



Planning and Community  
Development Department  
2880 International Circle  
Colorado Springs, Colorado 80910  
Phone: 719.520.6300  
Fax: 719.520.6695  
Website www.elpasoco.com

# DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

## PROJECT INFORMATION

Project Name : The Trails Filing No. 10  
Schedule No.(s) : 4200000478  
Legal Description : See attached

## APPLICANT INFORMATION

Company : Falcon Latigo LLC  
Name :  
 Owner  Consultant  Contractor  
Mailing Address : 5350 S Roslyn St. STE #400  
Englewood CO, 80111  
  
Phone Number : 303-694-0862  
FAX Number :  
Email Address :

## ENGINEER INFORMATION

Company : Drexel, Barrell & Co.  
Name : Kurt Crawford Colorado P.E. Number : 56985  
Mailing Address : 1376 Miners Drive, Suite 107  
Lafayette, CO 80026  
  
Phone Number : 303-442-4338  
FAX Number :  
Email Address :

## OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

*[Handwritten Signature]* \_\_\_\_\_ *11/6/25*  
Signature of owner (or authorized representative) Date

Engineer's Seal, Signature  
And Date of Signature



**DEVIATION REQUEST** (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section 2.3.6.G of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.6.G Intersection Sight Distance

State the reason for the requested deviation:

The deviation is needed to provide access to the development at the proposed intersection of Conestega Trail South and Eastonville Road. The intersection sight distance to the south is currently restricted by the existing vertical profile of Eastonville Road.

As identified in the Eastonville Road Project Conceptual Design Report (EPC 17-067-47), by Wilson & Company (April 2021), the existing Eastonville Road vertical alignment is deficient and does not meet the design criteria for the given speed and roadway classification. The vertical curve restricting sight distance to the south of the proposed intersection has an approximate K-value of 35 which has a corresponding design speed of 35 mph. The posted speed is 45 mph along this portion of the roadway

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. 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.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The proposed intersection would have a sight distance 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. The existing deficient vertical alignment of Eastonville Road has a K-value of 35 which has a corresponding design speed of 35 mph. According to Table 2-21 of the ECM, the required intersection sight distance is 445 feet for a design speed of 40 mph and 335 feet for a design speed of 30 mph.

The intersection sight distance provides for vehicles to enter traffic and accelerate to the average running speed. The right turn movements from Conestega Trail South account for most of the projected traffic from this site and have plenty of sight distance to the north. The left turn movements from Conestega Trail South have limited sight distance to the south but there are very small traffic projections for this movement and the existing volumes on Eastonville Road are also very low (less than 500 ADT).

## LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

Reconstruction of the roadway alignment is necessary to meet the design criteria set in the ECM for the speed and classification of this roadway. This would impose an undue hardship on the applicant to achieve the minimum intersection sight distance requirement.

Pikes Peak Rural Transportation Authority (PPRTA) funded improvements are anticipated on this section 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. The Eastonville Corridor project is currently in final design for Phase I and in preliminary design for Phase II.

## CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The deviation will allow for improved traffic operations on the local roadway network by providing direct access to Eastonville Road from the development.

The deviation will not adversely affect safety or operations.

The roadway operations will be improved with the construction of this intersection providing more direct access to the proposed development. The existing and approximated traffic volumes on Eastonville Road have almost no delays or queuing for any of the movements at this intersection.

The deviation will not adversely affect maintenance and its associated cost.

The deviation will not change the existing roadway and will not have any effect on maintenance.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance would not be altered since no changes are being made to the existing roadway with this deviation.

The deviation meets the design intent and purpose of the ECM standards.

The intent of the intersection sight distance is to provide for vehicles to enter traffic and accelerate to the average running speed. The peak hour traffic for vehicles going northbound on Eastonville Road at this location is just over 30 vehicles per hour. This means that there is approximately one vehicle every two minutes traveling northbound through this intersection during the busiest hour of the day. The deviation of intersection sight distance will have a negligible effect on the flow of traffic and safety at this intersection.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit.

