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Falcon Acres
Traffic Impact Study
EPC PCD File No:: SF223
(LSC #S214720)
April 7, 2026

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.

COLORADO LICENSED
JEFFREY C. HODSDON
31684
4-8-26
PROFESSIONAL ENGINEER

Developer's Statement

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

Thousand Hills LLC

Apr 8, 2026
Date

Falcon Acres

Traffic Impact Study

Prepared for:

Mr. Richard K. Elliott
c/o Thousand Hills Land and Cattle Co., LLC
812 East Monument Street
Colorado Springs CO, 80903-2824

MAY 18, 2023 **[with April 7, 2026 updates]**

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S214720
PCD File No. SF223

CONTENTS

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May 18, 2023 **[with April 7, 2026 updates]**

Mr. Richard K. Elliott
c/o Thousand Hills Land and Cattle Co., LLC
812 East Monument Street
Colorado Springs CO, 80903-2824

RE: Falcon Acres
Traffic Impact Study
[2026 Updates]
El Paso County, CO
PCD File No.: SF223
LSC #S214720

Dear Mr. Elliott,

LSC Transportation Consultants, Inc. has prepared this traffic impact for the proposed Falcon Acres single-family residential development in El Paso County, Colorado. The eight-dwelling-unit single-family residential site is located on the southwest corner of Curtis Road/Davis Road (EPC parcel ID 4404000014). One access point to Davis Road is proposed for the property.

This report has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area road system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;
- Estimates of existing morning and late-afternoon peak-hour turning-movement traffic counts at the “study-area” intersection of Curtis Road/Davis Road;
- Short-term baseline traffic volume estimates, which take into account remaining effects of the COVID-19 pandemic;
- Review of previously-completed traffic studies in the vicinity of this site for information and findings relative to this development. Other recent studies completed in the area and any applicable data/transferrable information/analysis etc. from previous LSC studies adjacent to the site were also utilized;

- Evaluation of intersection/access sight distance at the proposed access-point intersection on Davis Road, based on current criteria in the County's *Engineering Criteria Manual* (*ECM*);
- Estimates of average weekday and peak-hour trip generation for the proposed development;
- Estimation of directional distribution of site-generated vehicle trips on the area road system, at the study-area intersections, and at the proposed site-access point;
- Projections of site-generated turning-movement traffic volumes at the following "study-area" intersections:
    - Curtis Road/Davis Road
    - Davis Road/proposed site access
- Estimates of short- and long-term background traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic plus background traffic) projections at the study-area intersections for the short and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes on Curtis Road and/or Davis Road, based on the criteria in the County's *Engineering Criteria Manual;*
- Estimated average daily traffic (ADT) on Davis Road and comparison of the "design ADT" for gravel roads in the *ECM* (from traffic-count data) to calculate the "link level of service (LOS);"
- Identification of the El Paso County Road Impact Fee Program fee amounts;
- Other recommended improvements/modifications to the study-area roads and intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

LAND USE AND ACCESS [2026 – NO CHANGE TO PROPOSED PLAN]

Proposed Land Use

Figure 1 shows the site location of the proposed Falcon Acres single-family residential development relative to the adjacent and nearby roads. in El Paso County, Colorado. The eight-dwelling-unit single-family residential site is located on the southwest corner of Curtis Road/Davis Road (EPC parcel ID 4404000014). A copy of the site plan is shown in Figure 2.

Proposed Site Access

One access point to Davis Road is proposed for the property, 1/4-mile west of the intersection of Curtis Road/Davis Road. This access point would be stop-sign controlled on the northbound approach and would be a full-movement intersection with Davis Road.

ROAD AND TRAFFIC CONDITIONS

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

Curtis Road extends north-to-south between Drennan Road and Stapleton Drive in El Paso County, Colorado. Curtis Road is shown as a two-lane Principal Arterial on the County's *Major Transportation Corridors Plan (MTCP)*. The posted speed limit on Curtis Road adjacent to Davis Road is 45 miles per hour (mph). No auxiliary left- or right-turn lanes exist on any approach at the stop-sign-controlled intersection of Curtis Road/Davis Road. Curtis Road is classified as a four-lane Principal Arterial on the *MTCP Corridor Preservation Plan* (Map 14, attached).

Davis Road is a rural, two-lane gravel roadway extending east from Hoofbeat Road to east of Curtis Road. Davis Road is shown as a two-lane Collector on the *2040 El Paso County Major Transportation Corridors Plan* (*MTCP*). The posted speed limit on Davis Road is 25 mph adjacent to the site.

Blaney Road is a rural, two-lane gravel roadway locally extending north from SH 94 to Davis Road. Blaney Road is classified as a two-lane Major Collector on the *2040 El Paso County Major Transportation Corridors Plan* (*MTCP*) and a two-lane Collector on the *2060 El Paso County Corridor Preservation Plan*.

Existing Traffic Volumes

Figure 3 shows the existing traffic volumes on the study-area roads and at the intersection of Curtis/Davis. These volumes are based on traffic counts on Davis Road west of Curtis and peak-hour turning-movement counts at the intersection of Curtis/Davis. Daily traffic estimates on Curtis Road and Davis Road east of Curtis are estimates by LSC. Count data sheets are attached for reference.

[2026 UPDATE] Figure 3 has been updated with count data available in the area from 2025. The 2025 count was recorded on Hoofbeat Road west of Blaney Road. Weekday counts of 159 and 204 vehicles per day were recorded in June 2025. These volumes are comparable to a prior 2019 counts (also shown for reference) and indicate no significant increase in volume in about the past five years. The Davis Road count, previously conducted for this project east of Blaney Road, was within that time period (late 2021).

While the 2025 Hoofbeat count does not reflect any potential changes in traffic using the combination of Blaney Road south of Davis and Davis east of Blaney, it does not appear from aerial imagery that there are any significant new trip generators along Blaney Road south of Davis Road that would have added traffic to Davis Road adjacent to the site. The landfill is the primary trip generator along Blaney Road and, while the counts on Blaney Road north of Highway 94 indicate some volume growth between 2017 and 2023, the data do not suggest a rate of traffic

growth due to the landfill that would significantly alter the report volumes and associated findings in this report.

SIGHT DISTANCE

El Paso County Requirements

Access points (planned public-roadway intersections) must meet *Engineering Criteria Manual* (*ECM*) standards for sight distance. The site-access point is anticipated to be a full-movement, stop-sign-controlled intersection with Davis Road. All sight-distance field measurements utilized a driver's-eye height of 3.5 feet and a height of 3.5 feet for vehicles approaching from the east or west.

Entering Sight Distance

The entering sight distance for the proposed site-access driveway would exceed the required 335 feet approaching the access from both directions along Davis Road (per Table 2-21 of the County's *Engineering Criteria Manual*). Field measurements recorded 849 feet of sight distance looking to the east and greater than 1,000 feet looking to the west from the proposed site access location.

TRIP GENERATION

Estimates of the existing and projected vehicle trips to be generated by the site have been made using nationally-published average trip-generation rates for land use code "210 – Single-Family (Detached) Housing" in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

Table 1 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the development, including ITE rates for the proposed land uses, is presented in Table 3 (attached).

Table 1: Estimated External Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	1	4	5
Evening Peak Hour	5	3	8
Daily/24-hour	38	38	76

Based on the ITE estimate for the proposed residential development, the site is projected to generate about 76 vehicle trips on the average weekday. During the weekday morning peak hour,

approximately 1 vehicle would enter and 4 vehicles would exit the site. Approximately 5 entering vehicles and 3 exiting vehicles are projected for the weekday afternoon peak hour.

[2026 UPDATE] An updated version of Table 3 is attached. There is no change in the planned number of dwelling units. Trip generation based on the current ITE 12th Edition rates show slight reductions in Weekday, AM, and PM peak rates compared to the edition used in the 2023 TIS. Therefore, the trip-generation estimate is essentially the same for the peak hours and two fewer weekday trips (73 trips/day).

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

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 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed land use, the area road system serving the site, the traffic-count data at the intersection of Curtis/Davis, previously-conducted traffic studies in the area, and the site's geographic location relative to the City of Colorado Springs metro area, El Paso County, and the Pikes Peak region.

Site-Generated Traffic

Short Term

Figure 5 shows the projected short-term site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the study-area intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 3).

Existing-Plus-Site-Generated Traffic Volumes

Figure 6 shows the sum of existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic.

Estimated Future 2040 Background Traffic Volumes

Figure 7 shows the projected 20-year background traffic volumes for the year 2040. Estimated 2040 background through traffic volumes on Curtis Road and Davis Road account for projected background growth of undeveloped parcels nearby and align with long-term traffic projections from previous LSC traffic studies in the vicinity of the site. The background traffic estimates shown in Figure 7 reflect a five-percent-per-year growth rate for 20 years. Projected 20-year

background traffic volumes do **not** include projected traffic to be generated by the proposed Falcon Acres development.

Future 2040 Total Traffic Volumes

Figure 8 shows the projected 2040 total traffic volumes, which are the sum of 2040 background traffic volumes (from Figure 7) plus the site-generated traffic volumes (from Figure 5).

LEVEL OF SERVICE ANALYSIS

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

- Curtis Road/Davis Road
- Davis Road/proposed site access

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 Average Control Delay (Seconds per Vehicle)	Unsignalized Intersections 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.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Curtis Road/Davis Road

All individual turning movements at the intersection of Curtis Road/Davis Road currently operate at and are projected to remain at LOS C or better during all short-term and long-term scenarios, with or without the addition of site-generated traffic.

Davis Road/Proposed Site Access

All individual turning movements at the proposed site-access intersection with Davis Road are projected to operate at LOS A during all short-term and long-term scenarios following the addition of site-generated traffic.

AUXILIARY TURN-LANE NEEDS ANALYSIS

The *Engineering Criteria Manual* contains turning-volume thresholds which require auxiliary left- or right-turn lanes by roadway classifications.

- Curtis Road – Principal Arterial
- Davis Road – Collector

Curtis Road/Davis Road Intersection

Left-Turn Deceleration Lanes

Left-turn deceleration auxiliary turn lanes are required for a Principal Arterial access with a projected peak-hour left-ingress turning volume of 10 vph or greater. The northbound left-turn volume is **not** projected to exceed this 10-vph threshold during either peak hour following the completion of the Falcon Acres residential development. As such, no modifications would be required to the existing northbound approach on Curtis Road approaching Davis Road.

Right-Turn Deceleration Lanes

Right-turn deceleration auxiliary turn lanes are required for a Principal Arterial access with a projected peak-hour right-ingress turning volume of 25 vph or greater. The southbound right-turn volume is **not** projected to exceed this 25-vph threshold during either peak hour following the completion of the Falcon Acres residential development. As such, no modifications would be required to the existing southbound approach on Curtis Road approaching Davis Road.

Right-Turn Acceleration Lanes

Per Section 2.3.7.D.2 of the *ECM*, a right-turn acceleration lane is required for any access with a projected peak-hour right-turning volume of 50 vph or greater when the posted speed on the roadway is greater than 40 mph. The eastbound right-turn volume is not projected to exceed this 50-vph threshold during either peak hour following the completion of the Falcon Acres residential

development. As such, an eastbound-to-southbound right-turn acceleration lane would **not** be required at the intersection of Curtis Road/Davis Road.

