101	8
Future Vol, veh/h	6	11	23	7	13	4	30	48	15	10	101	8
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	-	-	-	-	-	-	285	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	12	25	8	14	4	33	52	16	11	110	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	260	270	114	263	266	60	118	0	0	68	0	0
Stage 1	136	136	-	126	126	-	-	-	-	-	-	-
Stage 2	124	134	-	138	140	-	-	-	-	-	-	-
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	693	637	938	690	640	1005	1470	-	-	1533	-	-
Stage 1	867	784	-	878	792	-	-	-	-	-	-	-
Stage 2	880	786	-	866	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	654	618	938	639	621	1005	1470	-	-	1533	-	-
Mov Cap-2 Maneuver	654	618	-	639	621	-	-	-	-	-	-	-
Stage 1	861	778	-	859	774	-	-	-	-	-	-	-
Stage 2	841	768	-	823	775	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.91		10.6		2.42		0.62	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	777	669	149	-	-
HCM Lane V/C Ratio	0.022	-	-	0.056	0.039	0.007	-	-
HCM Control Delay (s/veh)	7.5	-	-	9.9	10.6	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

HCM 7th TWSC  
6: Peyton Highway & State Highway 94

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↗		↙	↗	
Traffic Vol, veh/h	34	464	31	11	168	52	22	26	21	87	32	3
Future Vol, veh/h	34	464	31	11	168	52	22	26	21	87	32	3
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	515	-	500	525	-	500	285	-	-	335	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	504	34	12	183	57	24	28	23	95	35	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	239	0	0	538	0	0	802	841	504	799	818	183
Stage 1	-	-	-	-	-	-	578	578	-	207	207	-
Stage 2	-	-	-	-	-	-	224	263	-	592	612	-
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	1328	-	-	1030	-	-	302	301	568	304	310	860
Stage 1	-	-	-	-	-	-	501	501	-	795	731	-
Stage 2	-	-	-	-	-	-	779	691	-	492	484	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1328	-	-	1030	-	-	257	289	568	254	298	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	289	-	254	298	-
Stage 1	-	-	-	-	-	-	487	487	-	786	722	-
Stage 2	-	-	-	-	-	-	730	683	-	433	470	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.5			0.41			17.61			24.68		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	257	370	1328	-	-	1030	-	-	254	316
HCM Lane V/C Ratio	0.093	0.138	0.028	-	-	0.012	-	-	0.373	0.12
HCM Control Delay (s/veh)	20.5	16.3	7.8	-	-	8.5	-	-	27.4	17.9
HCM Lane LOS	C	C	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.3	0.5	0.1	-	-	0	-	-	1.6	0.4

HCM 7th TWSC  
7: Jones Road & Access A

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↘	
Traffic Vol, veh/h	86	29	16	14	9	51
Future Vol, veh/h	86	29	16	14	9	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	335	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	32	17	15	10	55

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	33	0	-	0	243 25
Stage 1	-	-	-	-	25 -
Stage 2	-	-	-	-	218 -
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	1579	-	-	-	745 1051
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	818 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1579	-	-	-	701 1051
Mov Cap-2 Maneuver	-	-	-	-	701 -
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	818 -

Approach	EB	WB	SB
HCM Control Delay, s/v	5.55	0	8.94
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1579	-	-	-	978
HCM Lane V/C Ratio	0.059	-	-	-	0.067
HCM Control Delay (s/veh)	7.4	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 7th TWSC  
8: Jones Road & Access B

Total Traffic Conditions  
PM Peak Hour - Year 2045

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	26	22	29	17	8
Future Vol, veh/h	15	26	22	29	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	28	24	32	18	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	55	0	-	0	101
Stage 1	-	-	-	-	40
Stage 2	-	-	-	-	61
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	1549	-	-	-	898
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	962
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1549	-	-	-	888
Mov Cap-2 Maneuver	-	-	-	-	888
Stage 1	-	-	-	-	972
Stage 2	-	-	-	-	962

