



DREXEL BARRELL & Co.
Engineers - Surveyors

MEMORANDUM

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

FROM: Kurt Crawford, P.E.

DATE: August 21, 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]



8/21/2024

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

BRJM, LLC

17 S Wahsatch Avenue

Colorado Springs, CO 80903

Date

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 Collector extending east from Meridian Road to Elbert Road. The posted speed limit is 45 mph. Both of these roads are paved with curb and gutter. There are no sidewalks present along these roads. The access points for Latigo Preserve have already been constructed on this road with additional auxiliary turn lanes at the intersection of Latigo Boulevard 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 shown as a two-lane Minor Arterial on the *MTCP*. The section north of Stapleton Drive has been identified as a two-lane Rural Minor Arterial on the 2016 *MTCP*. The *Conceptual Design Report Eastonville Road Project* prepared by Wilson & Company Inc. in April 2021 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 Road and Latigo Boulevard.

Traffic Volumes

Traffic counts were conducted by All Traffic Data (ATD) on Tuesday, May 21, 2024 (see **Figure 2**). The 2041 Total Traffic was previously analyzed in the Latigo Preserve Filing No. 9 (PCD File No. SF-21-36) TIS by LSC and is referenced for future traffic counts.

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

Trip Distribution

The anticipated distribution of site traffic is 65% to/from the south, 25% to/from the west and 10% to/from the east (see **Figure 3**). 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 Road and access the development at one of the existing access points on Latigo Boulevard. The estimated site generated traffic and distribution is shown in **Figure 3**.

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 total traffic (existing traffic + site generated traffic) is shown in **Figure 4**. 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. The total ADT on Eastonville Road is estimated to be 682.

Auxiliary Turn Lanes

No additional auxiliary lanes are necessary with this proposed development which is anticipated to generate 16 northbound left turns at the intersection Eastonville Road and Conestoga Trail South in the PM peak hour. This 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 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. 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.

Future Total Traffic Analysis

The future roadway traffic volumes and geometry were analyzed in the Latigo Preserve Filing No. 9 (PCD File No. SF-21-36) TIS by LSC and summarized below.

The intersection of Eastonville Road/Latigo Boulevard is currently two-way, stop-sign-controlled. All movements at this intersection are projected to continue to operate at LOS A during peak hours with the addition of site-generated traffic. By 2041, it was assumed that Eastonville Road would be improved to a Minor Arterial cross section and that northbound and southbound left-turn lanes would be constructed approaching Latigo Boulevard. Based on the 2041 traffic volumes and future lane geometry, all movements at this intersection are projected to operate at LOS B or better during the peak hours.

The intersection of Eastonville Road/Conestoga Trail South is projected to operate at LOS B or better during the peak hours for all movements, based on the projected 2041 total traffic volumes and future lane geometry.

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.

Pedestrian Access

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

As discussed in the prior traffic study for Filing No. 9, school pedestrian plans were provided with the 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 2041 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 site generated traffic from Filing No. 10 (as shown in Figure 4) nor would the minimum threshold be met with the addition of site generated traffic from Filing No. 9.

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).

