

Cornerstone Estates

Traffic Impact Study

Prepared for:

William Guman & Associates

731 N Weber St

Colorado Springs, CO 80903

Contact: Mr. Bill Guman

NOVEMBER 10, 2021

LSC Transportation Consultants

Jeffrey C. Hodsdon, P.E.

LSC #S214570



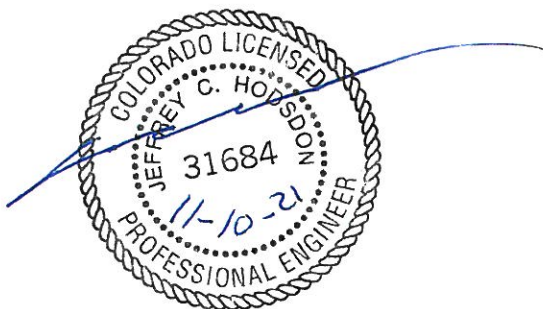


LSC TRANSPORTATION CONSULTANTS, INC.
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Cornerstone Estates Traffic Impact Study (LSC #S214570) November 10, 2021

Traffic Engineer's Statement

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



Developer's Statement

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

Robert Boulet

12-3-2021
Date

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November 10, 2021

Bill Guman
William Guman & Associates
731 N Weber St
Colorado Springs, CO 80903

RE: Cornerstone Estates
Traffic Impact Study
El Paso County, Colorado
LSC #S214570

Dear Mr. Guman:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact study (TIS) for the Cornerstone Estates residential development. As shown in Figure 1, the site is located northwest of the Rex Road/Goodson Road intersection in El Paso County, Colorado (El Paso County parcel ID 5223000003). This traffic impact study has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday morning and evening peak-hour turning-movement traffic counts at the intersection of Burgess Road/Goodson Road;
- Estimated current average weekday traffic (AWT) volumes on the study-area streets;
- Projections of 20-year background traffic volumes on the study-area streets;
- The proposed site land use;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed development;
- Assignment of the site-generated traffic to the roadway network;

- Projected resulting total peak-hour intersection traffic volumes at the following intersections:
 - Burgess Road/Goodson Road
 - Rex Road/Goodson Road
 - Site Access/Goodson Road
- Projected total daily (AWT) volumes on the study-area streets;
- Intersection level of service analysis at the study intersections for both background and total traffic scenarios; and
- Findings and recommendations;

RECENT TRAFFIC REPORTS

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

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby streets and roadways. As shown, the development is located northwest of the intersection of Rex Road/Goodson Road.

The site is proposed to include 16 single-family homes on the 58.8-acre site. A single full-movement access point is proposed to be located approximately 1,290 feet north of the Rex Road/Goodson Road intersection (centerline-to-centerline).

INTERSECTION SIGHT DISTANCE

Sight Distance

The required sight distance, per the El Paso County *Engineering Criteria Manual (ECM)* and based on Table 2-21, is 500 feet for the proposed access on Goodson Drive. There is sufficient line of sight at the proposed intersection location. The intersection line of sight “triangles” will need to be kept free of site improvements and landscaping (that would limit the line of sight needed to maintain *ECM*-prescribed sight distance).

EXISTING ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below followed by a brief description of each:

Goodson Road is a two-lane minor-arterial road that runs north/south from Ayer Road and Rex Road. The posted speed limit is 40 miles per hour (mph) adjacent to the site.

Burgess Road is a two-lane minor-arterial road that runs east/west from Milam Road to Goodson Road. The posted speed limit is 45 mph in the vicinity of the site. The intersection of Burgess Road/Goodson Road is stop-controlled.

Rex Road is a two-lane minor-arterial road that extends east from Goodson Road to its current terminus within Meridian Ranch (about a mile east of Meridian Road). The roadway is planned to be extended to Eastonville Road in the short term and ultimately to US Highway 24. The posted speed limit is 40 mph in the vicinity of the site. The intersection of Rex Road/Goodson Road is stop-controlled.

Existing Traffic Volumes

Figure 3 shows the results of peak-hour traffic-volume counts conducted in September 2021 at the intersections of Burgess Road/Goodson Road and Rex/Goodson/Snowbrush Drive along with existing lane geometries and traffic controls. The traffic-count sheets are attached.

The traffic at the intersection of Rex Road/Goodson Road/Snowbrush Drive intersection has been estimated by LSC using traffic counts at Burgess Road/Goodson Road and Institute of Transportation Engineers (ITE) trip-generation rates, based on the number of residential properties located to the south of the intersection.

Pedestrian, Bicycle, and Public Transit Access

Sidewalks are not present along any of the roadways within the study area as the nearby roadways are all rural roadways. Urban Roadways with pedestrian facilities are located within Meridian Ranch to the east and Paint Brush Hills to the south. There is a pedestrian connection between the south end of Snowbrush Drive and the north end of Beckham Street (in Paint Brush Hills). This route can be used to access Bennett Ranch Elementary School and Falcon Middle School. Note: Both schools are located over one-mile south of the site. Additionally, there are no bike lanes or Mountain Metropolitan Transit Routes within the study area.

FUTURE 2041 BACKGROUND CONDITIONS

Background traffic is traffic that is anticipated to occur without the addition of the proposed development. Traffic from the proposed development is not included in the background traffic volumes.

Figure 4 shows the projected long-term (2041) background traffic volumes. Projected 2041 background traffic volumes are estimates by LSC based, in part, on the traffic forecasts in the Pikes Peak Area Council of Governments (PPACG) travel-demand model. The 20-year background traffic volumes represent a two percent annual growth rate. This growth rate also accounts for the planned future Stapleton Road/Briargate Parkway connection.

TRIP GENERATION

Estimates of site-generated vehicle trips for the proposed development were made using the nationally-published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Table 1 provides a trip generation for the development. As shown, the development is anticipated to generate approximately 187 total daily trips on the average weekday. During the morning peak hour, approximately 4 vehicles would enter, and 10 vehicles would exit the site. During the evening peak hour, approximately 11 vehicles would enter, and 7 vehicles would exit.

A detailed trip-generation estimate for the proposed development, including calculated-generation rates, is presented in Table 3 (attached).

Table 1: Estimated Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	4	10	14
Afternoon Peak Hour	11	7	18
Daily	94	94	187

TRIP DISTRIBUTION AND ASSIGNMENT

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 shows the directional distribution of traffic within the study area for the long-term scenario. Estimates have been based on the directional distribution of existing traffic as well as the PPACG travel-demand model.

Site-generated traffic volumes have been estimated at the study intersections, as shown in Figure 5. These volumes have been calculated by applying the directional-distribution percentages to the trip-generation estimates (from Table 1).

TOTAL TRAFFIC

Short-Term Total Traffic Volumes

Figure 6 shows the sum of the existing traffic volumes (from **Error! Reference source not found.**Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 4). These volumes represent the projected short-term total traffic following the site development. Laneage and traffic control at the study-area intersections are also shown in this figure.

Long-Term Total Traffic Volumes

Figure 7 shows the sum of the long-term background traffic volumes (from Figure 4) and the long-term site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected long-term total traffic including the development trips. Laneage and traffic control at the study-area intersections are also shown in this figure.

LEVEL OF SERVICE ANALYSIS

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term background and total traffic scenarios for the morning and afternoon peak-hour periods:

- Burgess Road/Goodson Road
- Rex Road/Goodson Road
- Site Access/Goodson Road

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) ⁽¹⁾
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more
(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.		

All of the turning movements at the study intersections are projected to operate at LOS B or better during all peak hours in the short-term and LOS D or better based on the long-term total scenario.

AUXILLIARY LANES

Auxiliary speed-change lanes would not be necessary at the site access or nearby intersections, based on the projected turning volumes. At the intersections of Burgess Road/Goodson Road and Rex/Goodson, the predominant volumes are turning movements with very minor through volumes.

