



MEMORANDUM

TO: **El Paso County Planning & Community Development**
2880 International Circle, Suite 110
Colorado Springs, CO 80910

FROM: Kurt Crawford, P.E.

DATE: October 30, 2024

RE: Traffic Memorandum for Latigo Preserve Filing No. 10
El Paso County, Colorado

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.

[Kurt Crawford, Colorado P.E. #56985]



10/30/2024

Date

Developer’s Statement

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

Robert C. Irwin, Manager

Date

BRJM, LLC

17 S Wahsatch Avenue

Colorado Springs, CO 80903

This memorandum serves to summarize the land use, probable trip generation, and vehicular access for Latigo Preserve Filing No. 10. The site is located generally southwest of the intersection of Eastonville Road and Latigo Boulevard in El Paso County, Colorado. Filing No.10 will have access at the proposed intersection with Eastonville Road as well as the existing internal streets. See the associated site plan (**appendix**) and vicinity map (**Figure 1**). Filing No.10 will add 43 single-family detached houses to the development. The study area for this memo analyzes the intersection of Latigo Boulevard/Eastonville Road and the proposed access at the intersection of Conestoga Trail South/Eastonville Road.

Previous Traffic Reports

The traffic study for Latigo Preserve Filing No. 9 (PCD File No. SF-21-36) from September 21, 2022 by LSC is referenced in this report.

Existing Roads & Distribution

The area roadways are shown on the attached site plan, shown on **Figure 1**, and described below.

- **Latigo Boulevard** is a two-lane roadway extending east from Meridian Road to Elbert Road. As shown in the *El Paso County Major Transportation Corridors Plan (MTCP)*, Latigo Boulevard is classified as a Rural-Major Collector to the west of Eastonville Rd and is classified as a Rural-Minor Collector to the east of Eastonville Rd. The roadway is paved from Meridian Rd to approximately 500 feet west of Eastonville Rd. The posted speed limit is 45 mph. The access points for Latigo Preserve have already been constructed on this road with additional auxiliary turn lanes at the intersection of Latigo Blvd and Ponca Canyon Trail.
- **Eastonville Road** is a two-lane roadway extending northeast from Meridian Road past Hodgen Road. It has a gravel surface and a posted speed limit of 45 mph north of Londonderry Drive. Eastonville Road is classified as a Rural-Major Collector in the *MTCP*. The *Conceptual Design Report Eastonville Road Project* prepared by Wilson & Company Inc. in April 2021 (See Appendix) shows a future urban cross section (curb & gutter) with one through lane in each direction, painted center median for left-turn lanes at intersections, and six-foot paved outside shoulders between Meridian Rd and Latigo Blvd.
- **Meridian Road** extends north from South Blaney Road to County Line Road. The posted speed limit on Meridian Road in the vicinity of Latigo Blvd is 55 miles per hour (mph). Meridian Road is shown in the *MTCP* as a four-lane Rural-Minor Arterial north of Rex Road, a four-lane Rural-Principal Arterial south of Rex Road, and a six-lane Rural-Principal Arterial south of Stapleton Drive as shown in the 2045 Roadway Functional Classifications and 2045 Lane Requirements of the *MTCP*.

Existing Traffic Volumes

Traffic counts were conducted by All Traffic Data (ATD) on Tuesday, May 21, 2024 at the intersection of Eastonville Road and Latigo Boulevard with 24-hour ADT volumes collected on Eastonville Rd south of Latigo Blvd (see **Figure 2**). The existing traffic shown at Latigo Blvd and the development access intersections are from Figure 8 of Filing No. 9 Traffic Study by LSC (See **Appendix**).

Background Traffic Volumes

The 2025 Background Traffic (**Figure 3**) shows the redistribution of existing traffic for the opening of the proposed intersection of Conestoga Trail South and Eastonville Road. This redistribution was calculated by comparing the short-term and long-term site-generated traffic from the Filing No. 9 Traffic Study by LSC (See Appendix).

The 2045 Background Traffic (**Figure 6**) shows the projected traffic volumes which was previously analyzed in the Latigo Preserve Filing No. 9 (PCD File No. SF-21-36) TIS by LSC. These traffic volumes assume buildout of the Latigo Preserve, Meridian Ranch, Grandview Reserve, and Waterbury developments but assume no traffic generated by the currently proposed Filing No. 10.

Trip Generation

Table 1 below shows the probable trip generation numbers. The table shows the number of expected trips for the development using the latest ITE trip rates. This manual is currently in its 11th edition and is an industry accepted informational report published by the Institute of Transportation Engineers. Using the ITE rates, Filing No.10 is expected to generate about 405 daily trips, 30 trips (8 in/22 out) in the morning peak hour and 40 trips (25 in/15 out) in the evening peak hour.

Table 1 - Trip Generation Estimate for Latigo Preserve Filing No. 10, El Paso County, CO															
ITE Code / Land Use	Size	Trip Generation Rates ¹			Trips Generated										
		Avg. Weekday	AM PEAK	PM PEAK	Average Weekday Trips	AM Peak-Hour (7 - 9)			PM Peak-Hour (4 - 6)						
						% Trips	Trips	% Trips	Trips	Total	% Trips	Trips	% Trips	Trips	Total
#210 Single-Family Detached Housing	43 ODU	9.43	0.70	0.94	405	26%	8	74%	22	30	63%	25	37%	15	40
Total Trips					405	8		22		30	25		15		40

¹Source: "Trip Generation" Institute of Transportation Engineers. 11th Edition. 2021

ODU = Occupied Dwelling Units

please give reasoning for the proposed distribution.

Trip Distribution

The anticipated distribution of site traffic is 55% to/from the south, 35% to/from the west and 10% to/from the east. It is assumed that the inbound traffic from the south and east will typically access the site via the intersection of Eastonville Road & Conestoga Trail South. The inbound traffic from the west will typically come from Meridian Rd and access the development at one of the existing access points on Latigo Blvd. The estimated site generated traffic and distribution is shown in **Figure 4**.

Level of Service Analysis

The study intersections of Eastonville Road/Latigo Boulevard and Eastonville Road/Conestoga Trail South have been analyzed to determine the projected control delay and corresponding levels of service for turning movements. The 2025 total traffic (existing traffic + site generated traffic) is shown on **Figure 5** and the 2045 total traffic is shown on **Figure 7**. Synchro V11 Traffic Software (synchro) was used to model the total estimated traffic using procedures in the latest edition of the Highway Capacity Manual. Synchro reports are included in the **Appendix**. All turning movements at the unsignalized intersections are projected to operate at LOS A during both peak hours in 2025 and the total ADT on Eastonville Road is estimated to be 680. For 2045, all turning movements at the unsignalized intersections are projected to operate at LOS B or better during both peak hours and the total ADT on Eastonville Road is estimated to be 6,630.

identify that the need for this turn lane will be analyzed in future filings.

Previous TIS for the latigo trails development have indicated the need for this turn lane due to this developments traffic.

Auxiliary Turn Lane

No additional auxiliary lane is anticipated to generate 14 northbound left turns at the intersection Eastonville Road and Conestoga Trail South in the PM peak hour. The total traffic is below the minimum requirement of 25 vph for an auxiliary left turn lane. However, once this intersection is constructed it is assumed that vehicles from other portions of the development not including Filing No. 9 or Filing No. 10 would also utilize this location.

Future improvements are planned to be included with a PPRTA project as the proposed cross section identified in the Eastonville Road Project Conceptual Design Report by Wilson & Company, dated April 2021 for this section of Eastonville Road includes a center two-way left-turn lane (see Appendix). However, this section of Eastonville Road is not included in the initial phase of that project. Per the agreement reached on Filing No.9, a fair share escrow of \$4,231.82 per lot will be made towards Eastonville Road improvements in addition to the regular El Paso County roadway improvement fee program. The developer's intent is to commit to this same per lot fee for Filing No. 10.

please make it clear that this is the short term total traffic LOS

Future Total Traffic Analysis

Upon completion of construction of the proposed access at Conestoga Trail South and Eastonville Road, all turning movements at the unsignalized intersections in this study are projected to operate at LOS A during both peak hours.

By 2045, it was assumed that Eastonville Road would be improved to a Rural-M section and that northbound and southbound left-turn lanes would be constructed as a Boulevard. It was also assumed that a northbound left turn auxiliary lane would be constructed at the intersection of Conestoga Trail South and Eastonville Road. Based on the 2045 future lane geometry, all movements at the intersections in this study are projected to operate at LOS B or better during the peak hours.

submit a deviation request for not meeting ECM sight distance criteria for consideration by ECM administrator.

provide figure per previous comment

Access Evaluation

The entering sight distance at the proposed intersection of Conestoga Trail South/Eastonville Road was measured to be greater than 1,000 feet to the north and about 410 feet to the south. Based on the criteria contained in Table 2-21 of the El Paso County *Engineering Criteria Manual (ECM)* and the design speed of 50 miles per hour (mph) (posted speed limit of 45 mph), the required intersection sight distance is 555 feet. Pikes Peak Rural Transportation Authority (PPRTA)-funded improvements are anticipated on this section of Eastonville Road. The sight distance to the south is currently restricted by the existing vertical profile of Eastonville Road. It is anticipated that with the PPRTA improvements, the sight distance would meet *ECM* standards, provided vegetation, landscaping, fencing, walls, etc. are kept clear of the corner sight distance. Sight distance exhibits conditions and future roadway geometry are included in the **Appendix**.

Is there a PPRTA preliminary design that anticipates the vertical curve to be modified? if so, provide excerpt or correspondence as justification for the deviation.

Pedestrian Access

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

As discussed in the prior traffic study for Filing No. 9, school pedestrian plans were provided for adjacent Estates at Rolling Hills Ranch and Rolling Hills Ranch at Meridian Ranch Filing Nos. 1 through 3. Sidewalks are anticipated to be provided adjacent to all local streets within the future development areas within Meridian Ranch to the south and on both the north and south sides of Rex Road between Estates Ridge Drive and Eastonville Road.

Roadway Improvement Fee Program

This project will be required to participate in the El Paso County Road Improvement Fee Program. Latigo Preserve Filing No. 10 will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. The total building permit fee would be \$52,503 for the 43 lots within Filing No. 10.

Conclusion

Latigo Preserve Filing No. 10 is expected to generate approximately 405 vehicle trips on the average weekday with approximately 30 trips occurring during the morning peak hour and 40 trips during the evening peak hour.

The study area intersections are projected to operate at a satisfactory level of service (LOS D or better) through 2045 as two-way, stop-sign-controlled intersections.

A potential northbound left-turn lane at the Eastonville/Conestoga Trail intersection is not required based on the estimated total traffic upon buildout as shown in **Figure 5**.

The future total traffic analysis from the previous Filing No. 9 TIS assumed potential future auxiliary turn lanes at the intersection of Eastonville Road/Latigo Boulevard. Laneage at this intersection will likely be addressed with Phase 2 of the PPRTA Eastonville project or with future area development (as applicable).

Eastonville Road is currently non-paved (gravel) north of Londonderry Drive. Based on the estimated existing average weekday traffic volume of 457 vehicles per day south of Latigo Boulevard and the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, this roadway currently exceeds the County *ECM* threshold for roadway paving. The section of Eastonville Road between Rex Road (future) and Latigo Boulevard was identified as Phase 2 in the Eastonville Road Project Conceptual Design Report by Wilson & Company, dated April 2021. That report recommended, for Phases 1 and 2, a proposed Urban cross section including one through lane in each direction, a striped center median for left turns, six-foot outside shoulders and a detached sidewalk.

As discussed in the previous Filing No. 9 TIS, El Paso County staff indicated a requirement to pave Eastonville Road. Per the agreement reached on Filing No. 9, a fair share escrow of \$4,231.82 per lot will be made towards Eastonville Road improvements in addition to the regular El Paso County roadway improvement fee program. The developer's intent is to commit to this same per lot fee for Filing No. 10.

If you have any questions or would like to discuss my analysis further, please don't hesitate to contact me.

APPENDIX

Traffic Figures 1-7

Site Plan

Traffic Counts

Filing No. 9 Traffic Figures (LSC)

Synchro Reports

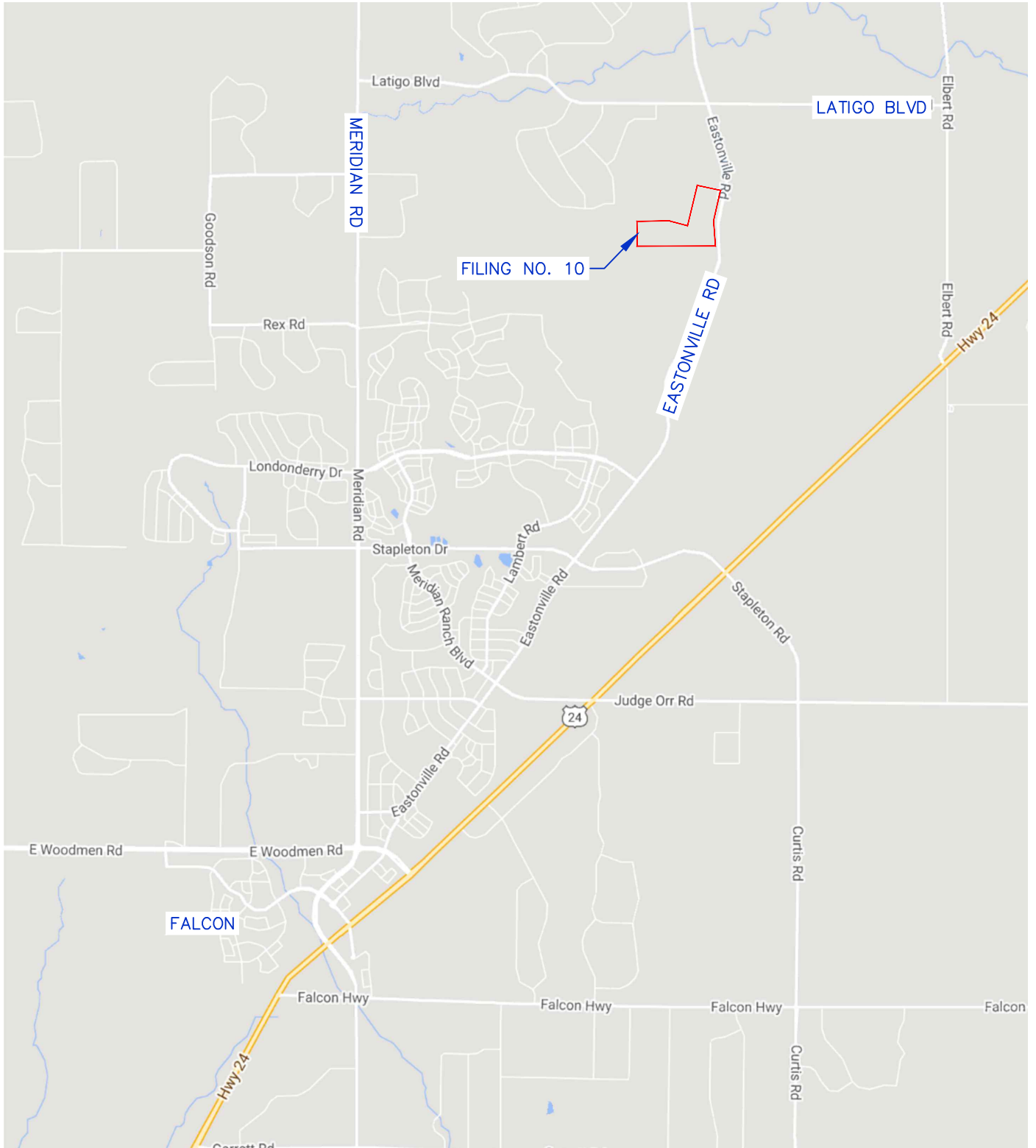
MTCP Maps

Eastonville Road Conceptual Design Report (Wilson & Company)

Sight Distance Exhibits

Percent Impacts / Fair Share Table

Traffic Figures 1-7



N.T.S.