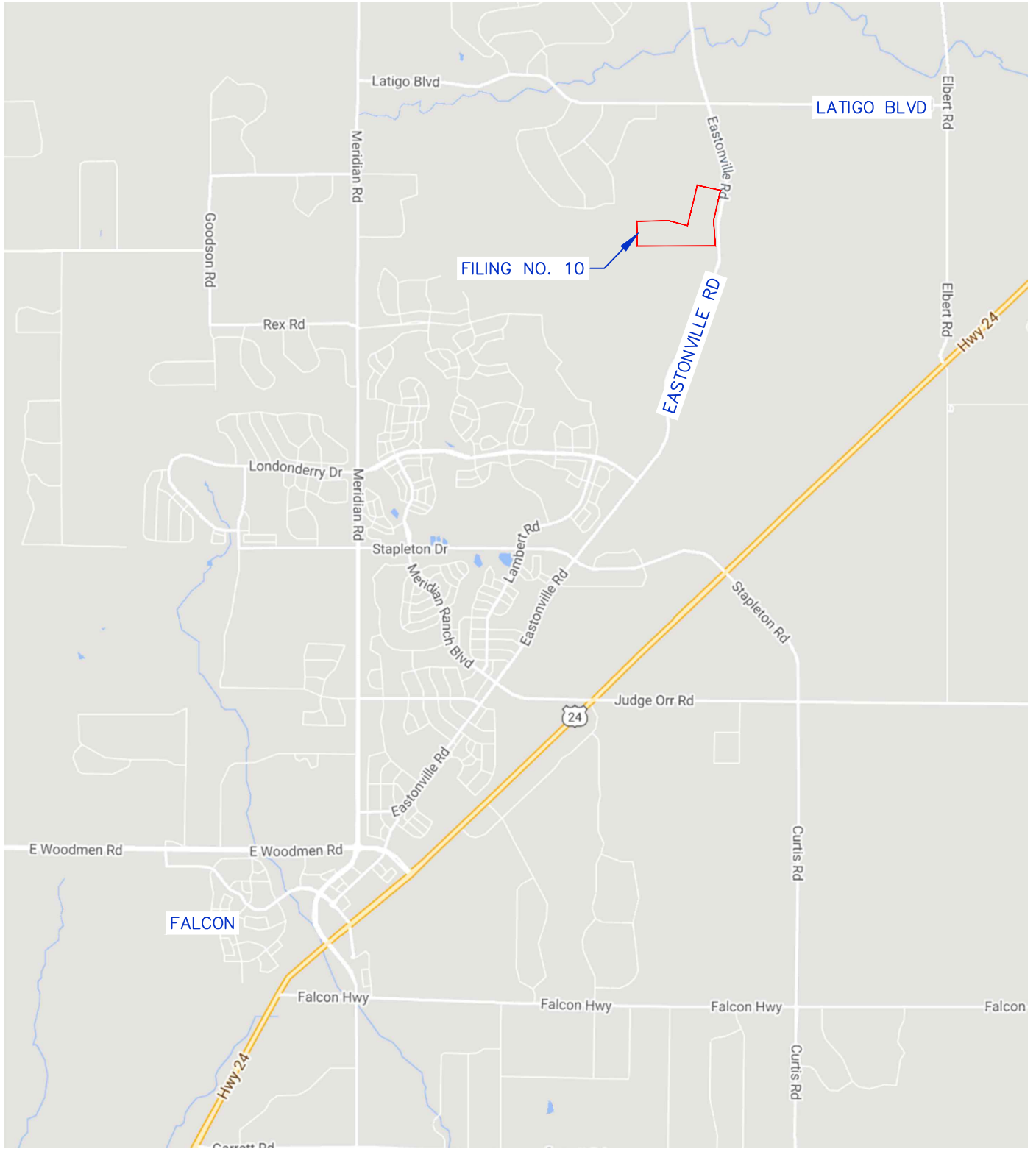
Eastonville Road is currently non-paved (gravel) north of Londonderry Drive. Based on the estimated existing average weekday traffic volume of 457 vehicles per day south of Latigo Boulevard and the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, this roadway currently exceeds 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

Figures 1-4
Site Plan
Traffic Counts
Synchro Reports
Percent Impacts / Fair Share Table



N.T.S.

