

P233

16850 Stepler Road
Traffic Study Letter
PCD File No.

El Paso County, Colorado

Revise to Traffic
Study Memorandum

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.




Jeffrey R. Planck; PE #53006

April 20, 2023
Date

Developer's Statement

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



Mr. Charlie Stewart
16850 Stepler Road
Colorado Springs, Colorado 80908

4/25/23
Date



Please also provide analysis of Settlers Ranch Road and Steppler Road and include a long term analysis as required and done in the recent Abert Ranch Subdivision (PCD File SF1911)

16850 Steppler Road
196639000
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April 20, 2023

Mr. Charlie Stewart
16850 Steppler Road
Colorado Springs, CO 80908

Re: 16850 Steppler Road – Traffic Study Letter
El Paso County, Colorado

Dear Mr. Stewart,

This letter documents the results of a traffic study including trip generation, trip distribution, traffic assignment, and intersection analysis for the proposed 16850 Steppler Road single family development along Settlers Ranch Road to the north of Hodgen Road in El Paso County, Colorado. A road impact fee assessment as well as a sight distance evaluation are also both included in this traffic study. This traffic study supports a rezoning effort for the 36.2-acre parcel which has the potential to include approximately 14 single-family homes, each on approximately 2.5-acre lots. No subdivision plat is proposed at this stage. Of note, most of the single-family homes in the surrounding area are also on 2.5-acre lots. A vicinity map is attached in **Figure 1**. A conceptual site plan for the project is attached.

For purposes of this study, it was assumed that this project will be completed in the next several years. Therefore, analysis was conducted for the 2026 short-term horizon. Per scoping with El Paso County, a long-term horizon is not included in this study. This study follows El Paso County guidelines to serve as a Traffic Memorandum based on the daily trip generation being between 100 and 500 trips per day.

The intersection of Hodgen Road and Timber Meadow Drive (Intersection #1) and the Settler Ranch Road and Timber Meadow Drive (#2) intersection are incorporated into this traffic study in accordance with El Paso County standards and requirements. Access to the development is anticipated to be along Settlers Ranch Road and this access is also included for evaluation in this traffic study.

Regional access to 16850 Steppler Road will be provided by Interstate 25 (I-25), State Highway 83 (SH-83), and SH-105 while primary access to the site will be provided by SH-83, Hodgen Road, and Steppler Road. Direct access to the site will be provided by a proposed future access along Settlers Ranch Road to the northeast of the Settlers Ranch Rd and Timber Meadow Drive (#2) intersection.

EXISTING ROADWAY NETWORK

Hodgen Road is an east-west roadway with one through lane in each direction and a posted speed limit of 55 miles per hour within the study area. The El Paso County Major Transportation Corridor Plan (MTCP) identifies Hodgen Road as a minor arterial through the 2060 horizon.

Rural local roadways per criteria have a 30mph design & posted speed. Please revise.

Timber Meadows Drive is a Rural Collector roadway as identified in previous traffic studies by Settlers Ranch subdivision and per the existing 1500 ADT (fig 3). Revise accordingly.

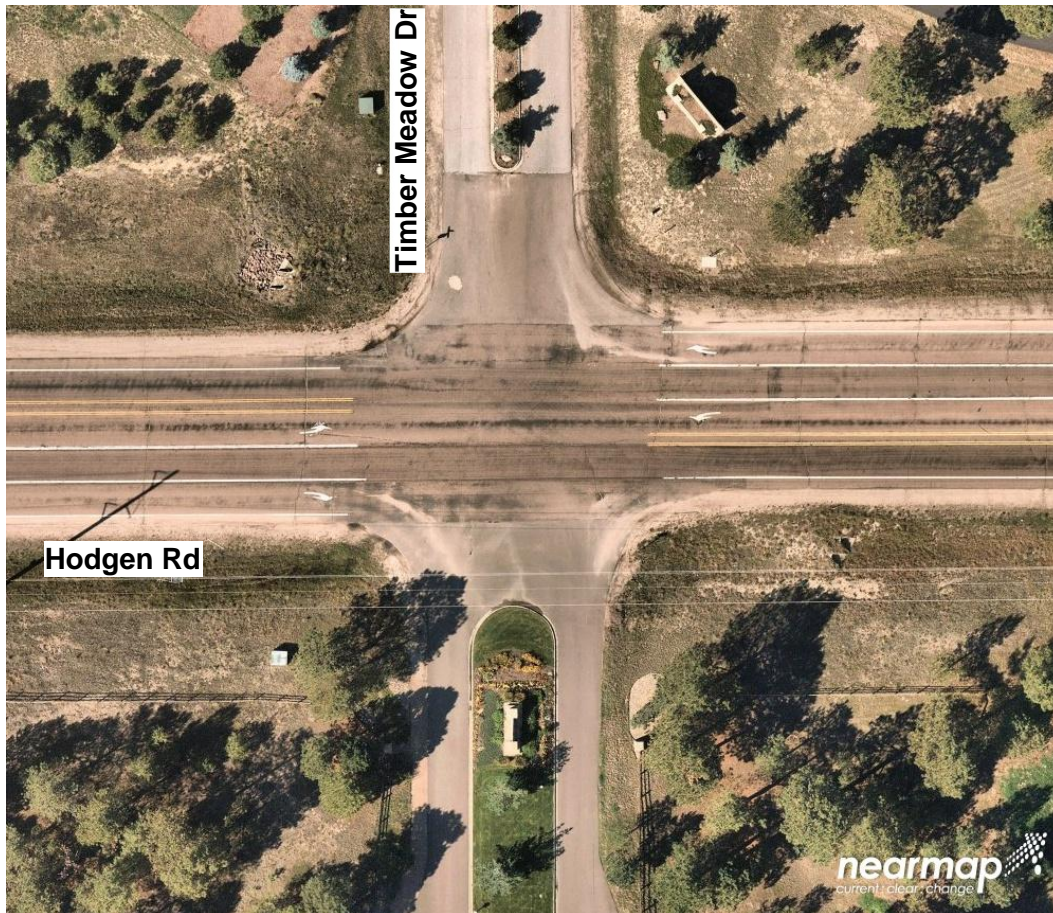
6850 Steppler Road
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Timber Meadow Drive is a north-south roadway with one through lane in each direction and a posted speed limit of 30 miles per hour. This roadway operates as a two-lane local roadway classification based on the existing and future traffic volumes and due to houses fronting this roadway.

Settlers Ranch Road provides one through lane in each direction. No posted speed limit along Settlers Ranch Road could be determined from Google Street View, but it is assumed to operate with a speed limit of 25 miles per hour as a local residential road. This roadway operates as a two-lane local roadway classification based on the existing and future traffic volumes.

The intersection of Hodgen Road and Timber Meadow Drive (#1) is an unsignalized intersection with stop control on the northbound and southbound Timber Meadow Drive approaches to the intersection. The eastbound and westbound Hodgen Road approaches each provide a left turn lane, a through lane, and a right turn lane in each direction. The northbound and southbound approach each provide one lane for shared left/through/right turning movements in each direction. An aerial photo that illustrates the existing intersection configuration is below (north is up).



Hodgen Road & Timber Meadow Drive (#1)

The intersection of Settlers Ranch Road and Timber Meadow Drive (#2) is an unsignalized 'T'-intersection with stop control on the westbound Settlers Ranch Road approach to the intersection. Each approach to the intersection provides one through lane for shared turning movements in each direction. An aerial photo that illustrates the existing intersection configuration is below.



Settlers Ranch Road & Timber Meadow Drive (#2)

The intersection lane configuration and control for the study area key intersections is shown in attached **Figure 2**.

PEDESTRIAN AND BICYCLE FACILITIES REVIEW

There are no pedestrian and bicycle facilities along the roadways within the study area. This project is not anticipated to create the need for these alternate travel mode facilities.

PUBLIC TRANSPORTATION SERVICES FACILITY REVIEW

There is no public transportation service in this area. With the rural nature of the site, it is believed that public transportation to serve this area is not feasible.

Please indicate what your background values account for besides the annual growth as it does not appear to account for the most current approved phase of the settler ranch subdivision Filing 2C (PCD File SF1818). Filing 2C added 11 lots to the existing 14 lots along Settlers Ranch Rd.

EXISTING AND FUTURE TRAFFIC VOLUMES

Existing turning movement counts were conducted at the study intersections on Thursday, April 6, 2023 during the morning peak hour and Wednesday, April 5, 2025 during the afternoon peak hour. The counts were conducted on separate days because of inclement weather conditions during the other periods of these days that would have likely reduced the turning movement counts at these intersections. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on these count dates. The existing intersection traffic volumes are also shown in attached **Figure 3** with count sheets attached. For purposes of this analysis, the volume traveling eastbound and westbound along Settlers Ranch Road from these traffic counts were conservatively assumed to carry through the project access along Settlers Ranch Road.

According to traffic projections provided by CDOT Online Transportation Information System (OTIS), SH-83 approximately two-thirds of a mile to the west of the site is expected to have an average 20-year growth factor of approximately 1.56. This equates to an annual growth rate of approximately 2.23 percent. This annual growth rate was used to calculate short-term 2026 background traffic projections at the study area intersections as shown in **Figure 4**. CDOT traffic projection information is attached.

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Manual fitted curve equations that apply to Single-Family Detached Housing (ITE Code 210) for traffic associated with this development. The following **Table 1** summarizes the estimated trip generation for traffic associated with the development (calculations attached).

Table 1 – 16850 Stepler Road Traffic Generation

Land Use and Size	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single Family Detached Housing - 14 Dwelling Units (ITE 210)	166	3	9	12	10	6	16

As shown in the table and based on ITE Trip Generation calculations, 16850 Stepler Road is expected to generate approximately 166 weekday daily trips, with 12 of these trips occurring during the morning peak hour and 16 of these trips occurring during the afternoon peak hour.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. **Figure 5** illustrates the trip distribution and **Figure 6** illustrates the traffic assignment for this project.

Of note, while it is recognized that some vehicles from this proposed development may use the future connection of Settlers Ranch Road to Stepler Road to travel north or south along Stepler Road, as well as some vehicles possibly continuing north along Timber Meadow Drive to the north of Settlers Ranch Road, because the trip generation of this development is so low and the vehicles that would perform these movements would be minimal, the trip distribution was conservatively assigned fully to Hodgen Road eastbound and westbound.

TOTAL (BACKGROUND PLUS PROJECT) TRAFFIC

Site traffic volumes were added to the background volumes to represent estimated total traffic conditions for the 2026 horizon. These total traffic volumes for the study area are illustrated for the 2026 horizon year in **Figure 7**.

TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies at the project key intersections for the 2026 opening year horizon. The acknowledged source for determining overall capacity is the Highway Capacity Manual².

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways, standard traffic engineering practice recommends LOS D as the minimum threshold for acceptable operations for intersections and LOS E for movements. **Table 2** below shows the definition of level of service for unsignalized intersections.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

Table 2 - Level of Service Definitions

Level of Service	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

Study area intersections were analyzed based on average total delay analysis for unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole.

Calculations for the level of service at the key intersections identified for the study are attached. The traffic analysis is based on the lane geometry and intersection control shown in **Figure 2**. The peak hour factor by intersection approach were used as determined by the existing turning movement counts. Synchro traffic analysis software was used to analyze the study area key intersections for level of service. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service.

Hodgen Road & Timber Meadow Drive (#1)

The intersection of Hodgen Road and Timber Meadow Drive (#1) is unsignalized with stop control on the northbound and southbound Timber Meadow Drive approaches to the intersection. The intersection movements currently operate acceptably at LOS C or better during both peak hours. With the addition of project traffic, the intersection movements are anticipated to continue operating at an acceptable level of service through the 2026 opening-year horizon. Therefore, improvements or modifications are not anticipated to be needed at this intersection based on the addition of project traffic. **Table 3** provides the results of the level of service at this intersection.

Table 3 – Hodgen Road & Timber Meadow Drive (#1) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Northbound Approach	13.9	B	20.4	C
Eastbound Left	7.8	A	8.0	A
Westbound Left	7.6	A	8.5	A
Southbound Approach	10.3	B	11.4	B
2026 Background				
Northbound Approach	14.5	B	22.1	C
Eastbound Left	7.9	A	8.0	A
Westbound Left	7.6	A	8.6	A
Southbound Approach	10.5	B	11.7	B
2026 Background Plus Project				
Northbound Approach	15.0	C	23.0	C
Eastbound Left	7.9	A	8.0	A
Westbound Left	7.6	A	8.6	A
Southbound Approach	10.7	B	12.0	B

Settlers Ranch Road & Timber Meadow Drive (#2)

The 'T'-intersection of Settlers Ranch Road and Timber Meadow Drive (#2) is unsignalized with stop control on the westbound Settlers Ranch Road approach to the intersection. The intersection movements currently operate acceptably at LOS A during both peak hours. With the addition of project traffic, the intersection movements are anticipated to continue operating at an acceptable level of service through the 2026 opening-year horizon. Therefore, improvements or modifications are not anticipated to be needed at this intersection based on the addition of project traffic. **Table 4** provides the results of the level of service at this intersection.