**REVIEW AND RECOMMENDATION:**

**Approved by the ECM Administrator**

This request has been determined to have met the criteria for approval. A deviation from Section \_\_\_\_\_ of the ECM is hereby granted based on the justification provided.

Γ 7

L J

**Denied by the ECM Administrator**

This request has been determined not to have met criteria for approval. A deviation from Section \_\_\_\_\_ of the ECM is hereby denied.

Γ 7

L J

**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

## **1.1. PURPOSE**

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

## **1.2. BACKGROUND**

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

## **1.3. APPLICABLE STATUTES AND REGULATIONS**

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

## **1.4. APPLICABILITY**

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

## **1.5. TECHNICAL GUIDANCE**

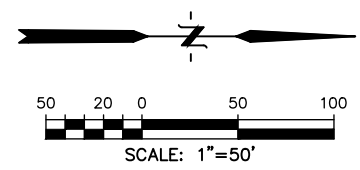
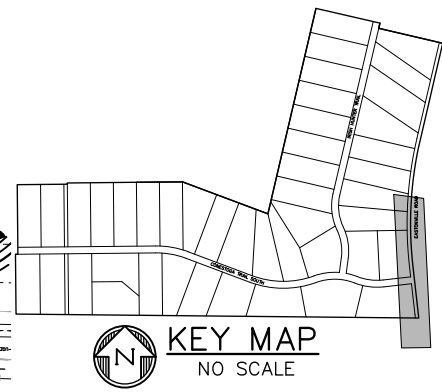
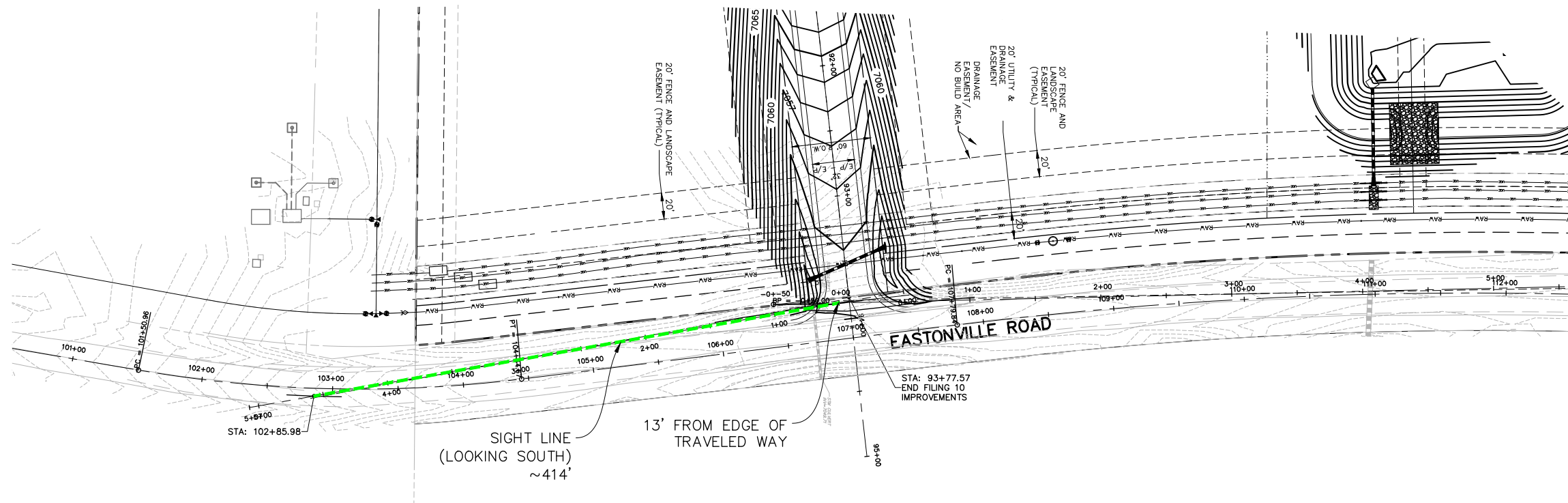
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