Although actual turning volumes at the nearby Burgess Road/Goodson Road and Rex/Goodson intersections currently meet or exceed turning-volume thresholds in the *ECM* requiring turn lanes, site-generated traffic would **not** increase existing volumes at the Burgess Road/Goodson Road and Rex/Goodson by more than five percent.

ROAD CLASSIFICATIONS

The subdivision roads should be classified as Rural Local.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

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

MTCP MAPS

The applicable maps from the *Major Transportation Corridors Plan* (MTCP) are attached for reference.

DEVIATION REQUESTS

No El Paso County deviation requests are associated with this application or TIS Report.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

Trip Generation & Levels of Service

- The site is projected to generate approximately 14 new morning peak-hour trips, with 4 inbound and 10 outbound.
- The site is projected to generate approximately 18 new afternoon peak-hour trips, with 11 inbound and 7 outbound.
- The site access and nearby study-area intersections are projected to operate at acceptable levels of service.

Findings and Recommendations

- This development would not necessitate the installation of any auxiliary left- or right-turn lanes.
- The access should be constructed as a public road to County standards. The traffic should be stop-sign controlled (single stop sign for eastbound traffic exiting the development).
- Please refer to the Preliminary Plan and Plat documents for any required right-of-way dedication.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/CRG:jas

Enclosures: Table 3
Figures 1-8
Traffic Count Reports
Level of Service Reports
MTCP Maps

Table 3

Table 3: Trip Generation Estimate

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated					
			Average Weekday Traffic ⁽²⁾	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour			
				In	Out	In	Out		In	Out	In	Out		
210	Single Family Housing	16 DU ⁽²⁾	11.69	0.25	0.63	0.69	0.44	187	4	10	11	7		
Notes:														
(1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE)														
(2) DU = dwelling unit														
Source: LSC Transportation Consultants, Inc.														

Figures 1-8

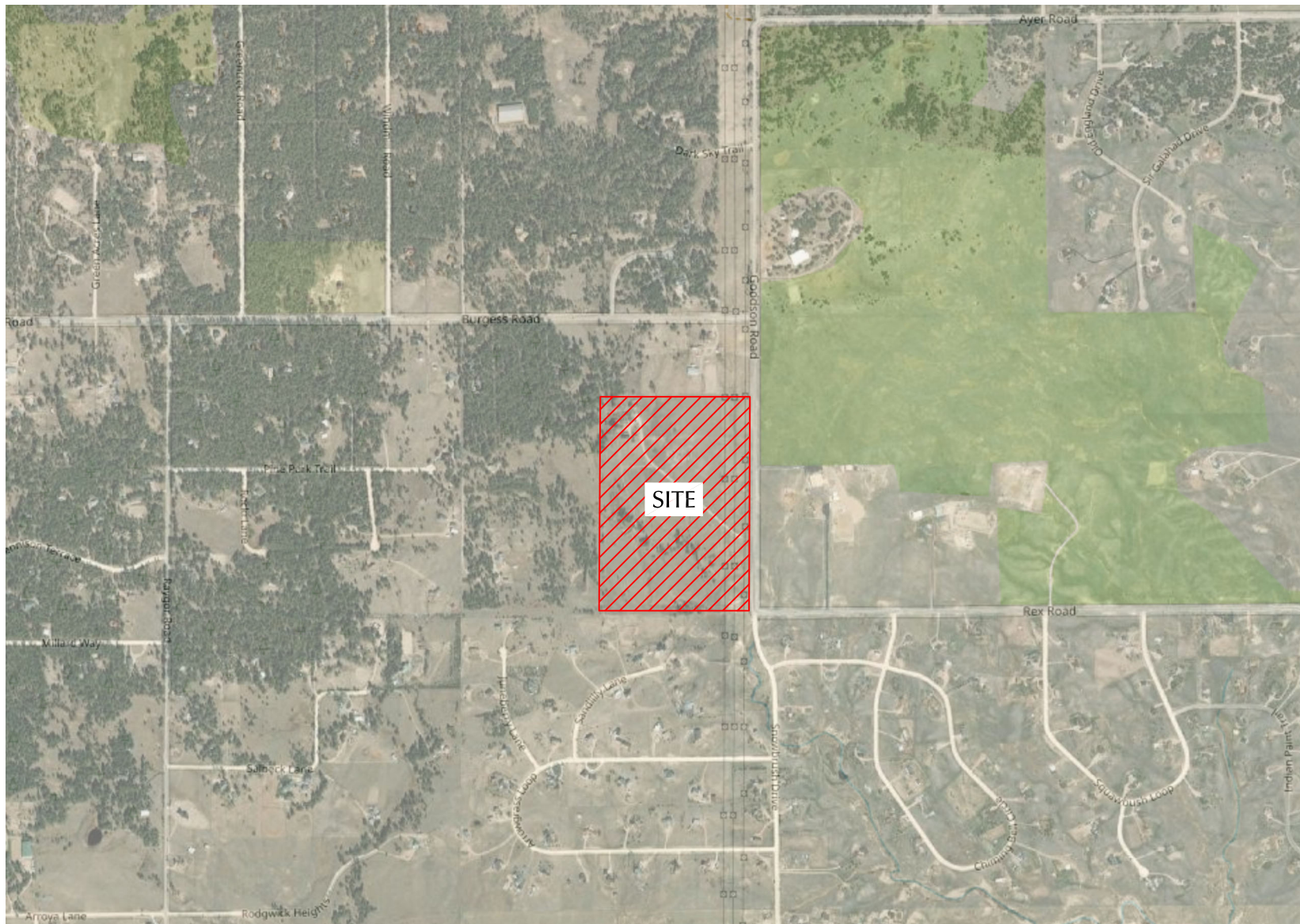


Figure 1

Vicinity Map

Cornerstone Estates (LSC# S214570)