Table 4 – Settlers Ranch Road & Timber Meadow Drive (#2) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Westbound Approach	8.8	A	9.5	A
Southbound Left	7.3	A	0.0	A
2026 Background				
Westbound Approach	8.9	A	9.6	A
Southbound Left	7.3	A	0.0	A
2026 Background Plus Project				
Westbound Approach	9.0	A	9.8	A
Southbound Left	7.3	A	0.0	A

Settlers Ranch Road & Project Access (#3)

The proposed ‘T’-intersection of Settlers Ranch Road and Project Access (#3) is anticipated to be an unsignalized intersection with stop control on the northbound project access approach to the intersection with a recommended R1-1 “STOP” sign posted. The intersection is anticipated to operate well with one lane in each direction for shared turning movements and turn lanes are not anticipated to be needed or warranted at this intersection. With the addition of project traffic to this proposed intersection, the intersection movements are anticipated to operate at an acceptable LOS A through the 2026 horizon. **Table 5** provides the results of the level of service at this intersection.

Table 5 – Settlers Ranch Road & Project Access (#3) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Project Plus Project	8.6	A	8.6	A
Approach	0.0	A	0.0	A

refer to ECM table 2-21 and revise the distance accordingly throughout this paragraph due to the 30mph design speed

revise to 30 mph

SIGHT DISTANCE EVALUATION

It is recommended that sight triangles be provided at the project access along Settlers Ranch Road to give drivers exiting the project access a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers’ views of the adjacent travel lanes. AASHTO standards were used along this roadway to determine the sight distance needs. The following identifies sight distance requirements for the Settlers Ranch Road intersection associated with the project.

With AASHTO standards and a residential roadway assumed speed limit of 25 miles per hour, the intersection sight distance for vehicles turning right from stop from the project access is 240 feet. Therefore, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 14.5 feet from the edge of the major road traveled way and a line-of-sight distance of 240 feet located in the middle of the eastbound through lane along Settlers Ranch Road. The intersection sight distance for vehicles turning left from stop from the project access is 280 feet. Therefore, all obstructions for left-turning vehicles from stop should be clear to the right within the triangle created with a vertex point located 14.5 from the edge of the major road traveled way and a line-of-sight distance of 280 feet located in the middle of the westbound through lane along Settlers Ranch Road.

10 ft per ECM table 2-21 footnote 2

Further, Table 2-21 from the El Paso County Engineering Criteria Manual identifies an intersection sight distance of 280 feet for a two-lane roadway with a design speed of 25 miles per hour.

Although the exact location of the proposed access along Settlers Ranch Road is not yet known at this time for the purposes of this traffic study, when this project access is determined and constructed, the sight triangles should be designated for vehicles turning out of the project access and onto Settlers Ranch Road. However, although the grade of

Settlers Ranch Road varies along the roadway, it should be noted the existing roadway alignment has very little sight obstructions adjacent to the roadway and it is not anticipated that this will become an issue.

Road Impact fees may be paid at time of building permit. Revise if necessary

ROAD IMPACT FEE EVALUATION

At the request of El Paso County, a road impact fee evaluation was conducted for the project based on the anticipated 14 single-family homes proposed to be constructed on the project. The road impact fee per dwelling unit for single-family homes based on El Paso County Impact Fee Schedule guidelines is \$3,830 per dwelling unit. Based on this per unit fee, this project would result in a total road impact fee of \$53,620. Road impact fees are due upon plat recordation.

CONCLUSIONS AND RECOMMENDATIONS

Based on the traffic analysis presented in this report, Kimley-Horn and Associates, Inc. believes the 16850 Stepler Road project will be successfully incorporated into the existing and future roadway network. The following outlines the conclusions and recommendations from our traffic analysis:

- The project is proposed to construct approximately 14 single-family homes with project access anticipated to be gained along Settlers Ranch Road to the northeast of the Settlers Ranch Road and Timber Meadow Drive (#2) intersection. Access to the project is anticipated to be an unsignalized 'T'-intersection with stop control on the northbound project access approach to the intersection with an R1-1 "STOP" sign posted on this approach. Turn lanes are not anticipated to be needed at this intersection.
- The project is anticipated to generate approximately 166 weekday daily trips, with 12 of these trips occurring during the morning peak hour and 16 of these trips occurring during the afternoon peak hour.
- No improvements are anticipated to be needed at the Hodgen Road and Timber Meadow Drive (#1) or Settlers Ranch Road and Timber Meadow Drive (#2) intersections through the 2026 horizon with the addition of project traffic.
- Sight distance triangles should be provided at the proposed project access along Settlers Ranch Road, when constructed, based on the 280-foot intersection sight distance for vehicles turning from stop.
- The El Paso County road impact fee for the proposed 14 single-family homes in this project would result in a total of \$53,620 based on the \$3,830 per-unit fee for single-family homes.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck

Jeffrey R. Planck, P.E.
Project Traffic Engineer



-Please list any previous studies in the area (i.e. Abert Ranch, Settlers Ranch, Settlers View)

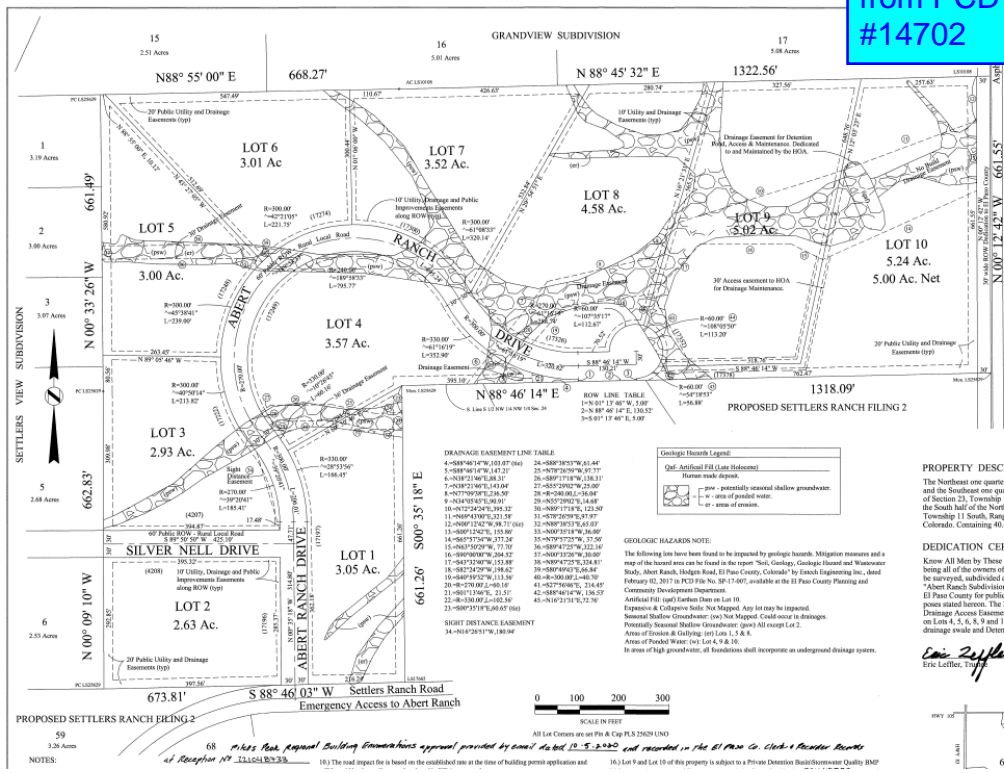
-Provide analysis of turn lane requirements at Timber Meadows and Hodgen. Per the total traffic volumes (figure 7) it appears that the threshold for a southbound dedicated right turn lane on Timber Meadows is met. Provide recommendations whether a dedicated right turn lane should be installed or if the queuing and widen radius that was allowed in the first fillings of Settlers ranch is sufficient. (previous TIS from Settlers Ranch will be uploaded onto EDARP for your use. See page 2 #7)

Figures

-With the addition of these 14 lots, the code maximum of 25 lots on a dead end road will be exceeded therefore a secondary access will be needed. Please discuss where the secondary access will be obtained. FYI: Abert Ranch worked with Settlers Ranch by providing a secondary emergency access through Settlers Ranch Rd to Stepler Rd from Abert Ranch Drive to the east. Consider working with Settlers Ranch to extend the gravel cul-de-sac to Abert Ranch Drive.

from PCD File SF1911 Plat #14702

14702



Final Plat of
ABERT RANCH SUBDIVISION
 In the NE Quarter of Section 23
 & in the NW Quarter of Section 24
 T 11 S, R 66 W, of the 6th P.M.,
 El Paso County, Colorado.

NOTARY CERTIFICATE:
 State of CO
 County of EL PASO
 I, Eric Lettler, Notary Public, do hereby certify that the within and foregoing plat was acknowledged before me on this 11 day of October, 2015, by Eric Lettler, Trustee, NF Ranch Trust 2015.
 My Commission Expires 9/2/2024

PROPERTY DESCRIPTION:
 The Northeast one quarter of the Southeast one quarter of the Northeast one quarter and the Southwest one quarter of the Northeast one quarter of the Northeast one quarter of Section 23, Township 11 South, Range 66 West of the 6th Principal Meridian and the South half of the Northwest one quarter of the Northeast one quarter of Section 24, Township 11 South, Range 66 West of the 6th Principal Meridian, El Paso County, Colorado. Containing 40.69 acres, more or less.

DEDICATION CERTIFICATE:
 Know All Men by These Presents: That NF Ranch Trust 2015, Eric Lettler, Trustee, being all of the owners of the above described property, have caused said property to be surveyed, subdivided and platted as shown hereon under the name and style of "Abert Ranch Subdivision" and by these presents do hereby dedicate all roads to El Paso County for public right of way purposes and public easements for the purposes stated hereon. The 20 foot drainage easement on Lot 1 and 4, the 30 foot Drainage Access Easement on lot 8 and 9, and the various utility easements on Lots 4, 5, 6, 8, 9 and 10 are hereby dedicated to the Homeowners Association for drainage waste and Detention Flood construction, use, maintenance and access.

DIRECTOR, PLANNING AND COMMUNITY DEVELOPMENT:
 This plat for Abert Ranch Subdivision was approved for filing by the El Paso County Colorado, Planning and Community Development Director on the 11/17/2015 day of November, 2015.
 Director, Planning and Community Development
3/11/2020
 Date

SURVEYOR'S CERTIFICATE:
 I, Jerome W. Hannigan, a duly licensed professional land surveyor in the State of Colorado, do hereby certify that this plat truly and correctly represents the results of a survey made on July 13, 2016, by me or under my direct supervision and that all monuments exist as shown hereon; that mathematical closure errors are less than 1:10,000; and that said plat has been prepared in full compliance with all applicable laws of the State of Colorado dealing with monuments, subdivision or surveying of land; and to the best of my knowledge, all applicable provisions of the El Paso County Land Development Code.

Eric Lettler
 Eric Lettler, Trustee

CLERK AND RECORDER'S CERTIFICATE:

Provide analysis of this subdivisions fair share contribution for the paving of Stepler Road. The adjacent subdivisions, Abert Ranch and Settlers View (PCD File SF1841) have each provided fair share contribution.

Additionally please contact CDOT regarding any requirements they may have. Please include any correspondence from CDOT in your report.