Peaceful Rain Way (Site Access)/Davis Road Intersection (Proposed)

Right-turn deceleration lanes are typically required on Minor Arterials (or lower classifications, such as Davis Road (Collector)) for accesses with an ingress volume greater than 50 vph. The eastbound right-turn volume is not projected to exceed this 50-vph threshold during either peak hour following the completion of the Falcon Acres residential development. As such, an eastbound right-turn deceleration lane would **not** be required at the proposed Peaceful Rain Way/Davis Road site-access intersection.

AVERAGE DAILY TRAFFIC IMPACTS RELATIVE TO ROADWAY DESIGN ADT BY CLASSIFICATION

The projected buildout average daily traffic (ADT) impacts have been compared to the roadway design ADTs shown in Tables 2-4 and 2-5 of the *Engineering Criteria Manual* (*ECM*). Actual current roadway capacities for specific roadway segments may differ from these *ECM*-identified "Design-ADT" values for County-standard roadways by classification.

Davis Road

Existing and Short Term

Davis Road is classified by the *ECM* as a two-lane, gravel Collector. Any development that causes an existing gravel roadway to exceed 200 vehicles per day (the design ADT for this type of roadway) shall require the gravel roadway to be paved, per *ECM* criteria.

Figure 3 shows the existing average **weekday** traffic AWT (125 vehicles per day), while the existing-plus site scenario projects an ADT of 197 vehicles per day on Davis Road between Curtis Road and the proposed site access (shown in Figure 6). With the addition of projected site-generated trips, the quarter-mile segment of Davis Road between Curtis Road and the projected site access is not estimated to exceed the 200 ADT threshold for paving in the short term.

West of the site access, the estimated short-term total average weekday traffic AWT is 130 vpd, which would **not** exceed the 200 ADT threshold for paving in the short term.

Note that a significant portion of the vehicles on Davis Road on weekday off-peak workday hours are commercial vehicles (between 40 and 50 percent based on the count data). The weekend volumes are lower, absent these commercial vehicles. Thus, average **daily** traffic (7-day average) is lower than the average **weekday** volume.

Long Term

The long-term background projections consider projections developed with the *MTCP*. Map 2 of the 2040 *MTCP* shows "Low Growth" for residential households in the vicinity of the site. Locally, the volumes take into consideration the partially developed Davis Ranch subdivision on the east side of Curtis Road. Figure 7 shows LSC's estimates of 2040 background volumes on Curtis Road and Davis Road. Future turning-movement volumes at Davis/Curtis are relatively light and may vary significantly depending on additional area subdivisions and/or other development served by Davis Road. Any future changes in area roadway conditions may also have an effect on these projected volumes.

The section of Davis Road between Curtis Road and the proposed site access, at 250 vehicles per day (Average Weekday Traffic), is projected to exceed the 200 ADT threshold for paving in the long term, **without** the proposed Falcon Acres residential development. The projected total would be 323 AWT in the long term **with** the addition of site-generated traffic.

The section of Davis Road west of the proposed site access between Blaney Road, at 250 vehicles per day (Average Weekday Traffic), is projected to exceed the 200 ADT threshold for paving in the long term, **without** the proposed Falcon Acres residential development. The projected total would be 255 AWT in the long term **with** the addition of site-generated traffic.

However, Map 7 of the *MTCP* projects that Davis Road east of Blaney Road, as a gravel road, would remain adequate through 2040. Granted, the *MTCP* was dated 2016 and this and other future subdivisions can alter the *MTCP* findings. Also, the *MTCP* is a large-scale document. Staff will review the local area conditions with this subdivision application.

ROADWAY PAVING – DAVIS ROAD

LSC has calculated the percentage of impact on Davis Road due to this project's site-generated traffic.

Please refer to Table 4 (attached).

[2026 UPDATE] An escrow agreement and the escrow transaction have been completed. The escrow amount was $50,609.

MAJOR TRANSPORTATION CORRIDORS PLAN (MTCP)

Roadway Classifications [2026 UPDATE] See below for a summary current *MTCP* 2045 info.

The following study-area roadway improvements are shown on Map 13 and Table 5 of El Paso County's 2016 *MTCP*. The County will require these roadways to be constructed to County standards (*ECM* Table 2-5 presents a summary of roadways design standards):

- Curtis Road – 2-lane Rural Principal Arterial
- Davis Road – 2-lane Rural Collector
- Internal roadways within the proposed residential development – Rural Local (Gravel) Road

Reimbursable Improvements [2026 UPDATE] See below for a summary current *MTCP* 2045 info.

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*:

- U1 – Curtis Road from Judge Orr Road to SH 94 ($35,549,000)
    - Existing conditions – 2-lane Rural Unimproved County Road
    - Future conditions – 2-lane Rural Principal Arterial
- P12 – Hoofbeat Road from Blaney Road to SH 94 ($2,756,000)
    - Existing conditions – 2-lane Rural Gravel Road
    - Future conditions – 2-lane Rural Unimproved County Road

See the attached *MTCP* maps for reference. **[2026 UPDATE] These outdated maps have been removed and replaced with the following clips of relevant, current MTCP maps.**

[2026 UPDATE] The current *MTCP* 2045 plan shows Davis Road as a "Rural Minor Collector" whereas it was "Rural Collector" in the prior *MTCP* (and referenced that way in our report).

[2026 UPDATE] *MTCP* volume range for 2045 - Davis Road adjacent to the site.

[2026 UPDATE] Roadway Improvement Needs in the current *MTCP*:

The current 2045 *MTCP* shows the following anticipated gravel-road upgrade needed for 2045. Please refer to the clip below (project No. 488). This is a change from the prior *MTCP*.

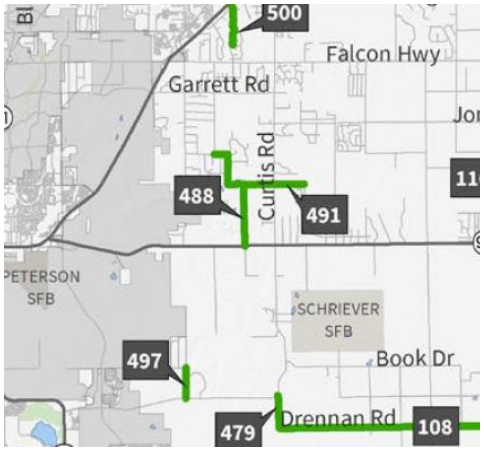


Table 8. Gravel Road Upgrades

ID	Name	From	To	Length (miles)	Existing Lanes	2045 FC	2045 Lanes	Cost
Gravel Road Upgrades								
488	Blaney/Davis/ Hoofbeat	Hwy 94	Curtis Rd/Blaney Rd E	4.9	2	Rural Major Collector	2	$23,700,000

Although the *MTCP* improvement (including Blaney/Davis/Hoofbeat Roads) is shown as an improvement to a Major Collector standard, the 2024 *MTCP* 2045 Roadway Plan shows Davis as a Minor Collector rather than a Major Collector. Additionally, Table 11 (clip below) identifies that the need for MTCP project No. 488 is due to the landfill trucks.

El Paso County Major Transportation Corridors Plan

Truck

Figure 37 shows the two levels of truck routes in the County. Primary routes are federal and state roads that act as through roads, used by freight haulers with no origin or destination in El Paso County. The primary truck routes include I-25, US 24, CO 83, and CO 21. The secondary routes serve trucks with an origin or destination, often within the more urbanized areas of the county. Unlike the City of Colorado Springs, El Paso County does not prohibit trucks from using roads that are not identified on the truck route map. Trucks may legally use any road in the County that is not weight, height, or width restricted. The network of secondary truck routes, shown in blue, includes arterials under the County's jurisdiction:

- North-South: Elbert Rd, Curtis Rd, Segments of Marksheffel Rd
- East-West: Bradley Rd, Hwy 105, Woodmen Rd, Briargate-Stapleton

Table 11 identifies projects that will continue to improve the network of roads for freight haulers.

Table 11. Improvements to Regional Freight Network

Roadway in Freight Network Project Type	Benefit
Bradley Rd (Grinnell to Wageman Dr) Widen from 2 to 4 lanes	Improvement to complete the loop around Colorado Springs.
Hwy 105 (I-25 to CO 83) Improvements	A northern connection from I-25 to CO 83. Also, an important redundancy project for incident management on both state highways.
Curtis Rd (US 24 to Bradley, COS limits) Improvements	Part of the loop around Colorado Springs. The roads need to be brought up to current standards as the rural road has no shoulders and needs intersection safety, Improvements and drainage improvements.
Blaney Rd/Davis Rd/ Hoofbeat Rd Pavement Project	This project supports the regional use of the landfill on Blaney Rd. These connector roads are gravel and have too many truck trips to safely function for freight. The gravel roads need to be paved and brought up to current standards including shoulders, safety improvements, and drainage improvements.
Woodmen Rd (US 24 to Golden Sage) Widen to 6 lanes	Woodmen Rd is a major east-west connector from I-25 to US 24 East. While the Colorado Springs segment is currently 6 lanes, the EPC section needs to be widened to 6 lanes, intersection and drainage improvements and multimodal accommodations
Elbert Rd (US 24 to County Line) Improvements	Elbert Road makes an important connection from US 24 East going to Douglas County and connects to SH 86. This rural road needs to be brought up to current standards as the road has no shoulders and needs intersection safety improvements and drainage improvements.
Powers Blvd South New Road Connection	This project will serve as a redundant road for I-25 and will serve freight from Powers north, the Colorado Springs airport, and the freight distribution centers around the airport.
South Academy	The project was just done, but east of I-25 S. Academy needs to go to 6 lanes and an interchange is potentially needed at PPSC/Commercial area for military readiness, connection to rail, and an important connection from Hancock Expressway, the COS airport, and CO 115.

Given the current *MTCP* information and the other updated information in this report, the amount already escrowed for Davis Road should not only suffice, but an adjustment to the escrow agreement could potentially be considered to reduce the fair-share amount, resulting in a refund of a portion of the amount escrowed.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

This project will be required to participate in the El Paso County Road Improvement Fee Program. Falcon Acres will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is $1,221 per single-family dwelling unit. The total building-permit fee would be $9,768 for the 8 lots.

[2026 UPDATE] The current ten-mil PID building permit fee rate is $293 per single-family dwelling unit. The total upfront building-permit fee would be $2,344 for the 8 lots.

Note: This is based on the current rate, which is subject to change. El Paso County updates this rate periodically.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

The following multi-modal improvement projects have been identified as being needed by the year 2040 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- Proposed Secondary Regional Trail (Hoofbeat Road to Peyton Highway)

[2026 UPDATE] The current *MTCP* 2045 contains updated information as referenced above

No sidewalks would be required, as all study-area roadways are Rural roadways.

There is a Park-N-Ride under construction to the northwest near the intersection of US Hwy 24/Meridian Road.

[2026 UPDATE] This Park-N-Ride has since opened.

DEVIATIONS

No transportation-related deviations to *ECM* design criteria are requested.