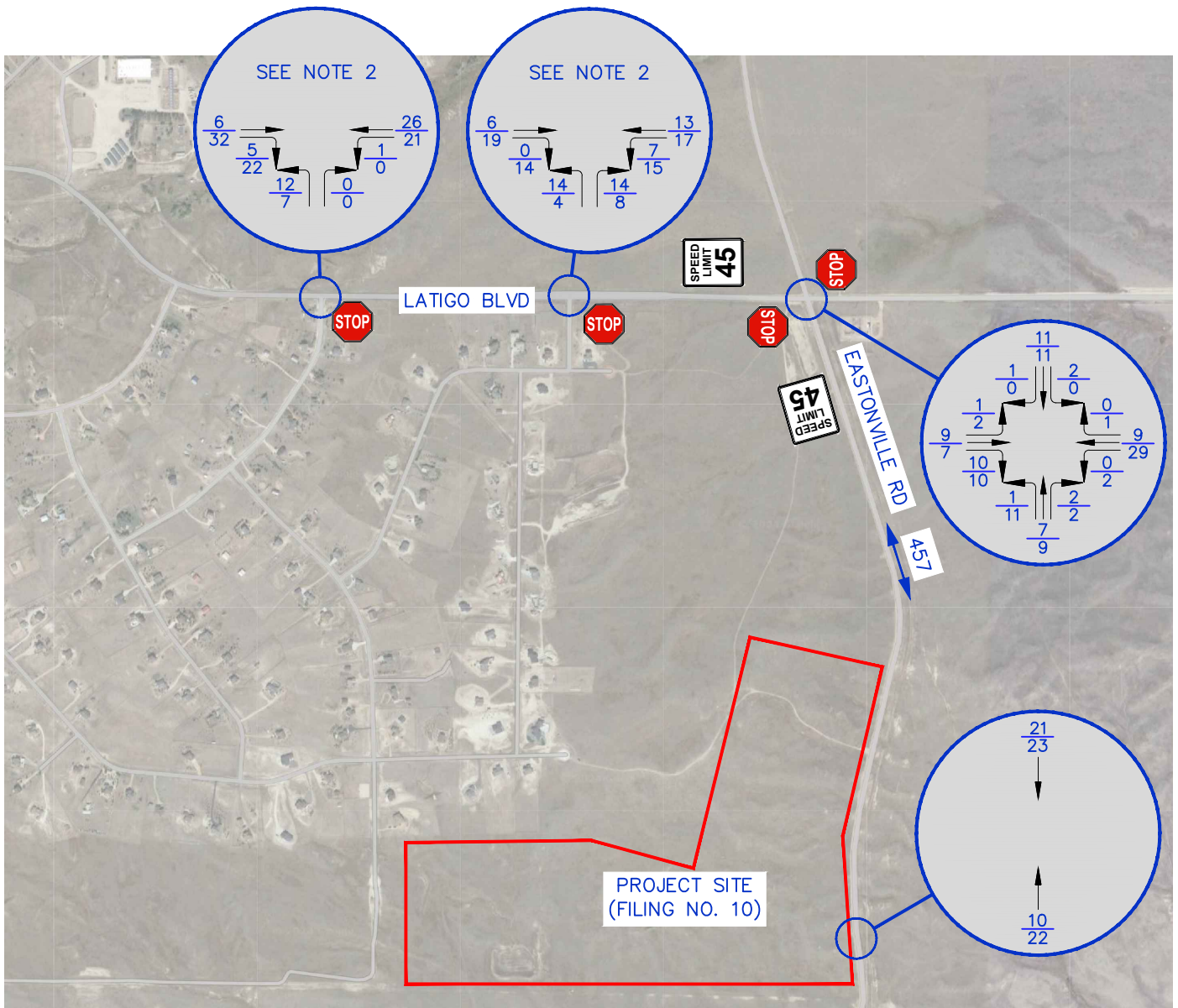


**VICINITY MAP
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

Drexel, Barrell & Co.
Engineers • Surveyors

DATE:
10/30/2024
JOB NO:
21820-02

DWG. NO.
FIGURE 1



NOTES:

1. TRAFFIC COUNTS WERE CONDUCTED BY ALL TRAFFIC DATA (ATD) ON TUESDAY, MAY 21, 2024
2. EXISTING TRAFFIC SHOWN AT INTERSECTIONS OF LATIGO BLVD AND DEVELOPMENT ACCESS INTERSECTIONS ARE FROM FIGURE 8 OF FILING NO. 9 TRAFFIC STUDY BY LSC (EXISTING PLUS SITE-GENERATED TRAFFIC)

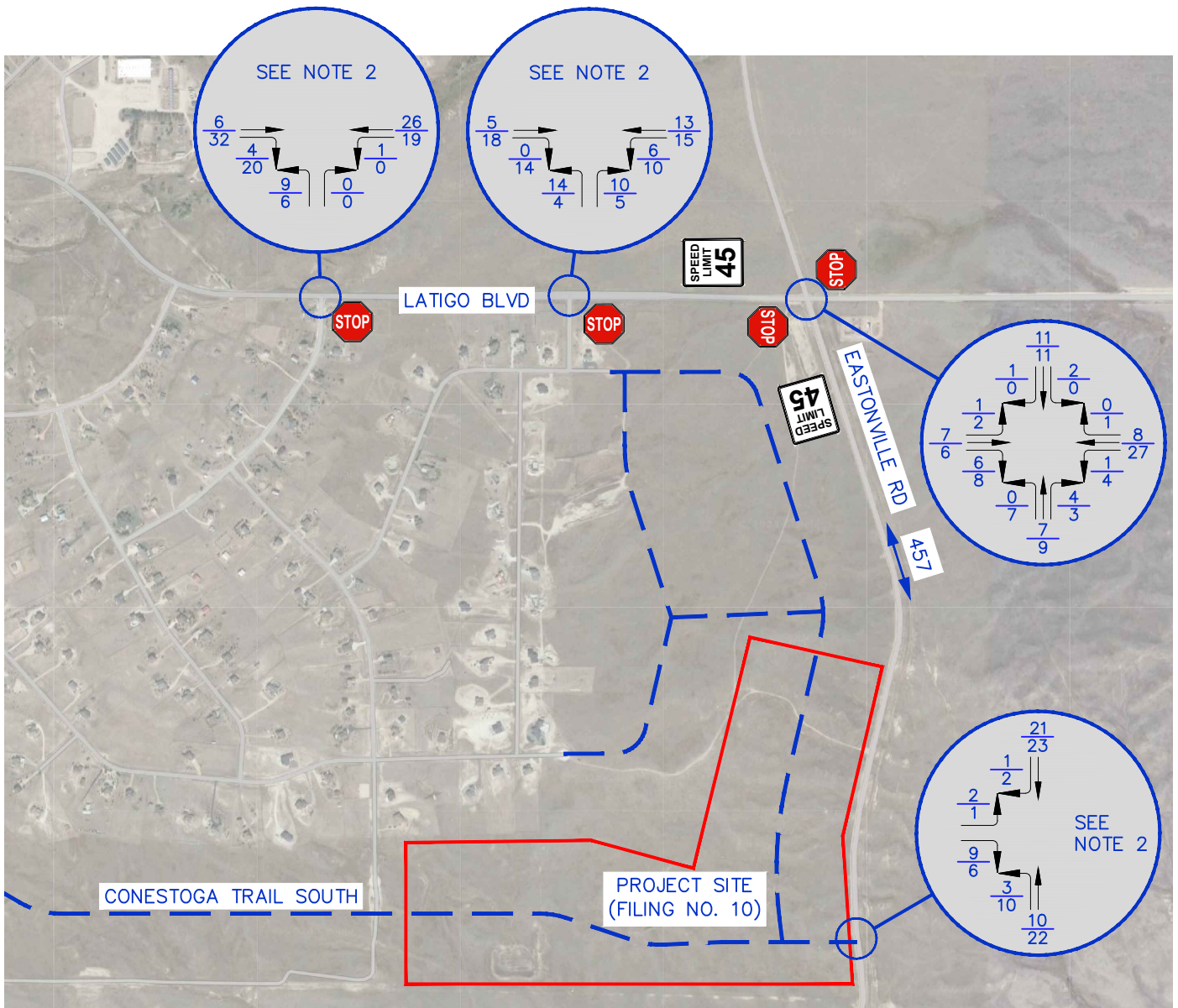
LEGEND:

- $\frac{XX}{XX}$ = WEEKDAY AM/PM PEAK-HOUR TRAFFIC
- \leftarrow = LANE MOVEMENT
- X,XXX = 24 HOUR TRAFFIC VOLUME
- --- = FUTURE ROAD



**EXISTING TRAFFIC
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

Drexel, Barrell & Co. Engineers • Surveyors	
DATE: 10/30/2024	DWG. NO. FIGURE 2
JOB NO: 21820-02	



NOTES:

1. TRAFFIC COUNTS WERE CONDUCTED BY ALL TRAFFIC DATA (ATD) ON TUESDAY, MAY 21, 2024
2. BACKGROUND TRAFFIC IS SHOWN FOR REDISTRIBUTION OF TRAFFIC WITH CONSTRUCTION OF ACCESS POINT ON EASTONVILLE ROAD. SHORT-TERM AND LONG-TERM SITE-GENERATED TRAFFIC FROM FILING NO. 9 TRAFFIC STUDY BY LSC WAS REFERENCED FOR REDISTRIBUTION.

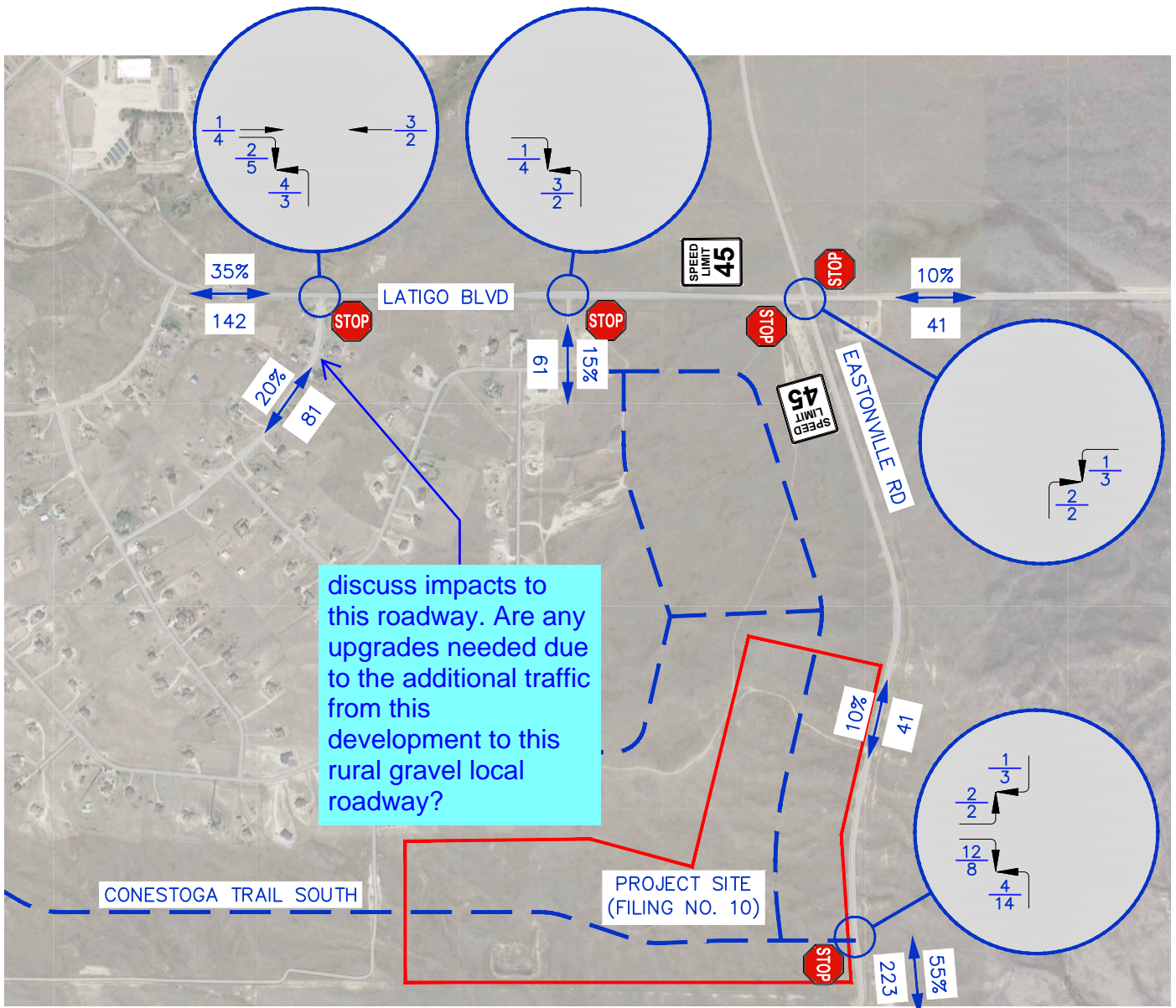
LEGEND:

- $\frac{XX}{XX}$ = WEEKDAY AM/PM PEAK-HOUR TRAFFIC
- \leftarrow = LANE MOVEMENT
- X,XXX = 24 HOUR TRAFFIC VOLUME
- $---$ = FUTURE ROAD



**BACKGROUND 2025 TRAFFIC
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

Drexel, Barrell & Co. Engineers • Surveyors	
DATE: 10/30/2024	DWG. NO. FIGURE 3
JOB NO: 21820-02	



discuss impacts to this roadway. Are any upgrades needed due to the additional traffic from this development to this rural gravel local roadway?

	IN	OUT
AM	8	22
PM	25	15

LEGEND:

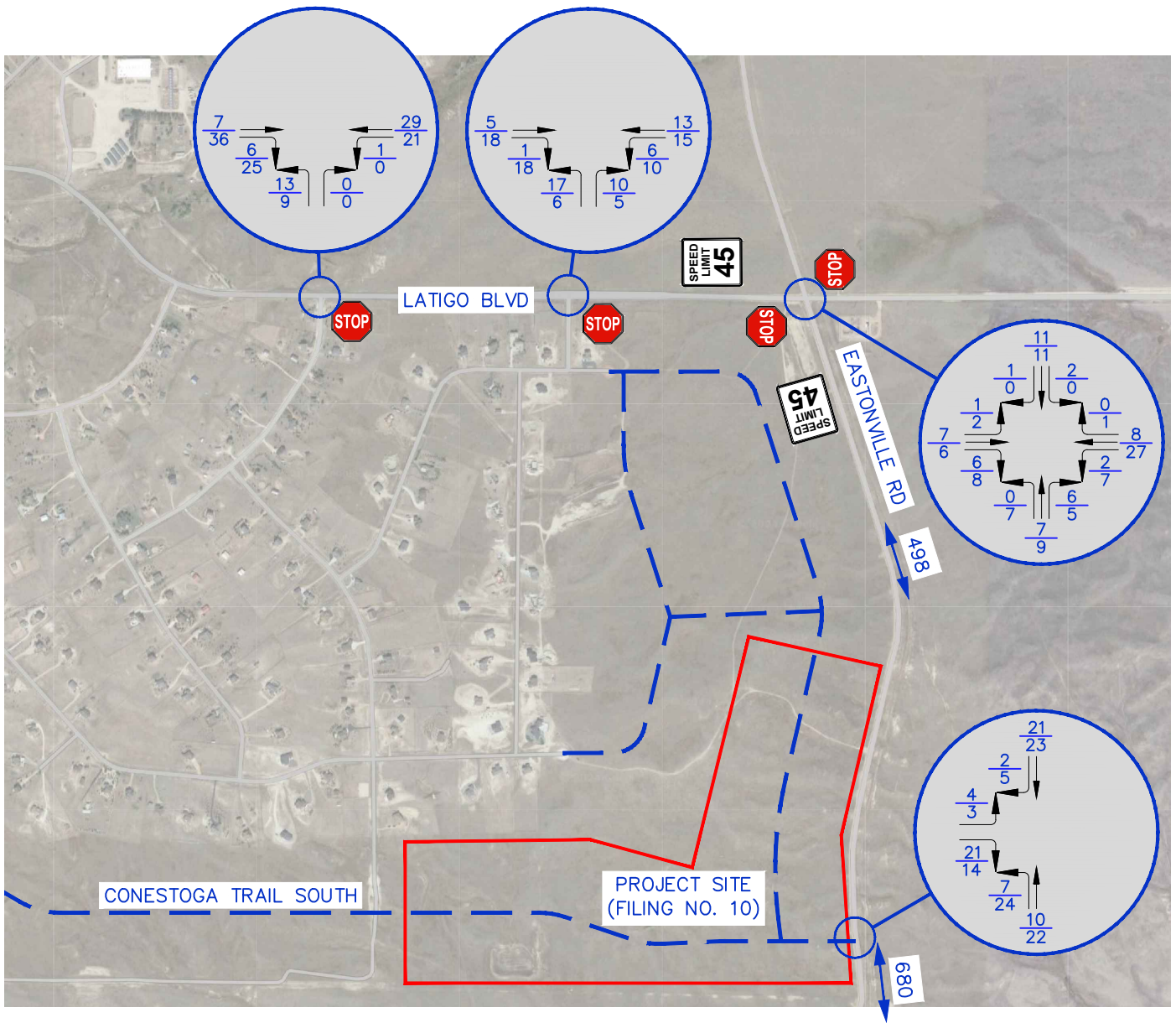
- $\frac{XX}{XX}$ = WEEKDAY AM/PM PEAK-HOUR TRAFFIC
- \leftarrow = LANE MOVEMENT
- $\frac{XX\%}{XX}$ = $\frac{DISTRIBUTION}{24\text{ HOUR TRAFFIC VOLUME}}$
- $---$ = FUTURE ROAD