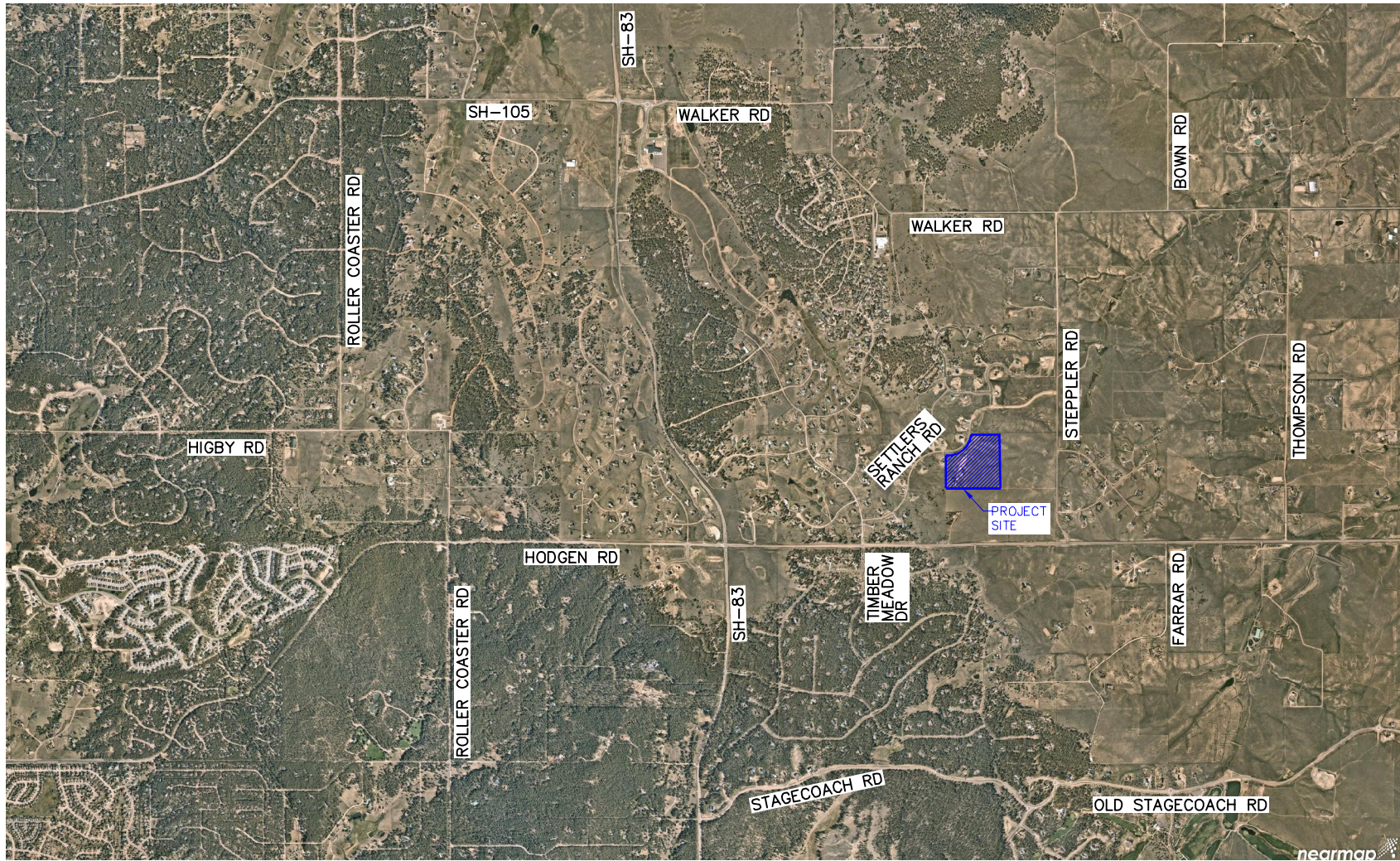


FIGURE 1
16850 STEPLER ROAD
EL PASO COUNTY, COLORADO
VICINITY MAP

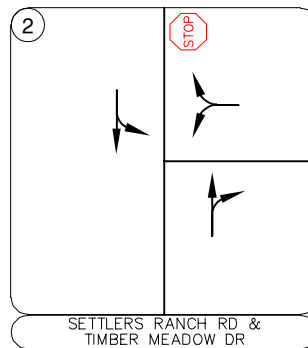
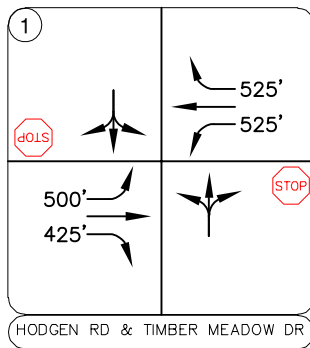
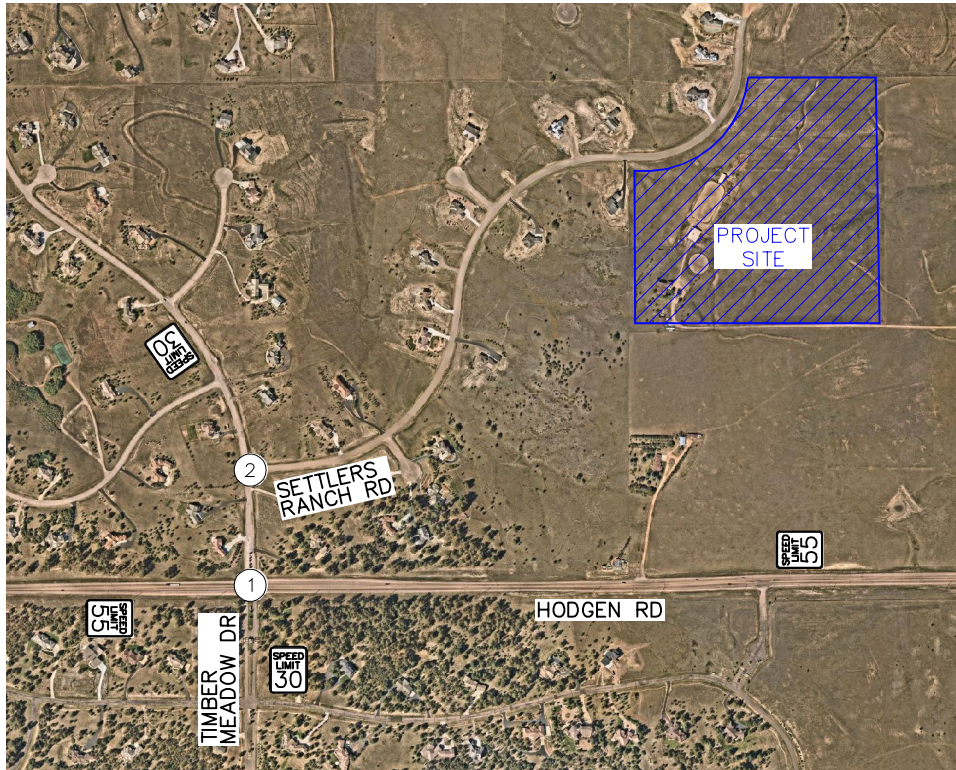
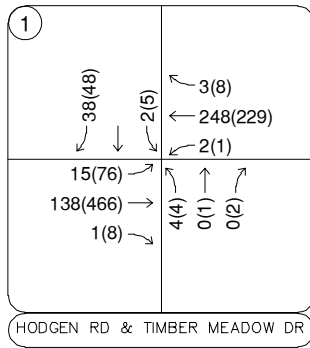
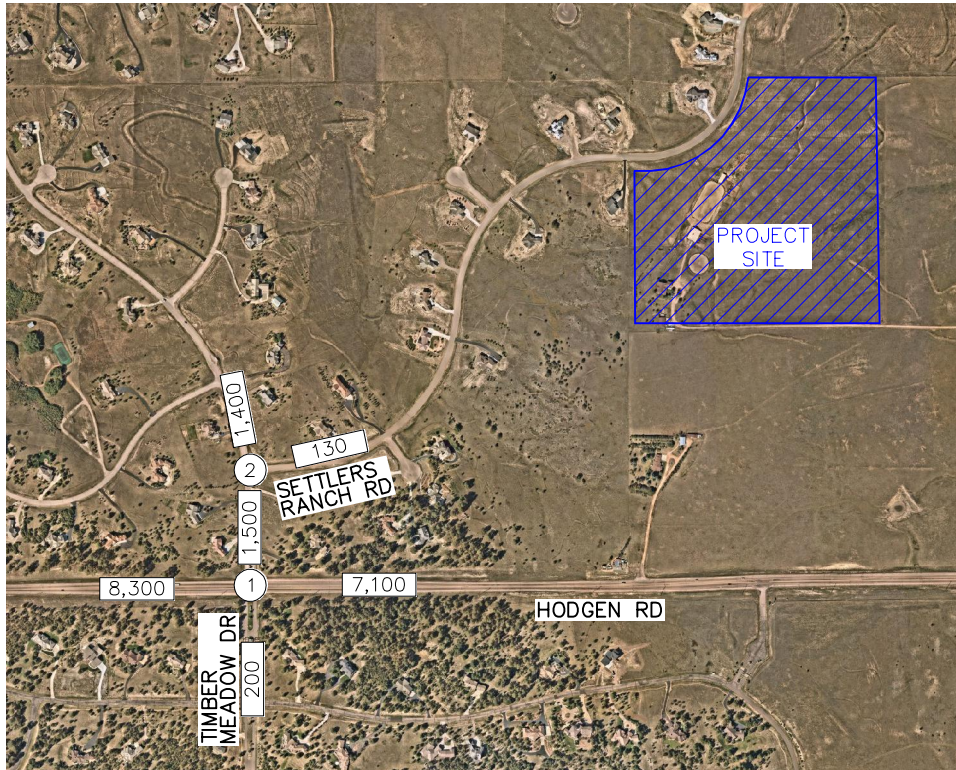


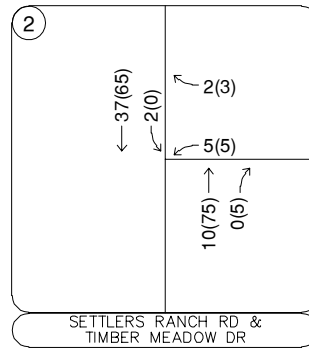
FIGURE 2
 16850 STEPLER ROAD
 EL PASO COUNTY, COLORADO
 EXISTING GEOMETRY AND CONTROL

LEGEND

- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Roadway Speed Limit
- 100' Turn Lane Length (feet)



Thursday, April 6, 2023
 (Wednesday, April 5, 2023)
 8:00 to 9:00AM (4:30 to 5:30PM)



Thursday, April 6, 2023
 (Wednesday, April 5, 2023)
 7:00 to 8:00AM (4:00 to 5:00PM)

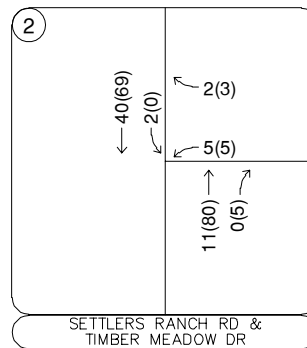
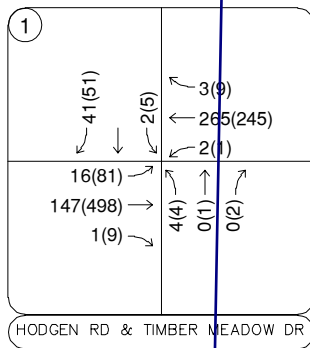
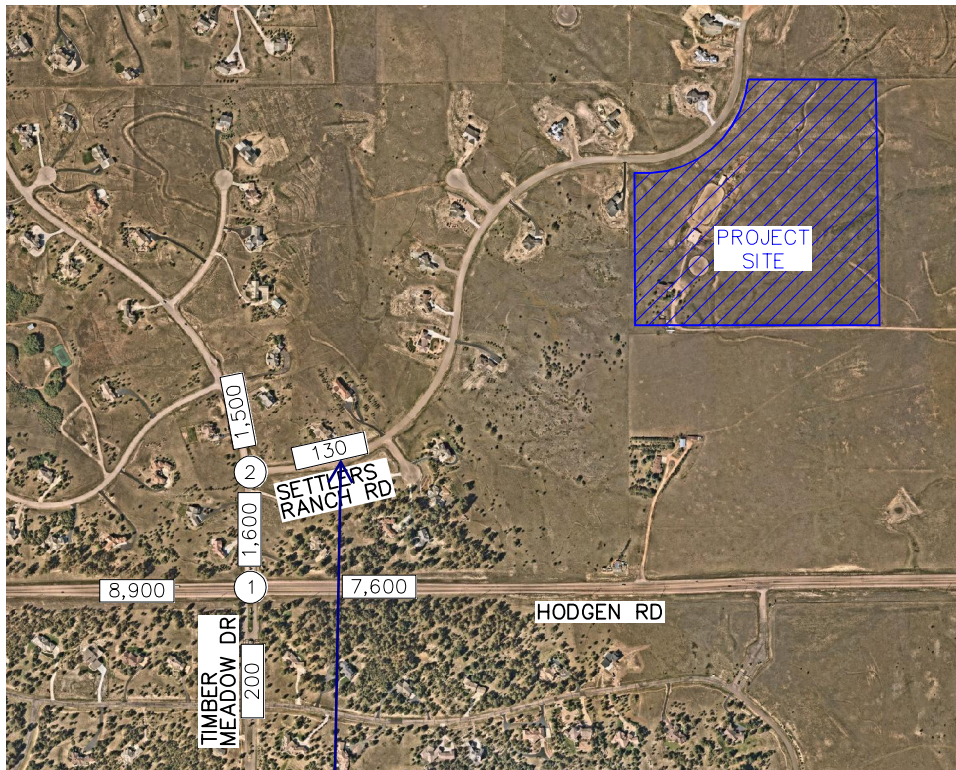
FIGURE 3
 16850 STEPLER ROAD
 EL PASO COUNTY, COLORADO
 2023 EXISTING TRAFFIC VOLUMES

LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM)
 Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume



See comment on page 5 and adjust your analysis accordingly.

LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 4
 16850 STEPLER ROAD
 EL PASO COUNTY, COLORADO
 2026 BACKGROUND TRAFFIC VOLUMES

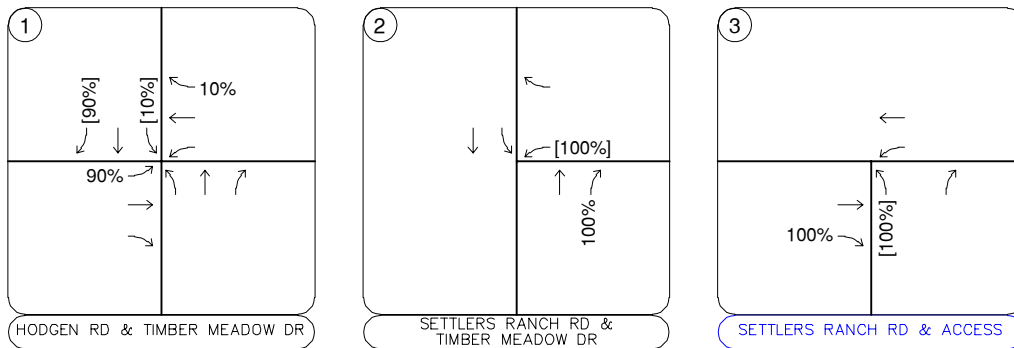
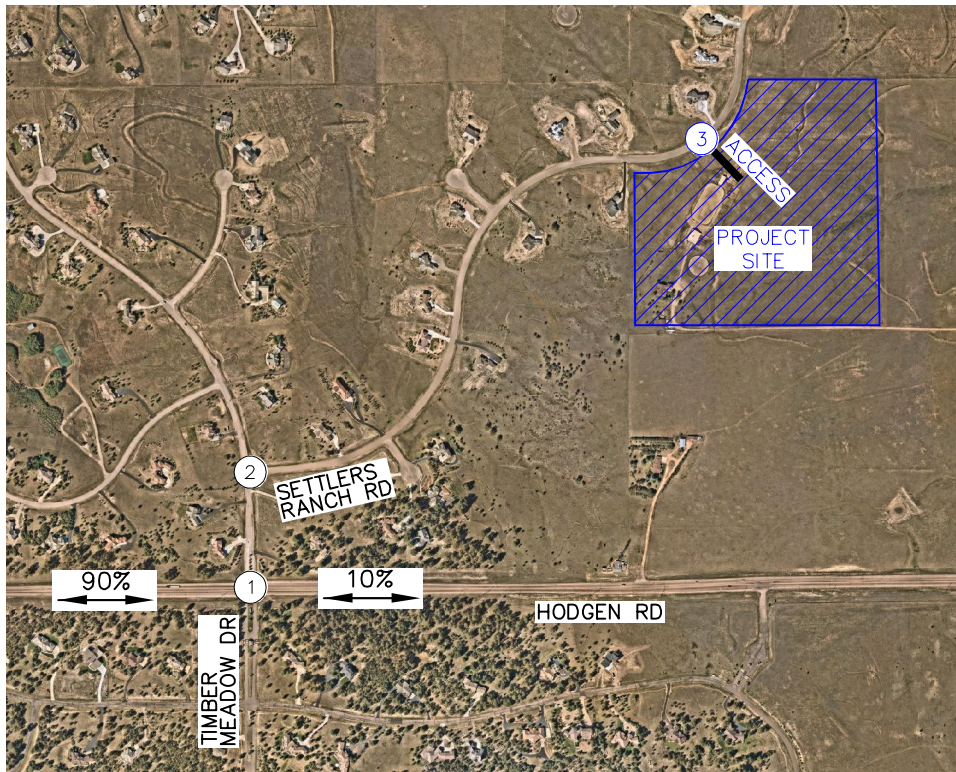



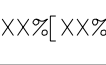


FIGURE 5
 16850 STEPLER ROAD
 EL PASO COUNTY, COLORADO
 PROJECT TRIP DISTRIBUTION

LEGEND

-  Study Area Key Intersection
-  Project Access Intersection
-  External Trip Distribution Percentage
-  Entering[Exiting] Trip Distribution Percentage

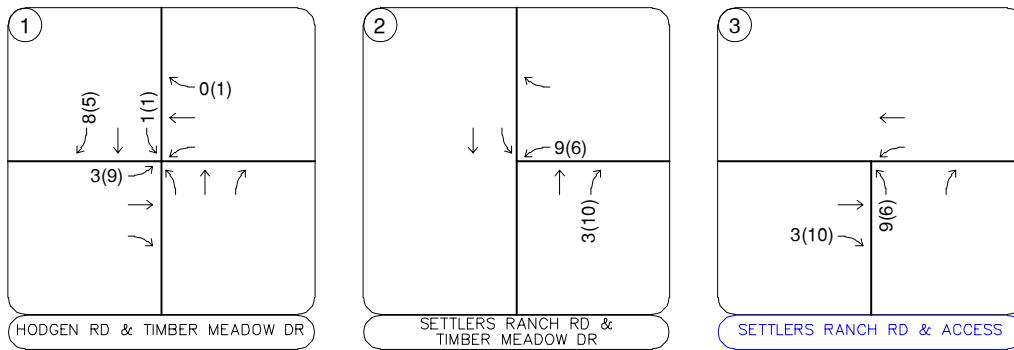
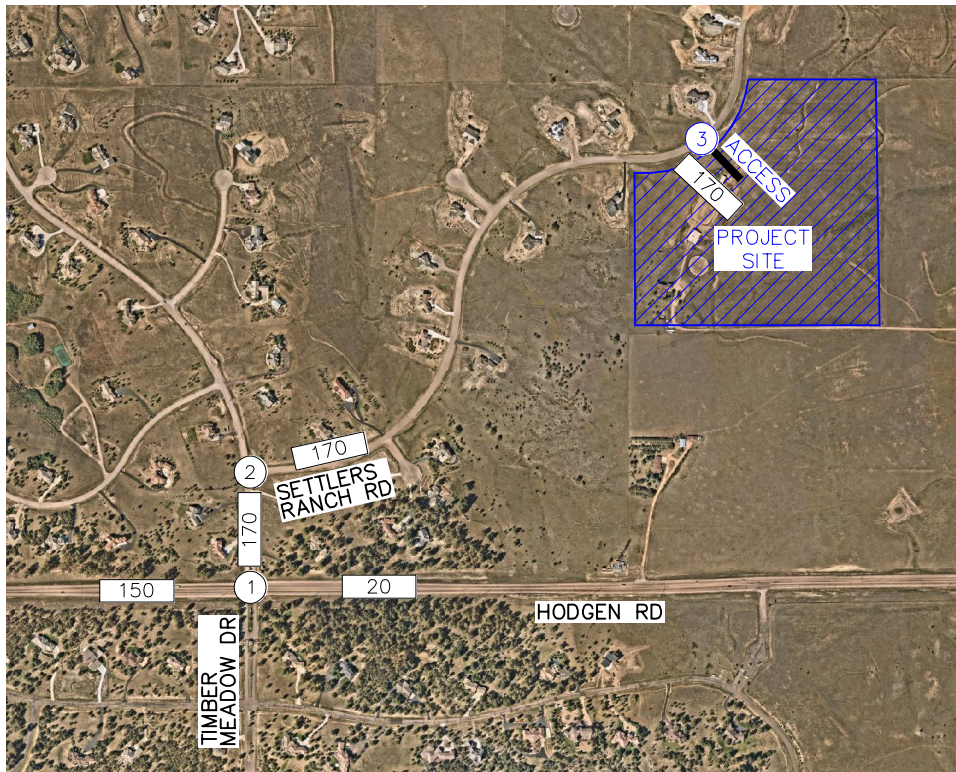
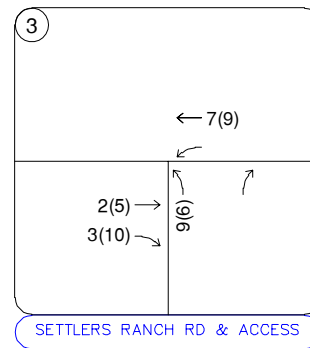
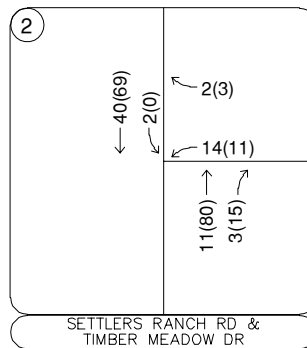
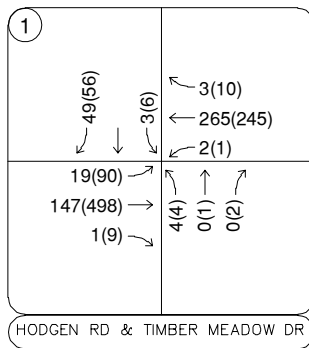
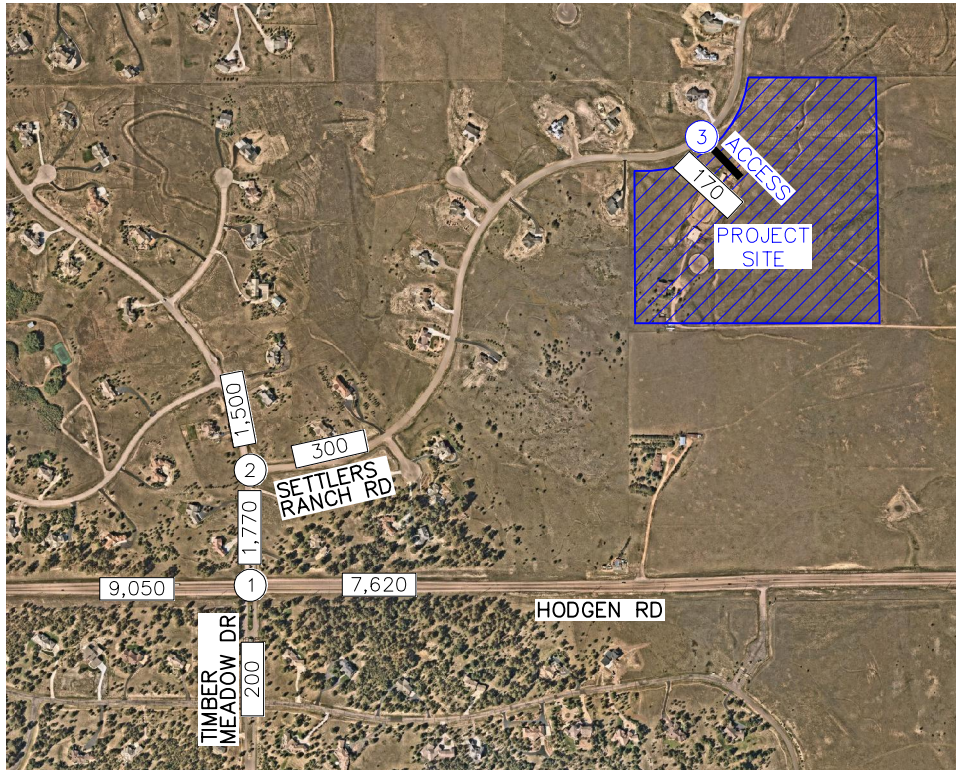


FIGURE 6
 16850 STEPLER ROAD
 EL PASO COUNTY, COLORADO
 PROJECT TRAFFIC ASSIGNMENT

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- xxx(xxx) Weekday AM(PM) Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume



LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 7
 16850 STEPLER ROAD
 EL PASO COUNTY, COLORADO
 2026 TOTAL TRAFFIC VOLUMES