Approach	EB	WB	SB
HCM Control Delay, s/v	2.69	0	8.99
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	659	-	-	-	930
HCM Lane V/C Ratio	0.011	-	-	-	0.029
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

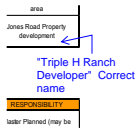
# V1\_Traffic Impact Study.pdf Markup Summary

## Callout (3)



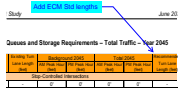
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**Page Label:** 49  
**Author:** eschoenheit  
**Date:** 12/18/2025 10:05:24 AM  
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**Space:**

These should denote Triple H Ranch



**Subject:** Callout  
**Page Label:** 49  
**Author:** eschoenheit  
**Date:** 12/18/2025 4:39:54 PM  
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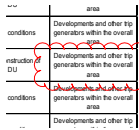
"Triple H Ranch Developer" Correct name



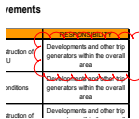
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Add ECM Std lengths

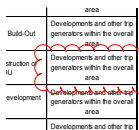
## Cloud (3)



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**Subject:** Cloud  
**Page Label:** 49  
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**Date:** 12/18/2025 10:03:44 AM  
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**Subject:** Cloud  
**Page Label:** 49  
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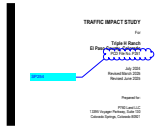
Cloud+ (2)

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**Subject:** Cloud+  
**Page Label:** 34  
**Author:** eschoenheit  
**Date:** 12/18/2025 5:28:49 PM  
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Jones Rd traffic to/from Peyton Highway is unexpectedly low given its only 1mi from the development and a more direct route to HWY94 then Curtis Rd



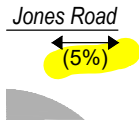
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SP254

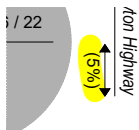
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Highlight (2)

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**Subject:** Highlight  
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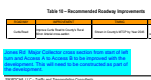


**Subject:** Highlight  
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Text Box (6)

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**Subject:** Text Box  
**Page Label:** 49  
**Author:** eschoenheit  
**Date:** 12/18/2025 6:10:43 PM  
**Status:**  
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Jones Rd Major Collector cross section from start of left turn and Access A to Access B to be improved with the development. This will need to be constructed as part of the development.



**Subject:** Text Box  
**Page Label:** 49  
**Author:** eschoenheit  
**Date:** 12/18/2025 4:43:25 PM  
**Status:**  
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**Layer:**  
**Space:**

Add

site access drives have long term operators at LOS A & B  
This site is subject to the El Paso County Road Impact Fee  
An option for payment will be selected at the final land use

Include discussion on crash and safety data for Jones Rd and impacted intersections.

**Subject:** Text Box  
**Page Label:** 50  
**Author:** eschoenheit  
**Date:** 12/18/2025 6:09:33 PM  
**Status:**  
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**Space:**

Include discussion on crash and safety data for Jones Rd and impacted intersections.

since with the criteria es

update

**Subject:** Text Box  
**Page Label:** 11  
**Author:** eschoenheit  
**Date:** 12/18/2025 5:36:07 PM  
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update

Address EPC Road Impact fees and if development will request a PID.  
SM ROCHA LLC - Traffic and Transportation Consultants

**Subject:** Text Box  
**Page Label:** 50  
**Author:** eschoenheit  
**Date:** 12/18/2025 5:41:14 PM  
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**Space:**

Address EPC Road Impact fees and if development will request a PID.

Discuss any MTCP improvement projects in the area and impact intersections.

Discuss any MTCP improvement projects in the area and impact intersections.

**Subject:** Text Box  
**Page Label:** 50  
**Author:** eschoenheit  
**Date:** 12/18/2025 6:09:32 PM  
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Discuss any MTCP Improvement projects in the area and impact intersections.