SUMMARY OF FINDINGS

- The proposed development is projected to generate about 76 vehicle trips on the average weekday. **[2026 UPDATE]** Please refer to notes above.
- During the weekday morning peak hour, 1 vehicle would enter the site while 4 vehicles would exit. **[2026 UPDATE]** Please refer to notes above.
- During the weekday evening peak hour, 5 vehicles would enter the site while 3 vehicles would exit. **[2026 UPDATE]** Please refer to notes above.
- All approaches at the study area intersections are projected to operate at LOS or better through the 20-year horizon. Please refer to the "Level of Service" section above for detailed LOS analysis results for more details.
- Based on the projected northbound left-turn movement (which includes baseline background traffic plus projected site traffic) at the Curtis/Davis intersection, a northbound left-turn lane would not be required by *ECM* criteria.
- Projected right-turn volumes at the Curtis/Davis intersection are below the *ECM* threshold requiring right-turn deceleration and acceleration lanes on Curtis Road. **Note:** The turning-volume thresholds requiring auxiliary lanes on Principal Arterials are relatively low. Any significant additional development along Davis Road to the east and west or additional trip generation added to roads connecting to Davis Road may result in these thresholds being exceeded. Davis Road east and west of Curtis Road is classified as a Collector roadway on the *MTCP*. Typically, collector connections with arterial roads include auxiliary turn lanes. However, in this case, Davis Road has limited continuity to the east and west. The *MTCP* shows future need for improvement to Blaney Road south of Davis, and not Davis east of Blaney Road.
- Please refer to the "Auxiliary Turn-Lane Analysis" section more details.
- Based on the existing average weekday traffic volumes plus the estimated site-generated weekday volumes, the quarter-mile segment of Davis Road between Curtis Road and the site access would be under the County 200-vpd threshold for paving gravel roadways. Please refer to the "Average Daily Traffic Impacts Relative to Roadway Design ADT by Classification" section above for more details. **[2026 UPDATE]** Please refer to notes above and the updated Figure 3.
- Regarding the longer-term need for paving, Davis Road east and west of Curtis Road is classified as a Collector roadway on the *MTCP*. Typically, Collectors are already paved or are projected (by MTCP) to have volumes significantly above the 200-vpd paving threshold, and, as such, would clearly need future paving. However, Davis Road has limited continuity to the east and west. The *MTCP* shows future need for improvement to Blaney Road south of Davis, and not Davis east of Blaney Road. Map 7 of the *MTCP* projects that Davis Road east of Blaney Road, as a gravel road, would remain adequate through 2040. Granted the *MTCP* was dated 2016 (five years old) and this and other future subdivisions can alter the *MTCP* findings, particularly on low-volume roadways. The *MTCP* is a large-scale document. Also, note that a significant portion of the vehicles on Davis Road on weekday off-peak workday hours are commercial vehicles. The weekend volumes are lower, absent these commercial vehicles. Thus, average **daily** traffic (7-day

average) is lower than the average **weekday** volume. Should staff determine that this section of Davis Road would need to be paved in the future, the applicant may be required to escrow a fair-share amount toward future roadway paving (see attached Table 4). **[2026 UPDATE]** Please refer to notes above.

* * * * *

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/JAB:jas

Enclosures: Table 3 and Table 4
Figure 1 - Figure 8
Traffic Counts
Synchro LOS Reports

Tables

TRANSPORTATION
CONSULTANTS, INC.

Table 3: Detailed Trip-Generation Estimate

ITE		Value	Units [1]	Trip Generation Rates [2]					Total Trips Generated				
				Average	A.M.		P.M.		Average	A.M.		P.M.	
Code	Description			Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
210	Single-Family (Detached) Housing	8	DU	9.09	0.19	0.51	0.58	0.35	73	2	4	5	3

[1] DU = dwelling units

[2] Source: Trip Generation, 12th Edition, 2026, by the Institute of Transportation Engineers (ITE)

April 2026 Notes:

Original 2023 Version of this Table.

Given the current *MTCP* information and the other updated information in this report, the amount already escrowed for Davis Road should not only suffice, but an adjustment to the escrow agreement could potentially be considered to reduce the fair-share amount, resulting in a refund of a portion of the amount escrowed.

Table 4: Estimated Fair Share of Improvement Cost

Davis Road Paving/Upgrade

Roadway Segment	Volumes (ADT)		Site Percent of 2042 Total	Linear Feet of Roadway	Improvement Scenario	Unit Cost per LF	Total Cost	Development Share	Paved Width	Cross Section	Unit Cost Includes:
	Site	2042 BG + Site									
Davis w/o site to Blaney Road	4	254	1.6%	3880	Scenario 1	81.76	$317,229	$4,996	28'	Rural Local	Asphalt Only $2.92 (6" depth)
Davis w/o site to Blaney Road	4	254	1.6%	3880	Scenario 2	173.34	$672,559	$10,591	32'	Rural Major Collector	Standard Segment Unit Cost
Davis e/o site to Curtis Road	71	321	22.1%	1320	Scenario 1	81.76	$107,923	$23,871	28'	Rural Local	Asphalt Only $2.92 (6" depth)
Davis e/o site to Curtis Road	71	321	22.1%	1320	Scenario 2	173.34	$228,809	$50,609	32'	Rural Major Collector	Standard Segment Unit Cost
Both Segments Combined:											
Davis Road Curtis to Blaney					Scenario 1		$425,152	$28,867	28'	Rural Local	Asphalt Only $2.92 (6" depth)
Davis Road Curtis to Blaney					Scenario 2		$901,368	$61,200	32'	Rural Major Collector	Standard Segment Unit Cost
by: LSC Transportation Consultants, Inc.											4/27/2023

Figures

TRANSPORTATION
CONSULTANTS, INC.

N

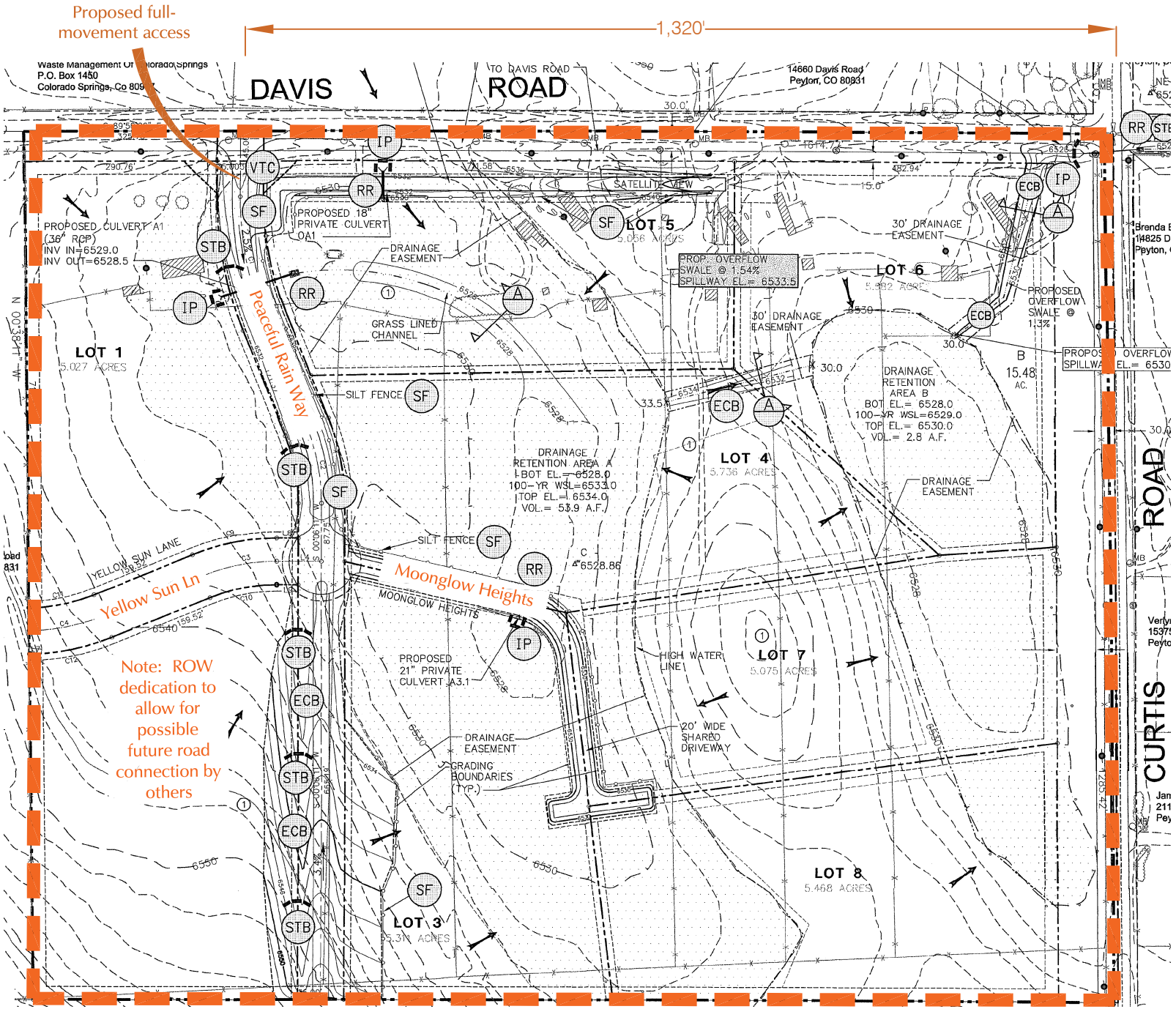
Not to scale

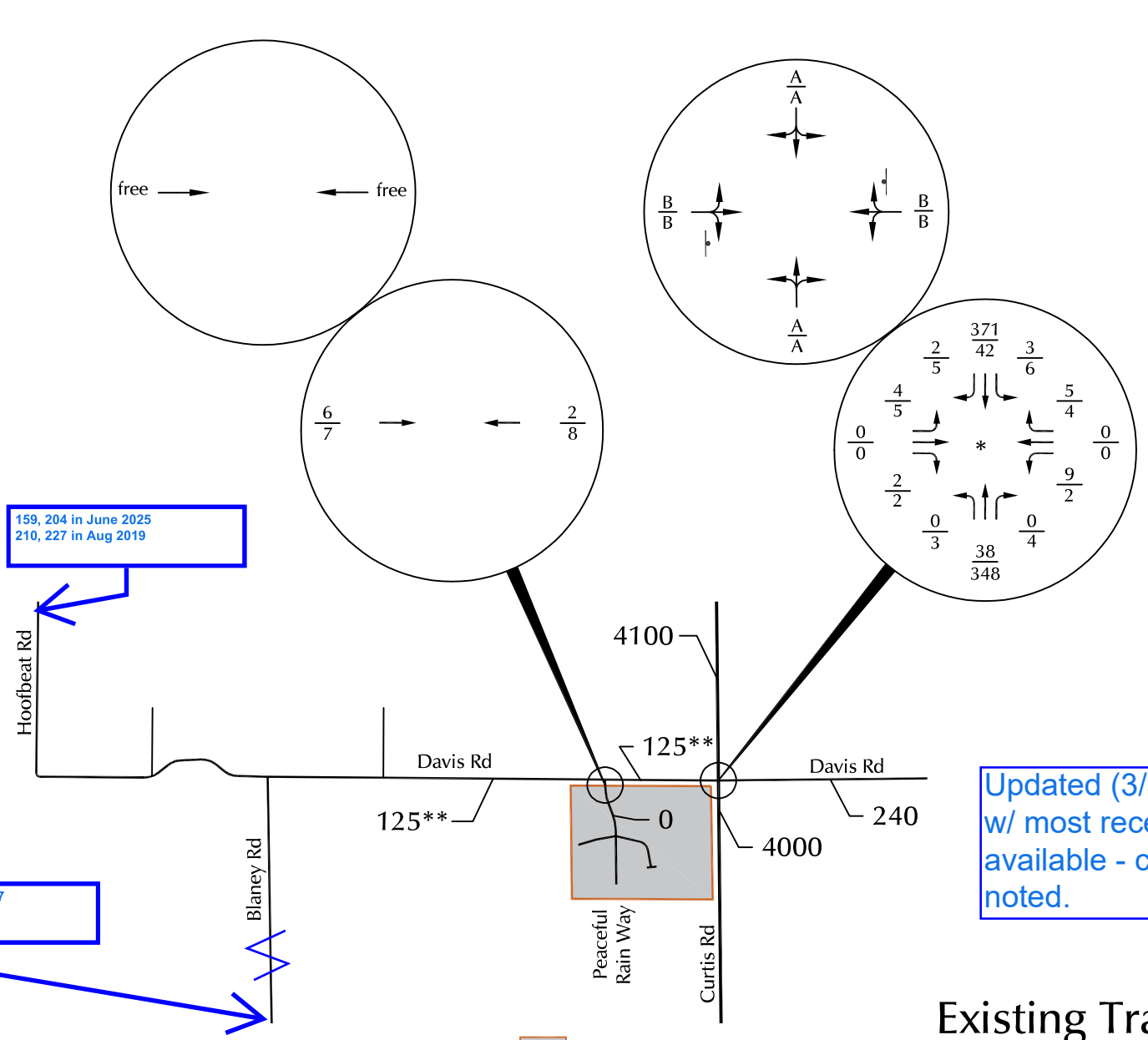
TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