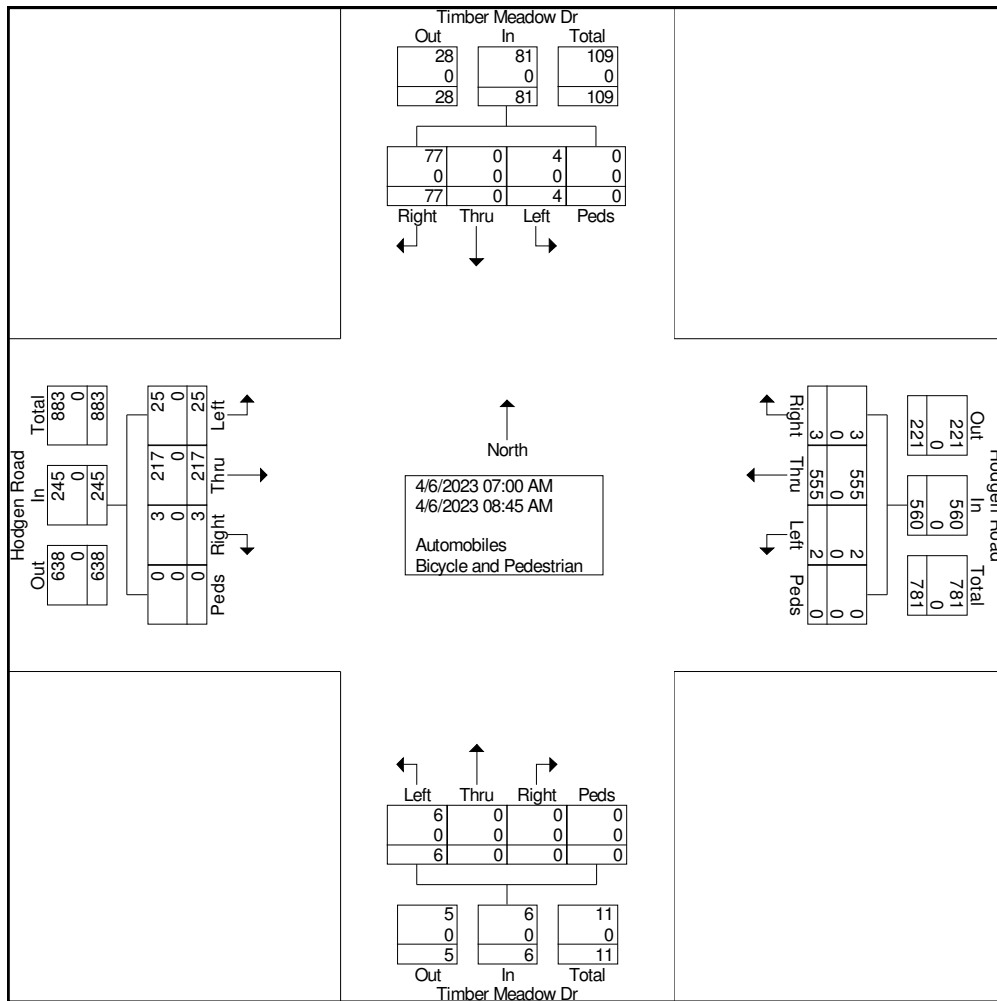
Intersection Count Sheets



Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
AM Peak
Hodgen Rd and Timber Meadow Dr

File Name : Hodgen and Timber Meadow AM
Site Code : IPO 644
Start Date : 4/6/2023
Page No : 2



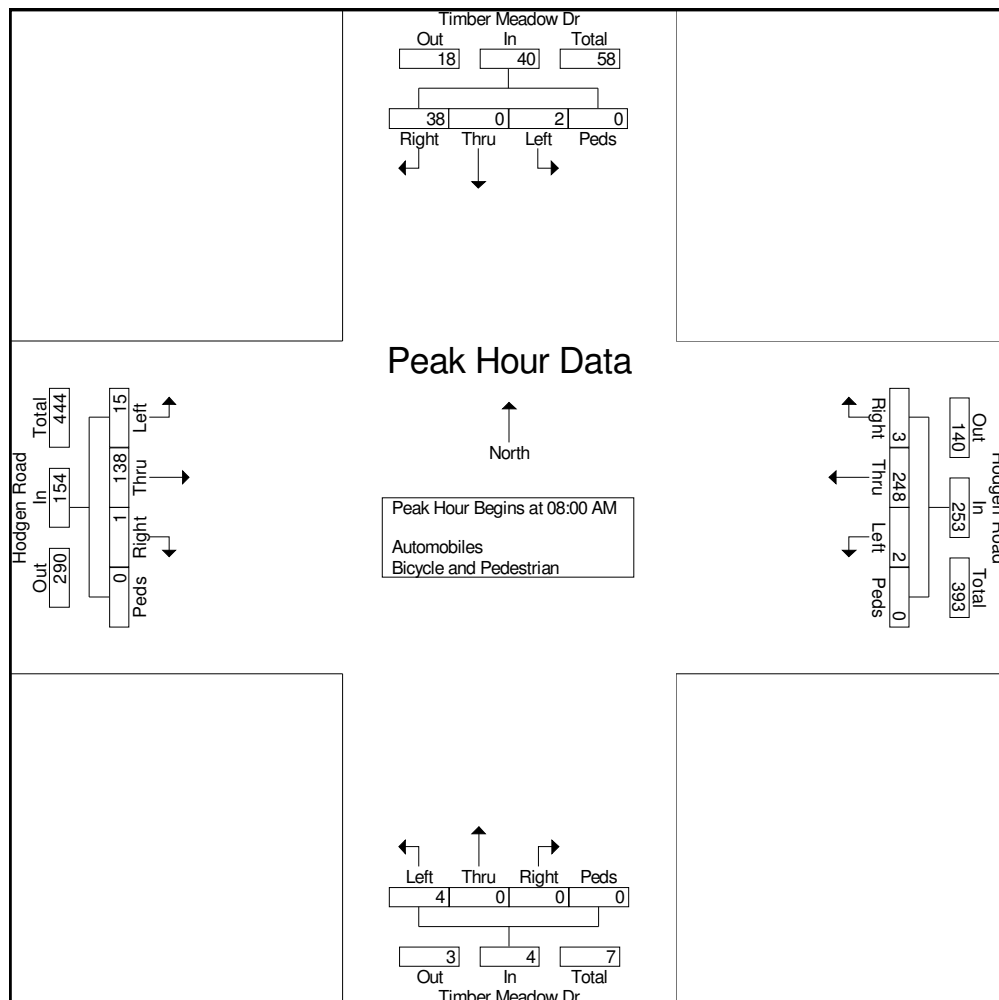


Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
AM Peak
Hodgen Rd and Timber Meadow Dr

File Name : Hodgen and Timber Meadow AM
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Page No : 3

Start Time	Hodgen Road Eastbound					Hodgen Road Westbound					Timber Meadow Dr Northbound					Timber Meadow Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	24	0	0	26	0	60	0	0	60	0	0	0	0	0	0	0	7	0	7	93
08:15 AM	5	21	0	0	26	1	56	0	0	57	0	0	0	0	0	2	0	10	0	12	95
08:30 AM	4	48	0	0	52	1	66	2	0	69	2	0	0	0	2	0	0	17	0	17	140
08:45 AM	4	45	1	0	50	0	66	1	0	67	2	0	0	0	2	0	0	4	0	4	123
Total Volume	15	138	1	0	154	2	248	3	0	253	4	0	0	0	4	2	0	38	0	40	451
% App. Total	9.7	89.6	0.6	0		0.8	98	1.2	0		100	0	0	0		5	0	95	0		
PHF	.750	.719	.250	.000	.740	.500	.939	.375	.000	.917	.500	.000	.000	.000	.500	.250	.000	.559	.000	.588	.805





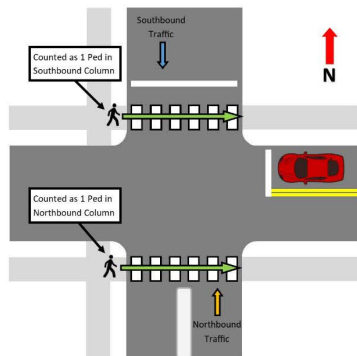
Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
AM Peak
Hodgen Rd and Timber Meadow Dr

File Name : Hodgen and Timber Meadow AM
Site Code : IPO 644
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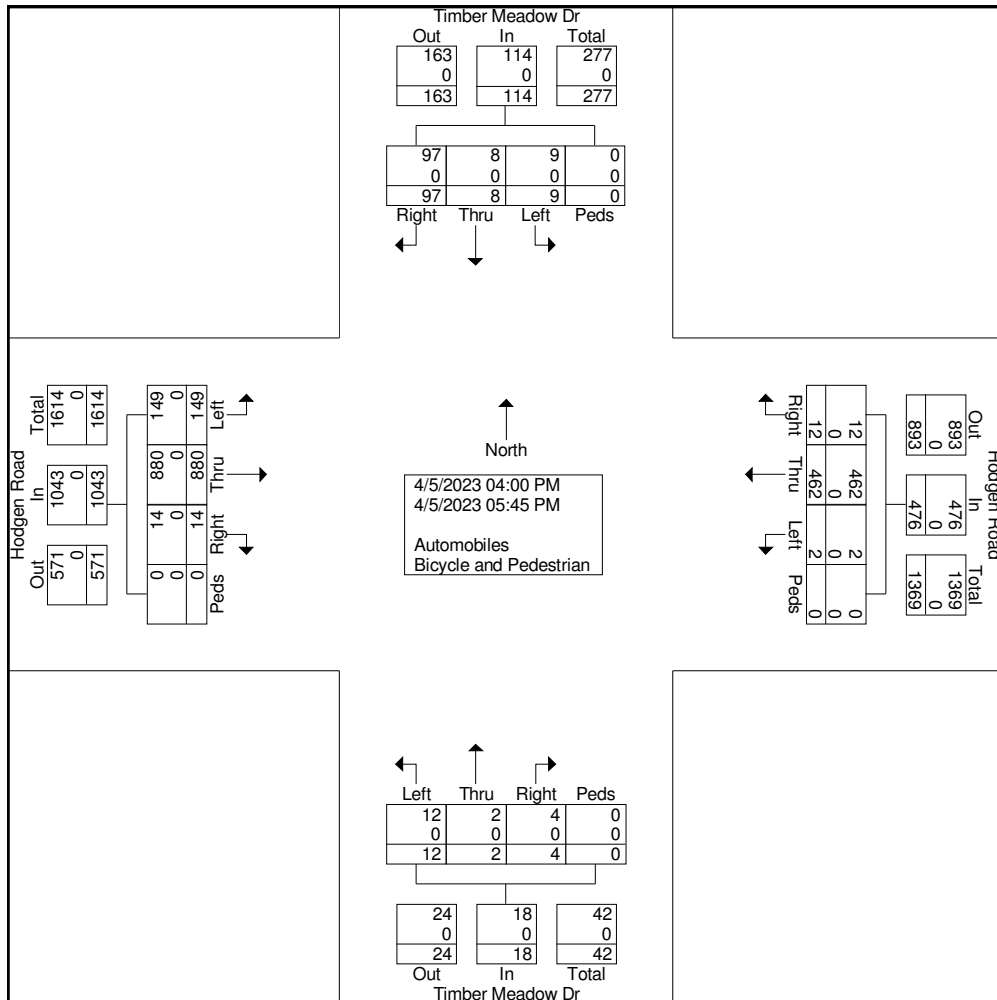




Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
PM Peak
Hodgen Rd and Timber Meadow Dr

File Name : Hodgen and Timber Meadow PM
Site Code : IPO 644
Start Date : 4/5/2023
Page No : 2