**SITE GENERATED TRAFFIC & DISTRIBUTION
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

Drexel, Barrell & Co.
Engineers • Surveyors

DATE: 10/30/2024	DWG. NO. FIGURE 4
JOB NO: 21820-02	



LEGEND:

- $\frac{XX}{XX}$ = WEEKDAY AM/PM PEAK-HOUR TRAFFIC
- \leftarrow = LANE MOVEMENT
- X,XXX = 24 HOUR TRAFFIC VOLUME
- $---$ = FUTURE ROAD

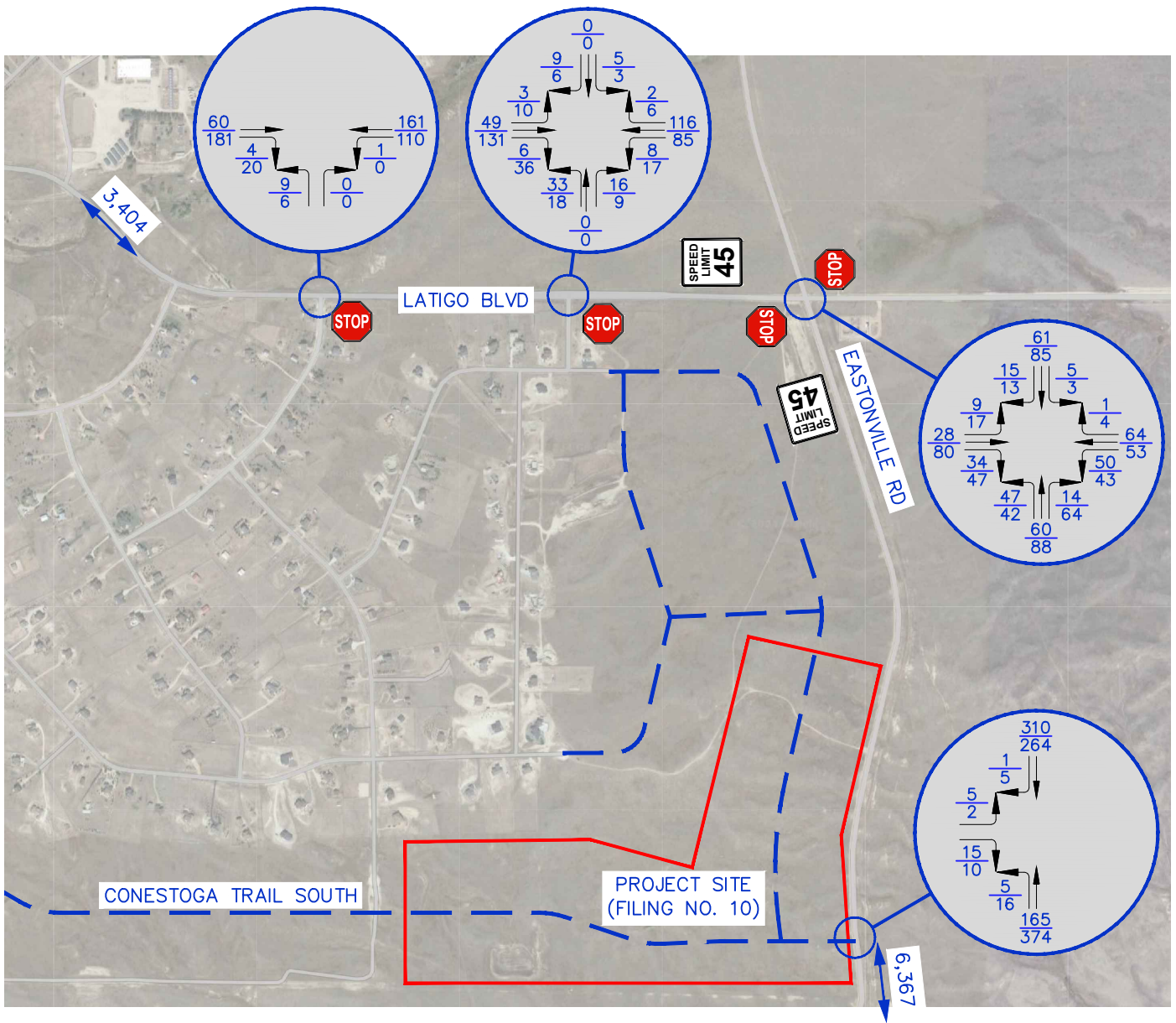


**TOTAL 2025 TRAFFIC
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

**Drexel, Barrell & Co.
Engineers • Surveyors**

DATE:
10/30/2024
JOB NO:
21820-02

DWG. NO.
FIGURE 5



NOTES:

1. PROJECTED 2045 TRAFFIC VOLUMES ASSUME BUILDOUT OF THE LATIGO PRESEVE, MERIDIAN RANCH, GRANDVIEW RESERVE, AND WATERBURY DEVELOPMENTS BUT ASSUME NO TRAFFIC GENERATED BY THE CURRENTLY PROPOSED LATIGO PRESERVE FILING NO. 10.

LEGEND:

- $\frac{XX}{XX}$ = WEEKDAY AM/PM PEAK-HOUR TRAFFIC
- \leftarrow = LANE MOVEMENT
- X,XXX = 24 HOUR TRAFFIC VOLUME
- --- = FUTURE ROAD

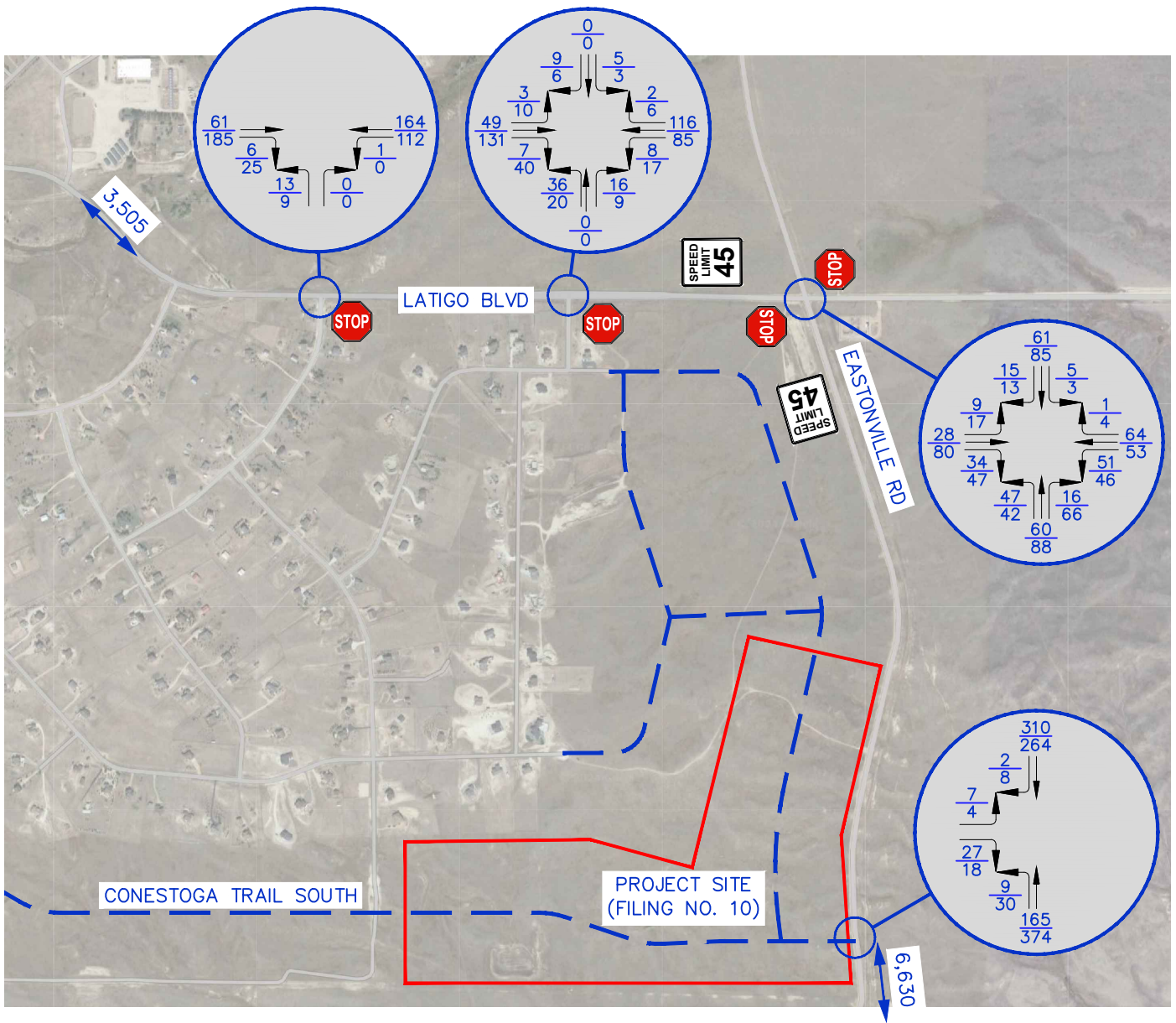


**BACKGROUND 2045 TRAFFIC
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

**Drexel, Barrell & Co.
Engineers • Surveyors**

DATE:
10/30/2024
JOB NO:
21820-02

DWG. NO.
FIGURE 6



LEGEND:

- $\frac{XX}{XX}$ = WEEKDAY AM/PM PEAK-HOUR TRAFFIC
- \leftarrow = LANE MOVEMENT
- X,XXX = 24 HOUR TRAFFIC VOLUME
- $---$ = FUTURE ROAD



 <p>DBC Drexel, Barrell & Co. <i>Traditional Services, Innovative Solutions</i> Since 1949</p>	TOTAL 2045 TRAFFIC	Drexel, Barrell & Co. Engineers • Surveyors	
	LATIGO PRESERVE FILING NO. 10	DATE: 10/30/2024	DWG. NO. FIGURE 7
	EL PASO COUNTY, COLORADO	JOB NO: 21820-02	

Site Plan

Traffic Counts

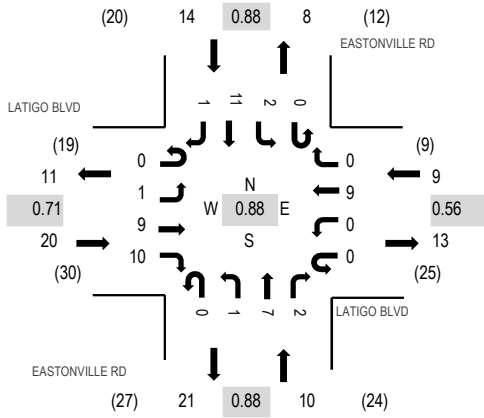
Location: 1 EASTONVILLE RD & LATIGO BLVD AM

Date: Tuesday, May 21, 2024

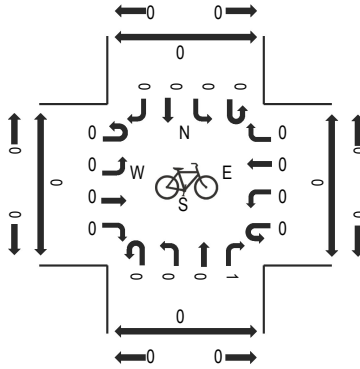
Peak Hour: 07:00 AM - 08:00 AM

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

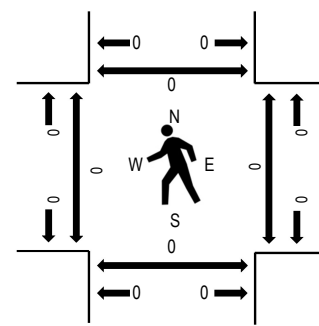
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LATIGO BLVD Eastbound				LATIGO BLVD Westbound				EASTONVILLE RD Northbound				EASTONVILLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	4	3	0	0	2	0	0	0	1	2	0	0	3	0	15	53	0	0	0	0
7:15 AM	0	0	1	3	0	0	1	0	0	0	2	0	0	1	2	1	11	51	0	0	0	0
7:30 AM	0	1	3	0	0	0	4	0	0	1	1	0	0	0	3	0	13	45	0	0	0	0
7:45 AM	0	0	1	4	0	0	2	0	0	0	3	0	0	1	3	0	14	36	0	0	0	0
8:00 AM	0	0	4	2	0	0	0	0	0	2	2	0	0	0	2	1	13	30	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	1	5		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4		0	0	0	0
8:45 AM	0	0	3	0	0	0	0	0	0	1	2	0	0	0	2	0	8		0	0	0	0
Count Total	0	1	17	12	0	0	9	0	0	7	11	6	0	2	15	3	83		0	0	0	0
Peak Hour	0	1	9	10	0	0	9	0	0	1	7	2	0	2	11	1	53		0	0	0	0

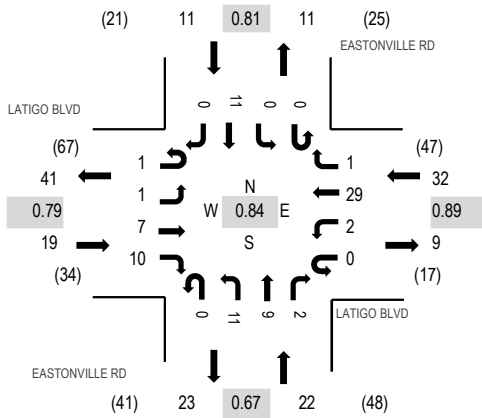
Location: 1 EASTONVILLE RD & LATIGO BLVD PM

Date: Tuesday, May 21, 2024

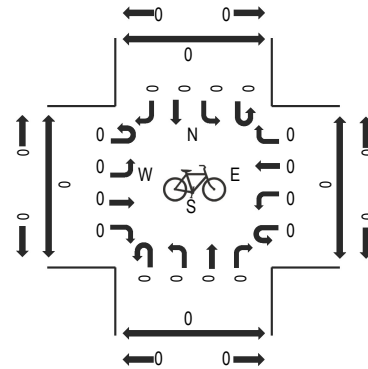
Peak Hour: 04:30 PM - 05:30 PM

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

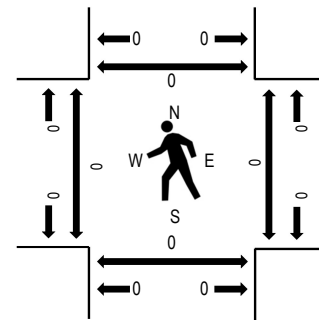
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LATIGO BLVD Eastbound				LATIGO BLVD Westbound				EASTONVILLE RD Northbound				EASTONVILLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	2	4	0	0	3	0	0	4	4	1	0	0	2	1	21	70	0	0	0	0
4:15 PM	0	0	1	0	0	0	3	1	0	3	2	0	0	0	0	0	10	69	0	0	0	0
4:30 PM	1	0	4	1	0	1	6	0	0	2	3	1	0	0	3	0	22	84	0	0	0	0
4:45 PM	0	0	0	3	0	0	8	0	0	2	1	1	0	0	2	0	17	79	0	0	0	0
5:00 PM	0	1	2	1	0	1	8	0	0	3	2	0	0	0	2	0	20	80	0	0	0	0
5:15 PM	0	0	1	5	0	0	7	1	0	4	3	0	0	0	4	0	25	0	0	0	0	0
5:30 PM	0	0	1	1	0	0	5	0	0	3	2	2	0	0	3	0	17	0	0	0	0	0
5:45 PM	0	1	0	5	0	0	3	0	0	0	4	1	0	0	3	1	18	0	0	0	0	0
Count Total	1	2	11	20	0	2	43	2	0	21	21	6	0	0	19	2	150	0	0	0	0	0
Peak Hour	1	1	7	10	0	2	29	1	0	11	9	2	0	0	11	0	84	0	0	0	0	0