## **1.6. LIMITS OF APPROVAL**

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

## **1.7. REVIEW FEES**

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

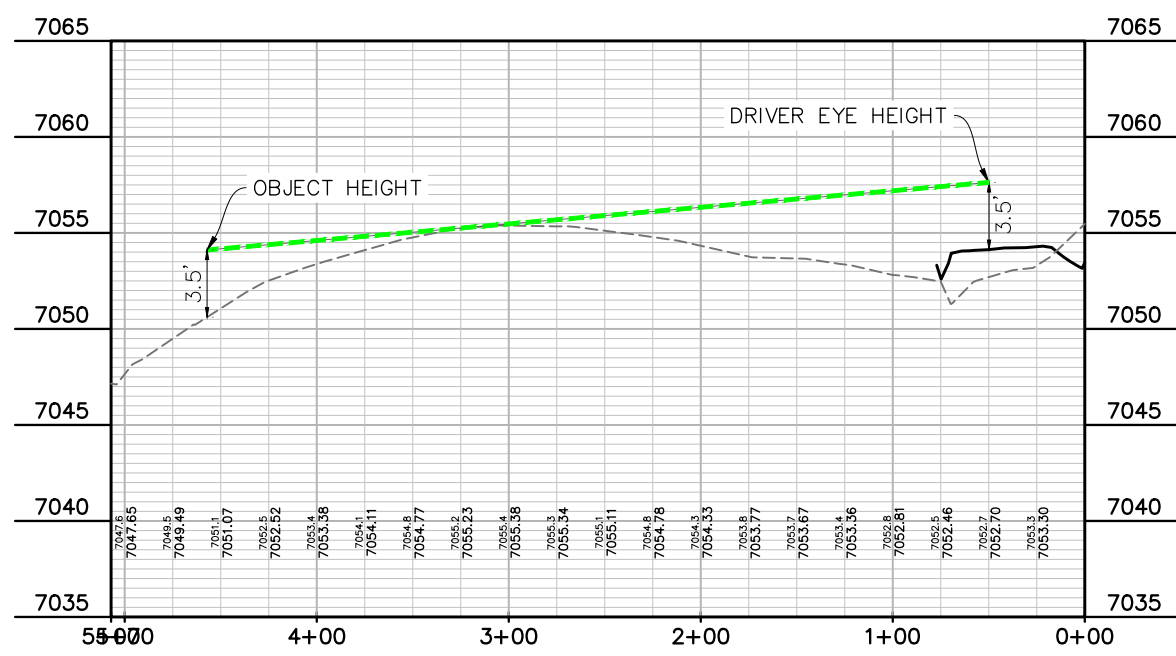


**Table 2-21. Intersection sight distance**

| Higher Functional Classification Roadway<br>Design Speed (MPH) | Intersection sight distance (feet) <sup>1, 3</sup> |
|--|--|
| 50   | 555  |
| 40   | 445  |
| 30   | 335 <sup>2</sup>                                   |
| 25   | 280 <sup>2</sup>                                   |

<sup>1</sup> Intersection sight distance measured from a point on the minor road at 13 feet from the edge of the major road pavement ("D") and measured from a height of eye at 3.5 feet on the minor road to a height of object at 3.5 feet on the major road.  
<sup>2</sup> At local/local road intersections only, "D" shall be 10 feet and the sight distance shall be measured to the centerline of the road.  
<sup>3</sup> These values only apply to two-lane roads with stop control, all other situations require special design considerations.