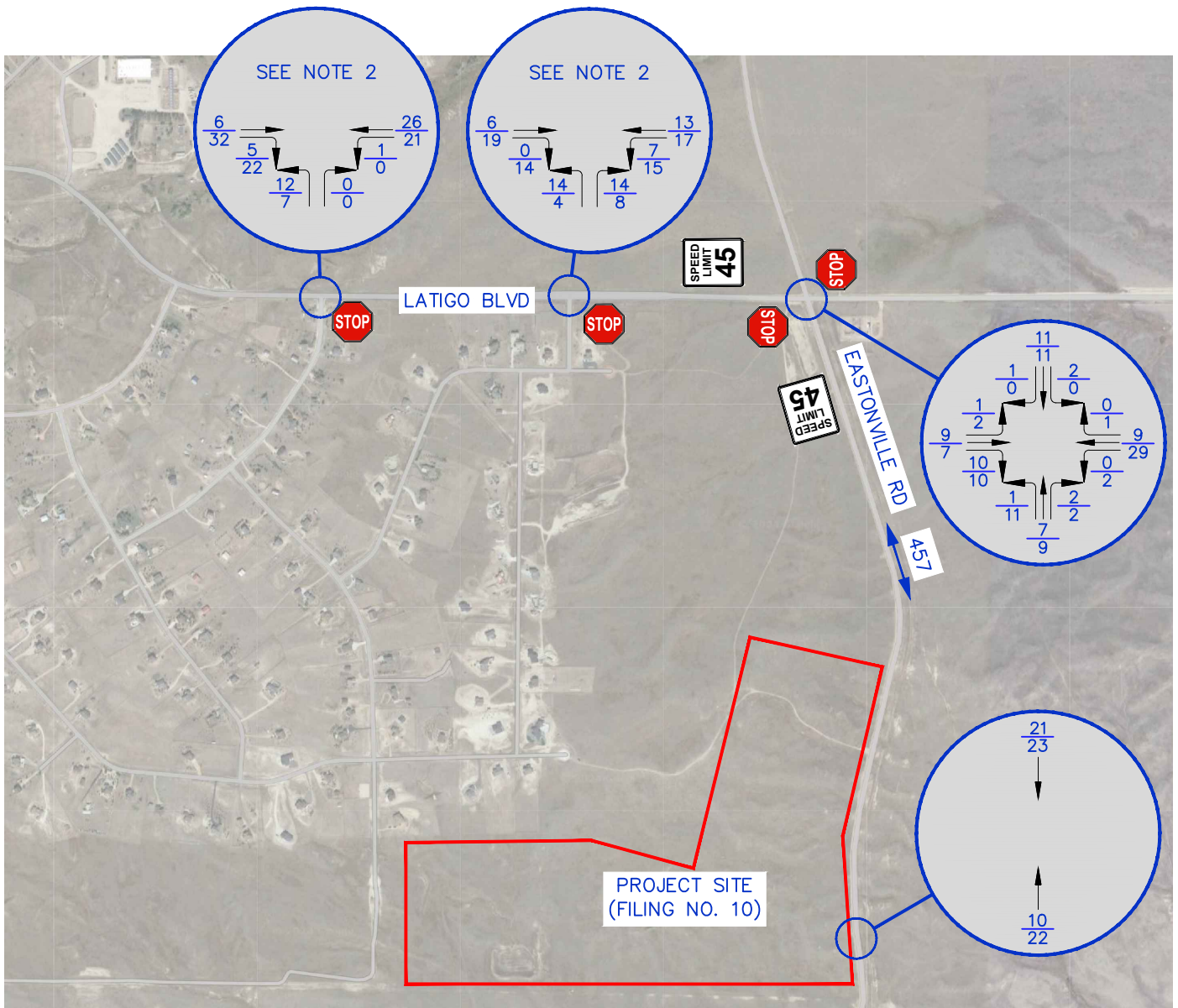


**VICINITY MAP
LATIGO PRESERVE FILING NO. 10
EL PASO COUNTY, COLORADO**

Drexel, Barrell & Co.
Engineers • Surveyors

DATE:
7/22/2024
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:

- = LANE MOVEMENT
- = 24 HOUR TRAFFIC VOLUME
- = FUTURE ROAD



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

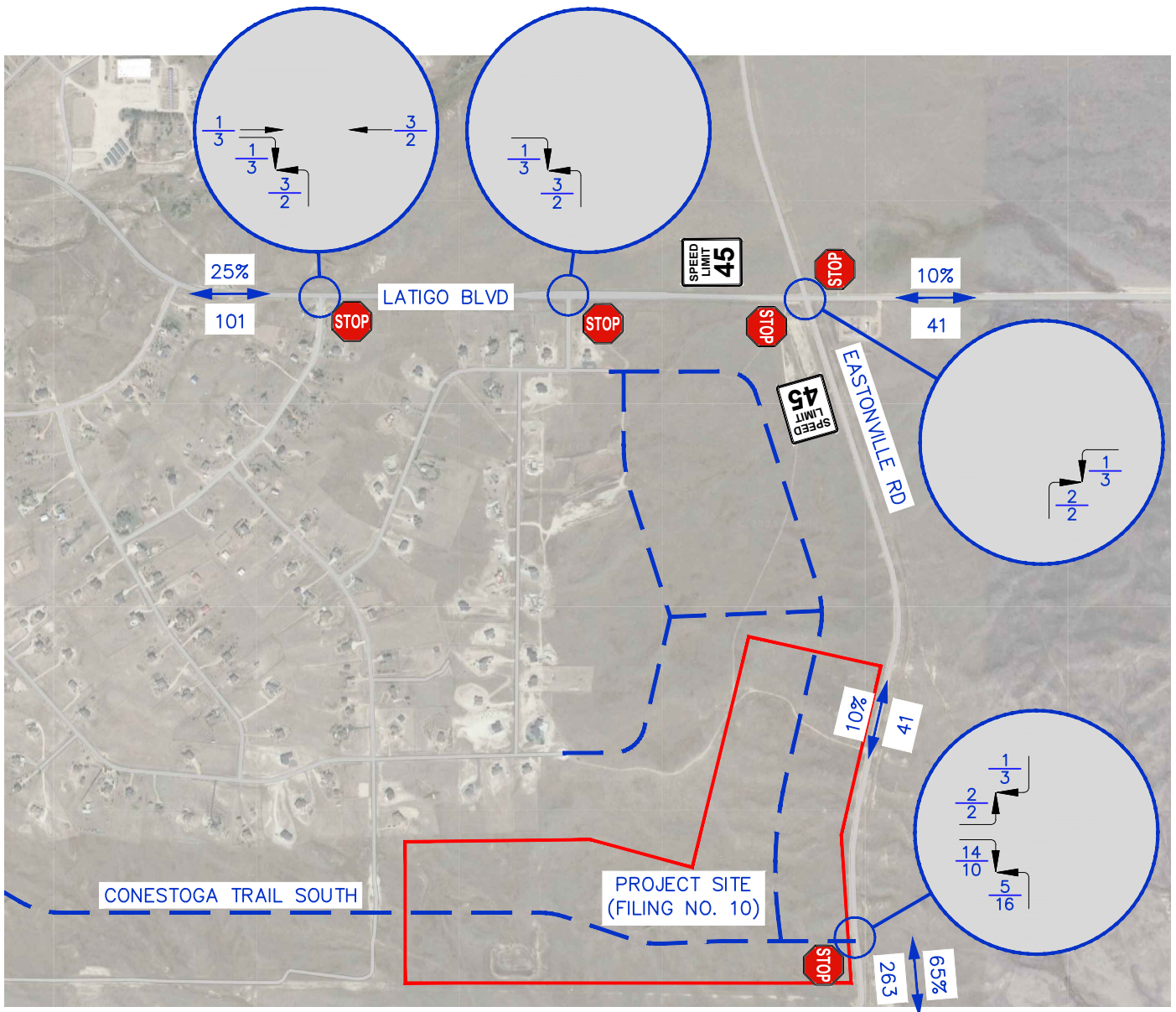
Drexel, Barrell & Co.
Engineers • Surveyors

DATE:
7/22/2024

DWG. NO.

JOB NO:
21820-02

FIGURE 2



	IN	OUT
AM	8	22
PM	25	15

LEGEND:

- = LANE MOVEMENT
- = DISTRIBUTION
- = 24 HOUR TRAFFIC VOLUME
- = FUTURE ROAD



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

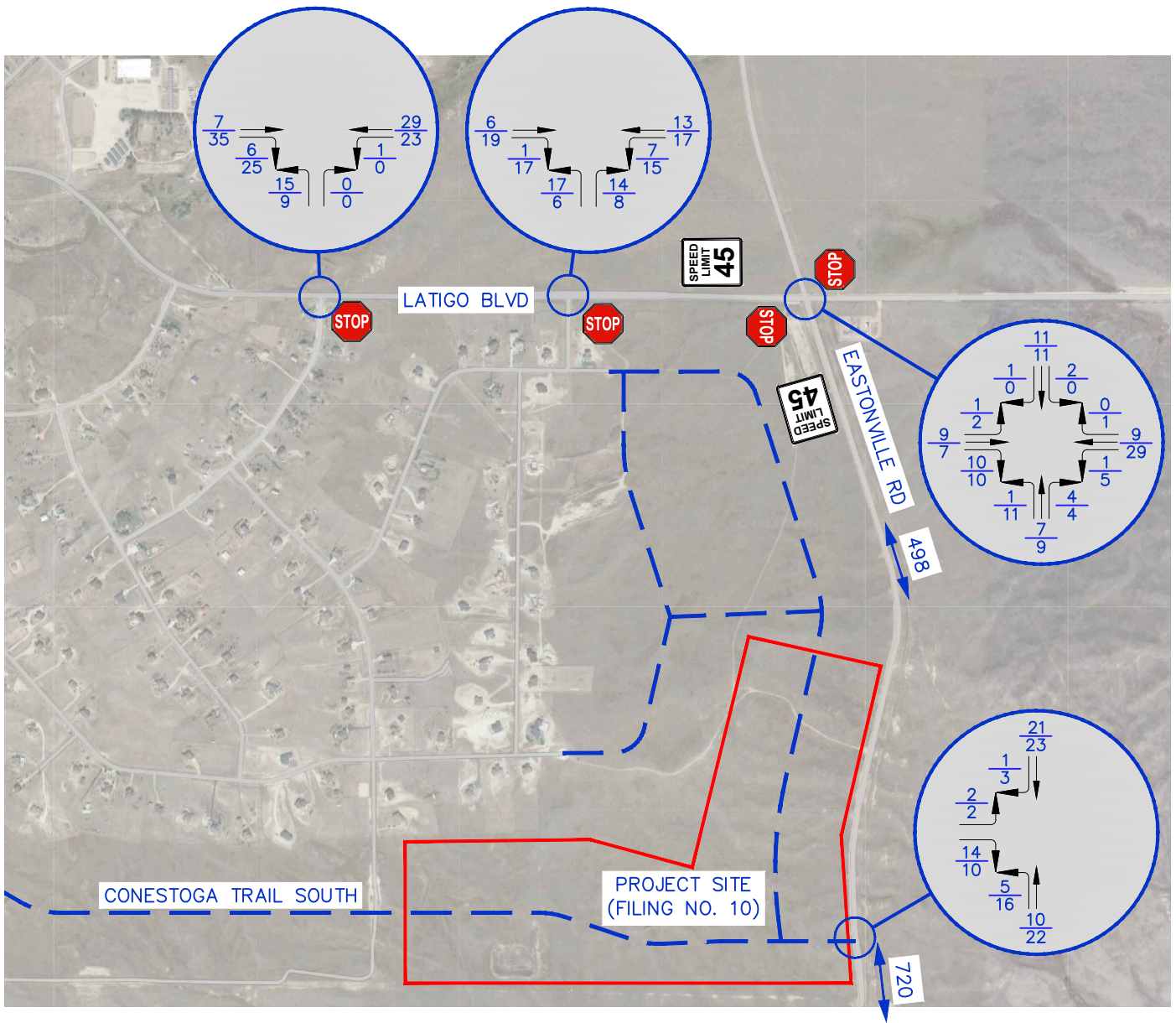
Drexel, Barrell & Co.
Engineers • Surveyors

DATE:
7/22/2024

JOB NO:
21820-02

DWG. NO.

FIGURE 3



LEGEND:

- = LANE MOVEMENT
- = 24 HOUR TRAFFIC VOLUME
- = FUTURE ROAD



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

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

DATE:
7/22/2024

DWG. NO.
FIGURE 4

JOB NO:
21820-02

LATIGO TRAILS

MAY, 2004

FILING NO. 1

HALLELUIAH TRAIL

FILING NO. 5 FILING NO. 3

OPEN SPACE

PBC

EQUESTRIAN CENTER

OPEN SPACE

FILING NO. 6

PARK

SCHOOL SITE

FILING NO. 2

Filing 8 Not Included

FILING NO. 2

FUTURE FILINGS

MERIDIAN RANCH

LEGEND

NO-BUILD ZONE

BOUNDARY



FIL NO. 4

13

11

12

10

9



PREPARED FOR BANC, LLC
 HILL MILLER, MANAGER
 BY
 URS
 4800 PEARSON DR., SUITE 300
 CHICAGO, ILLINOIS 60631
 DATE: 5/17/04