All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

NB	Time	Lights	Mediums	Trucks	Total
	5/21/2024	0	0	0	0
	5/21/2024 12:15:00 AM	0	0	0	0
	5/21/2024 12:30:00 AM	0	0	0	0
	5/21/2024 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 1:00:00 AM	0	0	0	0
	5/21/2024 1:15:00 AM	0	0	0	0
	5/21/2024 1:30:00 AM	0	0	0	0
	5/21/2024 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 2:00:00 AM	0	0	0	0
	5/21/2024 2:15:00 AM	0	0	0	0
	5/21/2024 2:30:00 AM	0	0	0	0
	5/21/2024 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 3:00:00 AM	0	0	0	0
	5/21/2024 3:15:00 AM	0	0	0	0
	5/21/2024 3:30:00 AM	0	0	0	0
	5/21/2024 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 4:00:00 AM	0	0	0	0
	5/21/2024 4:15:00 AM	0	0	0	0
	5/21/2024 4:30:00 AM	1	0	0	1
	5/21/2024 4:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	5/21/2024 5:00:00 AM	0	0	0	0
	5/21/2024 5:15:00 AM	0	0	0	0
	5/21/2024 5:30:00 AM	0	0	0	0
	5/21/2024 5:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	5/21/2024 6:00:00 AM	0	0	0	0
	5/21/2024 6:15:00 AM	0	0	0	0
	5/21/2024 6:30:00 AM	2	0	0	2
	5/21/2024 6:45:00 AM	3	0	0	3
	Hour	5	0	0	5
	5/21/2024 7:00:00 AM	2	1	0	3
	5/21/2024 7:15:00 AM	2	0	0	2
	5/21/2024 7:30:00 AM	2	0	0	2
	5/21/2024 7:45:00 AM	3	0	0	3
	Hour	9	1	0	10
	5/21/2024 8:00:00 AM	4	0	0	4
	5/21/2024 8:15:00 AM	3	0	0	3
	5/21/2024 8:30:00 AM	4	0	0	4
	5/21/2024 8:45:00 AM	3	0	0	3
	Hour	14	0	0	14
	5/21/2024 9:00:00 AM	6	0	0	6
	5/21/2024 9:15:00 AM	2	0	0	2
	5/21/2024 9:30:00 AM	4	0	0	4
	5/21/2024 9:45:00 AM	2	0	0	2
	Hour	14	0	0	14
	5/21/2024 10:00:00 AM	1	0	0	1
	5/21/2024 10:15:00 AM	1	0	0	1
	5/21/2024 10:30:00 AM	2	0	0	2
	5/21/2024 10:45:00 AM	0	0	0	0
	Hour	4	0	0	4
	5/21/2024 11:00:00 AM	5	0	0	5
	5/21/2024 11:15:00 AM	3	0	0	3
	5/21/2024 11:30:00 AM	5	0	0	5
	5/21/2024 11:45:00 AM	7	0	0	7
	Hour	20	0	0	20
	Total	68	1	0	69
	Percentage	98.6%	1.4%	0.0%	



All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

NB	Time	Lights	Mediums	Trucks	Total
	5/21/2024 12:00:00 PM	5	0	0	5
	5/21/2024 12:15:00 PM	1	0	0	1
	5/21/2024 12:30:00 PM	2	0	0	2
	5/21/2024 12:45:00 PM	4	0	0	4
	Hour	12	0	0	12
	5/21/2024 1:00:00 PM	3	0	0	3
	5/21/2024 1:15:00 PM	3	0	0	3
	5/21/2024 1:30:00 PM	5	0	0	5
	5/21/2024 1:45:00 PM	5	0	0	5
	Hour	16	0	0	16
	5/21/2024 2:00:00 PM	2	0	0	2
	5/21/2024 2:15:00 PM	1	1	0	2
	5/21/2024 2:30:00 PM	2	2	0	4
	5/21/2024 2:45:00 PM	4	0	0	4
	Hour	9	3	0	12
	5/21/2024 3:00:00 PM	3	0	0	3
	5/21/2024 3:15:00 PM	3	0	0	3
	5/21/2024 3:30:00 PM	8	0	0	8
	5/21/2024 3:45:00 PM	10	0	0	10
	Hour	24	0	0	24
	5/21/2024 4:00:00 PM	9	0	0	9
	5/21/2024 4:15:00 PM	5	0	0	5
	5/21/2024 4:30:00 PM	6	0	0	6
	5/21/2024 4:45:00 PM	3	1	0	4
	Hour	23	1	0	24
	5/21/2024 5:00:00 PM	5	0	0	5
	5/21/2024 5:15:00 PM	7	0	0	7
	5/21/2024 5:30:00 PM	6	1	0	7
	5/21/2024 5:45:00 PM	5	0	0	5
	Hour	23	1	0	24
	5/21/2024 6:00:00 PM	6	0	0	6
	5/21/2024 6:15:00 PM	3	0	0	3
	5/21/2024 6:30:00 PM	1	0	0	1
	5/21/2024 6:45:00 PM	2	0	0	2
	Hour	12	0	0	12
	5/21/2024 7:00:00 PM	5	0	0	5
	5/21/2024 7:15:00 PM	4	0	0	4
	5/21/2024 7:30:00 PM	3	0	0	3
	5/21/2024 7:45:00 PM	1	0	0	1
	Hour	13	0	0	13
	5/21/2024 8:00:00 PM	2	0	0	2
	5/21/2024 8:15:00 PM	3	0	0	3
	5/21/2024 8:30:00 PM	2	0	0	2
	5/21/2024 8:45:00 PM	2	0	0	2
	Hour	9	0	0	9
	5/21/2024 9:00:00 PM	2	0	0	2
	5/21/2024 9:15:00 PM	1	0	0	1
	5/21/2024 9:30:00 PM	0	0	0	0
	5/21/2024 9:45:00 PM	0	0	0	0
	Hour	3	0	0	3
	5/21/2024 10:00:00 PM	0	0	0	0
	5/21/2024 10:15:00 PM	0	0	0	0
	5/21/2024 10:30:00 PM	0	0	0	0
	5/21/2024 10:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 11:00:00 PM	1	0	0	1
	5/21/2024 11:15:00 PM	0	0	0	0
	5/21/2024 11:30:00 PM	1	0	0	1
	5/21/2024 11:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	Total	146	5	0	151
	Percentage	96.7%	3.3%	0.0%	
	Grand Total	214	6	0	220
	Percentage	97.3%	2.7%	0.0%	



All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

SB	Time	Lights	Mediums	Trucks	Total
	5/21/2024	0	0	0	0
	5/21/2024 12:15:00 AM	0	0	0	0
	5/21/2024 12:30:00 AM	0	0	0	0
	5/21/2024 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 1:00:00 AM	0	0	0	0
	5/21/2024 1:15:00 AM	0	0	0	0
	5/21/2024 1:30:00 AM	0	0	0	0
	5/21/2024 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 2:00:00 AM	0	0	0	0
	5/21/2024 2:15:00 AM	0	0	0	0
	5/21/2024 2:30:00 AM	0	0	0	0
	5/21/2024 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 3:00:00 AM	0	0	0	0
	5/21/2024 3:15:00 AM	0	0	0	0
	5/21/2024 3:30:00 AM	0	0	0	0
	5/21/2024 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	5/21/2024 4:00:00 AM	0	0	0	0
	5/21/2024 4:15:00 AM	1	0	0	1
	5/21/2024 4:30:00 AM	1	0	0	1
	5/21/2024 4:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	5/21/2024 5:00:00 AM	1	0	0	1
	5/21/2024 5:15:00 AM	0	0	0	0
	5/21/2024 5:30:00 AM	1	0	0	1
	5/21/2024 5:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	5/21/2024 6:00:00 AM	2	0	0	2
	5/21/2024 6:15:00 AM	1	0	0	1
	5/21/2024 6:30:00 AM	5	0	0	5
	5/21/2024 6:45:00 AM	4	2	0	6
	Hour	12	2	0	14
	5/21/2024 7:00:00 AM	6	0	0	6
	5/21/2024 7:15:00 AM	5	0	0	5
	5/21/2024 7:30:00 AM	3	0	0	3
	5/21/2024 7:45:00 AM	7	0	0	7
	Hour	21	0	0	21
	5/21/2024 8:00:00 AM	4	0	0	4
	5/21/2024 8:15:00 AM	0	0	0	0
	5/21/2024 8:30:00 AM	0	0	0	0
	5/21/2024 8:45:00 AM	2	0	0	2
	Hour	6	0	0	6
	5/21/2024 9:00:00 AM	3	0	0	3
	5/21/2024 9:15:00 AM	4	0	0	4
	5/21/2024 9:30:00 AM	2	0	0	2
	5/21/2024 9:45:00 AM	1	0	0	1
	Hour	10	0	0	10
	5/21/2024 10:00:00 AM	0	0	0	0
	5/21/2024 10:15:00 AM	5	0	0	5
	5/21/2024 10:30:00 AM	6	0	0	6
	5/21/2024 10:45:00 AM	5	0	0	5
	Hour	16	0	0	16
	5/21/2024 11:00:00 AM	4	2	0	6
	5/21/2024 11:15:00 AM	2	0	0	2
	5/21/2024 11:30:00 AM	6	0	0	6
	5/21/2024 11:45:00 AM	3	0	0	3
	Hour	15	2	0	17
	Total	84	4	0	88
	Percentage	95.5%	4.5%	0.0%	



All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

SB	Time	Lights	Mediums	Trucks	Total
	5/21/2024 12:00:00 PM	7	0	0	7
	5/21/2024 12:15:00 PM	5	0	0	5
	5/21/2024 12:30:00 PM	6	1	0	7
	5/21/2024 12:45:00 PM	2	0	0	2
	Hour	20	1	0	21
	5/21/2024 1:00:00 PM	2	0	0	2
	5/21/2024 1:15:00 PM	1	0	0	1
	5/21/2024 1:30:00 PM	3	0	0	3
	5/21/2024 1:45:00 PM	8	0	0	8
	Hour	14	0	0	14
	5/21/2024 2:00:00 PM	1	0	1	2
	5/21/2024 2:15:00 PM	2	0	0	2
	5/21/2024 2:30:00 PM	4	1	0	5
	5/21/2024 2:45:00 PM	3	0	0	3
	Hour	10	1	1	12
	5/21/2024 3:00:00 PM	6	0	0	6
	5/21/2024 3:15:00 PM	5	0	0	5
	5/21/2024 3:30:00 PM	7	0	0	7
	5/21/2024 3:45:00 PM	2	0	0	2
	Hour	20	0	0	20
	5/21/2024 4:00:00 PM	6	0	0	6
	5/21/2024 4:15:00 PM	0	0	0	0
	5/21/2024 4:30:00 PM	5	0	0	5
	5/21/2024 4:45:00 PM	5	0	0	5
	Hour	16	0	0	16
	5/21/2024 5:00:00 PM	4	0	0	4
	5/21/2024 5:15:00 PM	9	0	0	9
	5/21/2024 5:30:00 PM	3	1	0	4
	5/21/2024 5:45:00 PM	7	1	0	8
	Hour	23	2	0	25
	5/21/2024 6:00:00 PM	3	1	0	4
	5/21/2024 6:15:00 PM	4	0	0	4
	5/21/2024 6:30:00 PM	2	0	0	2
	5/21/2024 6:45:00 PM	2	0	0	2
	Hour	11	1	0	12
	5/21/2024 7:00:00 PM	5	0	0	5
	5/21/2024 7:15:00 PM	1	0	0	1
	5/21/2024 7:30:00 PM	1	0	0	1
	5/21/2024 7:45:00 PM	2	0	0	2
	Hour	9	0	0	9
	5/21/2024 8:00:00 PM	1	0	0	1
	5/21/2024 8:15:00 PM	1	0	0	1
	5/21/2024 8:30:00 PM	2	0	0	2
	5/21/2024 8:45:00 PM	1	0	0	1
	Hour	5	0	0	5
	5/21/2024 9:00:00 PM	3	0	0	3
	5/21/2024 9:15:00 PM	2	0	0	2
	5/21/2024 9:30:00 PM	1	1	0	2
	5/21/2024 9:45:00 PM	0	0	0	0
	Hour	6	1	0	7
	5/21/2024 10:00:00 PM	2	0	0	2
	5/21/2024 10:15:00 PM	2	0	0	2
	5/21/2024 10:30:00 PM	0	0	0	0
	5/21/2024 10:45:00 PM	1	0	0	1
	Hour	5	0	0	5
	5/21/2024 11:00:00 PM	2	0	0	2
	5/21/2024 11:15:00 PM	1	0	0	1
	5/21/2024 11:30:00 PM	0	0	0	0
	5/21/2024 11:45:00 PM	0	0	0	0
	Hour	3	0	0	3
	Total	142	6	1	149
	Percentage	95.3%	4.0%	0.7%	
	Grand Total	226	10	1	237
	Percentage	95.4%	4.2%	0.4%	



All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

Time	NB	SB	Total
5/21/2024	0	0	0
5/21/2024 12:15:00 AM	0	0	0
5/21/2024 12:30:00 AM	0	0	0
5/21/2024 12:45:00 AM	0	0	0
5/21/2024 1:00:00 AM	0	0	0
5/21/2024 1:15:00 AM	0	0	0
5/21/2024 1:30:00 AM	0	0	0
5/21/2024 1:45:00 AM	0	0	0
5/21/2024 2:00:00 AM	0	0	0
5/21/2024 2:15:00 AM	0	0	0
5/21/2024 2:30:00 AM	0	0	0
5/21/2024 2:45:00 AM	0	0	0
5/21/2024 3:00:00 AM	0	0	0
5/21/2024 3:15:00 AM	0	0	0
5/21/2024 3:30:00 AM	0	0	0
5/21/2024 3:45:00 AM	0	0	0
5/21/2024 4:00:00 AM	0	0	0
5/21/2024 4:15:00 AM	0	1	1
5/21/2024 4:30:00 AM	1	1	2
5/21/2024 4:45:00 AM	0	0	0
5/21/2024 5:00:00 AM	0	1	1
5/21/2024 5:15:00 AM	0	0	0
5/21/2024 5:30:00 AM	0	1	1
5/21/2024 5:45:00 AM	1	0	1
5/21/2024 6:00:00 AM	0	2	2
5/21/2024 6:15:00 AM	0	1	1
5/21/2024 6:30:00 AM	2	5	7
5/21/2024 6:45:00 AM	3	6	9
5/21/2024 7:00:00 AM	3	6	9
5/21/2024 7:15:00 AM	2	5	7
5/21/2024 7:30:00 AM	2	3	5
5/21/2024 7:45:00 AM	3	7	10
5/21/2024 8:00:00 AM	4	4	8
5/21/2024 8:15:00 AM	3	0	3
5/21/2024 8:30:00 AM	4	0	4
5/21/2024 8:45:00 AM	3	2	5
5/21/2024 9:00:00 AM	6	3	9
5/21/2024 9:15:00 AM	2	4	6
5/21/2024 9:30:00 AM	4	2	6
5/21/2024 9:45:00 AM	2	1	3
5/21/2024 10:00:00 AM	1	0	1
5/21/2024 10:15:00 AM	1	5	6
5/21/2024 10:30:00 AM	2	6	8
5/21/2024 10:45:00 AM	0	5	5
5/21/2024 11:00:00 AM	5	6	11
5/21/2024 11:15:00 AM	3	2	5
5/21/2024 11:30:00 AM	5	6	11
5/21/2024 11:45:00 AM	7	3	10
Total	69	88	157
Percentage	43.9%	56.1%	
Peak Hour	11:00 AM	6:30 AM	11:00 AM
Volume	20	22	37
PHF	0.714	0.917	0.841