Falcon Acres (LSC# S214720)


Proposed full-movement access
1,320'
DAVIS ROAD
TO DAVIS ROAD
14660 Davis Road
Peyton, CO 80831
Waste Management Of Colorado Springs
P.O. Box 1450
Colorado Springs, Co 80947
PROPOSED CULVERT A1
(36" RCP)
INV IN=6529.0
INV OUT=6528.5
PROPOSED 18" PRIVATE CULVERT
OA1
DRAINAGE EASEMENT
GRASS LINED CHANNEL
SILT FENCE
Peaceful Rain Way
LOT 1
5.027 ACRES
LOT 5
5.056 ACRES
PROP. OVERFLOW SWALE @ 1.54%
SPILLWAY EL.= 6533.5
30' DRAINAGE EASEMENT
LOT 6
5.982 ACRES
PROPOSED OVERFLOW SWALE @ 1.3%
DRAINAGE RETENTION AREA A
BOT EL.= 6528.0
100-YR WSL=6533.0
TOP EL.= 6534.0
VOL.= 53.9 A.F.
DRAINAGE RETENTION AREA B
BOT EL.= 6528.0
100-YR WSL=6529.0
TOP EL.= 6530.0
VOL.= 2.8 A.F.
15.48 AC.
LOT 4
5.736 ACRES
Yellow Sun Ln
YELLOW SUN LANE
Moonglow Heights
MOONGLOW HEIGHTS
Note: ROW dedication to allow for possible future road connection by others
PROPOSED 21" PRIVATE CULVERT A3.1
HIGH WATER LINE
LOT 7
5.075 ACRES
20' WIDE SHARED DRIVEWAY
GRADING BOUNDARIES (TYP.)
LOT 8
5.468 ACRES
LOT 3
5.318 ACRES
CURTIS ROAD
Not to scale
Figure 2
Site Plan
Falcon Acres (LSC# S214720)
TRANSPORTATION CONSULTANTS, INC.

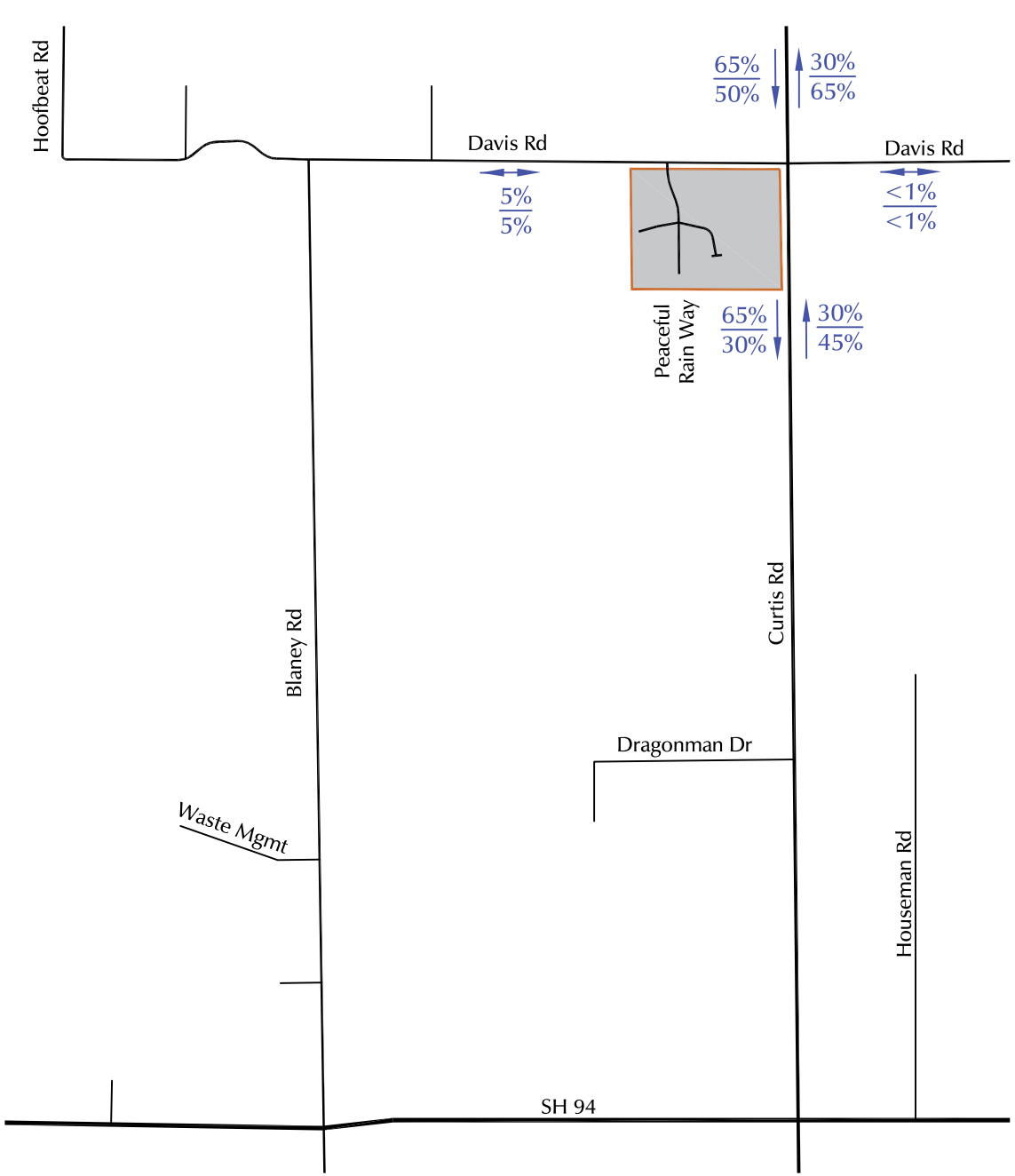


LSC TRANSPORTATION CONSULTANTS, INC.

Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Acres (LSC# S214720)



N

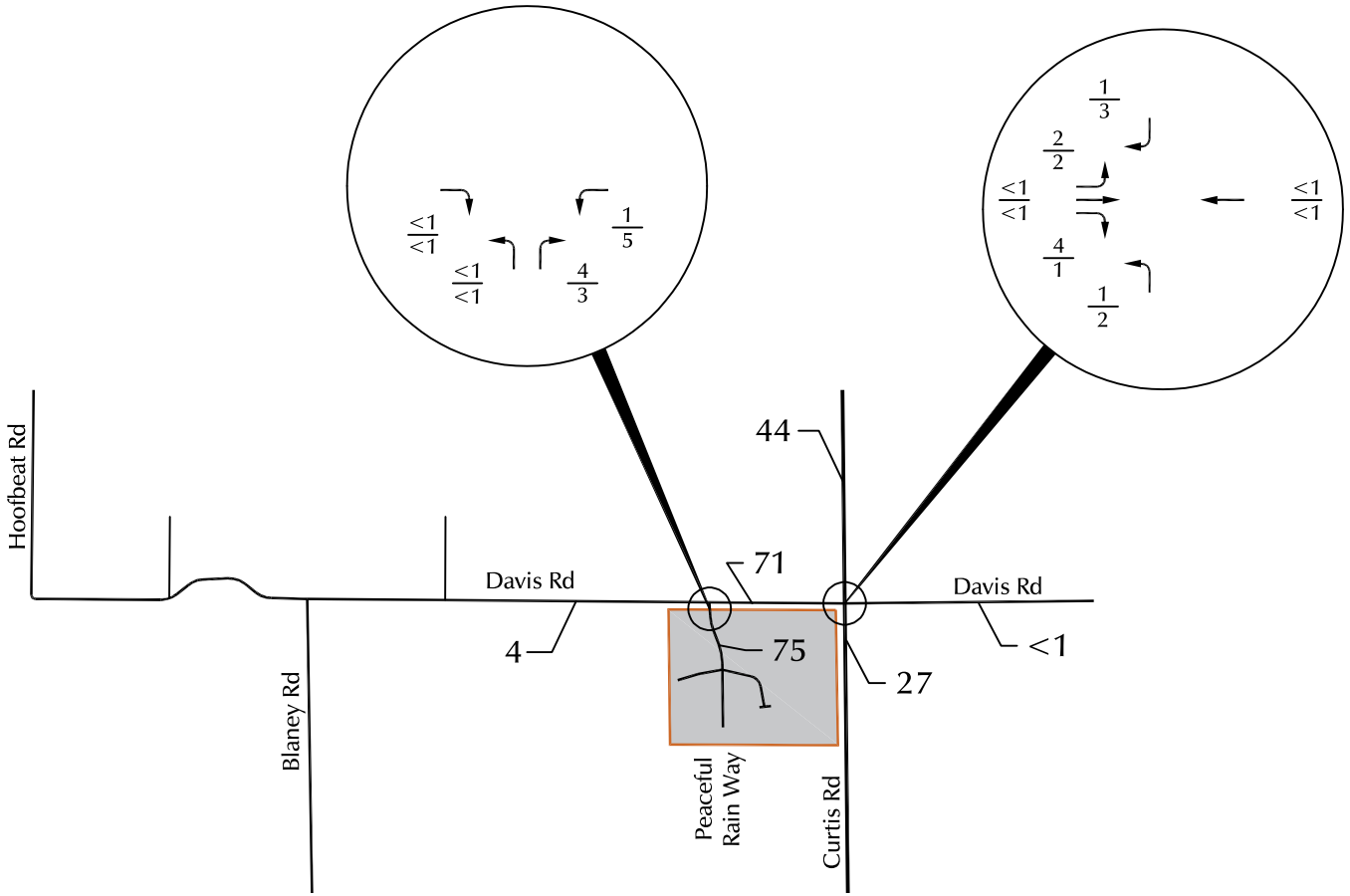
Not to scale

Figure 4

Directional Distribution

Falcon Acres (LSC# S214720)