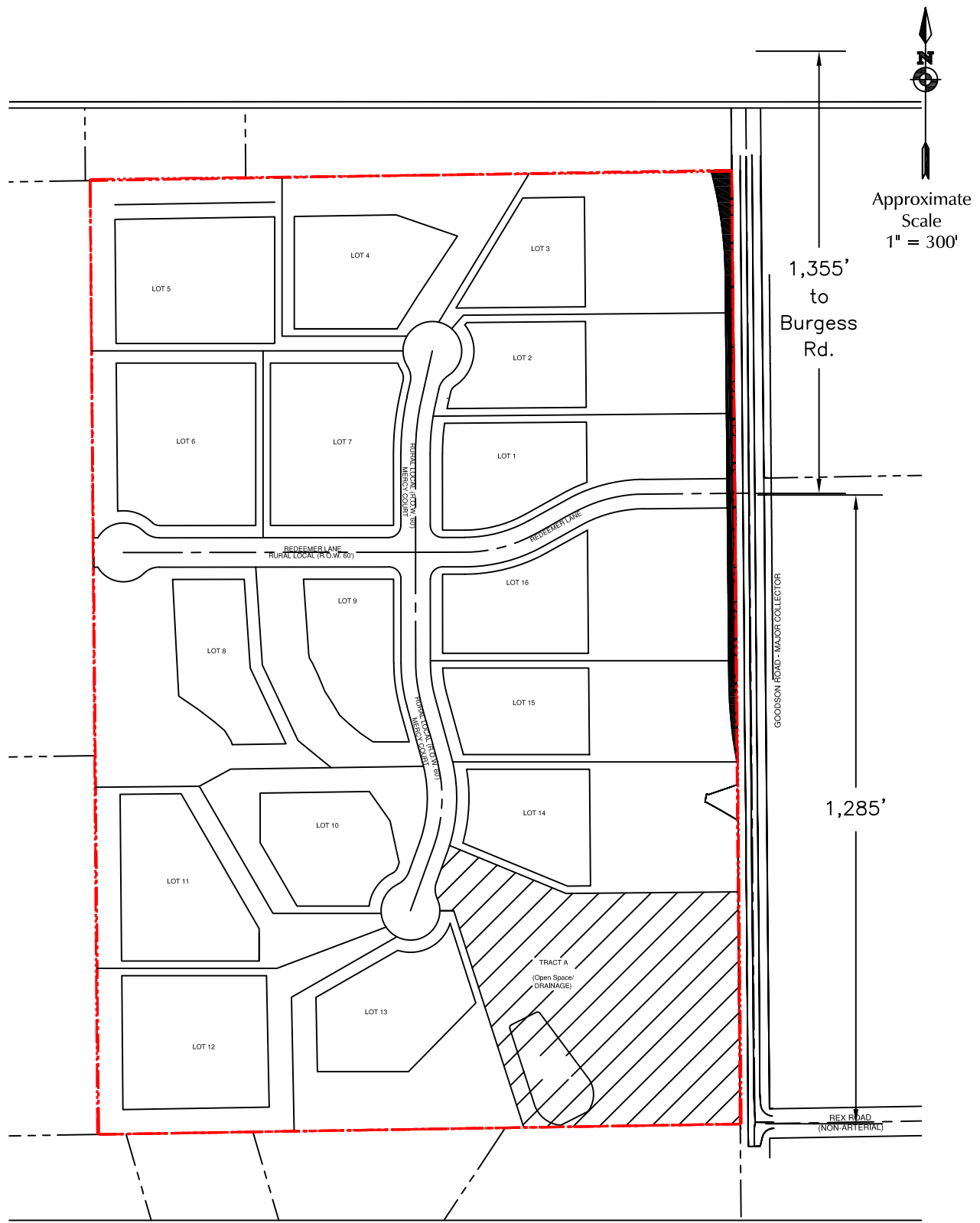


Figure 2
Site Plan

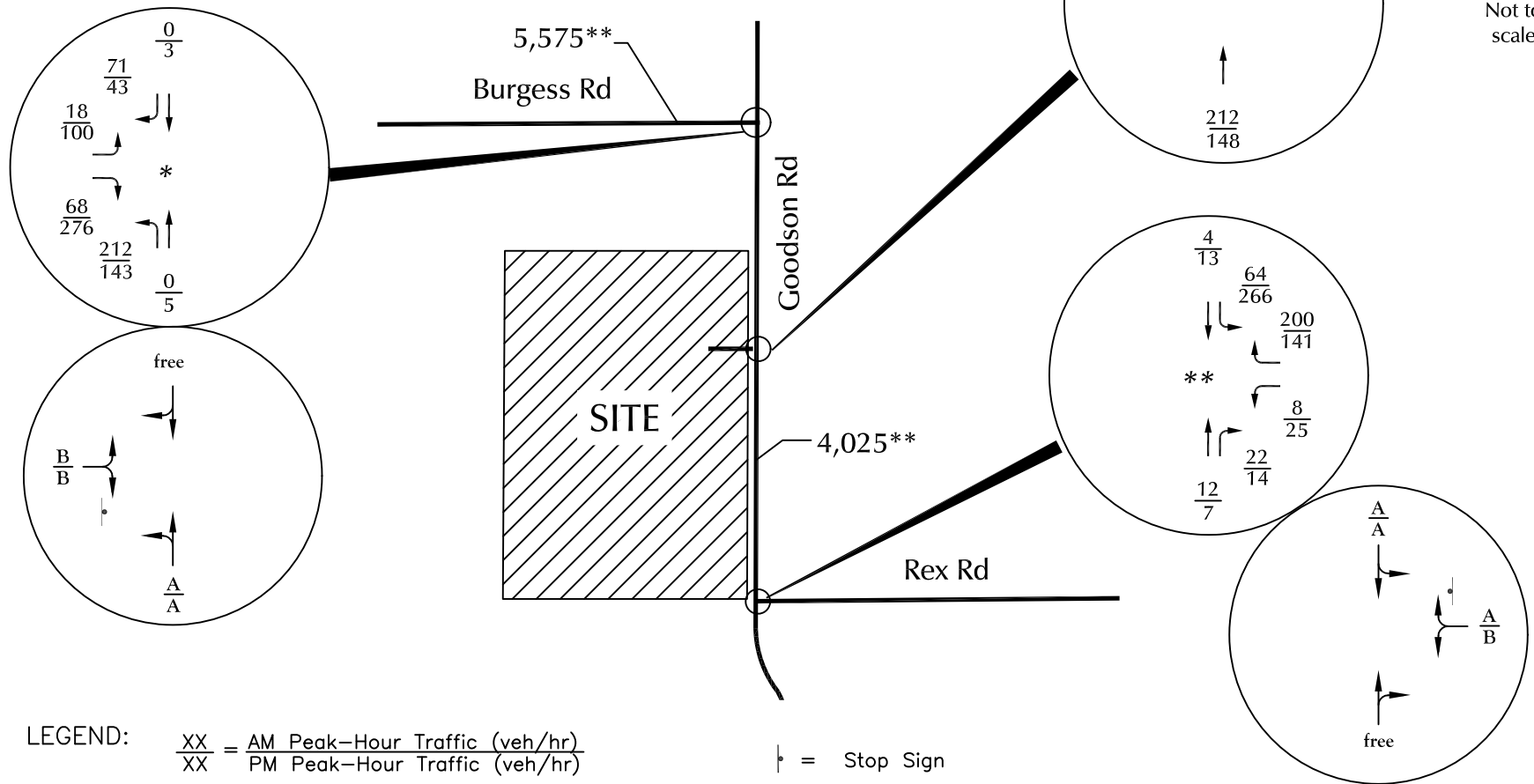
Cornerstone Estates (LSC# S214570)