All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

Time	NB	SB	Total
5/21/2024 12:00:00 PM	5	7	12
5/21/2024 12:15:00 PM	1	5	6
5/21/2024 12:30:00 PM	2	7	9
5/21/2024 12:45:00 PM	4	2	6
5/21/2024 1:00:00 PM	3	2	5
5/21/2024 1:15:00 PM	3	1	4
5/21/2024 1:30:00 PM	5	3	8
5/21/2024 1:45:00 PM	5	8	13
5/21/2024 2:00:00 PM	2	2	4
5/21/2024 2:15:00 PM	2	2	4
5/21/2024 2:30:00 PM	4	5	9
5/21/2024 2:45:00 PM	4	3	7
5/21/2024 3:00:00 PM	3	6	9
5/21/2024 3:15:00 PM	3	5	8
5/21/2024 3:30:00 PM	8	7	15
5/21/2024 3:45:00 PM	10	2	12
5/21/2024 4:00:00 PM	9	6	15
5/21/2024 4:15:00 PM	5	0	5
5/21/2024 4:30:00 PM	6	5	11
5/21/2024 4:45:00 PM	4	5	9
5/21/2024 5:00:00 PM	5	4	9
5/21/2024 5:15:00 PM	7	9	16
5/21/2024 5:30:00 PM	7	4	11
5/21/2024 5:45:00 PM	5	8	13
5/21/2024 6:00:00 PM	6	4	10
5/21/2024 6:15:00 PM	3	4	7
5/21/2024 6:30:00 PM	1	2	3
5/21/2024 6:45:00 PM	2	2	4
5/21/2024 7:00:00 PM	5	5	10
5/21/2024 7:15:00 PM	4	1	5
5/21/2024 7:30:00 PM	3	1	4
5/21/2024 7:45:00 PM	1	2	3
5/21/2024 8:00:00 PM	2	1	3
5/21/2024 8:15:00 PM	3	1	4
5/21/2024 8:30:00 PM	2	2	4
5/21/2024 8:45:00 PM	2	1	3
5/21/2024 9:00:00 PM	2	3	5
5/21/2024 9:15:00 PM	1	2	3
5/21/2024 9:30:00 PM	0	2	2
5/21/2024 9:45:00 PM	0	0	0
5/21/2024 10:00:00 PM	0	2	2
5/21/2024 10:15:00 PM	0	2	2
5/21/2024 10:30:00 PM	0	0	0
5/21/2024 10:45:00 PM	0	1	1
5/21/2024 11:00:00 PM	1	2	3
5/21/2024 11:15:00 PM	0	1	1
5/21/2024 11:30:00 PM	1	0	1
5/21/2024 11:45:00 PM	0	0	0
Total	151	149	300
Percentage	50.3%	49.7%	
Peak Hour	3:30 PM	5:00 PM	3:15 PM
Volume	32	25	50
PHF	0.800	0.694	0.833
Grand Total	220	237	457
Percentage	48.1%	51.9%	

Filing No. 9 Traffic Figures (LSC)



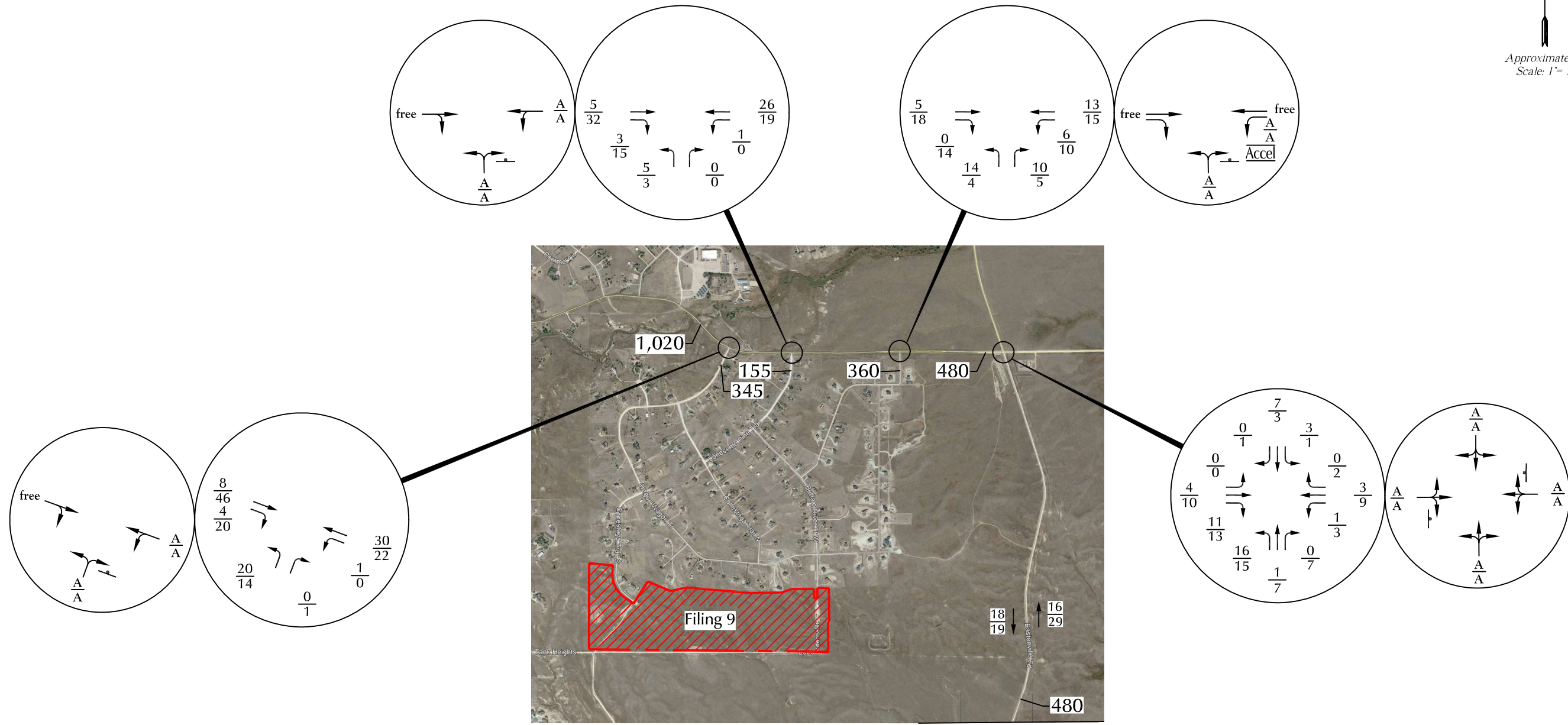
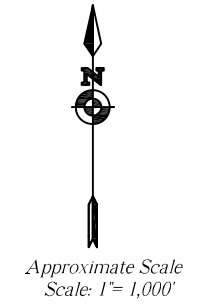
Approximate Scale
Scale: 1"=6,000'

Figure 1

Vicinity Map

Latigo Trails Filing 9 (LSC #S214500)



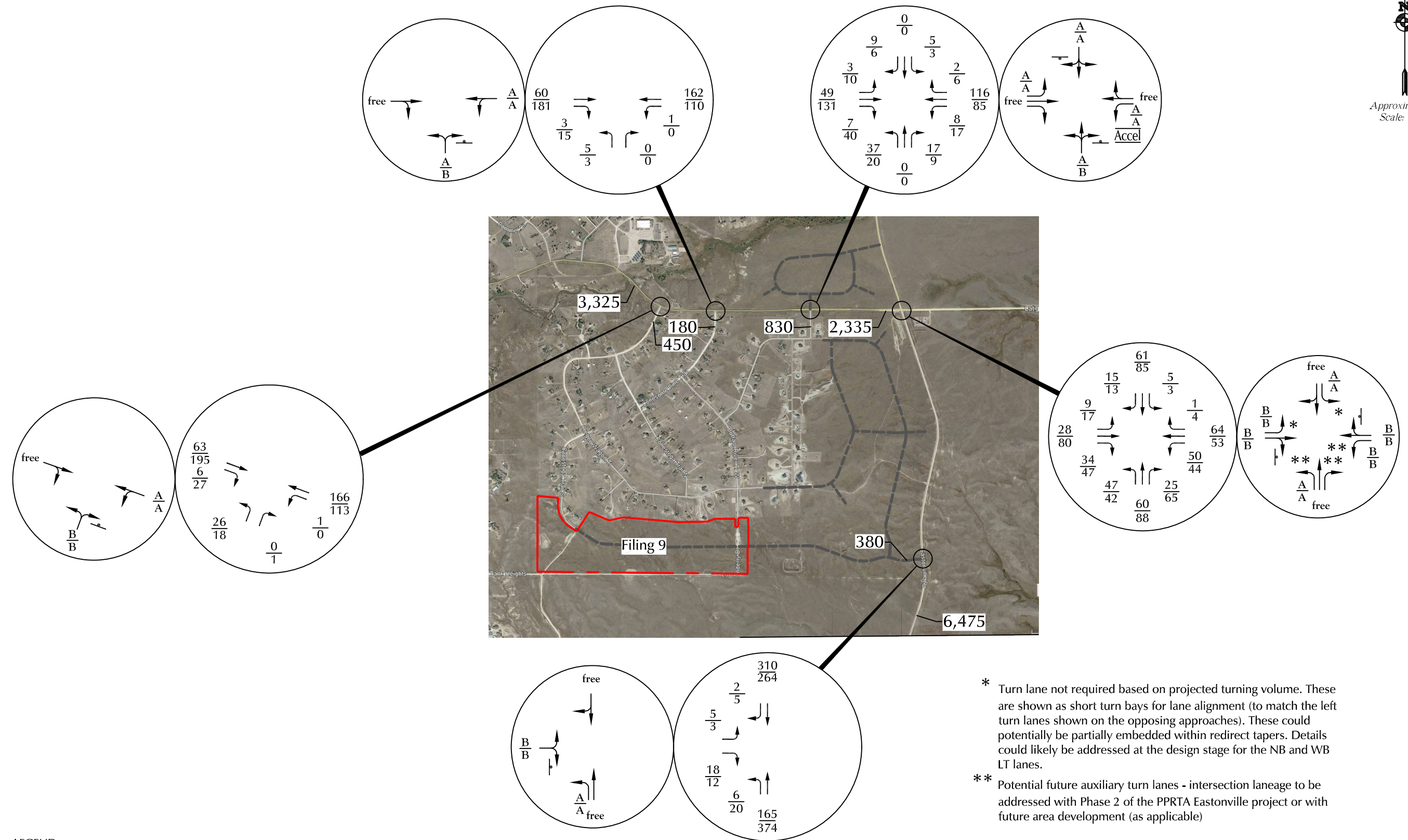
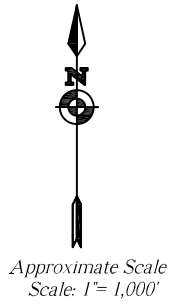


LEGEND:

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



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



- * Turn lane not required based on projected turning volume. These are shown as short turn bays for lane alignment (to match the left turn lanes shown on the opposing approaches). These could potentially be partially embedded within redirect tapers. Details could likely be addressed at the design stage for the NB and WB LT lanes.
- ** Potential future auxiliary turn lanes - intersection laneage to be addressed with Phase 2 of the PPRTA Eastonville project or with future area development (as applicable)

LEGEND:

⊥ = Stop Sign

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

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

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



Figure 4
Year 2040 Background Traffic, Lane Geometry, Traffic Control, and Level of Service
 Latigo Trails Filing 9 (LSC #S214500)





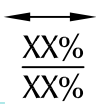

 Approximate Scale
 Scale: 1"=6,000'

Figure 5

Directional Distribution of Site-Generated Traffic

Latigo Trails Filing 9 (LSC #S214500)


 TRANSPORTATION CONSULTANTS, INC.

LEGEND:
 = $\frac{\text{Short-Term Percent Directional Distribution}}{\text{Long-Term Percent Directional Distribution}}$

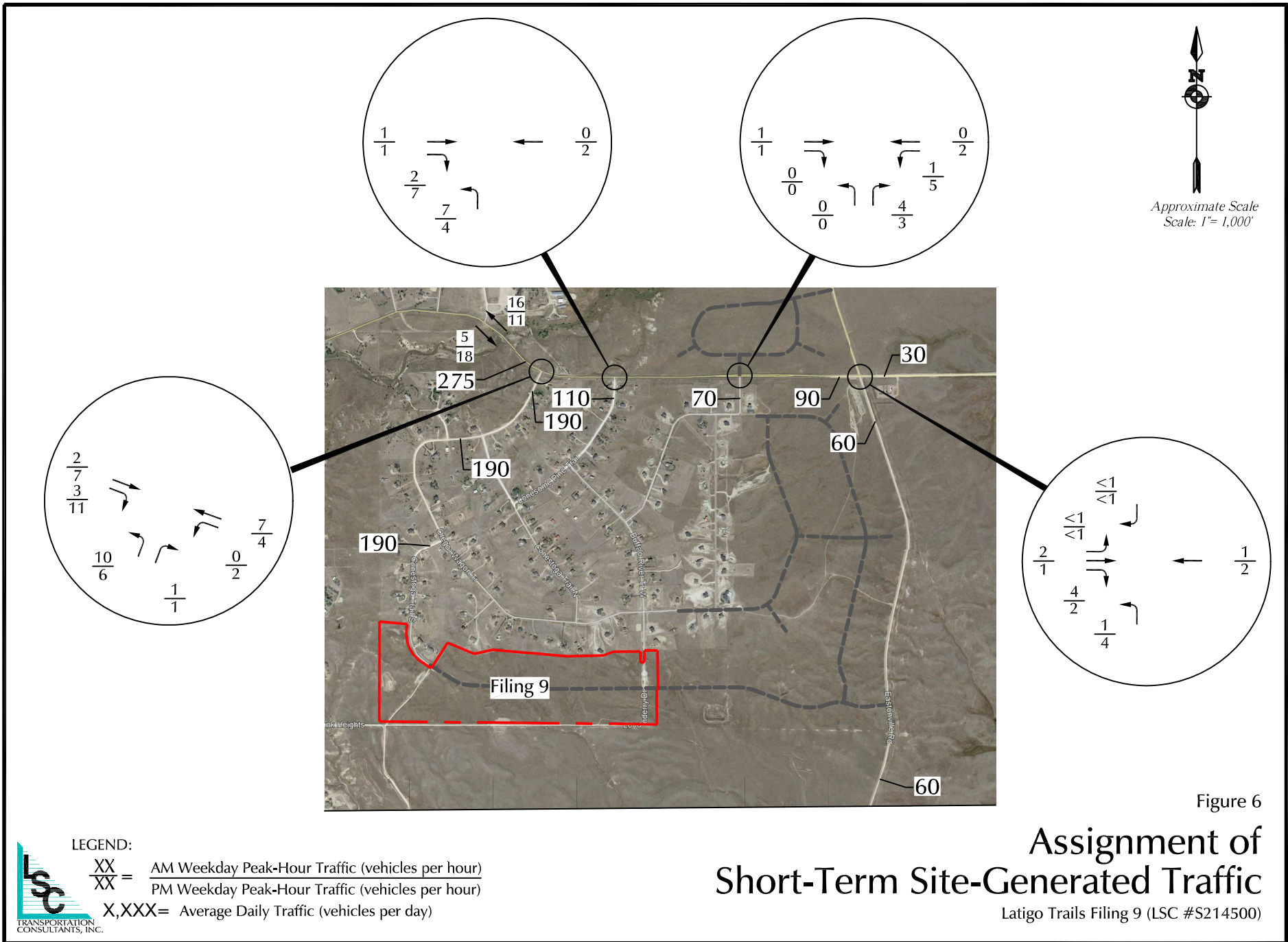
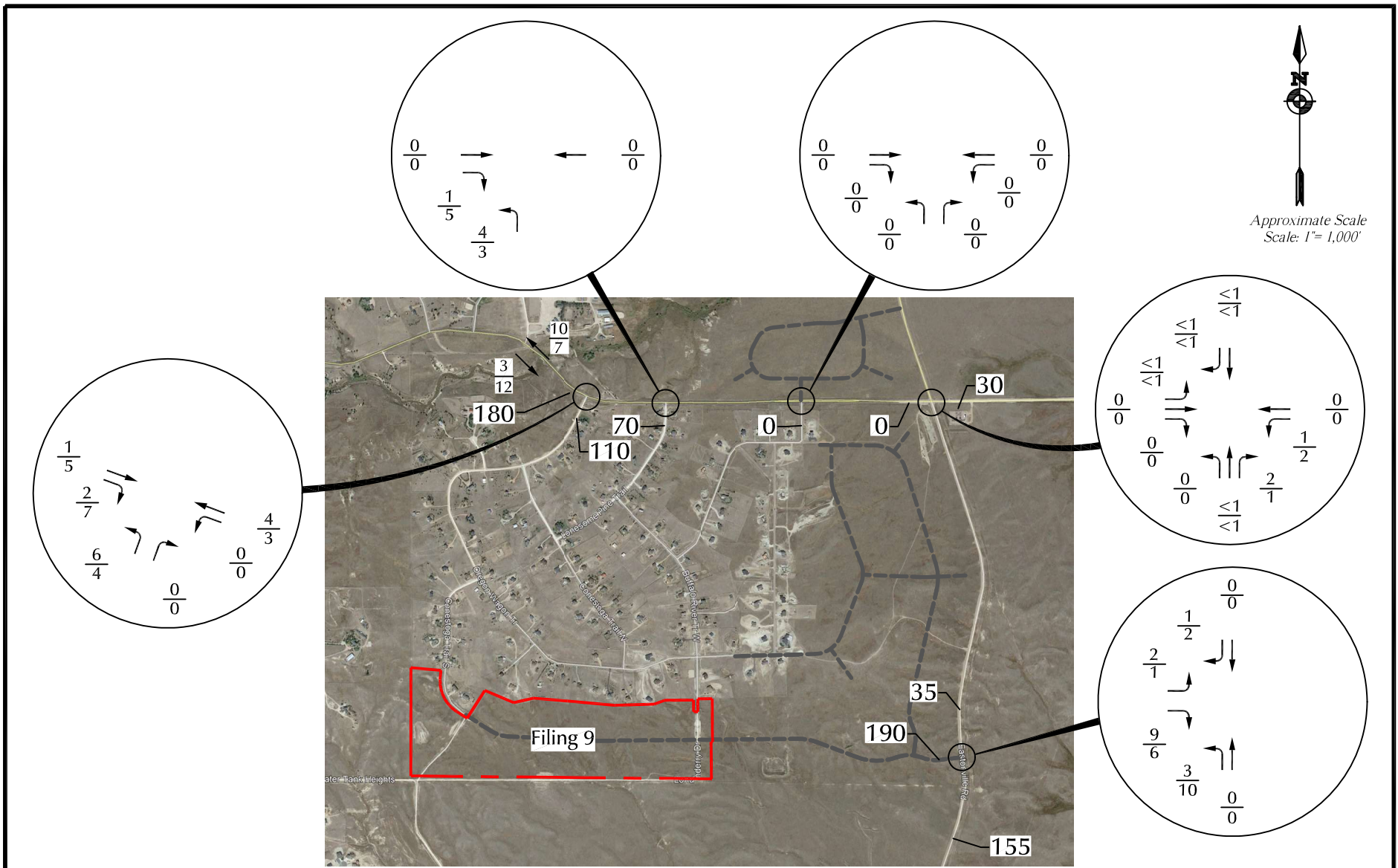