XX% / XX% = A.M. Peak Hour % Distribution of Site-Generated Trips / P.M. Peak Hour % Distribution of Site-Generated Trips



N

Not to scale

= Site Boundary

XX / XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

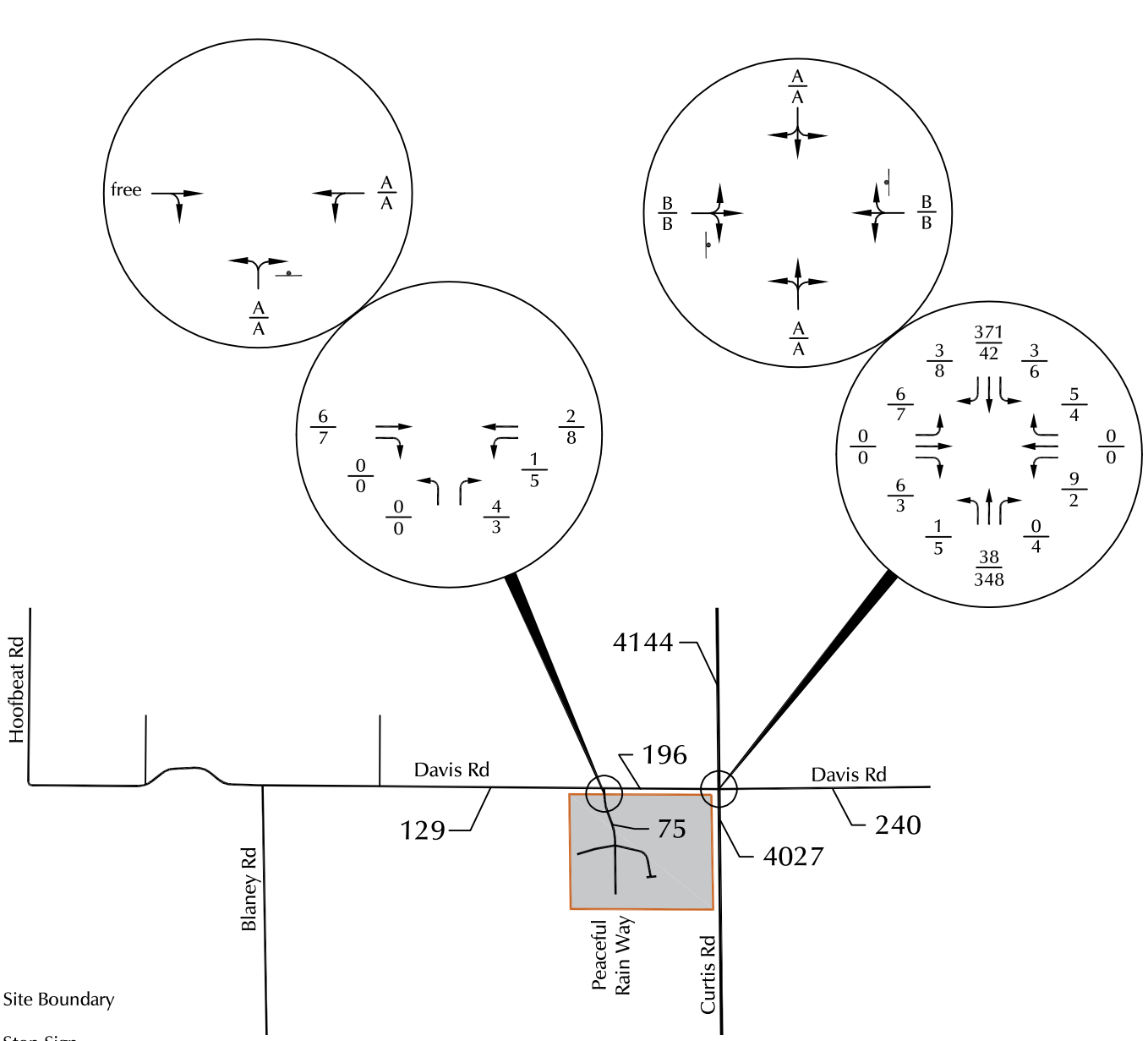
X,XXX = Average Weekday Traffic (Vehicles/Day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 5

Site-Generated Traffic

Falcon Acres (LSC# S214720)



= Site Boundary

= Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

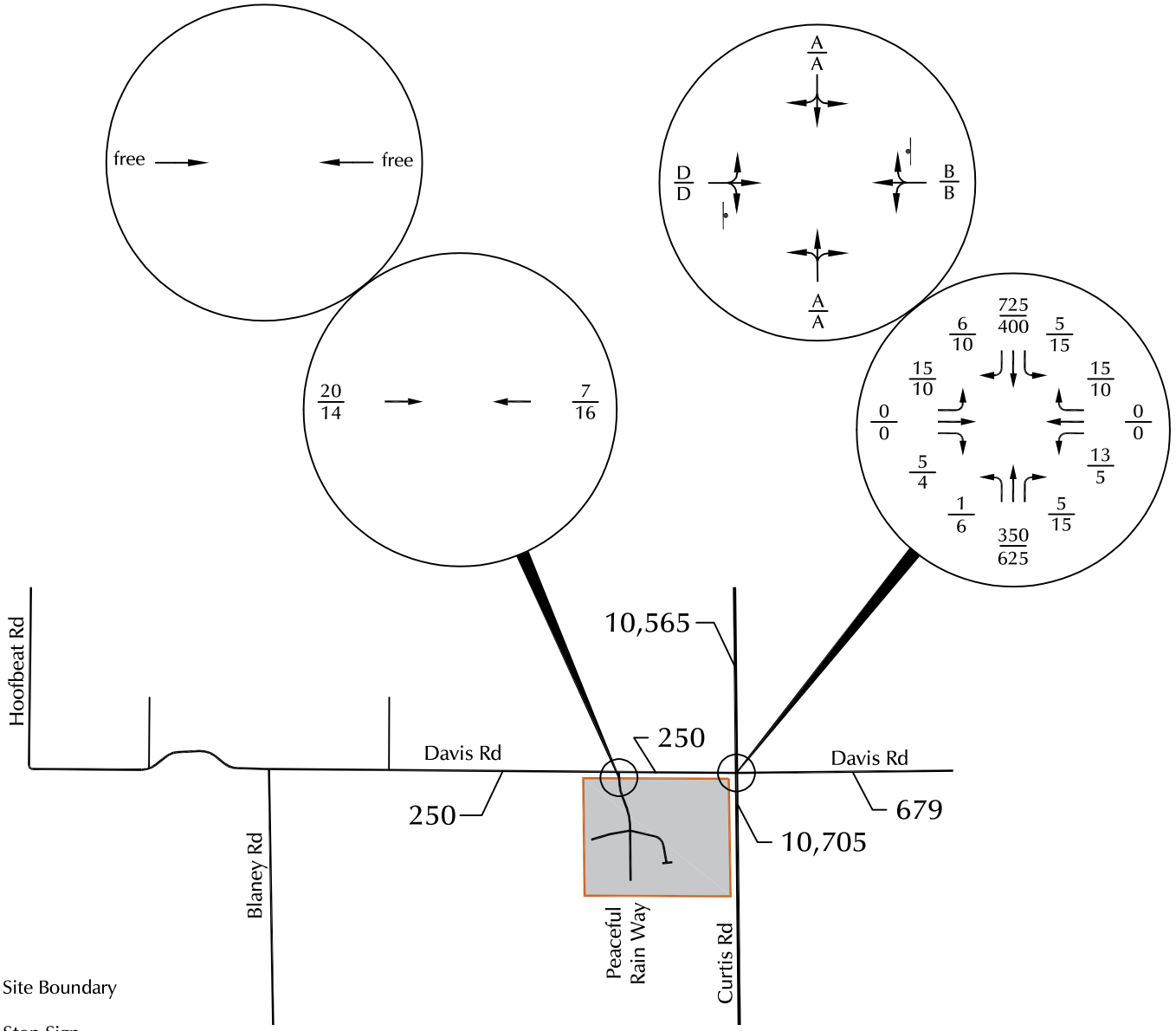
X,XXX = Average Weekday Traffic (Vehicles/Day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 6

Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Acres (LSC# S214720)



= Site Boundary

= Stop Sign

$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

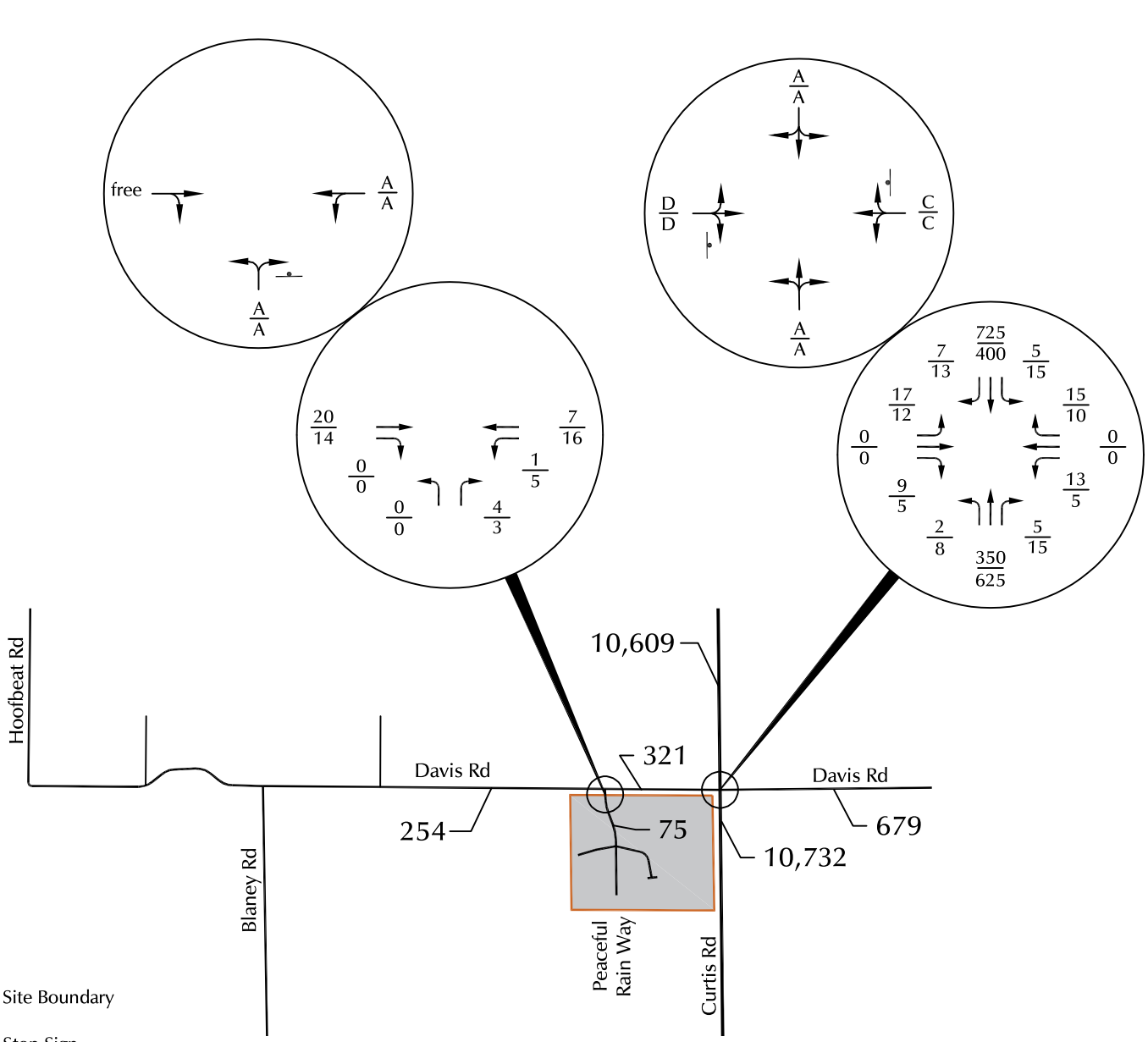
X,XXX = Average Weekday Traffic (Vehicles/Day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7