*Based on counts by LSC June and August 2021

**Estimates by LSC



Not to scale



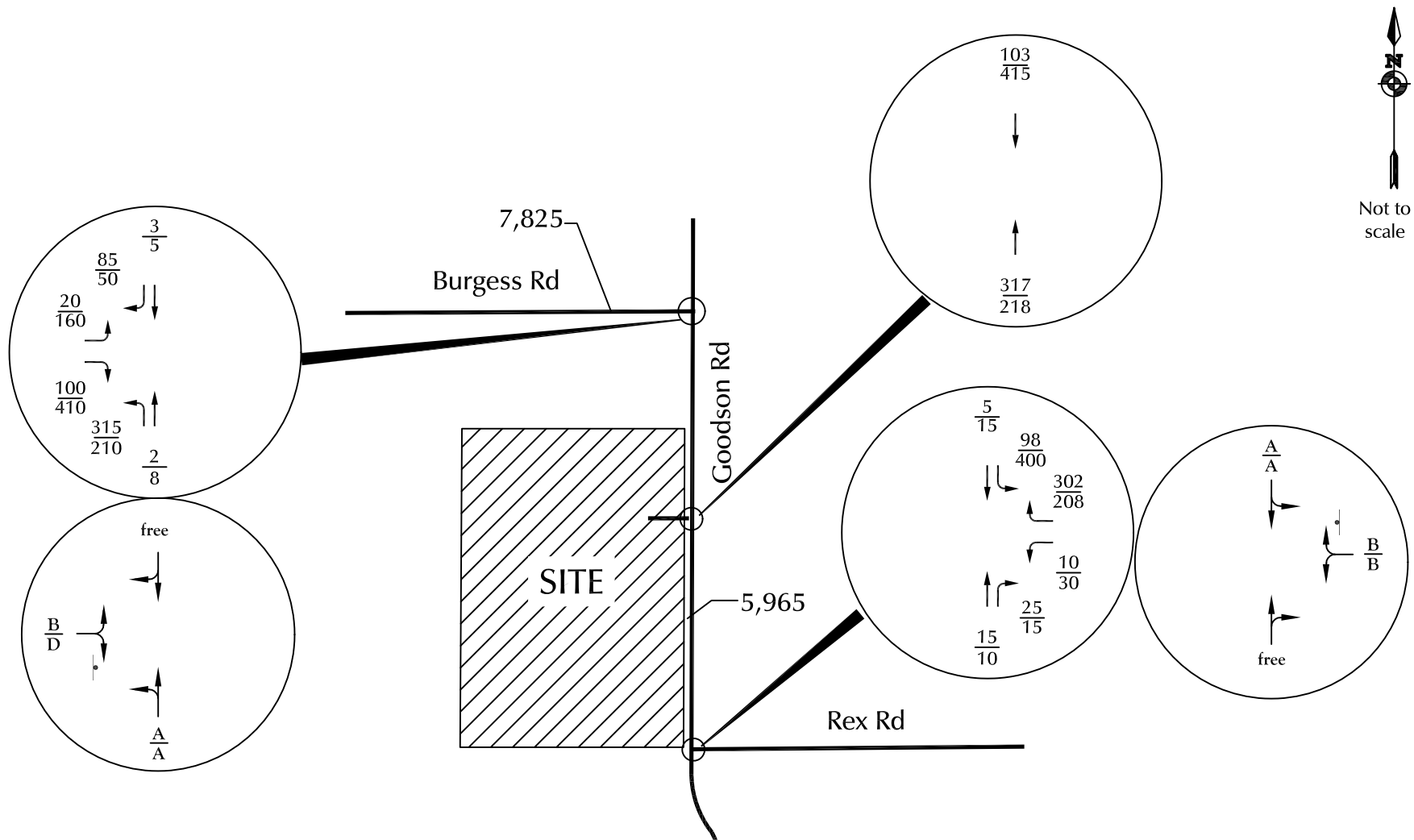
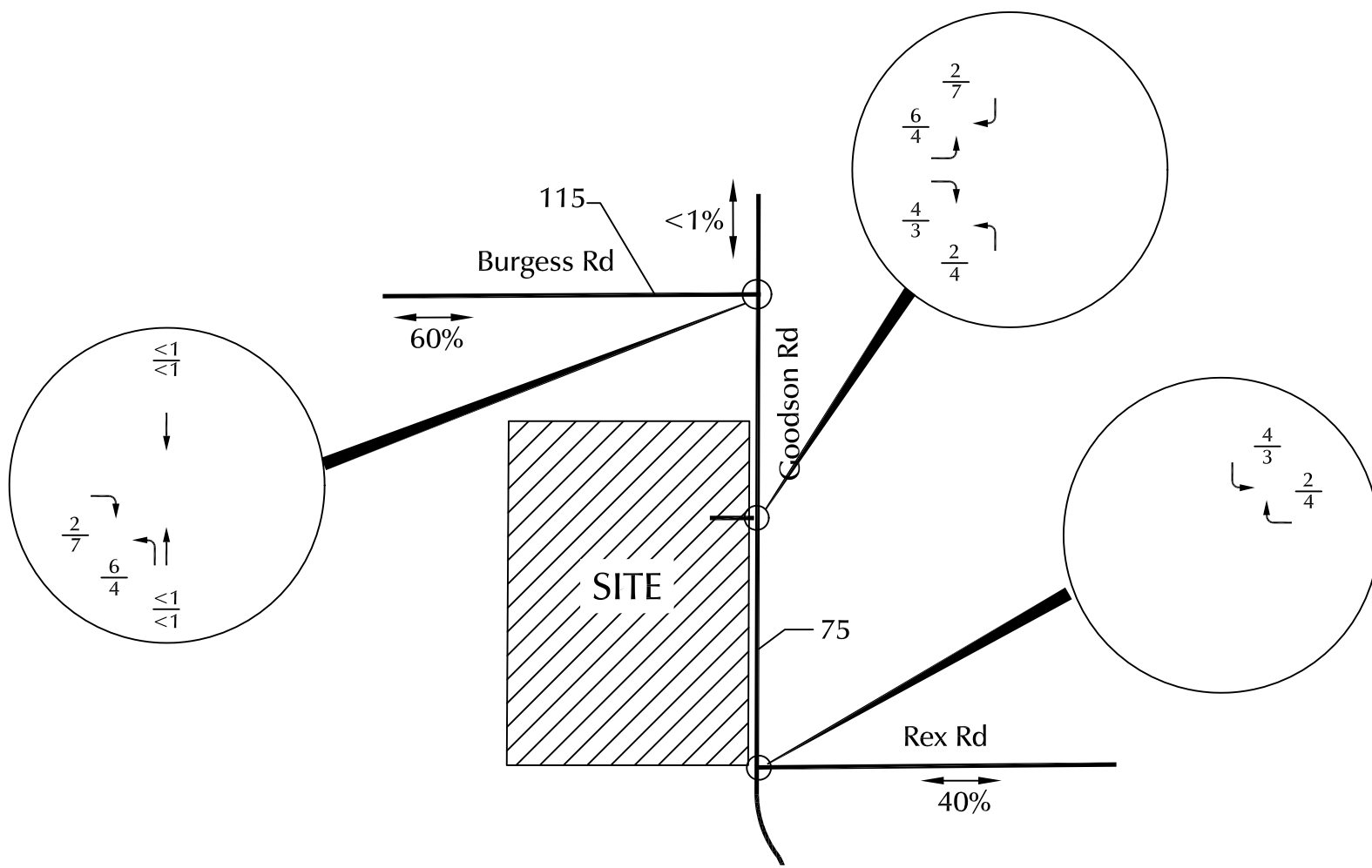


Figure 4
Long-Term Background Conditions

Cornerstone Estates (LSC# S214570)



Not to scale



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

\longleftrightarrow 35% = Percent Directional Distribution

Figure 5
Trip Distribution & Site-Generated Traffic

Cornerstone Estates (LSC# S214570)