Figure 6
Assignment of Short-Term Site-Generated Traffic
 Latigo Trails Filing 9 (LSC #S214500)





Approximate Scale
Scale: 1" = 1,000'

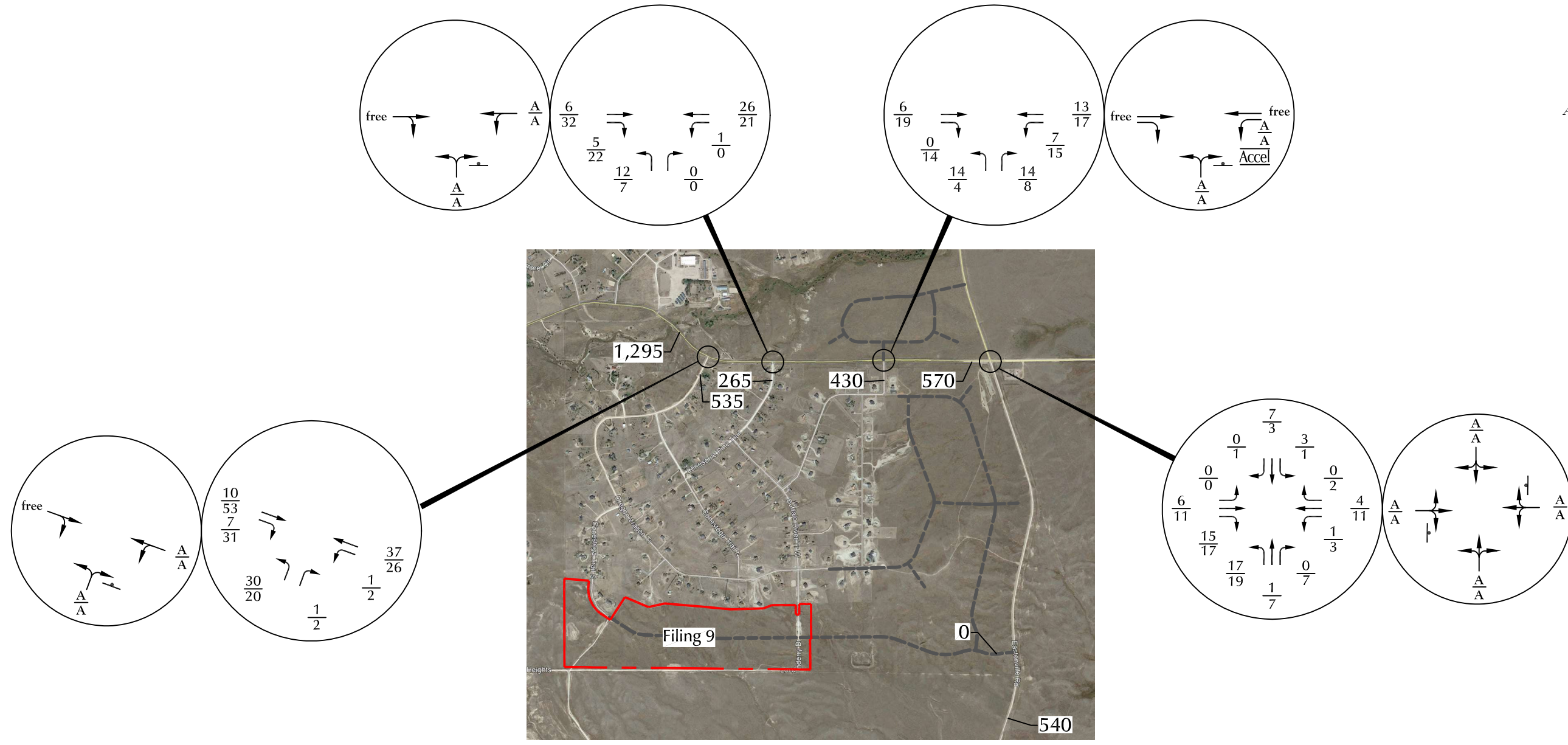
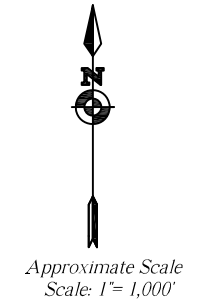
Figure 7

Assignment of Long-Term Site-Generated Traffic

Latigo Trails Filing 9 (LSC #S214500)

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



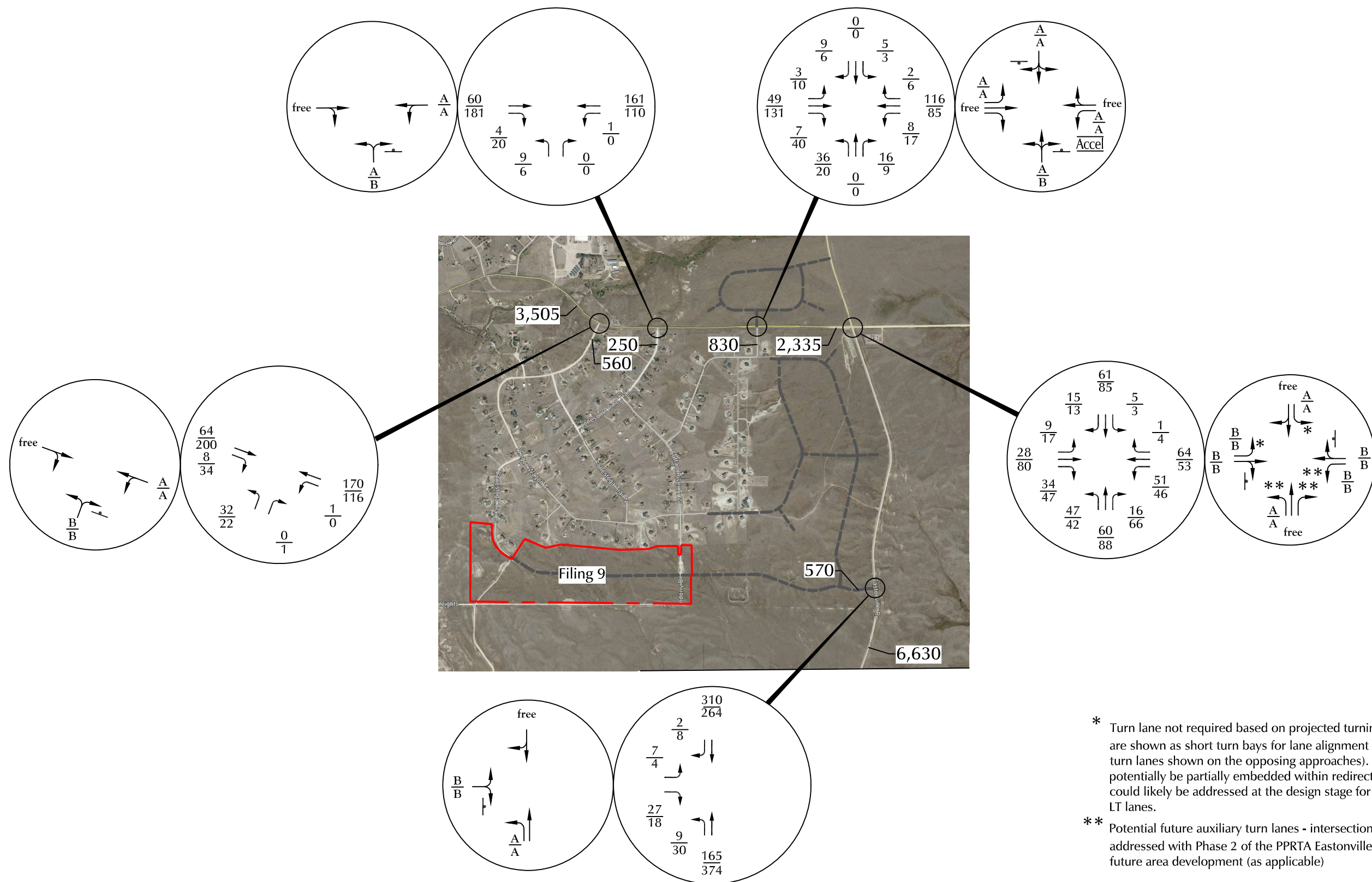
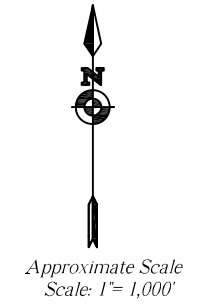


LEGEND:

- ⊥ = Stop Sign
- $\frac{XX}{XX}$ = $\frac{\text{AM Weekday Peak-Hour Traffic (vehicles per hour)}}{\text{PM Weekday Peak-Hour Traffic (vehicles per hour)}}$
- $\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$
- X,XXX = Average Daily Traffic (vehicles per day)



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



- * Turn lane not required based on projected turning volume. These are shown as short turn bays for lane alignment (to match the left turn lanes shown on the opposing approaches). These could potentially be partially embedded within redirect tapers. Details could likely be addressed at the design stage for the NB and WB LT lanes.
- ** Potential future auxiliary turn lanes - intersection laneage to be addressed with Phase 2 of the PPRTA Eastonville project or with future area development (as applicable)

LEGEND:

⊥ = Stop Sign

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

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

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

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

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



Synchro Reports

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	7	6	2	8	0	0	7	6	2	11	1
Future Vol, veh/h	1	7	6	2	8	0	0	7	6	2	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	7	2	9	0	0	8	7	2	12	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	33	32	13	36	29	12	13	0	0	15	0	0
Stage 1	17	17	-	12	12	-	-	-	-	-	-	-
Stage 2	16	15	-	24	17	-	-	-	-	-	-	-
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	974	861	1067	970	864	1069	1606	-	-	1603	-	-
Stage 1	1002	881	-	1009	886	-	-	-	-	-	-	-
Stage 2	1004	883	-	994	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	966	860	1067	956	863	1069	1606	-	-	1603	-	-
Mov Cap-2 Maneuver	966	860	-	956	863	-	-	-	-	-	-	-
Stage 1	1002	880	-	1009	886	-	-	-	-	-	-	-
Stage 2	994	883	-	978	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		9.1		0		1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1606	-	-	946	880	1603	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.012	0.001	-	-
HCM Control Delay (s)	0	-	-	8.9	9.1	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	21	7	10	21	2
Future Vol, veh/h	4	21	7	10	21	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	23	8	11	23	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	51	24	25	0	0
Stage 1	24	-	-	-	-
Stage 2	27	-	-	-	-
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	958	1052	1589	-	-
Stage 1	999	-	-	-	-
Stage 2	996	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	953	1052	1589	-	-
Mov Cap-2 Maneuver	953	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	996	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	1035	-	-
HCM Lane V/C Ratio	0.005	-	0.026	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	5	1	6	13	17	10
Future Vol, veh/h	5	1	6	13	17	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	225	-	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	1	7	14	18	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	6	0	33
Stage 1	-	-	-	-	5
Stage 2	-	-	-	-	28
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1615	-	980
Stage 1	-	-	-	-	1018
Stage 2	-	-	-	-	995
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1615	-	976
Mov Cap-2 Maneuver	-	-	-	-	976
Stage 1	-	-	-	-	1018
Stage 2	-	-	-	-	991