2041 Background Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Acres (LSC# S214720)



= Site Boundary

= Stop Sign

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hour) / PM Weekday Peak-Hour Traffic (Veh/Hour)

X,XXX = Average Weekday Traffic (Vehicles/Day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 8

2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Falcon Acres (LSC# S214720)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

Location Info

Location ID	108067_NB
Type	LINK
Functional Class	4
Located On	ON HOOFBEAT RD N/O DAVIS RD
Between	AND
Direction	NB
Community	
MPO_ID	
HPMS ID	
Agency	Colorado DOT

Count Data Info

Start Date	6/25/2025
End Date	6/26/2025
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	
Count Source	108067_NB
File Name	Week 7 per Vehicle_Edit.txt
Weather	
Study	
Owner	llivecchi
QC Status	Accepted

Interval: 60 mins

Time	Hourly Count
00:00 - 01:00	0
01:00 - 02:00	0
02:00 - 03:00	0
03:00 - 04:00	0
04:00 - 05:00	1
05:00 - 06:00	1
06:00 - 07:00	2
07:00 - 08:00	5
08:00 - 09:00	3
09:00 - 10:00	3
10:00 - 11:00	5
11:00 - 12:00	11
12:00 - 13:00	6
13:00 - 14:00	10
14:00 - 15:00	5
15:00 - 16:00	5
16:00 - 17:00	6
17:00 - 18:00	5
18:00 - 19:00	3
19:00 - 20:00	1
20:00 - 21:00	0
21:00 - 22:00	1
22:00 - 23:00	0
23:00 - 24:00	0
TOTAL	73

Location Info	
Location ID	108067_SB
Type	LINK
Functional Class	4
Located On	ON HOOFBEAT RD N/O DAVIS RD
Between	AND
Direction	SB
Community	
MPO_ID	
HPMS ID	
Agency	Colorado DOT

Count Data Info	
Start Date	6/25/2025
End Date	6/26/2025
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	
Count Source	108067_SB
File Name	Week 7 per Vehicle_Edit.txt
Weather	
Study	
Owner	llivecchi
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
00:00 - 01:00	0
01:00 - 02:00	0
02:00 - 03:00	0
03:00 - 04:00	0
04:00 - 05:00	0
05:00 - 06:00	4
06:00 - 07:00	3
07:00 - 08:00	9
08:00 - 09:00	3
09:00 - 10:00	7
10:00 - 11:00	3
11:00 - 12:00	8
12:00 - 13:00	13
13:00 - 14:00	9
14:00 - 15:00	9
15:00 - 16:00	5
16:00 - 17:00	2
17:00 - 18:00	3
18:00 - 19:00	4
19:00 - 20:00	3
20:00 - 21:00	0
21:00 - 22:00	1
22:00 - 23:00	0
23:00 - 24:00	0
TOTAL	86

LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Davis Rd AM
Site Code : S214720
Start Date : 8/10/2021
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Davis Rd Westbound					Curtis Rd Northbound					Davis 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**
06:30 AM	1	93	0	0	94	2	0	1	0	3	1	9	0	0	10	0	0	0	0	0	107
06:45 AM	0	87	0	0	87	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	97
Total	1	180	0	0	181	2	0	2	0	4	1	18	0	0	19	0	0	0	0	0	204
07:00 AM	1	91	1	0	93	3	0	1	0	4	0	14	0	0	14	1	0	1	0	2	113
07:15 AM	1	99	1	0	101	3	0	1	0	4	0	6	0	0	6	1	0	1	0	2	113
07:30 AM	1	94	0	0	95	3	0	2	0	5	0	9	0	0	9	2	0	0	0	2	111
07:45 AM	0	69	1	0	70	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	75
Total	3	353	3	0	359	9	0	5	0	14	0	32	0	0	32	5	0	2	0	7	412
08:00 AM	0	54	2	0	56	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	66
08:15 AM	2	44	2	0	48	2	0	1	0	3	0	9	0	0	9	1	0	0	0	1	61
Grand Total	6	631	7	0	644	14	0	8	0	22	1	67	1	0	69	6	0	2	0	8	743
Apprch %	0.9	98	1.1	0		63.6	0	36.4	0		1.4	97.1	1.4	0		75	0	25	0		
Total %	0.8	84.9	0.9	0	86.7	1.9	0	1.1	0	3	0.1	9	0.1	0	9.3	0.8	0	0.3	0	1.1	

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File Name : Curtis Rd - Davis Rd AM
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	Curtis Rd Southbound					Davis Rd Westbound					Curtis Rd Northbound					Davis 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**
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	0	87	0	0	87	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	97
7:00:00 AM	**1**	91	**1**	0	93	**3**	0	1	0	4	0	**14**	0	0	**14**	1	0	**1**	0	**2**	**113**
7:15:00 AM	1	**99**	1	0	**101**	3	0	1	0	4	0	6	0	0	6	1	0	1	0	2	113
7:30:00 AM	1	94	0	0	95	3	0	**2**	0	**5**	0	9	0	0	9	**2**	0	0	0	2	111
Total Volume	3	371	2	0	376	9	0	5	0	14	0	38	0	0	38	4	0	2	0	6	434
% App. Total	0.8	98.7	0.5	0		64.3	0	35.7	0		0	100	0	0		66.7	0	33.3	0		
PHF	.750	.937	.500	.000	.931	.750	.000	.625	.000	.700	.000	.679	.000	.000	.679	.500	.000	.500	.000	.750	.960

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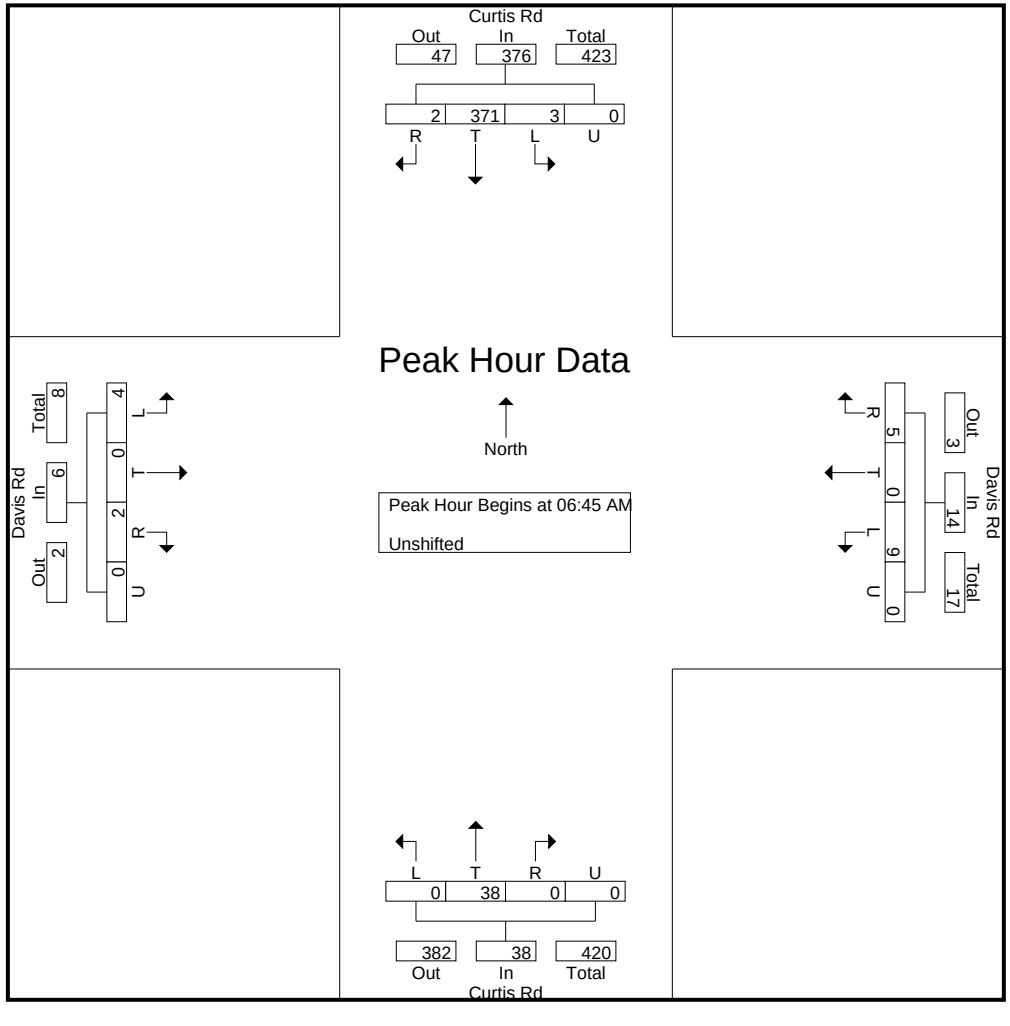

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719-633-2868

File Name : Curtis Rd - Davis Rd AM
Site Code : S214720
Start Date : 8/10/2021
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	Curtis Rd Southbound					Davis Rd Westbound					Curtis Rd Northbound					Davis 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**
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:45:00 AM					6:45:00 AM					6:30:00 AM					7:00:00 AM					
+0 mins.	0	87	0	0	87	0	0	1	0	1	**1**	9	0	0	10	1	0	**1**	0	**2**	
+5 mins.	**1**	91	**1**	0	93	**3**	0	1	0	4	0	9	0	0	9	1	0	1	0	2	
+10 mins.	1	**99**	1	0	**101**	3	0	1	0	4	0	**14**	0	0	**14**	**2**	0	0	0	2	
+15 mins.	1	94	0	0	95	3	0	**2**	0	**5**	0	6	0	0	6	1	0	0	0	1	
Total Volume	3	371	2	0	376	9	0	5	0	14	1	38	0	0	39	5	0	2	0	7	
% App. Total	0.8	98.7	0.5	0		64.3	0	35.7	0		2.6	97.4	0	0		71.4	0	28.6	0		
PHF	.750	.937	.500	.000	.931	.750	.000	.625	.000	.700	.250	.679	.000	.000	.696	.625	.000	.500	.000	.875	