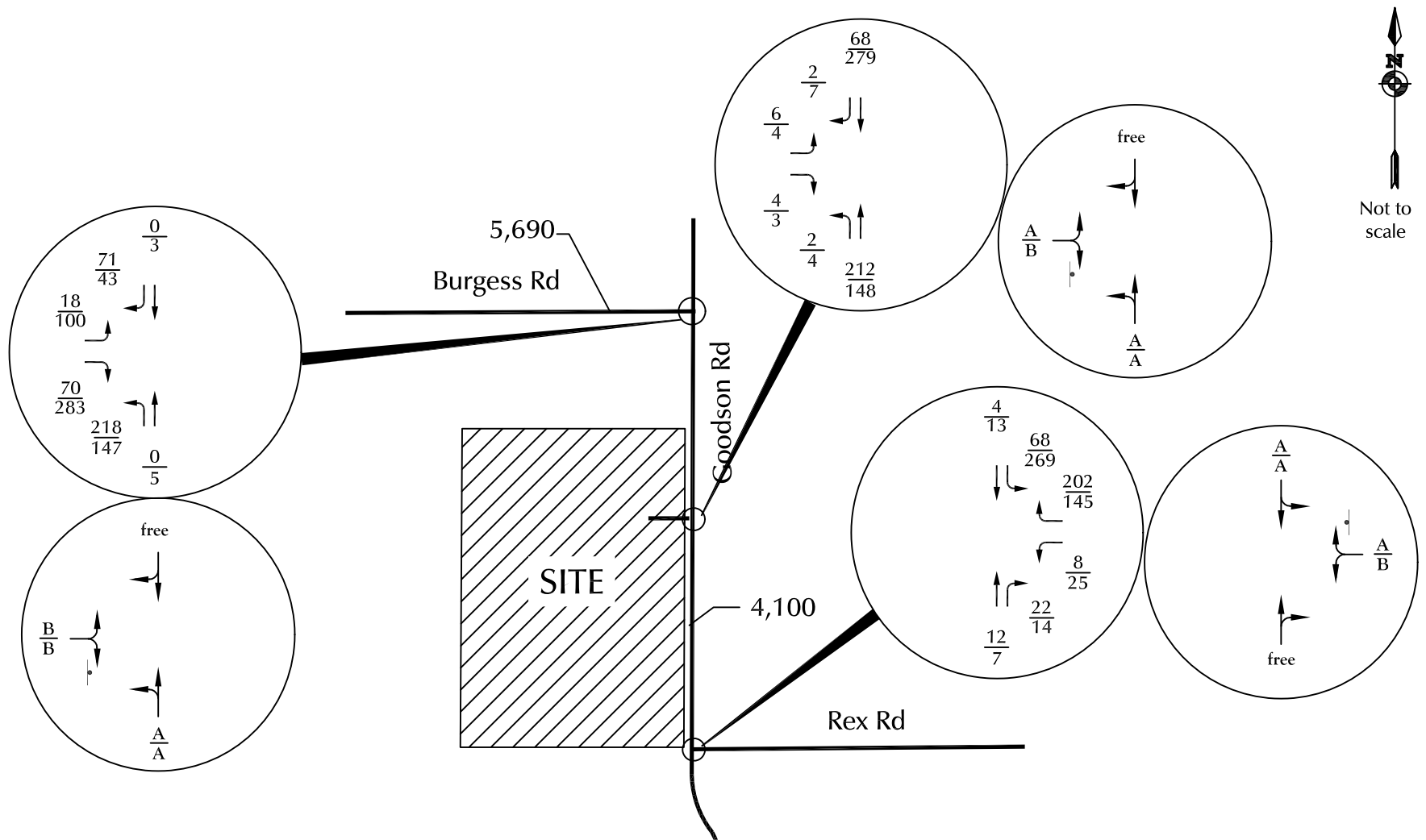


Figure 6
Short-Term Total Traffic Conditions

Cornerstone Estates (LSC# S214570)

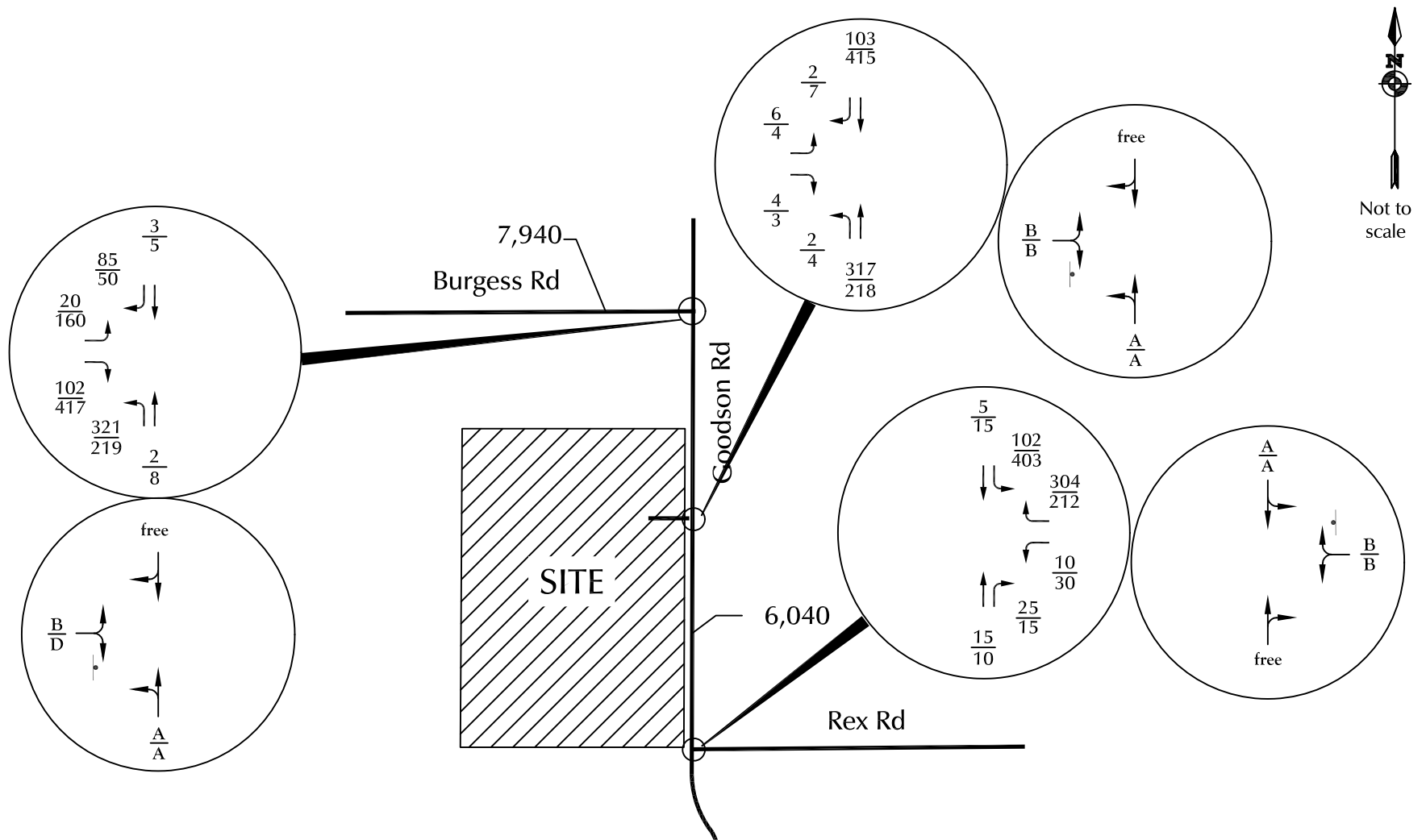


Figure 7
Long-Term Total Traffic Conditions

Cornerstone Estates (LSC# S214570)

Traffic Counts

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Goodson Rd - Burgess Rd AM

Site Code : S214570

Start Date : 6/29/2021

Page No : 1

Groups Printed- Unshifted

Start Time	Goodson Rd Southbound					Westbound					Goodson Rd Northbound					Burgess Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	0	21	0	21	0	0	0	0	0	37	0	0	0	37	0	0	17	0	17	75
06:45 AM	0	0	21	0	21	0	0	0	0	0	42	0	0	0	42	6	0	15	0	21	84
Total	0	0	42	0	42	0	0	0	0	0	79	0	0	0	79	6	0	32	0	38	159
07:00 AM	0	0	10	0	10	0	0	0	0	0	43	0	0	0	43	6	0	13	0	19	72
07:15 AM	0	0	22	0	22	0	0	0	0	0	46	0	0	0	46	4	0	17	0	21	89
07:30 AM	0	0	25	0	25	0	0	0	0	0	69	0	0	0	69	4	0	19	0	23	117
07:45 AM	0	0	14	0	14	0	0	0	0	0	54	0	0	0	54	4	0	19	0	23	91
Total	0	0	71	0	71	0	0	0	0	0	212	0	0	0	212	18	0	68	0	86	369
08:00 AM	0	1	13	0	14	0	0	0	0	0	37	0	0	0	37	6	0	12	0	18	69
08:15 AM	0	0	21	0	21	0	0	0	0	0	44	0	0	0	44	5	0	15	0	20	85
Grand Total	0	1	147	0	148	0	0	0	0	0	372	0	0	0	372	35	0	127	0	162	682
Apprch %	0	0.7	99.3	0		0	0	0	0	0	100	0	0	0		21.6	0	78.4	0		
Total %	0	0.1	21.6	0	21.7	0	0	0	0	0	54.5	0	0	0	54.5	5.1	0	18.6	0	23.8	

LSC Transportation Consultants, Inc.