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1011	-	-	1615	-
HCM Lane V/C Ratio	0.029	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	6	1	29	13	0
Future Vol, veh/h	7	6	1	29	13	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	8	7	1	32	14	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	15	0	46 12
Stage 1	-	-	-	-	12 -
Stage 2	-	-	-	-	34 -
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	-	-	1603	-	964 1069
Stage 1	-	-	-	-	1011 -
Stage 2	-	-	-	-	988 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1603	-	963 1069
Mov Cap-2 Maneuver	-	-	-	-	963 -
Stage 1	-	-	-	-	1011 -
Stage 2	-	-	-	-	987 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	963	-	-	1603	-
HCM Lane V/C Ratio	0.015	-	-	0.001	-
HCM Control Delay (s)	8.8	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	8	7	27	1	7	9	5	0	11	0
Future Vol, veh/h	2	6	8	7	27	1	7	9	5	0	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	7	9	8	29	1	8	10	5	0	12	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	56	43	12	49	41	13	12	0	0	15	0	0
Stage 1	12	12	-	29	29	-	-	-	-	-	-	-
Stage 2	44	31	-	20	12	-	-	-	-	-	-	-
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	941	849	1069	951	851	1067	1607	-	-	1603	-	-
Stage 1	1009	886	-	988	871	-	-	-	-	-	-	-
Stage 2	970	869	-	999	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	912	845	1069	934	847	1067	1607	-	-	1603	-	-
Mov Cap-2 Maneuver	912	845	-	934	847	-	-	-	-	-	-	-
Stage 1	1004	886	-	983	867	-	-	-	-	-	-	-
Stage 2	932	865	-	984	886	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.3		2.4		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	954	868	1603	-	-
HCM Lane V/C Ratio	0.005	-	-	0.018	0.044	-	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	3	14	24	22	23	5
Future Vol, veh/h	3	14	24	22	23	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	15	26	24	25	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	104	28	30	0	0
Stage 1	28	-	-	-	-
Stage 2	76	-	-	-	-
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	894	1047	1583	-	-
Stage 1	995	-	-	-	-
Stage 2	947	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	879	1047	1583	-	-
Mov Cap-2 Maneuver	879	-	-	-	-
Stage 1	978	-	-	-	-
Stage 2	947	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	1013	-	-
HCM Lane V/C Ratio	0.016	-	0.018	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	18	18	10	15	6	5
Future Vol, veh/h	18	18	10	15	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	225	225	-	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	20	20	11	16	7	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	40	0	58 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	38 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1570	-	949 1058
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	984 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1570	-	942 1058
Mov Cap-2 Maneuver	-	-	-	-	942 -
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	977 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	1570	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	25	0	21	9	0
Future Vol, veh/h	36	25	0	21	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	39	27	0	23	10	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	66	0	76	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	23	-
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	-	-	1536	-	927	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1536	-	927	1014
Mov Cap-2 Maneuver	-	-	-	-	927	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	1000	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	1536	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	28	34	51	64	1	47	60	16	5	61	15
Future Vol, veh/h	9	28	34	51	64	1	47	60	16	5	61	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	30	37	55	70	1	51	65	17	5	66	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	295	268	74	294	268	74	82	0	0	82	0	0
Stage 1	84	84	-	176	176	-	-	-	-	-	-	-
Stage 2	211	184	-	118	92	-	-	-	-	-	-	-
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	657	638	988	658	638	988	1515	-	-	1515	-	-
Stage 1	924	825	-	826	753	-	-	-	-	-	-	-
Stage 2	791	747	-	887	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	583	614	988	592	614	988	1515	-	-	1515	-	-
Mov Cap-2 Maneuver	583	614	-	592	614	-	-	-	-	-	-	-
Stage 1	893	823	-	798	727	-	-	-	-	-	-	-
Stage 2	690	722	-	820	817	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		12.5		2.9		0.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	744	606	1515	-	-
HCM Lane V/C Ratio	0.034	-	-	0.104	0.208	0.004	-	-
HCM Control Delay (s)	7.5	-	-	10.4	12.5	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.8	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	7	27	9	165	310	2
Future Vol, veh/h	7	27	9	165	310	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
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	8	29	10	179	337	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	537	338	339	0	-	0
Stage 1	338	-	-	-	-	-
Stage 2	199	-	-	-	-	-
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	505	704	1220	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	501	704	1220	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1220	-	673	-	-
HCM Lane V/C Ratio	0.008	-	0.055	-	-
HCM Control Delay (s)	8	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑		↑	↑		↑	↑	
Traffic Vol, veh/h	3	49	7	8	116	2	36	0	16	5	0	9
Future Vol, veh/h	3	49	7	8	116	2	36	0	16	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	225	225	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	53	8	9	126	2	39	0	17	5	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	61	0	0	209	205	53	217	212	127
Stage 1	-	-	-	-	-	-	59	59	-	145	145	-
Stage 2	-	-	-	-	-	-	150	146	-	72	67	-
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	1458	-	-	1542	-	-	748	691	1014	739	685	923
Stage 1	-	-	-	-	-	-	953	846	-	858	777	-
Stage 2	-	-	-	-	-	-	853	776	-	938	839	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1458	-	-	1542	-	-	735	685	1014	722	680	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	735	685	-	722	680	-
Stage 1	-	-	-	-	-	-	951	844	-	856	772	-
Stage 2	-	-	-	-	-	-	839	771	-	920	837	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			9.7			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	735	1014	1458	-	-	1542	-	-	722	923
HCM Lane V/C Ratio	0.053	0.017	0.002	-	-	0.006	-	-	0.008	0.011
HCM Control Delay (s)	10.2	8.6	7.5	-	-	7.3	-	-	10	8.9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	61	6	1	164	13	0
Future Vol, veh/h	61	6	1	164	13	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	66	7	1	178	14	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	73	0	250 70
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	180 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1527	-	739 993
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	851 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1527	-	738 993
Mov Cap-2 Maneuver	-	-	-	-	738 -
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	850 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	738	-	-	1527	-
HCM Lane V/C Ratio	0.019	-	-	0.001	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	17	80	47	46	53	4	42	88	66	3	85	13
Future Vol, veh/h	17	80	47	46	53	4	42	88	66	3	85	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	87	51	50	58	4	46	96	72	3	92	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	360	365	99	398	336	132	106	0	0	168	0	0
Stage 1	105	105	-	224	224	-	-	-	-	-	-	-
Stage 2	255	260	-	174	112	-	-	-	-	-	-	-
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	596	563	957	562	585	917	1485	-	-	1410	-	-
Stage 1	901	808	-	779	718	-	-	-	-	-	-	-
Stage 2	749	693	-	828	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	533	544	957	455	566	917	1485	-	-	1410	-	-
Mov Cap-2 Maneuver	533	544	-	455	566	-	-	-	-	-	-	-
Stage 1	873	806	-	755	696	-	-	-	-	-	-	-
Stage 2	663	672	-	698	801	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		13.9		1.6		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	631	517	1410	-	-
HCM Lane V/C Ratio	0.031	-	-	0.248	0.217	0.002	-	-
HCM Control Delay (s)	7.5	-	-	12.6	13.9	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.8	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	18	30	374	264	8
Future Vol, veh/h	4	18	30	374	264	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	20	33	407	287	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	765	292	296	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	473	-	-	-	-	-
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	371	747	1265	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	361	747	1265	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	627	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	675	-	-
HCM Lane V/C Ratio	0.026	-	0.035	-	-
HCM Control Delay (s)	7.9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑		↑	↑		↑	↑	
Traffic Vol, veh/h	10	131	40	17	85	6	20	0	9	3	0	6
Future Vol, veh/h	10	131	40	17	85	6	20	0	9	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	225	225	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	142	43	18	92	7	22	0	10	3	0	7

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	99	0	0	185	0	0	299	299	142	323	339	96
Stage 1	-	-	-	-	-	-	164	164	-	132	132	-
Stage 2	-	-	-	-	-	-	135	135	-	191	207	-
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	1494	-	-	1390	-	-	653	613	906	630	582	960
Stage 1	-	-	-	-	-	-	838	762	-	871	787	-
Stage 2	-	-	-	-	-	-	868	785	-	811	731	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1494	-	-	1390	-	-	638	600	906	613	570	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	638	600	-	613	570	-
Stage 1	-	-	-	-	-	-	831	756	-	864	777	-
Stage 2	-	-	-	-	-	-	851	775	-	796	725	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.4		1.2		10.2		9.5	
HCM LOS					B		A	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	638	906	1494	-	-	1390	-	-	613	960
HCM Lane V/C Ratio	0.034	0.011	0.007	-	-	0.013	-	-	0.005	0.007
HCM Control Delay (s)	10.8	9	7.4	-	-	7.6	-	-	10.9	8.8
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	25	0	112	9	0
Future Vol, veh/h	185	25	0	112	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	201	27	0	122	10	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	228	0	337
Stage 1	-	-	-	-	215
Stage 2	-	-	-	-	122
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	-	-	1340	-	658
Stage 1	-	-	-	-	821
Stage 2	-	-	-	-	903
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1340	-	658
Mov Cap-2 Maneuver	-	-	-	-	658
Stage 1	-	-	-	-	821
Stage 2	-	-	-	-	903

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	1340	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

MTCP Maps

Figure 22. 2045 Roadway Functional Classifications

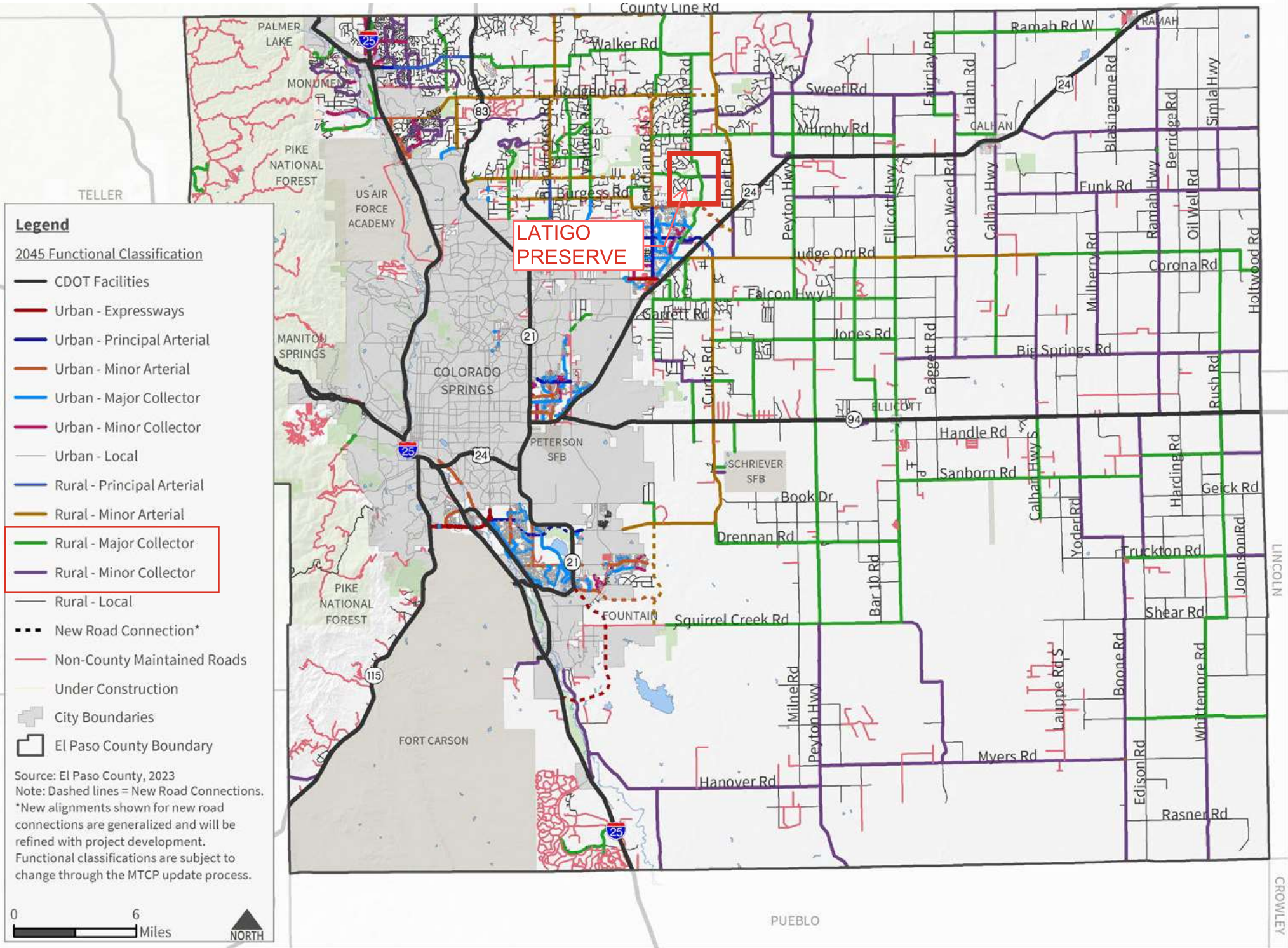
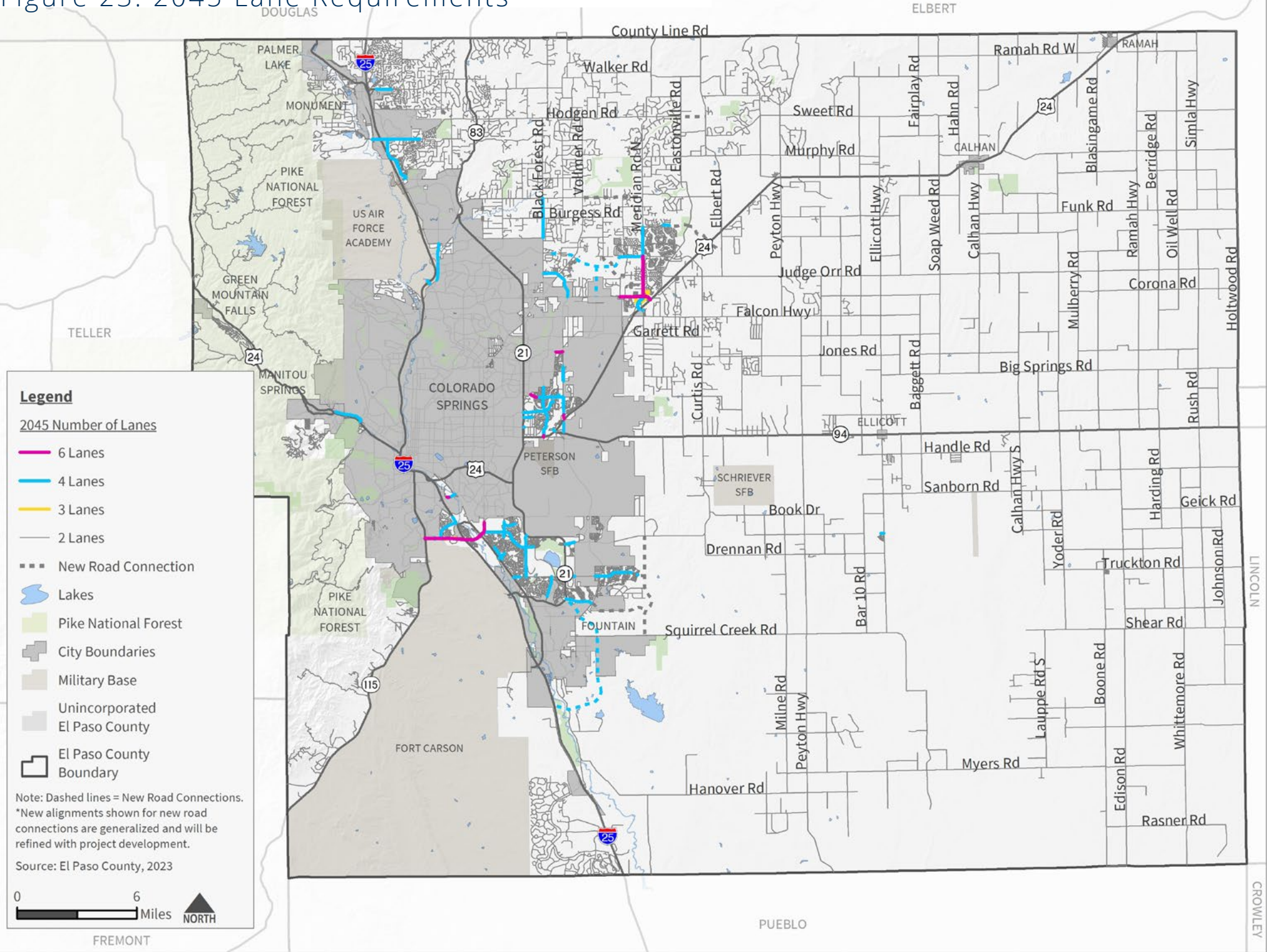


Figure 23. 2045 Lane Requirements



Eastonville Road Conceptual Design Report
(Wilson & Company)

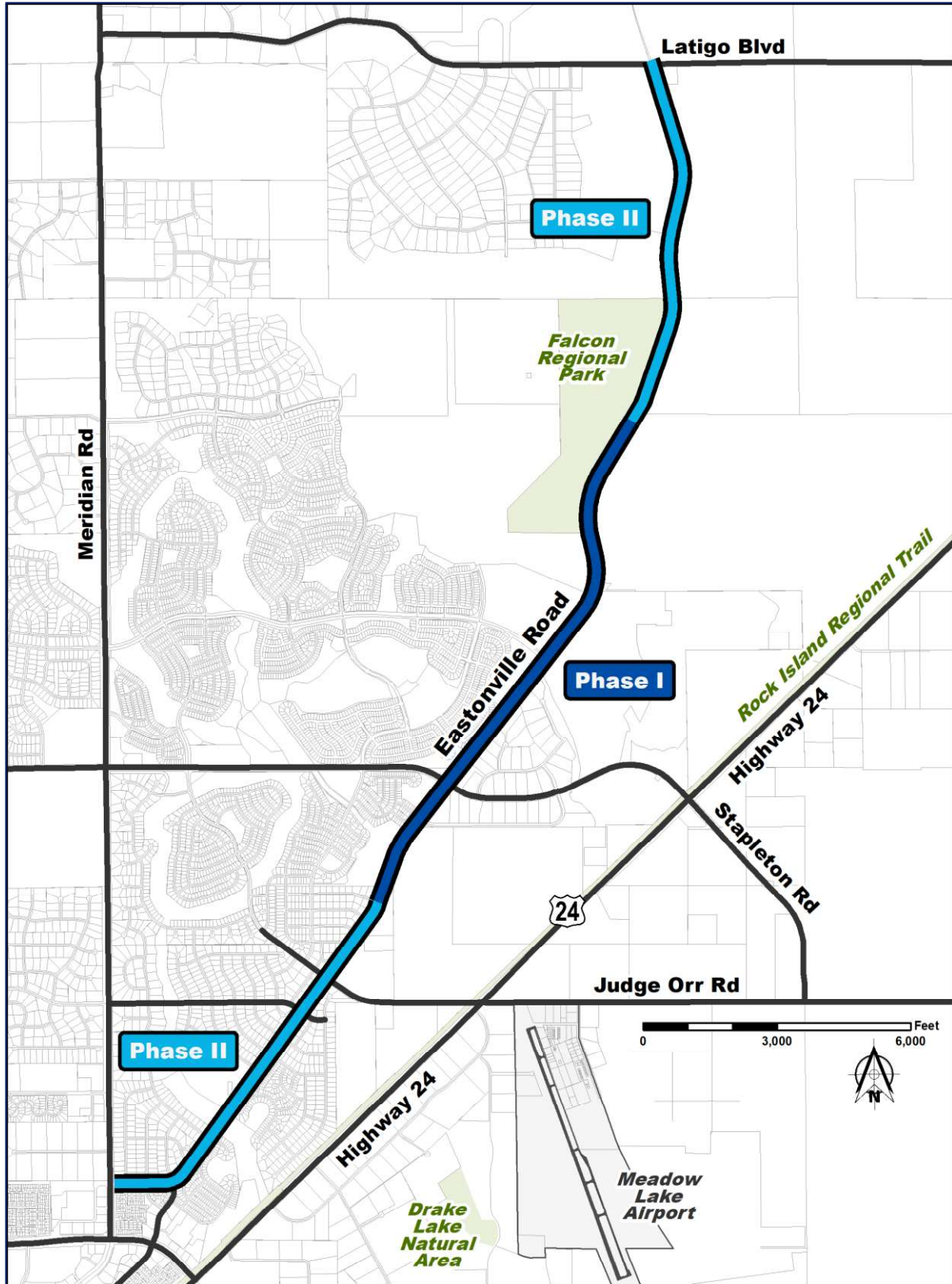


Figure 1.1. Vicinity Map

2 – EXISTING CONDITIONS

The project team conducted an existing condition analysis as a basis to identify corridor deficiencies and improvement needs. The results of the baseline analysis were used together with public and stakeholder input from the public outreach project website (www.eastonvilleroad.com) to identify and confirm corridor issues to be addressed. A full range of improvement alternatives were then developed, evaluated, and iteratively refined to provide the following:

- Improved motorist and pedestrian safety
- Improved roadway alignment and cross sections
- Improved intersection layout and control
- Improved access management
- Improved roadway drainage

2.1 Pavement

The southern half of the corridor is paved (asphalt and chip seal) whereas the northern half is non-paved (gravel). The condition of the existing pavement was not reviewed as part of this study.