SIGHT LINE PROFILE (LOOKING SOUTH)



PREPARED BY:  
  
**DREXEL, BARRELL & CO.**  
 Engineers • Surveyors  
 101 SAWATCH ST. #100  
 COLORADO SPGS. COLORADO 80903  
 CONTACT: TIM D. MCCONNELL, P.E.  
 (719)260-0887  
 COLORADO SPRINGS • LAFAYETTE

CLIENT:  
 FALCON LATIGO, LLC  
 5350 S. ROSLYN ST. STE #400  
 ENGLEWOOD, CO 80111-2125  
 (303) 694-0862

ROADWAY CONSTRUCTION PLANS FOR:  
**LATIGO TRAILS**  
**FILING NO. 10**  
 EL PASO COUNTY  
 FALCON, COLORADO

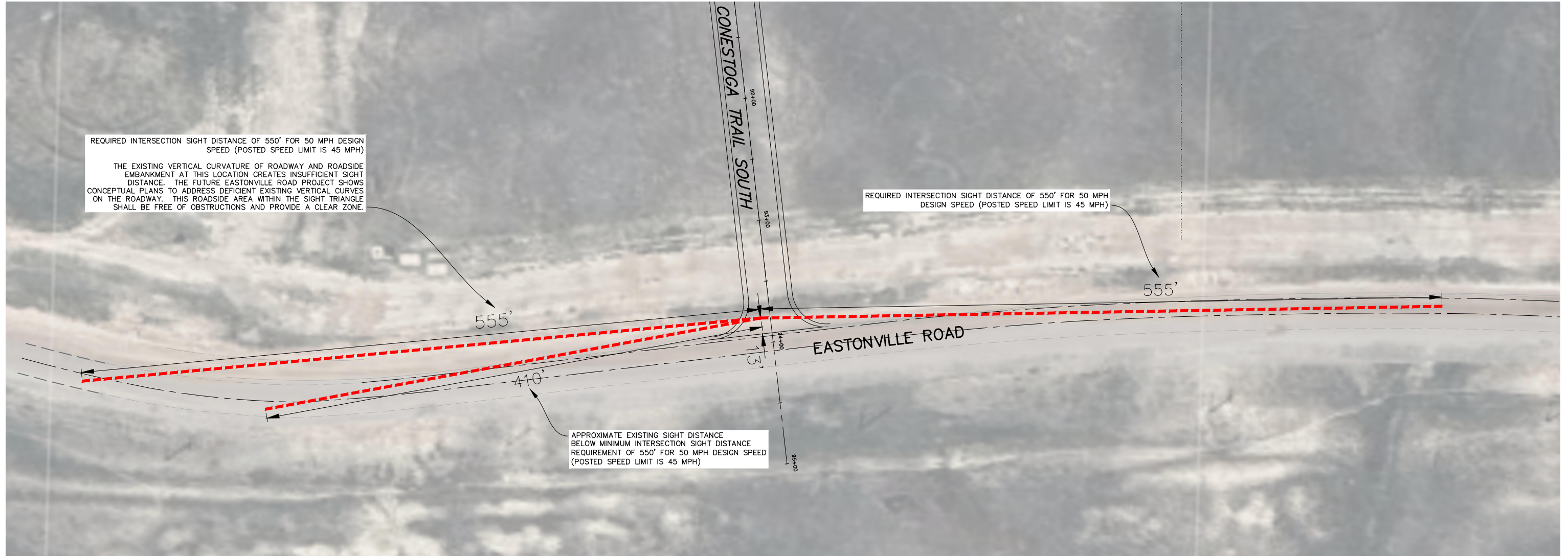
| ISSUE         | DATE    |
|---------------|---------|
| INITIAL ISSUE | 9/18/24 |
| RESUBMITTAL   | 1/6/25  |
|               |         |
|               |         |
|               |         |

DESIGNED BY: TDM  
 DRAWN BY: GES  
 CHECKED BY: TDM

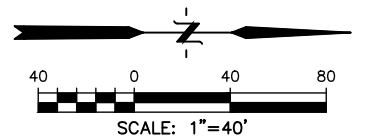
FILE NAME: SIGHT DISTANCE 20  
 PREPARED UNDER MY DIRECT SUPERVISION FOR AND BEHALF OF DREXEL, BARRELL & CO.