176 Lots Total

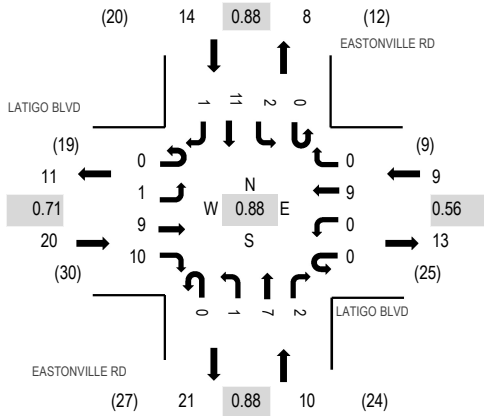
Location: 1 EASTONVILLE RD & LATIGO BLVD AM

Date: Tuesday, May 21, 2024

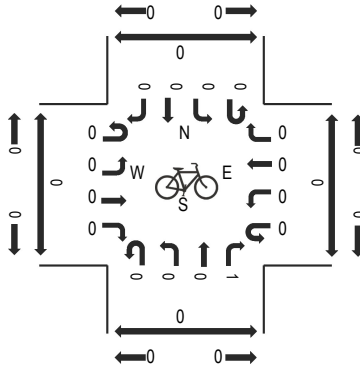
Peak Hour: 07:00 AM - 08:00 AM

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

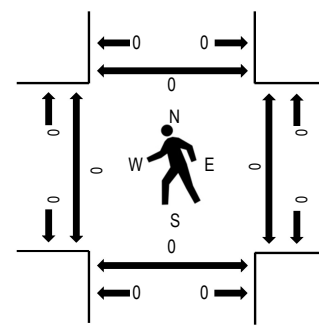
Peak Hour - Motorized Vehicles



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

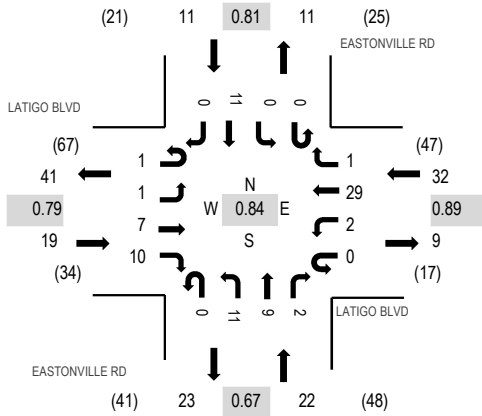
Location: 1 EASTONVILLE RD & LATIGO BLVD PM

Date: Tuesday, May 21, 2024

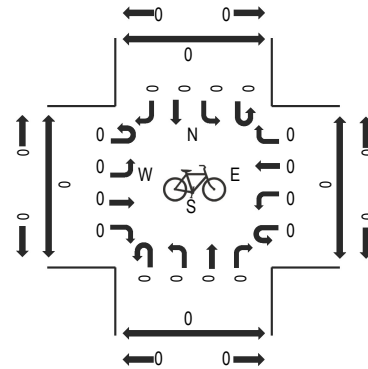
Peak Hour: 04:30 PM - 05:30 PM

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

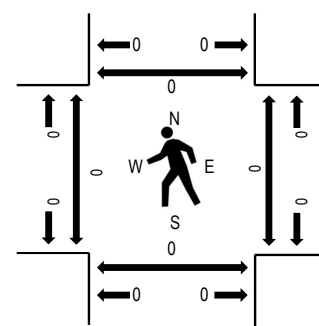
Peak Hour - Motorized Vehicles



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

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%	



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%	

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	10	1	9	0	1	7	4	2	11	1
Future Vol, veh/h	1	9	10	1	9	0	1	7	4	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	10	11	1	10	0	1	8	4	2	12	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	34	31	13	39	29	10	13	0	0	12	0	0
Stage 1	17	17	-	12	12	-	-	-	-	-	-	-
Stage 2	17	14	-	27	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	973	862	1067	966	864	1071	1606	-	-	1607	-	-
Stage 1	1002	881	-	1009	886	-	-	-	-	-	-	-
Stage 2	1002	884	-	990	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	963	860	1067	947	862	1071	1606	-	-	1607	-	-
Mov Cap-2 Maneuver	963	860	-	947	862	-	-	-	-	-	-	-
Stage 1	1001	880	-	1008	885	-	-	-	-	-	-	-
Stage 2	990	883	-	968	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.2		0.6		1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1606	-	-	958	870	1607	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.012	0.001	-	-
HCM Control Delay (s)	7.2	0	-	8.8	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	14	5	10	21	1
Future Vol, veh/h	2	14	5	10	21	1
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	2	15	5	11	23	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	45	24	24	0	0
Stage 1	24	-	-	-	-
Stage 2	21	-	-	-	-
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	965	1052	1591	-	-
Stage 1	999	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1052	1591	-	-
Mov Cap-2 Maneuver	962	-	-	-	-
Stage 1	996	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1040	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	6	1	7	13	17	14
Future Vol, veh/h	6	1	7	13	17	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	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	7	1	8	14	18	15