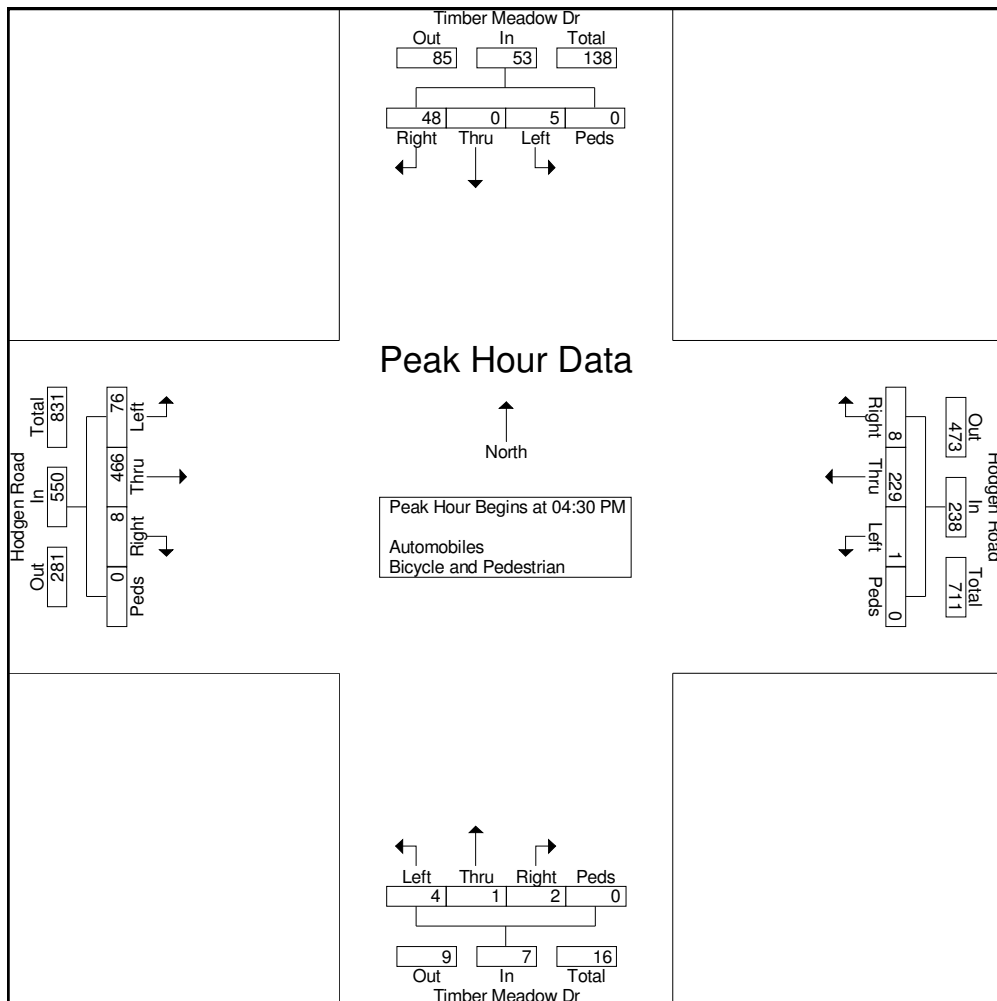


Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
PM Peak
Hodgen Rd and Timber Meadow Dr

File Name : Hodgen and Timber Meadow PM
Site Code : IPO 644
Start Date : 4/5/2023
Page No : 3

Start Time	Hodgen Road Eastbound					Hodgen Road Westbound					Timber Meadow Dr Northbound					Timber Meadow Dr Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	115	4	0	132	0	62	1	0	63	2	0	1	0	3	0	0	10	0	10	208
04:45 PM	23	109	2	0	134	0	63	2	0	65	1	0	0	0	1	2	0	15	0	17	217
05:00 PM	16	109	0	0	125	1	47	3	0	51	1	1	1	0	3	1	0	12	0	13	192
05:15 PM	24	133	2	0	159	0	57	2	0	59	0	0	0	0	0	2	0	11	0	13	231
Total Volume	76	466	8	0	550	1	229	8	0	238	4	1	2	0	7	5	0	48	0	53	848
% App. Total	13.8	84.7	1.5	0		0.4	96.2	3.4	0		57.1	14.3	28.6	0		9.4	0	90.6	0		
PHF	.792	.876	.500	.000	.865	.250	.909	.667	.000	.915	.500	.250	.500	.000	.583	.625	.000	.800	.000	.779	.918





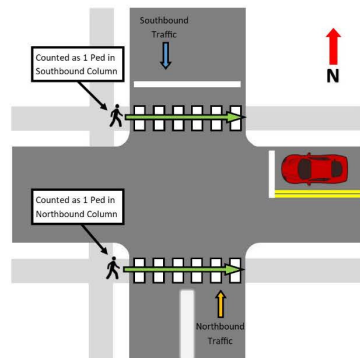
Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
PM Peak
Hodgen Rd and Timber Meadow Dr

File Name : Hodgen and Timber Meadow PM
Site Code : IPO 644
Start Date : 4/5/2023
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Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
AM Peak
Settlers Ranch Rd and Timber Meadow Dr

File Name : Settlers Ranch and Timber Meadow AM
Site Code : IPO 644
Start Date : 4/6/2023
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

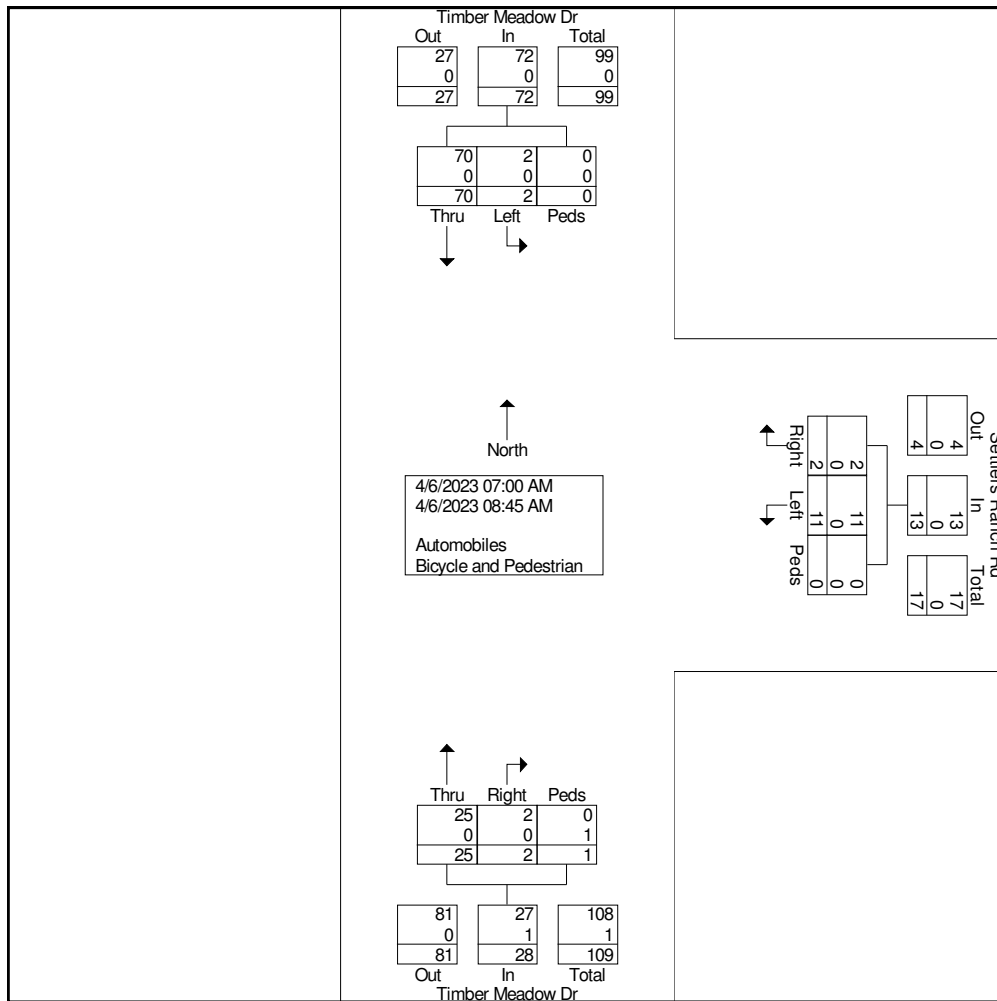
Start Time	Settlers Ranch Rd Westbound				Timber Meadow Dr Northbound				Timber Meadow Dr Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
07:00 AM	1	1	0	2	0	0	0	0	1	7	0	8	10
07:15 AM	1	1	0	2	4	0	1	5	1	8	0	9	16
07:30 AM	3	0	0	3	4	0	0	4	0	16	0	16	23
07:45 AM	0	0	0	0	2	0	0	2	0	6	0	6	8
Total	5	2	0	7	10	0	1	11	2	37	0	39	57
08:00 AM	1	0	0	1	1	0	0	1	0	5	0	5	7
08:15 AM	2	0	0	2	4	1	0	5	0	10	0	10	17
08:30 AM	3	0	0	3	5	1	0	6	0	14	0	14	23
08:45 AM	0	0	0	0	5	0	0	5	0	4	0	4	9
Total	6	0	0	6	15	2	0	17	0	33	0	33	56
Grand Total	11	2	0	13	25	2	1	28	2	70	0	72	113
Apprch %	84.6	15.4	0		89.3	7.1	3.6		2.8	97.2	0		
Total %	9.7	1.8	0	11.5	22.1	1.8	0.9	24.8	1.8	61.9	0	63.7	
Automobiles	11	2	0	13	25	2	0	27	2	70	0	72	112
% Automobiles	100	100	0	100	100	100	0	96.4	100	100	0	100	99.1
Bicycle and Pedestrian	0	0	0	0	0	0	1	1	0	0	0	0	1
% Bicycle and Pedestrian	0	0	0	0	0	0	100	3.6	0	0	0	0	0.9



Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
AM Peak
Settlers Ranch Rd and Timber Meadow Dr

File Name : Settlers Ranch and Timber Meadow AM
Site Code : IPO 644
Start Date : 4/6/2023
Page No : 2



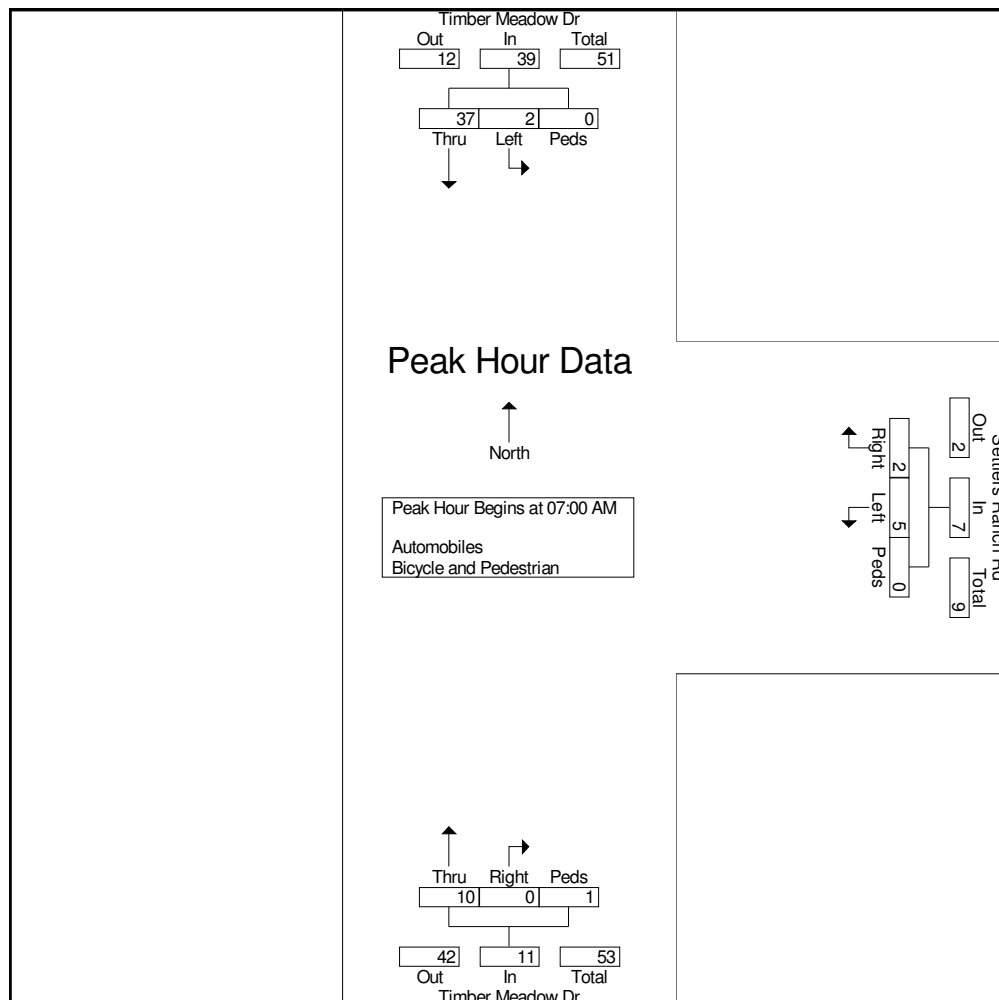


Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
AM Peak
Settlers Ranch Rd and Timber Meadow Dr

File Name : Settlers Ranch and Timber Meadow AM
Site Code : IPO 644
Start Date : 4/6/2023
Page No : 3

Start Time	Settlers Ranch Rd Westbound				Timber Meadow Dr Northbound				Timber Meadow Dr Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	1	1	0	2	0	0	0	0	1	7	0	8	10
07:15 AM	1	1	0	2	4	0	1	5	1	8	0	9	16
07:30 AM	3	0	0	3	4	0	0	4	0	16	0	16	23
07:45 AM	0	0	0	0	2	0	0	2	0	6	0	6	8
Total Volume	5	2	0	7	10	0	1	11	2	37	0	39	57
% App. Total	71.4	28.6	0		90.9	0	9.1		5.1	94.9	0		
PHF	.417	.500	.000	.583	.625	.000	.250	.550	.500	.578	.000	.609	.620