DRAWING SCALE:  
 HORIZONTAL: 1" = 50'  
 VERTICAL: 1" = 5'

PROJECT NO. 21820-01CSCV  
 DRAWING NO.

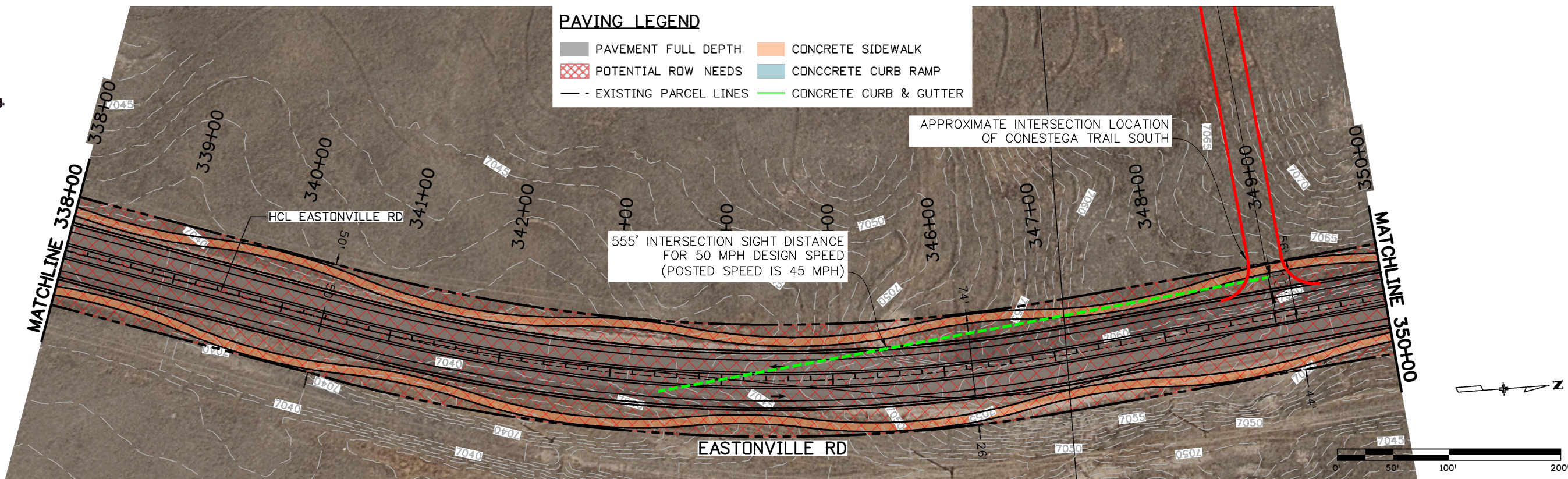


CONESTOGA TRAIL SOUTH ACCESS AT EASTONVILLE ROAD  
SIGHT DISTANCE EXHIBIT

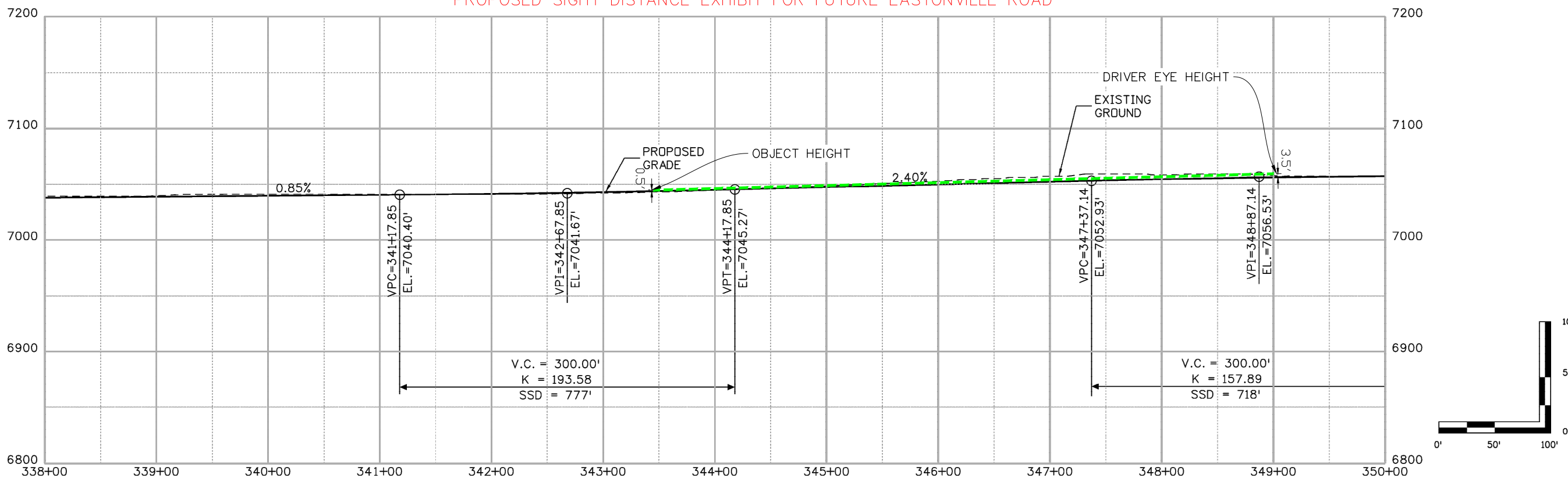




Know what's below.  
Call before you dig.



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. |
|                 |          |       |
|                 |          |       |
|                 |          |       |



**WILSON & COMPANY**

5755 Mark Dabbling Blvd.  
Suite 220  
Colorado Springs, CO 80919  
Phone: 719-520-5800  
FAX: 719-520-0108

|               |
|---------------|
| No Revisions: |
| Revised:      |
| Void:         |

| ROADWAY PLAN & PROFILE<br>338+00 TO 350+00 |     |                |          |
|--|-----|----------------|----------|
| Designer:                                  | JAF | Structure      |          |
| Detailer:                                  | TAH | Numbers        |          |
| Sheet Subset:                              | PnP | Subset Sheets: | 22 of 27 |

| Project No./Code |
|------------------|
|                  |
| Sheet Number     |
|                  |