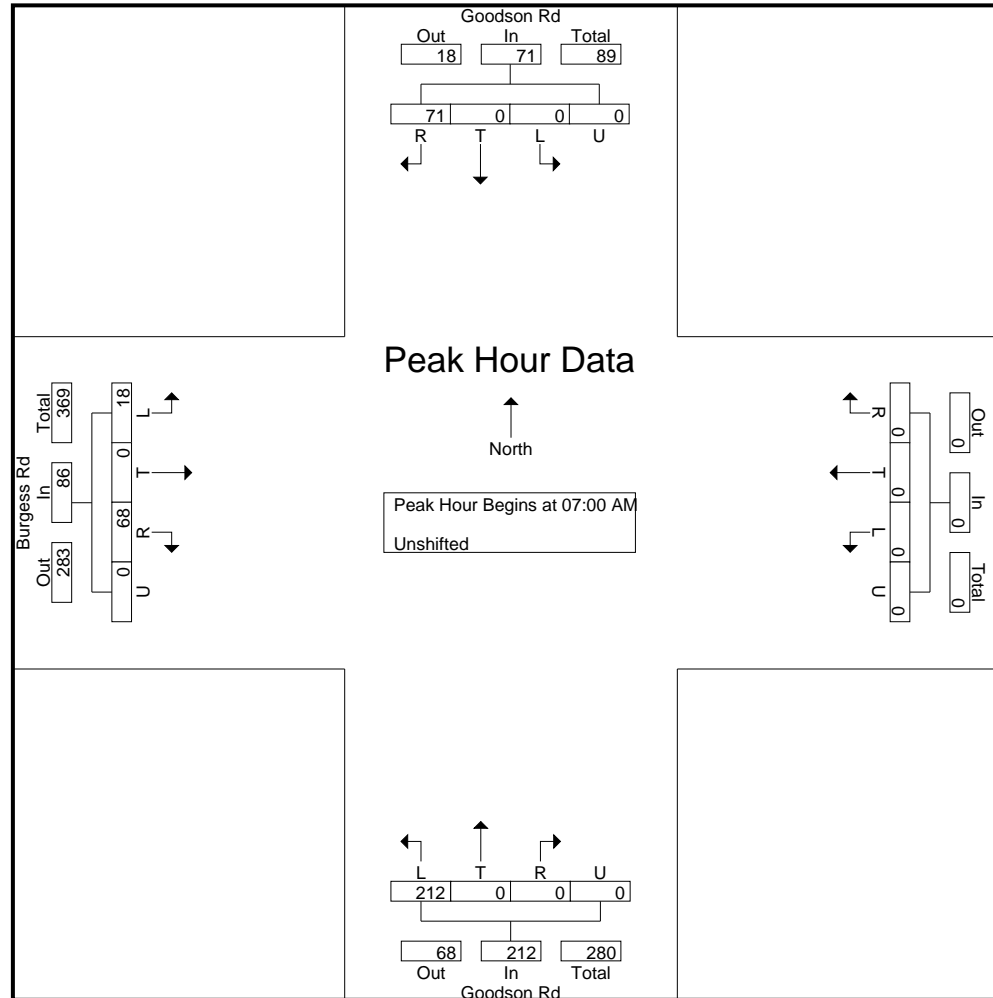
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Goodson Rd - Burgess Rd AM

Site Code : S214570

Start Date : 6/29/2021

Page No : 3



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Goodson Rd - Burgess Rd PM

Site Code : S214570

Start Date : 8/5/2021

Page No : 1

Groups Printed- Unshifted

	Goodson Rd Southbound					Westbound					Goodson Rd Northbound					Burgess Rd Eastbound					
Start Time	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	Int. Total
04:00 PM	0	1	9	0	10	0	0	0	0	0	33	0	0	0	33	16	0	47	0	63	106
04:15 PM	0	0	11	0	11	0	0	0	0	0	33	1	0	0	34	24	0	43	0	67	112
04:30 PM	0	1	15	0	16	0	0	0	0	0	34	4	0	0	38	18	1	53	0	72	126
04:45 PM	0	2	4	0	6	0	0	0	0	0	32	0	0	0	32	10	0	69	0	79	117
Total	0	4	39	0	43	0	0	0	0	0	132	5	0	0	137	68	1	212	0	281	461
05:00 PM	0	1	9	0	10	0	0	0	0	0	38	2	0	0	40	26	0	59	0	85	135
05:15 PM	0	1	9	0	10	0	0	0	0	0	33	1	0	0	34	32	0	63	0	95	139
05:30 PM	0	0	13	0	13	0	0	0	0	0	36	0	0	0	36	20	0	80	0	100	149
05:45 PM	0	1	12	0	13	0	0	0	0	0	36	2	0	0	38	22	0	74	0	96	147
Total	0	3	43	0	46	0	0	0	0	0	143	5	0	0	148	100	0	276	0	376	570
Grand Total	0	7	82	0	89	0	0	0	0	0	275	10	0	0	285	168	1	488	0	657	1031
Apprch %	0	7.9	92.1	0		0	0	0	0		96.5	3.5	0	0		25.6	0.2	74.3	0		
Total %	0	0.7	8	0	8.6	0	0	0	0	0	26.7	1	0	0	27.6	16.3	0.1	47.3	0	63.7	

LSC Transportation Consultants, Inc.

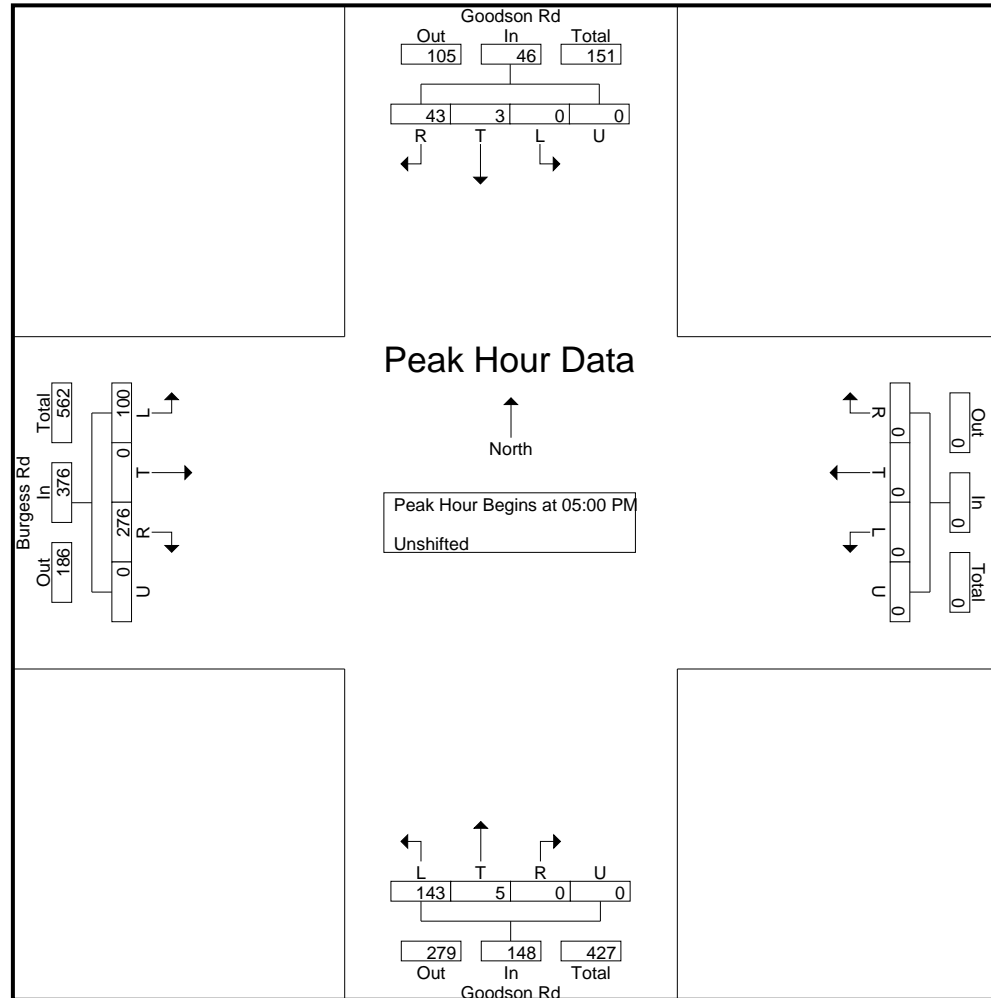
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Goodson Rd - Burgess Rd PM