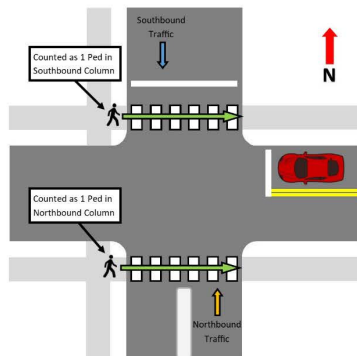
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El Paso County ,CO
16850 Stepler Rd
AM Peak
Settlers Ranch Rd and Timber Meadow Dr

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Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
PM Peak
Settlers Ranch Rd and Timber Meadow Dr

File Name : Settlers Ranch and Timber Meadow PM
Site Code : IPO 644
Start Date : 4/5/2023
Page No : 1

Groups Printed- Automobiles - Bicycle and Pedestrian

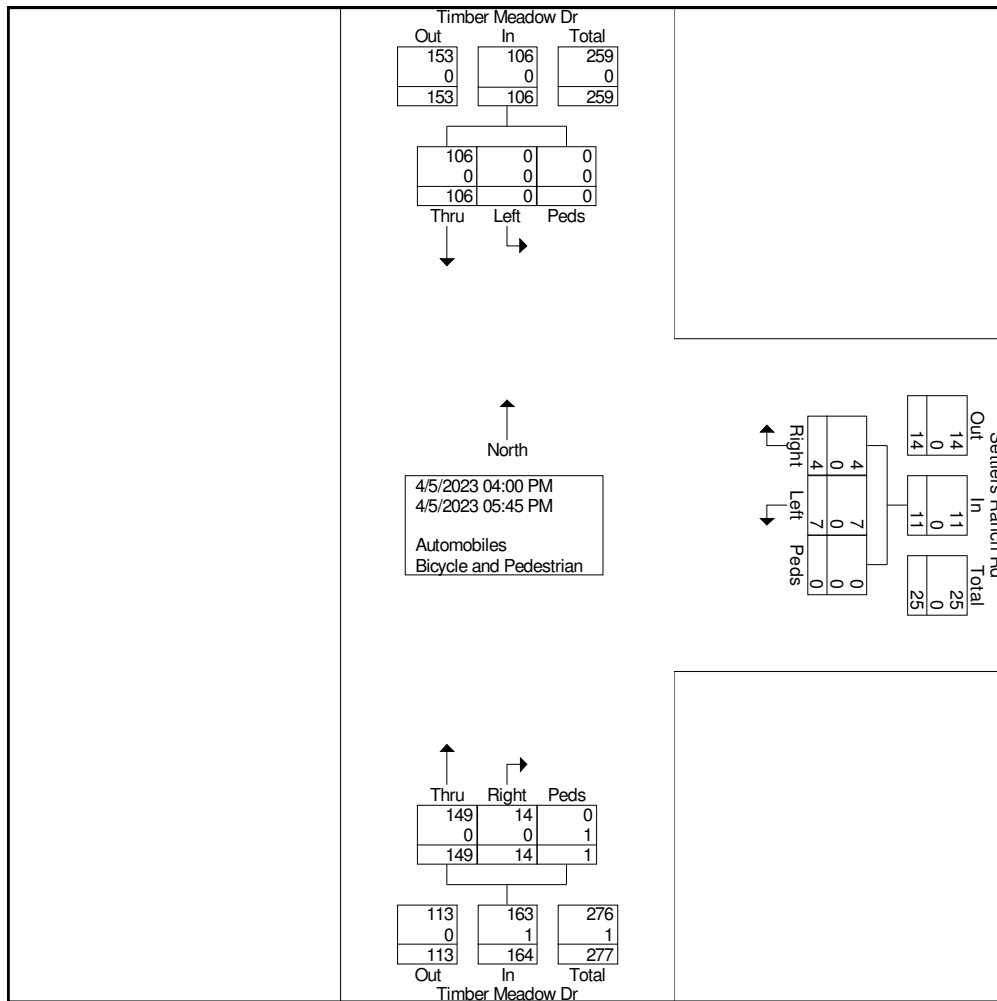
Start Time	Settlers Ranch Rd Westbound				Timber Meadow Dr Northbound				Timber Meadow Dr Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
04:00 PM	0	1	0	1	10	2	0	12	0	30	0	30	43
04:15 PM	4	0	0	4	25	2	1	28	0	11	0	11	43
04:30 PM	0	2	0	2	15	1	0	16	0	11	0	11	29
04:45 PM	1	0	0	1	25	0	0	25	0	13	0	13	39
Total	5	3	0	8	75	5	1	81	0	65	0	65	154
05:00 PM	0	0	0	0	18	2	0	20	0	12	0	12	32
05:15 PM	0	1	0	1	22	4	0	26	0	13	0	13	40
05:30 PM	2	0	0	2	14	2	0	16	0	4	0	4	22
05:45 PM	0	0	0	0	20	1	0	21	0	12	0	12	33
Total	2	1	0	3	74	9	0	83	0	41	0	41	127
Grand Total	7	4	0	11	149	14	1	164	0	106	0	106	281
Approch %	63.6	36.4	0		90.9	8.5	0.6		0	100	0		
Total %	2.5	1.4	0	3.9	53	5	0.4	58.4	0	37.7	0	37.7	
Automobiles	7	4	0	11	149	14	0	163	0	106	0	106	280
% Automobiles	100	100	0	100	100	100	0	99.4	0	100	0	100	99.6
Bicycle and Pedestrian	0	0	0	0	0	0	1	1	0	0	0	0	1
% Bicycle and Pedestrian	0	0	0	0	0	0	100	0.6	0	0	0	0	0.4



Ridgeview Data
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El Paso County ,CO
16850 Stepler Rd
PM Peak
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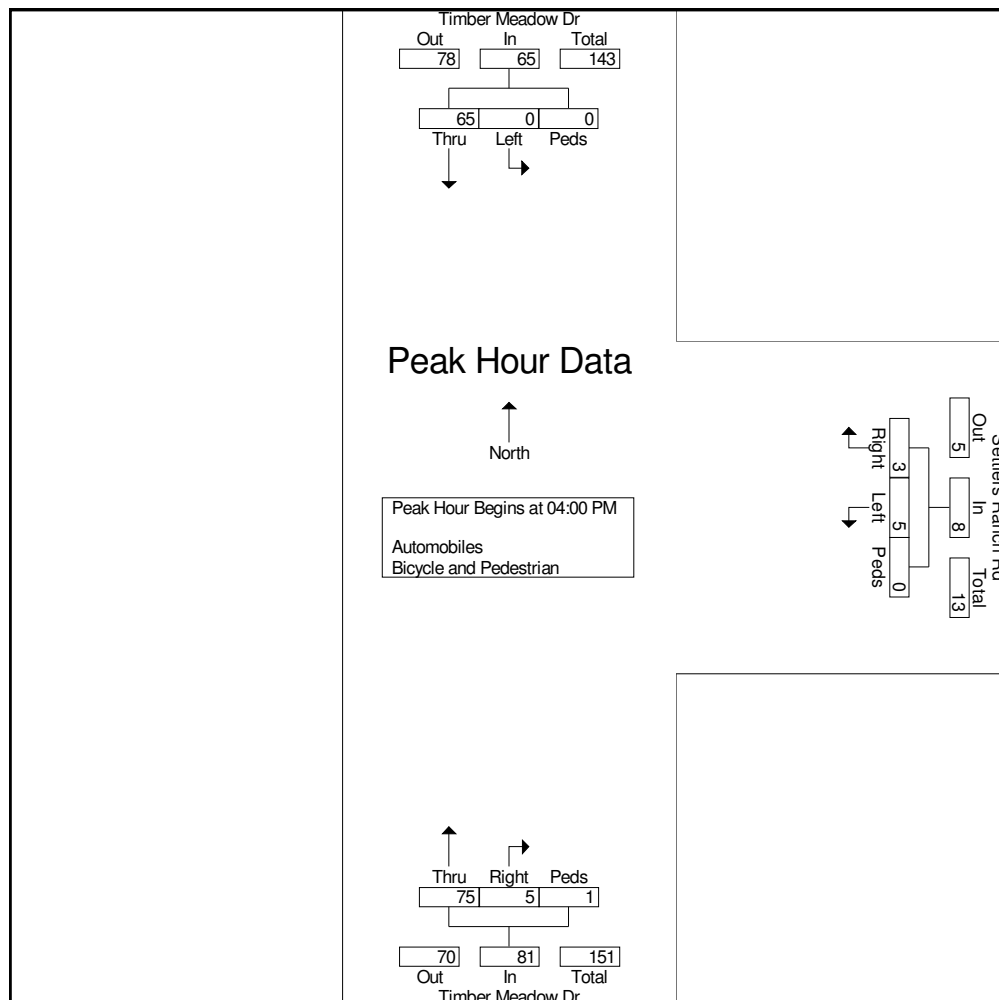


Ridgeview Data
Collection

El Paso County ,CO
16850 Stepler Rd
PM Peak
Settlers Ranch Rd and Timber Meadow Dr

File Name : Settlers Ranch and Timber Meadow PM
Site Code : IPO 644
Start Date : 4/5/2023
Page No : 3

Start Time	Settlers Ranch Rd Westbound				Timber Meadow Dr Northbound				Timber Meadow Dr Southbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	1	0	1	10	2	0	12	0	30	0	30	43
04:15 PM	4	0	0	4	25	2	1	28	0	11	0	11	43
04:30 PM	0	2	0	2	15	1	0	16	0	11	0	11	29
04:45 PM	1	0	0	1	25	0	0	25	0	13	0	13	39
Total Volume	5	3	0	8	75	5	1	81	0	65	0	65	154
% App. Total	62.5	37.5	0		92.6	6.2	1.2		0	100	0		
PHF	.313	.375	.000	.500	.750	.625	.250	.723	.000	.542	.000	.542	.895





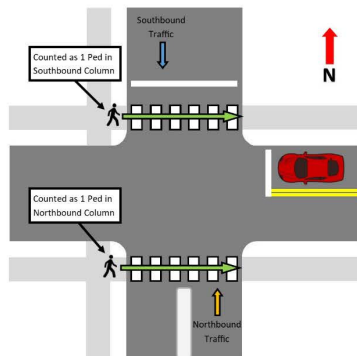
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Traffic Projections

ROUTE	REFPT	ENDREFPT	AADT	YR20FACTOR	GROWTHRATE	DHV	LOCATION
083A	23.127	25.87	15000	1.55	2.22%	10	ON SH 83 N/O NORTH GATE RD
083A	25.87	28.132	14000	1.56	2.25%	10.5	ON SH 83 S/O SH 105 WALKER RD
Average				1.555	2.23%		

Trip Generation Worksheet

Project 16850 Stepler Road
 Subject Trip Generation for Single-Family Detached Housing
 Designed by TJD Date April 10, 2023 Job No. 196310000
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Fitted Curve Equations

Land Use Code - Single-Family Detached Housing (210)

Independent Variable - Dwelling Units (X)

X = 14

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 220)

$\ln(T) = 0.91 \ln(X) + 0.12$ $\ln(T) = 0.91 * \ln(14) + 0.12$	Directional Distribution: 26% ent. 74% exit. T = 12 Average Vehicle Trip Ends 3 entering 9 exiting 3 + 9 = 12
--	--

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 221)

$\ln(T) = 0.94 \ln(X) + 0.27$ $\ln(T) = 0.94 * \ln(14) + 0.27$	Directional Distribution: 63% ent. 37% exit. T = 16 Average Vehicle Trip Ends 10 entering 6 exiting 10 + 6 = 16
--	--

Weekday (200 Series Page 219)

$\ln(T) = 0.92 \ln(X) + 2.68$ $\ln(T) = 0.92 * \ln(14) + 2.68$	Directional Distribution: 50% entering, 50% exiting T = 166 Average Vehicle Trip Ends 83 entering 83 exiting 83 + 83 = 166
--	---