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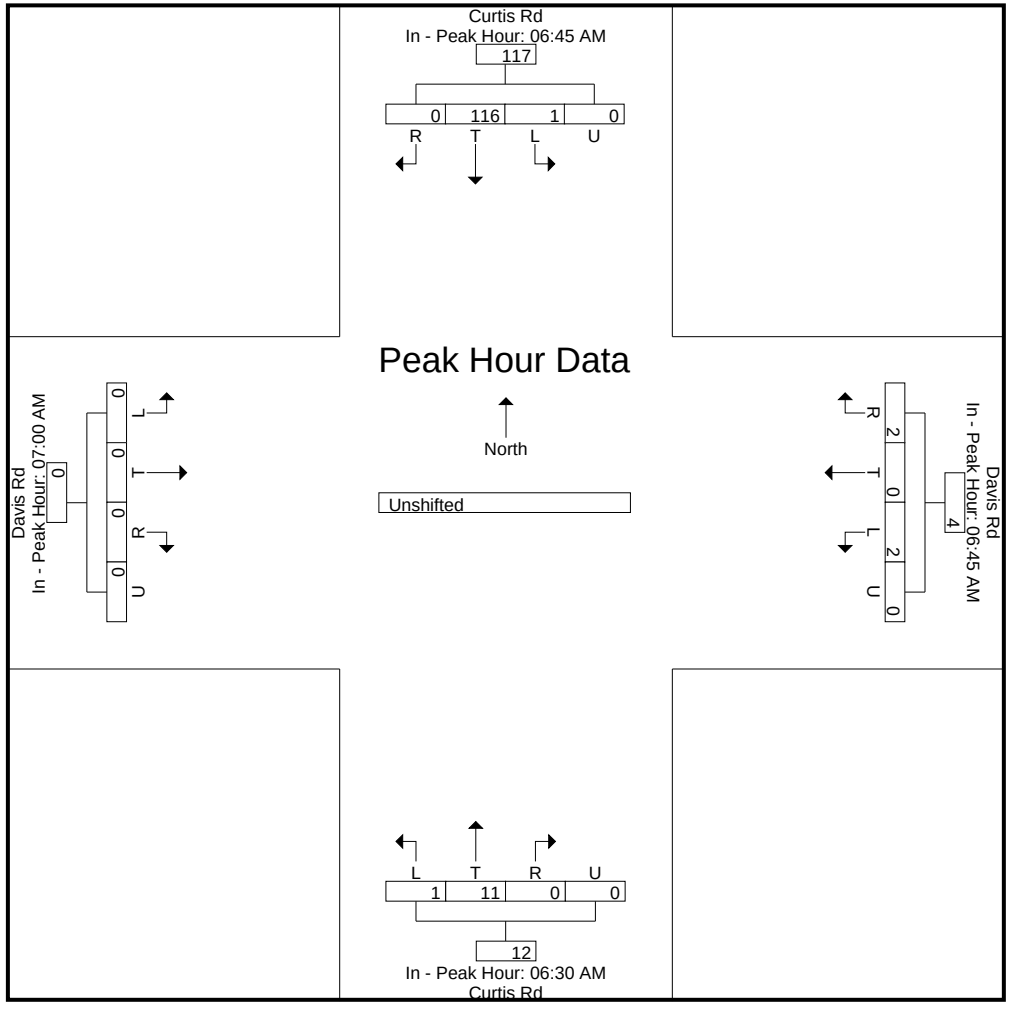

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Colorado Springs, CO 80905
719-633-2868

File Name : Curtis Rd - Davis Rd PM
Site Code : S214720
Start Date : 8/10/2021
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Davis Rd Westbound					Curtis Rd Northbound					Davis 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	2	9	0	0	11	1	0	2	0	3	0	77	1	0	78	2	0	1	0	3	95
04:15 PM	1	11	3	0	15	1	0	1	0	2	2	104	1	0	107	0	0	0	0	0	124
04:30 PM	2	12	2	0	16	0	0	1	0	1	0	78	0	0	78	2	0	0	0	2	97
04:45 PM	1	10	0	0	11	0	0	0	0	0	1	89	2	0	92	1	0	1	0	2	105
Total	6	42	5	0	53	2	0	4	0	6	3	348	4	0	355	5	0	2	0	7	421
05:00 PM	0	10	1	0	11	2	0	0	0	2	0	59	1	0	60	0	0	1	0	1	74
05:15 PM	0	10	1	0	11	0	0	0	0	0	1	60	3	0	64	0	0	0	0	0	75
05:30 PM	0	8	0	0	8	0	0	0	0	0	0	43	0	0	43	1	0	0	0	1	52
05:45 PM	0	11	0	0	11	0	0	1	0	1	1	34	0	0	35	2	0	0	0	2	49
Total	0	39	2	0	41	2	0	1	0	3	2	196	4	0	202	3	0	1	0	4	250
Grand Total	6	81	7	0	94	4	0	5	0	9	5	544	8	0	557	8	0	3	0	11	671
Apprch %	6.4	86.2	7.4	0		44.4	0	55.6	0		0.9	97.7	1.4	0		72.7	0	27.3	0		
Total %	0.9	12.1	1	0	14	0.6	0	0.7	0	1.3	0.7	81.1	1.2	0	83	1.2	0	0.4	0	1.6	

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	Curtis Rd Southbound					Davis Rd Westbound					Curtis Rd Northbound					Davis 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**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	**2**	9	0	0	11	**1**	0	**2**	0	**3**	0	77	1	0	78	**2**	0	**1**	0	**3**	95
4:15:00 PM	1	11	**3**	0	15	1	0	1	0	2	**2**	**104**	1	0	**107**	0	0	0	0	0	**124**
4:30:00 PM	2	**12**	2	0	**16**	0	0	1	0	1	0	78	0	0	78	2	0	0	0	2	97
4:45:00 PM	1	10	0	0	11	0	0	0	0	0	1	89	**2**	0	92	1	0	1	0	2	105
Total Volume	6	42	5	0	53	2	0	4	0	6	3	348	4	0	355	5	0	2	0	7	421
% App. Total	11.3	79.2	9.4	0		33.3	0	66.7	0		0.8	98	1.1	0		71.4	0	28.6	0		
PHF	.750	.875	.417	.000	.828	.500	.000	.500	.000	.500	.375	.837	.500	.000	.829	.625	.000	.500	.000	.583	.849

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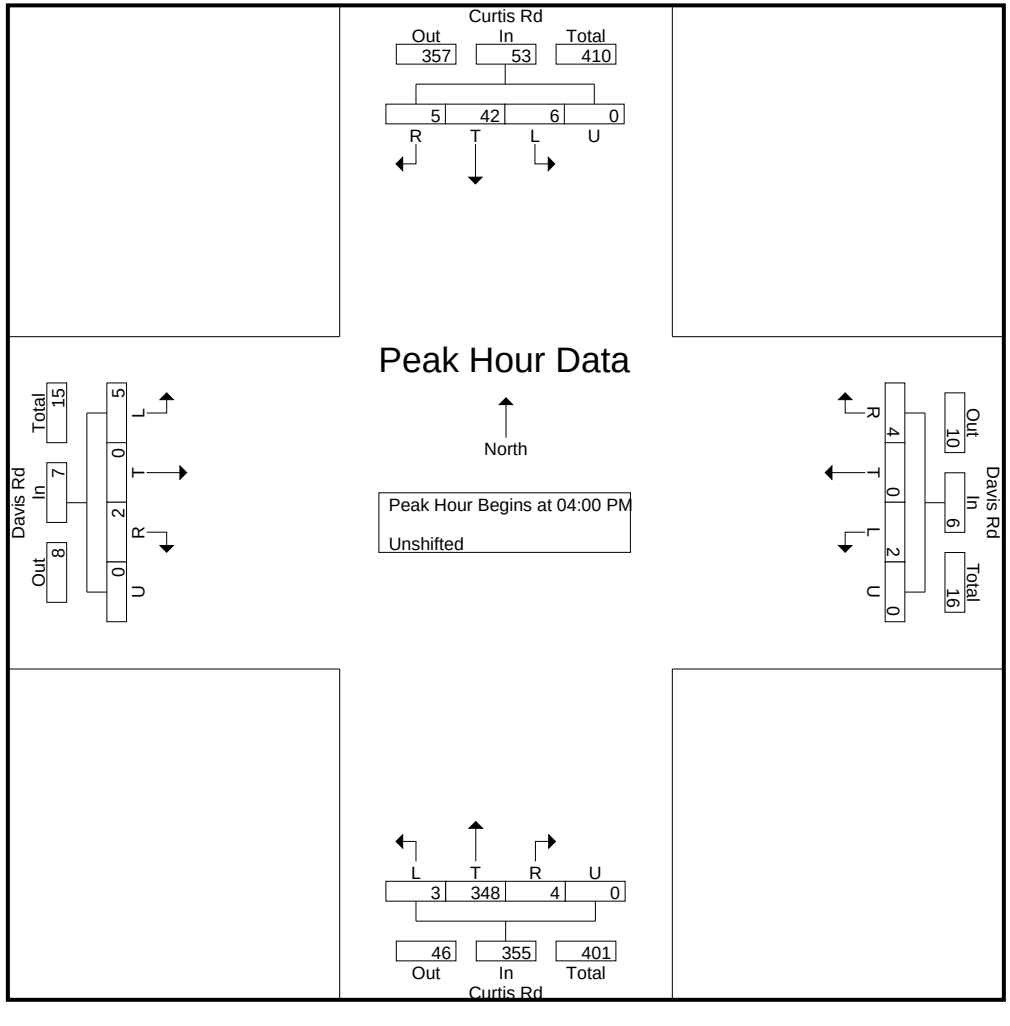

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Colorado Springs, CO 80905
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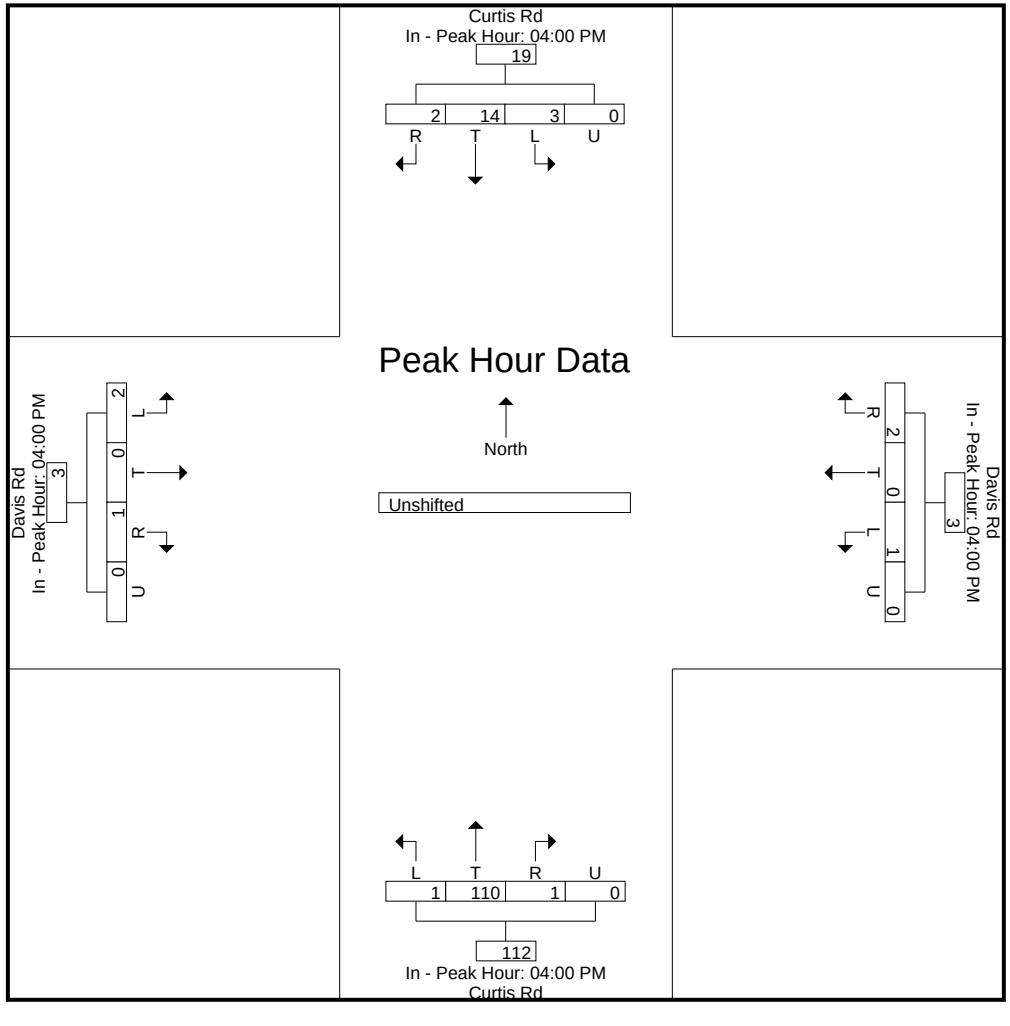
File Name : Curtis Rd - Davis Rd PM
Site Code : S214720
Start Date : 8/10/2021
Page No : 4