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	8	0	37
Stage 1	-	-	-	-	7
Stage 2	-	-	-	-	30
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	-	-	1612	-	975
Stage 1	-	-	-	-	1016
Stage 2	-	-	-	-	993
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1612	-	970
Mov Cap-2 Maneuver	-	-	-	-	970
Stage 1	-	-	-	-	1016
Stage 2	-	-	-	-	988

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1612	-
HCM Lane V/C Ratio	0.033	-	-	0.005	-
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	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	6	1	29	15	0
Future Vol, veh/h	7	6	1	29	15	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	16	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	15	0	46
Stage 1	-	-	-	-	12
Stage 2	-	-	-	-	34
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	-	-	1603	-	964
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	988
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1603	-	963
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	0.017	-	-	0.001	-
HCM Control Delay (s)	8.8	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	7	10	5	29	1	11	9	4	0	11	0
Future Vol, veh/h	2	7	10	5	29	1	11	9	4	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	8	11	5	32	1	12	10	4	0	12	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	65	50	12	58	48	12	12	0	0	14	0	0
Stage 1	12	12	-	36	36	-	-	-	-	-	-	-
Stage 2	53	38	-	22	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	929	841	1069	939	844	1069	1607	-	-	1604	-	-
Stage 1	1009	886	-	980	865	-	-	-	-	-	-	-
Stage 2	960	863	-	996	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	896	834	1069	917	837	1069	1607	-	-	1604	-	-
Mov Cap-2 Maneuver	896	834	-	917	837	-	-	-	-	-	-	-
Stage 1	1001	886	-	972	858	-	-	-	-	-	-	-
Stage 2	916	856	-	977	886	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		9.4		3.3		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	951	853	1604	-	-
HCM Lane V/C Ratio	0.007	-	-	0.022	0.045	-	-	-
HCM Control Delay (s)	7.3	0	-	8.9	9.4	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	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	16	22	23	3
Future Vol, veh/h	2	10	16	22	23	3
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	2	11	17	24	25	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	85	27	28	0	0
Stage 1	27	-	-	-	-
Stage 2	58	-	-	-	-
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	916	1048	1585	-	-
Stage 1	996	-	-	-	-
Stage 2	965	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	906	1048	1585	-	-
Mov Cap-2 Maneuver	906	-	-	-	-
Stage 1	985	-	-	-	-
Stage 2	965	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	1021	-	-
HCM Lane V/C Ratio	0.011	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	19	17	15	17	6	8
Future Vol, veh/h	19	17	15	17	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	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	21	18	16	18	7	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	39	0	71
Stage 1	-	-	-	-	21
Stage 2	-	-	-	-	50
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	-	-	1571	-	933
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	972
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1571	-	924
Mov Cap-2 Maneuver	-	-	-	-	924
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	962

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	995	-	-	1571	-
HCM Lane V/C Ratio	0.015	-	-	0.01	-
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	35	25	0	23	9	0
Future Vol, veh/h	35	25	0	23	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	38	27	0	25	10	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	65	0	77	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	25	-
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	-	-	1537	-	926	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1537	-	926	1016
Mov Cap-2 Maneuver	-	-	-	-	926	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	998	-

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)	926	-	-	1537	-
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	-

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	61.8%
Latigo Filing No. 10	283	38.2%
Total	740	100%
Long Term		
Existing Traffic	457	6.9%
Latigo Filing No. 10	283	4.3%
Future Background Traffic	5885	88.8%
Total	6625	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%