Intersection Capacity Analysis Outputs

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	15	138	1	2	248	3	4	0	0	2	0	38
Future Vol, veh/h	15	138	1	2	248	3	4	0	0	2	0	38
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	500	-	425	525	-	525	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	92	92	92	50	50	50	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	186	1	2	270	3	8	0	0	3	0	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	187	0	0	534	503	186	501	501	270
Stage 1	-	-	-	-	-	-	226	226	-	274	274	-
Stage 2	-	-	-	-	-	-	308	277	-	227	227	-
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	1290	-	-	1387	-	-	457	471	856	480	472	769
Stage 1	-	-	-	-	-	-	777	717	-	732	683	-
Stage 2	-	-	-	-	-	-	702	681	-	776	716	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1290	-	-	1387	-	-	413	463	856	474	464	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	463	-	474	464	-
Stage 1	-	-	-	-	-	-	765	706	-	720	682	-
Stage 2	-	-	-	-	-	-	642	680	-	764	705	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			13.9			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1290	-	-	1387	-	-	746
HCM Lane V/C Ratio	0.019	0.016	-	-	0.002	-	-	0.091
HCM Control Delay (s)	13.9	7.8	-	-	7.6	-	-	10.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

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	76	466	8	1	229	8	4	1	2	5	0	48
Future Vol, veh/h	76	466	8	1	229	8	4	1	2	5	0	48
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	500	-	425	525	-	525	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	58	58	58	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	536	9	1	249	9	7	2	3	6	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	545	0	0	997	970	536	968	970	249
Stage 1	-	-	-	-	-	-	710	710	-	251	251	-
Stage 2	-	-	-	-	-	-	287	260	-	717	719	-
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	1307	-	-	1024	-	-	223	253	545	233	253	790
Stage 1	-	-	-	-	-	-	424	437	-	753	699	-
Stage 2	-	-	-	-	-	-	720	693	-	421	433	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1307	-	-	1024	-	-	195	236	545	218	236	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	236	-	218	236	-
Stage 1	-	-	-	-	-	-	396	408	-	703	698	-
Stage 2	-	-	-	-	-	-	663	692	-	389	404	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0			20.4			11.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	246	1307	-	-	1024	-	-	633
HCM Lane V/C Ratio	0.049	0.067	-	-	0.001	-	-	0.107
HCM Control Delay (s)	20.4	8	-	-	8.5	-	-	11.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.4

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	16	147	1	2	265	3	4	0	0	2	0	41
Future Vol, veh/h	16	147	1	2	265	3	4	0	0	2	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	425	525	-	525	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	92	92	92	50	50	50	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	199	1	2	288	3	8	0	0	3	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	200	0	0	571	538	199	536	536	288
Stage 1	-	-	-	-	-	-	243	243	-	292	292	-
Stage 2	-	-	-	-	-	-	328	295	-	244	244	-
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	1271	-	-	1372	-	-	432	450	842	455	451	751
Stage 1	-	-	-	-	-	-	761	705	-	716	671	-
Stage 2	-	-	-	-	-	-	685	669	-	760	704	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1271	-	-	1372	-	-	386	442	842	449	443	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	442	-	449	443	-
Stage 1	-	-	-	-	-	-	748	693	-	704	670	-
Stage 2	-	-	-	-	-	-	621	668	-	747	692	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			14.5			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	1271	-	-	1372	-	-	728
HCM Lane V/C Ratio	0.021	0.017	-	-	0.002	-	-	0.1
HCM Control Delay (s)	14.5	7.9	-	-	7.6	-	-	10.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

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	81	498	9	1	245	9	4	1	2	5	0	51
Future Vol, veh/h	81	498	9	1	245	9	4	1	2	5	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	425	525	-	525	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	58	58	58	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	572	10	1	266	10	7	2	3	6	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	582	0	0	1064	1036	572	1034	1036	266
Stage 1	-	-	-	-	-	-	758	758	-	268	268	-
Stage 2	-	-	-	-	-	-	306	278	-	766	768	-
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	1287	-	-	992	-	-	201	232	520	210	232	773
Stage 1	-	-	-	-	-	-	399	415	-	738	687	-
Stage 2	-	-	-	-	-	-	704	680	-	395	411	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1287	-	-	992	-	-	174	215	520	196	215	773
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	215	-	196	215	-
Stage 1	-	-	-	-	-	-	370	385	-	685	686	-
Stage 2	-	-	-	-	-	-	644	679	-	362	381	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	22.1	11.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	1287	-	-	992	-	-	612
HCM Lane V/C Ratio	0.054	0.072	-	-	0.001	-	-	0.117
HCM Control Delay (s)	22.1	8	-	-	8.6	-	-	11.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.4

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	19	147	1	2	265	3	4	0	0	3	0	49
Future Vol, veh/h	19	147	1	2	265	3	4	0	0	3	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	425	525	-	525	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	92	92	92	50	50	50	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	199	1	2	288	3	8	0	0	5	0	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	200	0	0	586	546	199	544	544	288
Stage 1	-	-	-	-	-	-	251	251	-	292	292	-
Stage 2	-	-	-	-	-	-	335	295	-	252	252	-
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	1271	-	-	1372	-	-	422	445	842	450	446	751
Stage 1	-	-	-	-	-	-	753	699	-	716	671	-
Stage 2	-	-	-	-	-	-	679	669	-	752	698	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1271	-	-	1372	-	-	369	436	842	442	437	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	369	436	-	442	437	-
Stage 1	-	-	-	-	-	-	738	685	-	702	670	-
Stage 2	-	-	-	-	-	-	603	668	-	737	684	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			15			10.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	369	1271	-	-	1372	-	-	722
HCM Lane V/C Ratio	0.022	0.02	-	-	0.002	-	-	0.122
HCM Control Delay (s)	15	7.9	-	-	7.6	-	-	10.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

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	90	498	9	1	245	10	4	1	2	6	0	56
Future Vol, veh/h	90	498	9	1	245	10	4	1	2	6	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	425	525	-	525	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	58	58	58	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	572	10	1	266	11	7	2	3	8	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	277	0	0	582	0	0	1088	1057	572	1054	1056	266
Stage 1	-	-	-	-	-	-	778	778	-	268	268	-
Stage 2	-	-	-	-	-	-	310	279	-	786	788	-
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	1286	-	-	992	-	-	193	225	520	204	225	773
Stage 1	-	-	-	-	-	-	389	407	-	738	687	-
Stage 2	-	-	-	-	-	-	700	680	-	385	402	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1286	-	-	992	-	-	164	207	520	189	207	773
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	207	-	189	207	-
Stage 1	-	-	-	-	-	-	358	374	-	679	686	-
Stage 2	-	-	-	-	-	-	634	679	-	350	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	23	12
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	1286	-	-	992	-	-	595
HCM Lane V/C Ratio	0.057	0.08	-	-	0.001	-	-	0.134
HCM Control Delay (s)	23	8	-	-	8.6	-	-	12
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	10	0	2	37
Future Vol, veh/h	5	2	10	0	2	37
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	58	58	55	55	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	18	0	3	61

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	85	18	0
Stage 1	18	-	-
Stage 2	67	-	-
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	916	1061	-
Stage 1	1005	-	-
Stage 2	956	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	914	1061	-
Mov Cap-2 Maneuver	914	-	-
Stage 1	1005	-	-
Stage 2	954	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	952	1599
HCM Lane V/C Ratio	-	-	0.013	0.002
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	3	75	5	0	65
Future Vol, veh/h	5	3	75	5	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	72	72	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	6	104	7	0	120

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	228	108	0	0	111	0
Stage 1	108	-	-	-	-	-
Stage 2	120	-	-	-	-	-
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	760	946	-	-	1479	-
Stage 1	916	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	760	946	-	-	1479	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	905	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	820	1479
HCM Lane V/C Ratio	-	-	0.02	-
HCM Control Delay (s)	-	-	9.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	11	0	2	40
Future Vol, veh/h	5	2	11	0	2	40
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	58	58	55	55	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	20	0	3	66

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	92	20	0	0	20
Stage 1	20	-	-	-	-
Stage 2	72	-	-	-	-
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	908	1058	-	-	1596
Stage 1	1003	-	-	-	-
Stage 2	951	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	906	1058	-	-	1596
Mov Cap-2 Maneuver	906	-	-	-	-
Stage 1	1003	-	-	-	-
Stage 2	949	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	945	1596
HCM Lane V/C Ratio	-	-	0.013	0.002
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	3	80	5	0	69
Future Vol, veh/h	5	3	80	5	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	72	72	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	6	111	7	0	128

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	243	115	0	0	118	0
Stage 1	115	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	745	937	-	-	1470	-
Stage 1	910	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	745	937	-	-	1470	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	898	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	807	1470
HCM Lane V/C Ratio	-	-	0.02	-
HCM Control Delay (s)	-	-	9.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	2	11	3	2	40
Future Vol, veh/h	14	2	11	3	2	40
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	58	58	55	55	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	3	20	5	3	66

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	95	23	0	0	25
Stage 1	23	-	-	-	-
Stage 2	72	-	-	-	-
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	905	1054	-	-	1589
Stage 1	1000	-	-	-	-
Stage 2	951	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	903	1054	-	-	1589
Mov Cap-2 Maneuver	903	-	-	-	-
Stage 1	1000	-	-	-	-
Stage 2	949	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	919	1589
HCM Lane V/C Ratio	-	-	0.03	0.002
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	11	3	80	15	0	69
Future Vol, veh/h	11	3	80	15	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	72	72	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	6	111	21	0	128

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	250	122	0	0	132	0
Stage 1	122	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	929	-	-	1453	-
Stage 1	903	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	739	929	-	-	1453	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	898	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	773	1453
HCM Lane V/C Ratio	-	-	0.036	-
HCM Control Delay (s)	-	-	9.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	3	0	7	9	0
Future Vol, veh/h	2	3	0	7	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	0	8	10	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	5	0	12
Stage 1	-	-	-	-	4
Stage 2	-	-	-	-	8
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	-	-	1616	-	1008
Stage 1	-	-	-	-	1019
Stage 2	-	-	-	-	1015
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1616	-	1008
Mov Cap-2 Maneuver	-	-	-	-	1008
Stage 1	-	-	-	-	1019
Stage 2	-	-	-	-	1015

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1008	-	-	1616	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	5	10	0	9	6	0
Future Vol, veh/h	5	10	0	9	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	0	10	7	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	16	0	21
Stage 1	-	-	-	-	11
Stage 2	-	-	-	-	10
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	-	-	1602	-	996
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1013
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1602	-	996
Mov Cap-2 Maneuver	-	-	-	-	996
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1013

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	1602	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Conceptual Site Plan

Date: February 16, 2023 / User: Noah Hemenway / Path: G:\Projects\16850 Steppler Road\16850 Steppler Road\Rezone Plan.dwg / Plot: V4

LOT 5

LOT 6
4694 SETTLERS RANCH ROAD
CURRENT OWNER(S):
PATERSON LLC

LOT 8
CURRENT OWNER(S): OAKSBURY INC.

LOT 7
SETTLERS RANCH SUBDIVISION FILING No. 2C
4720 SETTLERS RANCH ROAD
CURRENT OWNER(S): BRETT & ASHLEY STILLIS

TRACT A-3
SETTLERS RANCH SUBDIVISION FILING No. 2C
CURRENT OWNER(S): HODGEN SETTLERS RANCH LLC

SETTLERS RANCH ROAD
(60' PUBLIC R.O.W.)

16' MST&T UTILITY EASEMENT
BOOK 3125, PAGE 847

LOT 11
4695 SETTLERS RANCH ROAD
CURRENT OWNER(S):
CASEY & KRISTY DAVIS

LOT 10

PARCEL A
EXISTING ZONING: RR-5
PROPOSED ZONING: RR-2.5
16850 STEPLER ROAD
36.189-ACRES
CURRENT OWNER(S): ALFRED C STEWART

UNPLATTED
4650 HODGEN ROAD
CURRENT OWNER(S): CROSS
BAR P LAND & CATTLE

EXISTING HOUSE TO REMAIN

EXISTING PROPERTY LINE

16' MST&T UTILITY EASEMENT
BOOK 3125, PAGE 847

TRACT B
SETTLERS RANCH SUBDIVISION FILING No. 2C
CURRENT OWNER(S): HODGEN SETTLERS RANCH LLC

20' WEA
UTILITY
EASEMENT
BOOK 3063,
PAGE 704

UNPLATTED
4650 HODGEN ROAD
CURRENT OWNER(S): NOLAN & SUSAN KOCH

EXISTING PROPERTY LINE
EXISTING DRIVEWAY TO REMAIN

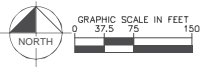
20' WEA
UTILITY
EASEMENT
BOOK 3063,
PAGE 704

40' R.O.W.
EASEMENT
BOOK 3063,
PAGE 704

PARCEL B

POTENTIAL 60' R.O.W. RESERVATION
BOOK 571, PAGE 55

POTENTIAL 60' R.O.W. RESERVATION
BOOK 571, PAGE 55



16850 STEPLER ROAD
REZONE PLAN
2/16/2023