2.2 Drainage Facilities

Woodmen Hills Pond #3, located north of Tompkins Road, discharges under Eastonville Road through a 72-inch corrugated metal pipe (CMP). The Bennett Ranch Regional Detention Basin, located between Snaffle Bit Road and Bandanero Road, discharges under Eastonville Road through a 30 x 7-foot (W x H) box culvert. There is a pond southwest of Londonderry Drive and Eastonville Road with two discharge points, both box culverts; the southern one is 15 x 7-foot (W x H) and the northern one is 30 x 7-foot (W x H). Other smaller crossings within the corridor are managed by culverts. There are several ponds within the corridor that cross Eastonville Road in culverts. Analysis of the culverts and capacity was not included in this report.

Concerns have been expressed by the public about the capacity of some of these ponds and outfall facilities. As development occurs along the corridor, both roadway and local drainage items will be reviewed and addressed according to the relevant design standards.

2.3 Bicycles and Pedestrians

The El Paso County (EPC) Major Transportation Corridors Plan (MTCP) designates the Eastonville Road corridor as a proposed primary trail corridor. The Woodmen Hills Trail crosses Eastonville Road at a signalized intersection north of Tompkins Road; no other Eastonville Road pedestrian crossings exist in this corridor. Falcon Regional Park, located north of Londonderry Drive, near the proposed Rex Road intersection, has baseball fields, a trail, and a dog park.

2.4 Functional Classification

The existing corridor alternates between three- and two-lane sections:

- Three lanes from McLaughlin Road to Comeapart Road
- Two lanes from Comeapart Road to Tibbs Road
- Three lanes from Tibbs Road to Snaffle Bit Road
- Two Lanes from Snaffle Bit Road to Latigo Boulevard

The traffic analysis completed as part of the project determined a three-lane section will adequately serve forecast 2040 traffic demands within the Eastonville Road corridor. This is consistent with the EPC 2040 MTCP Update.

The proposed cross-section for this corridor corresponds most closely with EPC's urban nonresidential collector. In addition to the elements of that roadway classification, the Eastonville Road corridor is designated a proposed primary regional trail by the El Paso County Parks and Leisure Services Master Plan, so these trails are incorporated into the proposed section.

2.5 Cross-Section

The proposed Eastonville Road cross-section was derived from the El Paso County Engineering Criteria Manual (ECM) classification of an urban nonresidential collector section that is shown in **Figure 2.1**.

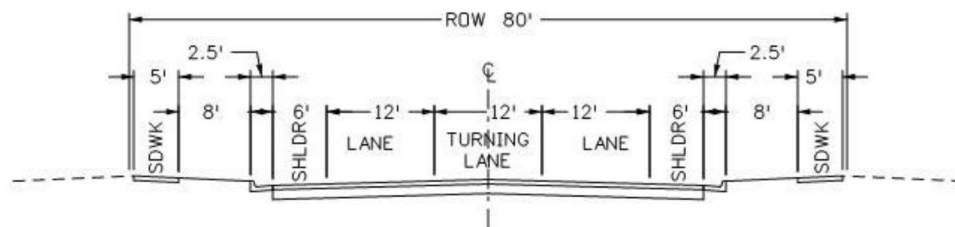


Figure 2.1. El Paso County Typical Cross-Section - Urban Nonresidential Collector

Single-lane through traffic in each direction will be accompanied by a single two-way left-turn lane in the center median. Within this corridor, intersection turn bays will improve traffic flow by eliminating spillback queuing into the through lanes. Additionally, 6' outside shoulders will be incorporated. This proposed Cross Section is shown in **Figure 2.2**, below. An 8-foot detached, meandering sidewalk on both sides of the roadway will be included north of Stapleton Drive to meet the Regional Trail requirements, This will facilitate pedestrian and bicycle travel within the project corridor travel shed and will improve pedestrian and bicycle travel connectivity between Eastonville Road and the trails and bicycle routes that are located adjacent to the corridor.

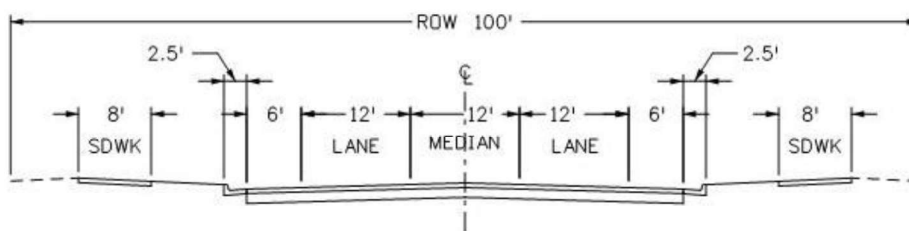
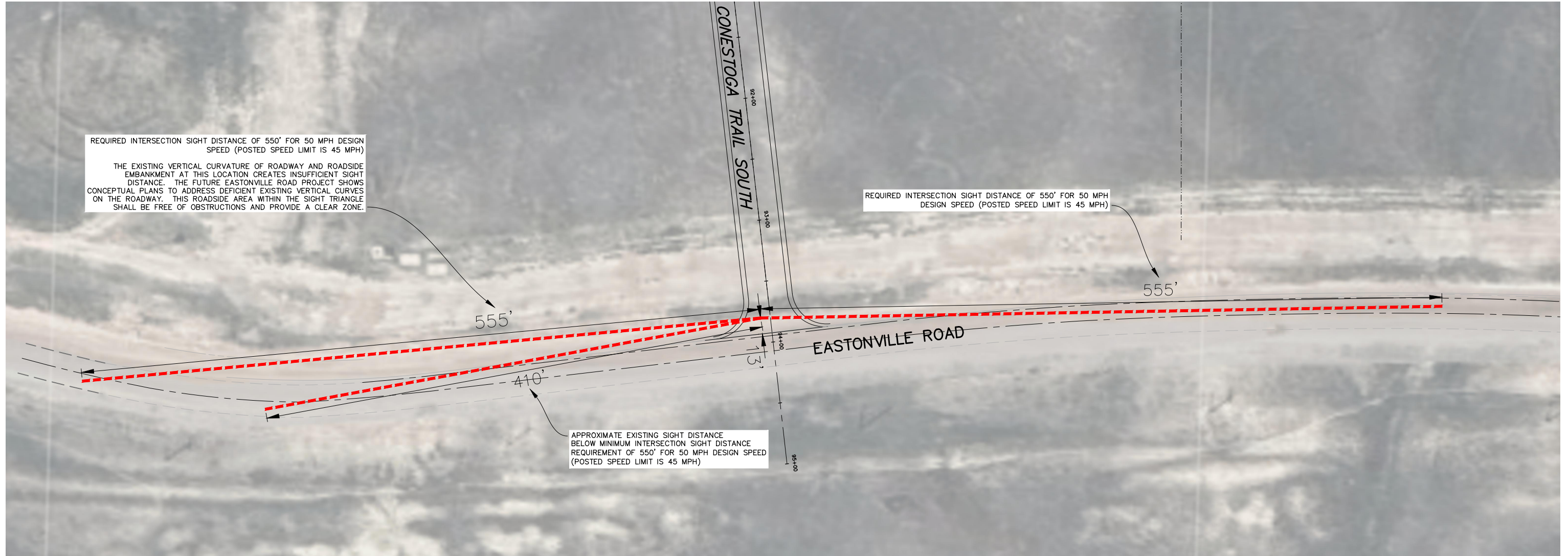


Figure 2.2. Proposed Eastonville Road Cross-Section North of Stapleton Drive

South of Stapleton Drive, a 6-foot detached sidewalk will be included in an 80' ROW to limit additional ROW needs in the developed segment, as shown in **Figure 2.3**.

Sight Distance Exhibits

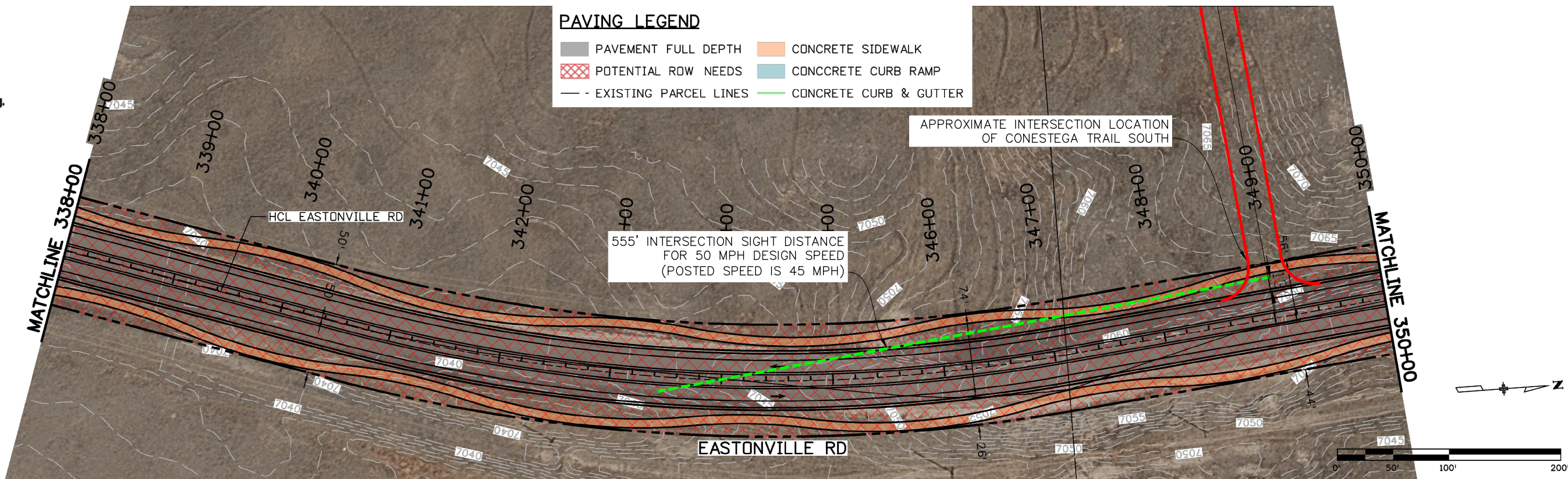
Please include sight distance analysis for Irish Hunter Trail/Conestoga Trail South.



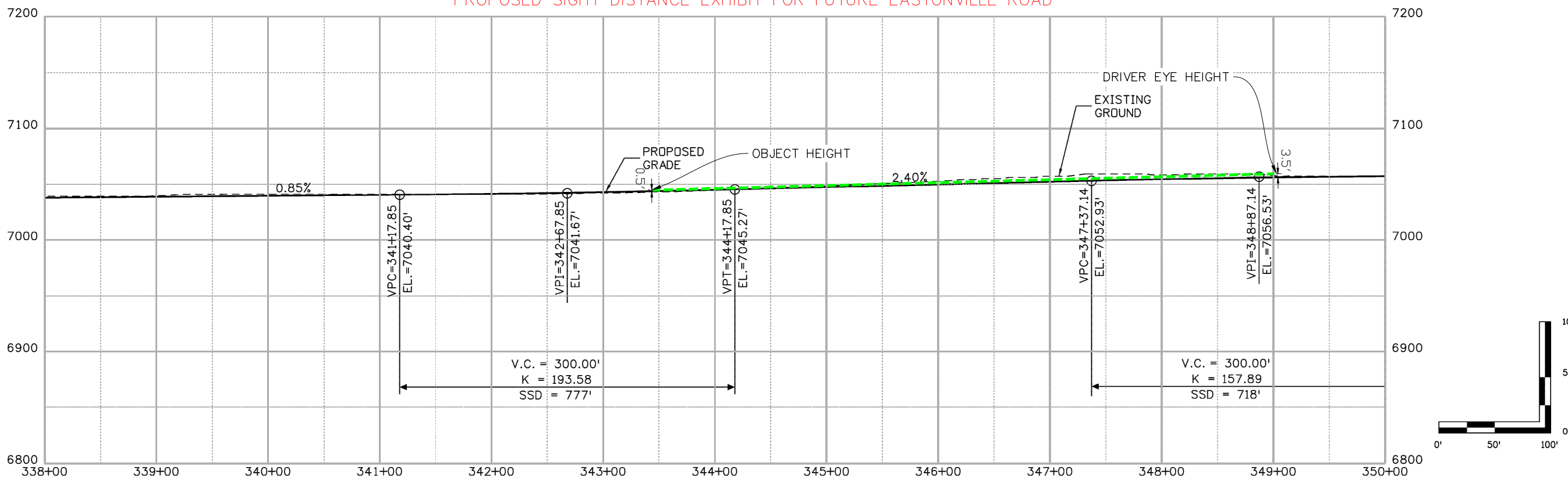
CONESTEGA TRAIL SOUTH ACCESS AT EASTONVILLE ROAD
SIGHT DISTANCE EXHIBIT



Know what's below.
Call before you dig.



PROPOSED SIGHT DISTANCE EXHIBIT FOR FUTURE EASTONVILLE ROAD



Print Date: 11/19/2020
File Name: 07100DES_PnP_22.dgn
Horiz. Scale: 1:100
Unit Information

Sheet Revisions		
Date:	Comments	Init.



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No Revisions:
Revised:
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ROADWAY PLAN & PROFILE 338+00 TO 350+00	
Designer:	JAF
Detailer:	TAH
Sheet Subset:	PnP
Structure Numbers	
Subset Sheets:	22 of 27

Project No./Code
Sheet Number

Percent Impacts / Fair Share Table

Percent Impacts		
Eastonville Road South of Conestaga Trail South Intersection Latigo Filing No. 10		
Average Daily Traffic		
	Vehicles per day	% of Total
Short-Term		
Existing Traffic	457	67.2%
Latigo Filing No. 10	223	32.8%
Total	680	100%
Long Term		
Existing Traffic	457	6.9%
Latigo Filing No. 10	223	3.4%
Future Background Traffic	5950	89.7%
Total	6630	100%

Percent Impacts		
Eastonville Road South of Latigo Boulevard Latigo Filing No. 10		
Average Daily Traffic		
	Vehicles per day	% of Total
Short-Term		
Existing Traffic	457	91.8%
Latigo Filing No. 10	41	8.2%
Total	498	100%
Long Term		
Existing Traffic	457	12.5%
Latigo Filing No. 10	41	1.1%
Future Background Traffic	3167	86.4%
Total	3665	100%