	Curtis Rd Southbound					Davis Rd Westbound					Curtis Rd Northbound					Davis 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**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:00:00 PM					4:00:00 PM					
+0 mins.	**2**	9	0	0	11	**1**	0	**2**	0	**3**	0	77	1	0	78	**2**	0	**1**	0	**3**	
+5 mins.	1	11	**3**	0	15	1	0	1	0	2	**2**	**104**	1	0	**107**	0	0	0	0	0	
+10 mins.	2	**12**	2	0	**16**	0	0	1	0	1	0	78	0	0	78	2	0	0	0	2	
+15 mins.	1	10	0	0	11	0	0	0	0	0	1	89	**2**	0	92	1	0	1	0	2	
Total Volume	6	42	5	0	53	2	0	4	0	6	3	348	4	0	355	5	0	2	0	7	
% App. Total	11.3	79.2	9.4	0		33.3	0	66.7	0		0.8	98	1.1	0		71.4	0	28.6	0		
PHF	.750	.875	.417	.000	.828	.500	.000	.500	.000	.500	.375	.837	.500	.000	.829	.625	.000	.500	.000	.583	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Curtis Rd - Davis Rd PM
Site Code : S214720
Start Date : 8/10/2021
Page No : 5



Level of Service Reports

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	0	2	9	0	5	0	38	0	3	371	2
Future Vol, veh/h	4	0	2	9	0	5	0	38	0	3	371	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	3	12	0	6	0	46	0	3	403	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	459	456	404	458	457	46	405	0	0	46	0	0
Stage 1	410	410	-	46	46	-	-	-	-	-	-	-
Stage 2	49	46	-	412	411	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	512	501	647	513	500	1023	1154	-	-	1562	-	-
Stage 1	619	595	-	968	857	-	-	-	-	-	-	-
Stage 2	964	857	-	617	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	508	500	647	510	499	1023	1154	-	-	1562	-	-
Mov Cap-2 Maneuver	508	500	-	510	499	-	-	-	-	-	-	-
Stage 1	619	594	-	968	857	-	-	-	-	-	-	-
Stage 2	958	857	-	613	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	547	621	1562	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.029	0.002	-	-
HCM Control Delay (s)	0	-	-	11.7	11	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	2	2	0	4	3	348	4	6	42	5
Future Vol, veh/h	5	0	2	2	0	4	3	348	4	6	42	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	3	3	0	5	3	378	4	7	51	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	457	456	54	456	457	380	57	0	0	382	0	0
Stage 1	68	68	-	386	386	-	-	-	-	-	-	-
Stage 2	389	388	-	70	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	514	501	1013	515	500	667	1547	-	-	1176	-	-
Stage 1	942	838	-	637	610	-	-	-	-	-	-	-
Stage 2	635	609	-	940	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	507	497	1013	510	496	667	1547	-	-	1176	-	-
Mov Cap-2 Maneuver	507	497	-	510	496	-	-	-	-	-	-	-
Stage 1	940	833	-	636	609	-	-	-	-	-	-	-
Stage 2	629	608	-	932	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11	0.1	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	591	605	1176	-	-
HCM Lane V/C Ratio	0.002	-	-	0.015	0.013	0.006	-	-
HCM Control Delay (s)	7.3	0	-	11.2	11	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	6	9	0	5	1	38	0	3	371	3
Future Vol, veh/h	6	0	6	9	0	5	1	38	0	3	371	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	8	12	0	6	1	49	0	3	403	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	465	462	405	466	463	49	406	0	0	49	0	0
Stage 1	411	411	-	51	51	-	-	-	-	-	-	-
Stage 2	54	51	-	415	412	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	508	497	646	507	496	1020	1153	-	-	1558	-	-
Stage 1	618	595	-	962	852	-	-	-	-	-	-	-
Stage 2	958	852	-	615	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	503	496	646	500	495	1020	1153	-	-	1558	-	-
Mov Cap-2 Maneuver	503	496	-	500	495	-	-	-	-	-	-	-
Stage 1	617	594	-	961	851	-	-	-	-	-	-	-
Stage 2	951	851	-	606	593	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	11.1	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	566	611	1558	-	-
HCM Lane V/C Ratio	0.001	-	-	0.027	0.029	0.002	-	-
HCM Control Delay (s)	8.1	0	-	11.5	11.1	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	2	2	0	6
Future Vol, veh/h	6	0	2	2	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	3	3	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	17	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1612	-	1001	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	999	1074
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1074	-	-	1612	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	3	2	0	4	6	348	4	6	42	8
Future Vol, veh/h	7	0	3	2	0	4	6	348	4	6	42	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	4	3	0	5	7	378	4	7	51	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	467	466	56	466	469	380	61	0	0	382	0	0
Stage 1	70	70	-	394	394	-	-	-	-	-	-	-
Stage 2	397	396	-	72	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	506	494	1011	507	492	667	1542	-	-	1176	-	-
Stage 1	940	837	-	631	605	-	-	-	-	-	-	-
Stage 2	629	604	-	938	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	497	488	1011	500	486	667	1542	-	-	1176	-	-
Mov Cap-2 Maneuver	497	488	-	500	486	-	-	-	-	-	-	-
Stage 1	934	832	-	627	601	-	-	-	-	-	-	-
Stage 2	620	600	-	929	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	11.1	0.1	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	586	600	1176	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.013	0.006	-	-
HCM Control Delay (s)	7.3	0	-	11.3	11.1	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	5	8	0	3
Future Vol, veh/h	7	0	5	8	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	6	10	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	31	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	983	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	979	1073
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1073	-	-	1611	-
HCM Lane V/C Ratio	0.004	-	-	0.004	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	5	13	0	15	1	350	5	6	725	5
Future Vol, veh/h	15	0	5	13	0	15	1	350	5	6	725	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	0	6	17	0	19	1	380	5	6	780	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1189	1182	783	1183	1182	383	785	0	0	385	0	0
Stage 1	795	795	-	385	385	-	-	-	-	-	-	-
Stage 2	394	387	-	798	797	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	190	394	166	190	664	834	-	-	1173	-	-
Stage 1	381	399	-	638	611	-	-	-	-	-	-	-
Stage 2	631	610	-	380	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	188	394	162	188	664	834	-	-	1173	-	-
Mov Cap-2 Maneuver	159	188	-	162	188	-	-	-	-	-	-	-
Stage 1	380	395	-	637	610	-	-	-	-	-	-	-
Stage 2	611	609	-	370	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.3	20.2	0	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	187	272	1173	-	-
HCM Lane V/C Ratio	0.001	-	-	0.137	0.132	0.006	-	-
HCM Control Delay (s)	9.3	0	-	27.3	20.2	8.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	0	4	5	0	10	6	625	15	15	400	10
Future Vol, veh/h	10	0	4	5	0	10	6	625	15	15	400	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	93	93	93	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	5	6	0	13	6	672	16	17	460	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1199	1200	466	1194	1197	680	471	0	0	688	0	0
Stage 1	500	500	-	692	692	-	-	-	-	-	-	-
Stage 2	699	700	-	502	505	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	162	185	597	163	186	451	1091	-	-	906	-	-
Stage 1	553	543	-	434	445	-	-	-	-	-	-	-
Stage 2	430	441	-	552	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	179	597	157	180	451	1091	-	-	906	-	-
Mov Cap-2 Maneuver	153	179	-	157	180	-	-	-	-	-	-	-
Stage 1	548	529	-	430	441	-	-	-	-	-	-	-
Stage 2	414	437	-	534	527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.4	18.9	0.1	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	194	278	906	-	-
HCM Lane V/C Ratio	0.006	-	-	0.093	0.069	0.019	-	-
HCM Control Delay (s)	8.3	0	-	25.4	18.9	9.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	0	9	13	0	15	2	350	5	5	725	7
Future Vol, veh/h	17	0	9	13	0	15	2	350	5	5	725	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	12	17	0	19	2	380	5	5	780	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1190	1183	784	1187	1185	383	788	0	0	385	0	0
Stage 1	794	794	-	387	387	-	-	-	-	-	-	-
Stage 2	396	389	-	800	798	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	189	393	165	189	664	831	-	-	1173	-	-
Stage 1	381	400	-	637	610	-	-	-	-	-	-	-
Stage 2	629	608	-	379	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	187	393	159	187	664	831	-	-	1173	-	-
Mov Cap-2 Maneuver	159	187	-	159	187	-	-	-	-	-	-	-
Stage 1	380	397	-	635	608	-	-	-	-	-	-	-
Stage 2	609	606	-	365	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.6	20.5	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	200	268	1173	-	-
HCM Lane V/C Ratio	0.003	-	-	0.167	0.134	0.005	-	-
HCM Control Delay (s)	9.3	0	-	26.6	20.5	8.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.5	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	2	7	0	6
Future Vol, veh/h	20	0	2	7	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	0	3	9	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	26	0	41	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1588	-	970	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	968	1050
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1050	-	-	1588	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	5	5	0	10	8	625	15	15	400	13
Future Vol, veh/h	12	0	5	5	0	10	8	625	15	15	400	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	93	93	93	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	6	6	0	13	9	672	16	17	460	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1207	1208	468	1203	1207	680	475	0	0	688	0	0
Stage 1	502	502	-	698	698	-	-	-	-	-	-	-
Stage 2	705	706	-	505	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	160	183	595	161	183	451	1087	-	-	906	-	-
Stage 1	552	542	-	431	442	-	-	-	-	-	-	-
Stage 2	427	439	-	549	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	151	176	595	155	176	451	1087	-	-	906	-	-
Mov Cap-2 Maneuver	151	176	-	155	176	-	-	-	-	-	-	-
Stage 1	545	528	-	425	436	-	-	-	-	-	-	-
Stage 2	409	433	-	529	524	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26	19	0.1	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1087	-	-	193	276	906	-	-
HCM Lane V/C Ratio	0.008	-	-	0.113	0.07	0.019	-	-
HCM Control Delay (s)	8.3	0	-	26	19	9.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	0	5	16	3	3
Future Vol, veh/h	14	0	5	16	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	6	21	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	51	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1599	-	958	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1599	-	954	1061
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	1599	-
HCM Lane V/C Ratio	0.008	-	-	0.004	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-