# All Traffic Data Services

2 - EASTONVILLE RD SOUTH OF LATIGO BLVD

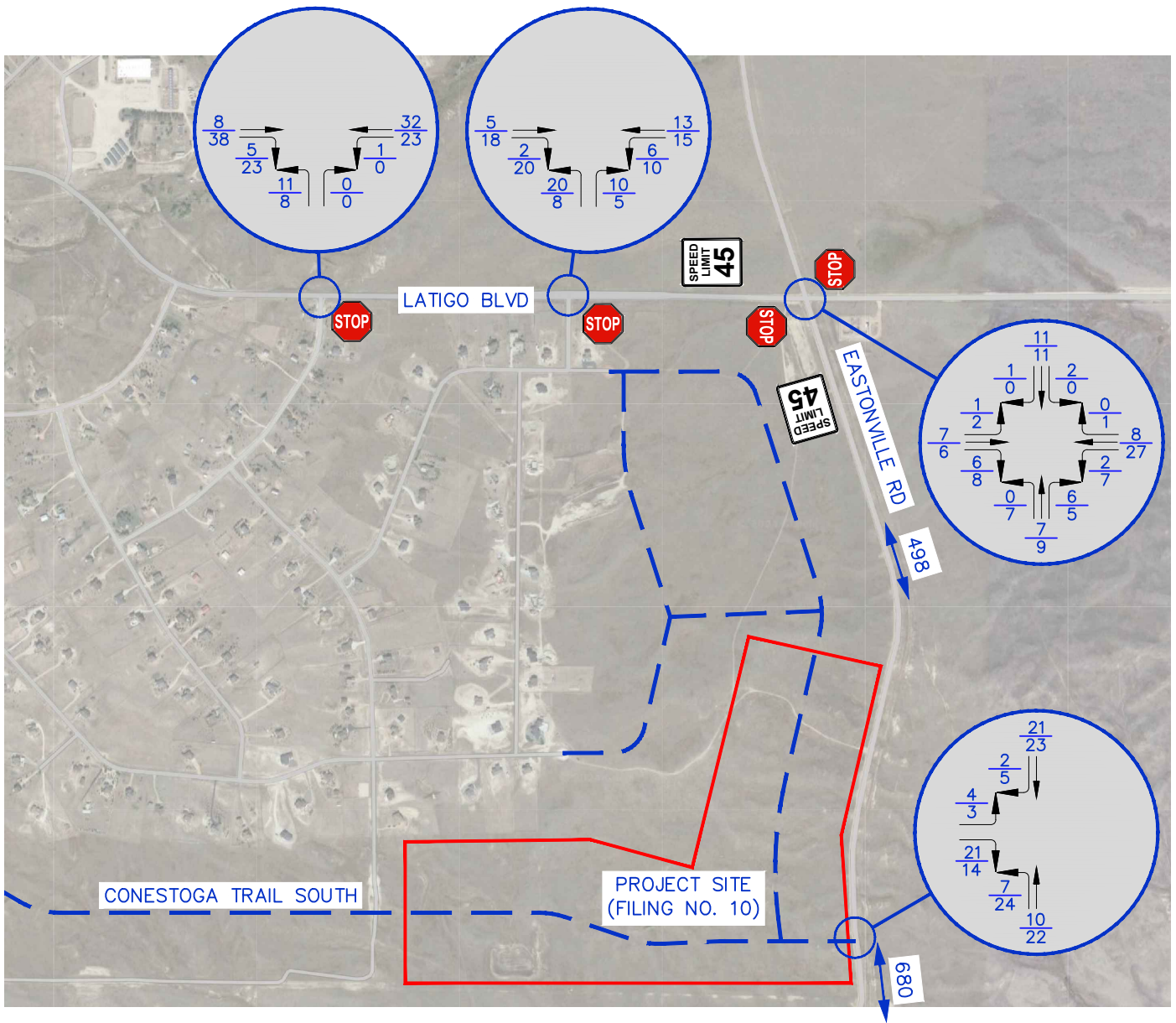
| Time                  | NB              | SB             | Total           |
|-----------------------|-----------------|----------------|-----------------|
| 5/21/2024             | 0               | 0              | 0               |
| 5/21/2024 12:15:00 AM | 0               | 0              | 0               |
| 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              |
| <b>Total</b>          | <b>69</b>       | <b>88</b>      | <b>157</b>      |
| <b>Percentage</b>     | <b>43.9%</b>    | <b>56.1%</b>   |                 |
| <b>Peak Hour</b>      | <b>11:00 AM</b> | <b>6:30 AM</b> | <b>11:00 AM</b> |
| <b>Volume</b>         | <b>20</b>       | <b>22</b>      | <b>37</b>       |
| <b>PHF</b>            | <b>0.714</b>    | <b>0.917</b>   | <b>0.841</b>    |



# 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              |
| <b>Total</b>          | <b>151</b>     | <b>149</b>     | <b>300</b>     |
| <b>Percentage</b>     | <b>50.3%</b>   | <b>49.7%</b>   |                |
| <b>Peak Hour</b>      | <b>3:30 PM</b> | <b>5:00 PM</b> | <b>3:15 PM</b> |
| <b>Volume</b>         | <b>32</b>      | <b>25</b>      | <b>50</b>      |
| <b>PHF</b>            | <b>0.800</b>   | <b>0.694</b>   | <b>0.833</b>   |
| <b>Grand Total</b>    | <b>220</b>     | <b>237</b>     | <b>457</b>     |
| <b>Percentage</b>     | <b>48.1%</b>   | <b>51.9%</b>   |                |



**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:  
1/14/2025

DWG. NO.

JOB NO:  
21820-02

FIGURE 5

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | 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   | -   | -   |