Site Code : S214570

Start Date : 8/5/2021




Page No : 3



Levels of Service

HCM 6th TWSC
1: Goodson Rd & Burgess Rd

Existing Traffic
AM Peak Hour

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	68	212	0	0	71
Future Vol, veh/h	18	68	212	0	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	77	77	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	73	275	0	0	100

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	600	50	100
Stage 1	50	-	-
Stage 2	550	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	464	1018	1493
Stage 1	972	-	-
Stage 2	578	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	379	1018	1493
Mov Cap-2 Maneuver	379	-	-
Stage 1	793	-	-
Stage 2	578	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	8	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	752	-	-
HCM Lane V/C Ratio	0.184	-	0.123	-	-
HCM Control Delay (s)	8	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.4	-	-

HCM 6th TWSC
3: Goodson Rd & Rex Rd

Existing Traffic
AM Peak Hour

Intersection

Int Delay, s/veh 7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	200	12	22	64	4
Future Vol, veh/h	8	200	12	22	64	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	230	15	28	82	5




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	198	29	0
Stage 1	29	-	-
Stage 2	169	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	791	1046	-
Stage 1	994	-	-
Stage 2	861	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	749	1046	-
Mov Cap-2 Maneuver	749	-	-
Stage 1	994	-	-
Stage 2	815	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1566
HCM Lane V/C Ratio	-	-	0.232	0.052
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

HCM 6th TWSC
1: Goodson Rd & Burgess Rd

Existing Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	11.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	276	143	5	3	43
Future Vol, veh/h	100	276	143	5	3	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	341	172	6	4	55




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	382	32	59	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	620	1042	1545	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	1042	1545	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	7.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	842	-	-
HCM Lane V/C Ratio	0.112	-	0.551	-	-
HCM Control Delay (s)	7.6	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.4	-	-

HCM 6th TWSC
3: Goodson Rd & Rex Rd

Existing Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	8.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	141	7	14	266	13
Future Vol, veh/h	25	141	7	14	266	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	181	9	18	306	15

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	645	18	0	0	27
Stage 1	18	-	-	-	-
Stage 2	627	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	437	1061	-	-	1587
Stage 1	1005	-	-	-	-
Stage 2	532	-	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	352	1061	-	-	1587
Mov Cap-2 Maneuver	352	-	-	-	-
Stage 1	1005	-	-	-	-
Stage 2	429	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	7.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	814	1587
HCM Lane V/C Ratio	-	-	0.261	0.193
HCM Control Delay (s)	-	-	11	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.7

HCM 6th TWSC
1: Goodson Rd & Burgess Rd

Short Term Total
AM Peak Hour

Intersection

Int Delay, s/veh 6.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 18 70 218 0 0 71

Future Vol, veh/h 18 70 218 0 0 71

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 93 93 77 77 71 71

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 19 75 283 0 0 100

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 616 50 100 0 - 0

Stage 1 50 - - - - -

Stage 2 566 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 454 1018 1493 - - -

Stage 1 972 - - - - -

Stage 2 568 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 368 1018 1493 - - -

Mov Cap-2 Maneuver 368 - - - - -

Stage 1 787 - - - - -

Stage 2 568 - - - - -

Approach EB NB SB

HCM Control Delay, s 10.5 8 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1493 - 748 - -

HCM Lane V/C Ratio 0.19 - 0.127 - -




HCM Control Delay (s) 8 0 10.5 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.7 - 0.4 - -

HCM 6th TWSC
2: Goodson Rd & Site Access

Short Term Total
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	2	212	68	2
Future Vol, veh/h	6	4	2	212	68	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	2	244	87	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	337	89	90	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	658	969	1505	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	969	1505	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.1	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	754	-	-
HCM Lane V/C Ratio	0.002	-	0.017	-	-
HCM Control Delay (s)	7.4	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
3: Goodson Rd & Rex Rd

Short Term Total
AM Peak Hour

Intersection

Int Delay, s/veh 7.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	202	12	22	68	4
Future Vol, veh/h	8	202	12	22	68	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	232	15	28	87	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	208	29	0
Stage 1	29	-	-
Stage 2	179	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	780	1046	-
Stage 1	994	-	-
Stage 2	852	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	736	1046	-
Mov Cap-2 Maneuver	736	-	-
Stage 1	994	-	-
Stage 2	804	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1029	1566
HCM Lane V/C Ratio	-	-	0.235	0.056
HCM Control Delay (s)	-	-	9.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

HCM 6th TWSC
1: Goodson Rd & Burgess Rd

Short Term Total
PM Peak Hour

Intersection

Int Delay, s/veh 11.6

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 100 283 147 5 3 43

Future Vol, veh/h 100 283 147 5 3 43

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 81 81 83 83 78 78

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 123 349 177 6 4 55

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 392 32 59 0 - 0

Stage 1 32 - - - - -

Stage 2 360 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 612 1042 1545 - - -

Stage 1 991 - - - - -

Stage 2 706 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 542 1042 1545 - - -

Mov Cap-2 Maneuver 542 - - - - -

Stage 1 877 - - - - -

Stage 2 706 - - - - -

Approach EB NB SB

HCM Control Delay, s 14.7 7.4 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1545 - 840 - -

HCM Lane V/C Ratio 0.115 - 0.563 - -




HCM Control Delay (s) 7.6 0 14.7 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.4 - 3.6 - -

HCM 6th TWSC
2: Goodson Rd & Site Access

Short Term Total
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	4	148	279	7
Future Vol, veh/h	4	3	4	148	279	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	5	178	336	8




Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	528	340	344	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	511	702	1215	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	702	1215	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	844	-	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1215	-	576	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
3: Goodson Rd & Rex Rd

Short Term Total
PM Peak Hour




Intersection						
Int Delay, s/veh	8.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	145	7	14	269	13
Future Vol, veh/h	25	145	7	14	269	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	186	9	18	309	15
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	651	18	0	0	27	0
Stage 1	18	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	433	1061	-	-	1587	-
Stage 1	1005	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	1061	-	-	1587	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		7.5		
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	815	1587	-
HCM Lane V/C Ratio		-	-	0.267	0.195	-
HCM Control Delay (s)		-	-	11	7.8	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	1.1	0.7	-




Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	100	315	2	3	85
Future Vol, veh/h	20	100	315	2	3	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	109	342	2	3	92




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	735	49	95	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	387	1020	1499	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	1020	1499	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	8.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	728	-	-
HCM Lane V/C Ratio	0.228	-	0.179	-	-
HCM Control Delay (s)	8.1	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.9	-	0.6	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	302	15	25	98	5
Future Vol, veh/h	10	302	15	25	98	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	328	16	27	107	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	249	30	0	0	43	0
Stage 1	30	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	739	1044	-	-	1566	-
Stage 1	993	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	688	1044	-	-	1566	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.2	0	7.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1027	1566	-	
HCM Lane V/C Ratio	-	-	0.33	0.068	-	
HCM Control Delay (s)	-	-	10.2	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-	

Intersection						
Int Delay, s/veh	20					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	160	410	210	8	5	50
Future Vol, veh/h	160	410	210	8	5	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	446	228	9	5	54
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	497	32	59	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	532	1042	1545	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	453	1042	1545	-	-	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.7	7.5		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1545	-	763	-	-	
HCM Lane V/C Ratio	0.148	-	0.812	-	-	
HCM Control Delay (s)	7.7	0	26.7	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.5	-	8.7	-	-	

Intersection						
Int Delay, s/veh	9.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	208	10	15	400	15
Future Vol, veh/h	30	208	10	15	400	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	226	11	16	435	16




Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	905	19	0	0	27
Stage 1	19	-	-	-	-
Stage 2	886	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	307	1059	-	-	1587
Stage 1	1004	-	-	-	-
Stage 2	403	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	222	1059	-	-	1587
Mov Cap-2 Maneuver	222	-	-	-	-
Stage 1	1004	-	-	-	-
Stage 2	291	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	7.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1587
HCM Lane V/C Ratio	-	-	0.36	0.274
HCM Control Delay (s)	-	-	12.8	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.6	1.1

HCM 6th TWSC
1: Goodson Rd & Burgess Rd

Long Term Total
AM Peak Hour

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	102	321	2	3	85
Future Vol, veh/h	20	102	321	2	3	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	111	349	2	3	92




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	749	49	95
Stage 1	49	-	-
Stage 2	700	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	379	1020	1499
Stage 1	973	-	-
Stage 2	493	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	291	1020	1499
Mov Cap-2 Maneuver	291	-	-
Stage 1	746	-	-
Stage 2	493	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	8.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	723	-	-
HCM Lane V/C Ratio	0.233	-	0.183	-	-
HCM Control Delay (s)	8.1	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.9	-	0.7	-	-

HCM 6th TWSC
2: Goodson Rd & Site Access

Long Term Total
AM Peak Hour




Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	2	317	103	2
Future Vol, veh/h	6	4	2	317	103	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	7	4	2	345	112	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	462	113	114	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	558	940	1475	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	940	1475	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1475	-	665	-	-	
HCM Lane V/C Ratio	0.001	-	0.016	-	-	
HCM Control Delay (s)	7.4	0	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Goodson Rd & Rex Rd

Long Term Total
AM Peak Hour

Intersection

Int Delay, s/veh 8.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	304	15	25	102	5
Future Vol, veh/h	10	304	15	25	102	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	330	16	27	111	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	257	30	0
Stage 1	30	-	-
Stage 2	227	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	732	1044	-
Stage 1	993	-	-
Stage 2	811	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	680	1044	-
Mov Cap-2 Maneuver	680	-	-
Stage 1	993	-	-
Stage 2	753	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	7.1
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1027	1566
HCM Lane V/C Ratio	-	-	0.332	0.071
HCM Control Delay (s)	-	-	10.2	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2

HCM 6th TWSC
1: Goodson Rd & Burgess Rd

Long Term Total
PM Peak Hour

Intersection

Int Delay, s/veh 20.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	160	417	214	8	5	50
Future Vol, veh/h	160	417	214	8	5	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	453	233	9	5	54




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	507	32	59
Stage 1	32	-	-
Stage 2	475	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	525	1042	1545
Stage 1	991	-	-
Stage 2	626	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	445	1042	1545
Mov Cap-2 Maneuver	445	-	-
Stage 1	840	-	-
Stage 2	626	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	7.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	759	-	-
HCM Lane V/C Ratio	0.151	-	0.826	-	-
HCM Control Delay (s)	7.7	0	28	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.5	-	9.2	-	-

HCM 6th TWSC
2: Goodson Rd & Site Access

Long Term Total
PM Peak Hour




Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	4	218	415	7
Future Vol, veh/h	4	3	4	218	415	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	4	237	451	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	700	455	459	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	405	605	1102	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	605	1102	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.8	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1102	-	470	-	-	
HCM Lane V/C Ratio	0.004	-	0.016	-	-	
HCM Control Delay (s)	8.3	0	12.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
3: Goodson Rd & Rex Rd

Long Term Total
PM Peak Hour

Intersection

Int Delay, s/veh 9.3

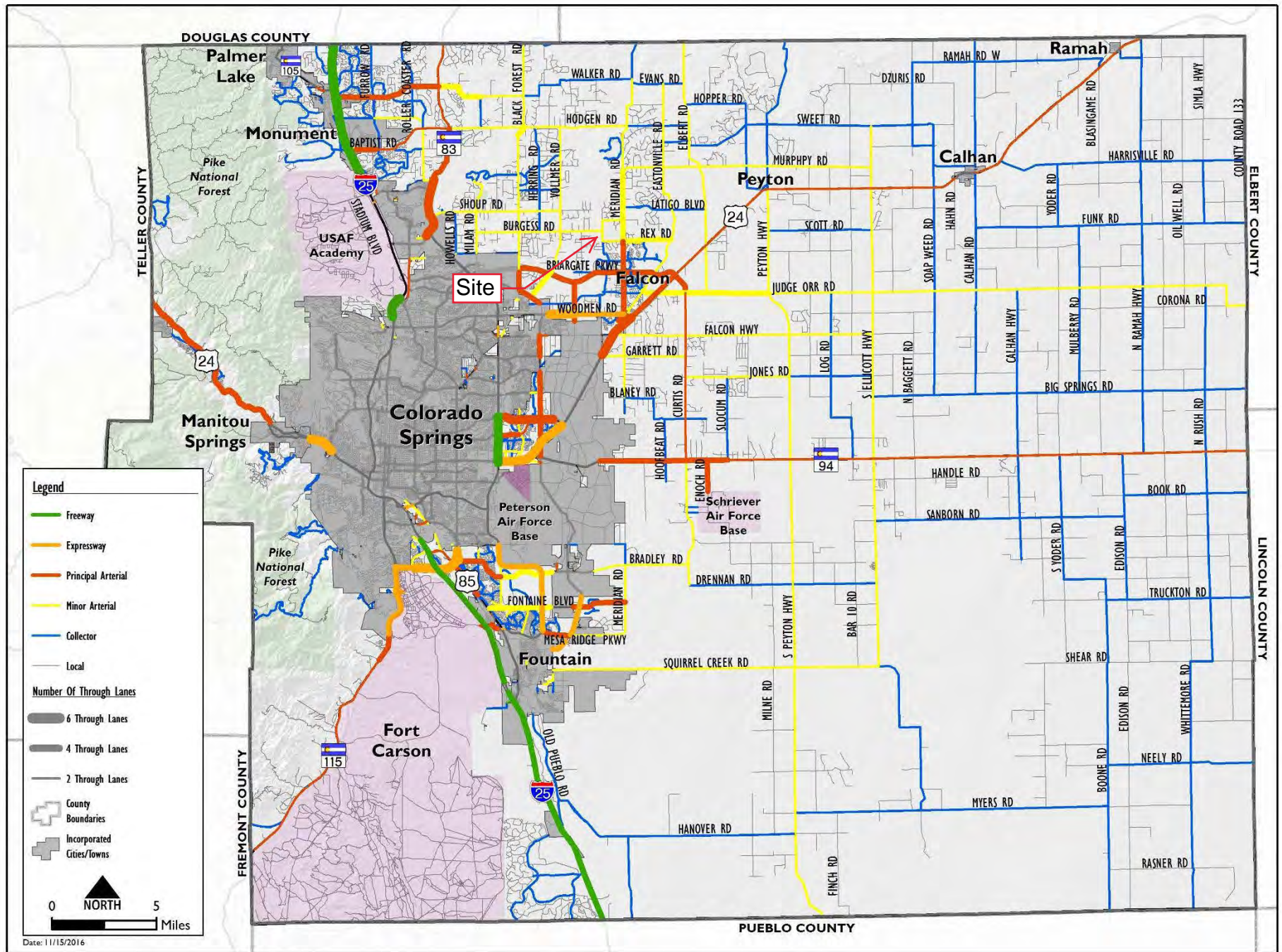
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	212	10	15	403	15
Future Vol, veh/h	30	212	10	15	403	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	230	11	16	438	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	911	19	0
Stage 1	19	-	-
Stage 2	892	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	304	1059	-
Stage 1	1004	-	-
Stage 2	400	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	219	1059	-
Mov Cap-2 Maneuver	219	-	-
Stage 1	1004	-	-
Stage 2	288	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	7.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1587
HCM Lane V/C Ratio	-	-	0.366	0.276
HCM Control Delay (s)	-	-	12.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.7	1.1

MTCP Maps



Map 14: 2040 Roadway Plan (Classification and Lanes)

Map 17: 2060 Corridor Preservation

