

LSC Responses to TIS Redline Comments

Villas at Claremont Ranch Traffic Impact Analysis

Prepared for:

Morley-Bentley Investments
20 Boulder Crescent, 1st Floor
Colorado Springs, CO 80903

Contact: Mr. Jim Morley

AUGUST 20, 2021

LSC Transportation Consultants
Project Manager: Jeffrey C. Hodsdon, P.E.

LSC #204130

Engineering Review

11/12/2021 2:00:38 PM

dsdrice

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(719) 520-7877

**EPC Planning & Community
Development Department**

1



LSC Responses to TIS Redline Comments

Page: 1



Number: 1

Author: dsdrice

Subject: EPC ENG Review

Date: 11/12/2021 3:00:38 PM



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August 20, 2021

Mr. Jim Morley
Morley-Bentley Investments
20 Boulder Crescent, 1st Floor
Colorado Springs, CO 80903

RE: Villas at Claremont Ranch
El Paso County, Colorado
Traffic Impact Analysis
LSC #204130

Dear Mr. Morley,


In response to your request, we have prepared this traffic impact analysis for the proposed Villas at Claremont Ranch. The proposed 83-dwelling unit townhome development is located northeast of the intersection of Marksheffel Road/Meadowbrook Parkway in El Paso County, Colorado. Two site access points to Meadowbrook Parkway are proposed at approximately 595 and 890 feet east of the intersection of Marksheffel Road/Meadowbrook Parkway (centerline distance between proposed accesses and Marksheffel Road). The proposed location and vicinity are shown in Figure 1.

REPORT CONTENTS


Figure 1 missing in
appendix

The report contains the following:

- Existing street and traffic conditions in the vicinity of the site, including the intersection lane geometries, traffic controls, posted speed limits, functional classifications, intersection spacing and alignment, sight distances, etc.
- Existing peak-hour turning movement traffic counts and estimates of future background traffic volumes at the intersections of:
 - Marksheffel Road/Meadowbrook Parkway
 - Marksheffel Road/US Hwy 24
 - Meadowbrook Parkway/southern site access
 - Meadowbrook Parkway/northern site access
- Description of the proposed land use and access
- Estimates of the average weekday and peak-hour vehicle-trips to be generated by the site
- Assignment of projected peak-hour site-generated traffic volumes to the study area intersections, including the site access point intersections

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:05:58 PM -05'00'

[Figure 1 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:18:37 AM

LSC Response: Figure has been included.

- Projected total daily and peak-hour traffic volumes at the study-area intersections
- Intersection level of service analysis at the study-area intersections
- Queuing analysis at study intersections as necessary
- Evaluation of short- and long-term projected intersection volumes to determine potential requirements for any auxiliary right-/left-turn lanes at the proposed site access points based on the criteria in El Paso County's Engineering Criteria Manual (ECM). Also included are potential long-term lane requirements.
- Findings and recommendations for submittal to El Paso County

RECENT TRAFFIC STUDIES

The following traffic studies have been completed in the past few years in the vicinity of the site:

- Mountain View Academy, April 16, 2020
- Claremont Business Park, Filing 2, April 15, 2020
- The Sand Industrial, LSC, November 5, 2019
- Claremont Commercial Filing No. 2, LSC, April 15, 2020
- Meadowbrook Parkway, LSC, June 8, 2017
- Meadowbrook Crossing, LSC, May 5, 2017
- The Sands, LSC, May 17, 2016

All of these studies were considered when developing background traffic projections.

LAND USE AND ACCESS


Figure 2 missing in
appendix

1


The Villas at Claremont Ranch is a proposed residential townhome development. Figure 2 shows the site plan for the development. Full-movement access is proposed at two proposed private street intersections with Meadowbrook Parkway, located approximately 595 and 890 feet east of the intersection of Marksheffel Road/Meadowbrook Parkway (between the centerline of proposed accesses and Marksheffel Road).

Adjacent and Nearby Future Development Parcels

Anticipated future land uses for adjacent and nearby development parcels have been identified and projected trip generation/future traffic volumes have been included in this report for these parcels. Claremont Commercial Subdivision Filing No. 2 is a resubmission of Tract C, Claremont Business Park Filing No. 2. This proposed 8-lot commercial/industrial development is located southwest of the intersection of Meadowbrook Parkway and Marksheffel Road. Also included in the short-term analysis are trips to be generated by Meadowbrook Crossing and Circle K development to the southwest. Long-term analysis also assumes commercial development southeast of Meadowbrook/Marksheffel, buildout of Claremont Business Park to the west of Marksheffel, and the Mountain View Academy charter school located to the east.

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:06:18 PM -05'00'

[Figure 2 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:18:43 AM

LSC Response: Figure has been included.

The following existing intersections have been analyzed to determine existing, short-term, and long-term levels of service:

- Marksheffel/Meadowbrook
- US Highway 24/Marksheffel
- Meadowbrook/Greengate View (south access)
- Meadowbrook/Fieldside View (north access)

As shown in Figure 3, both existing signalized intersections currently operate at LOS D or better during the peak hours. Several movements at each intersection operate at LOS E, although all movements are still under capacity.

Crash History

Figure 3 missing in
appendix

1

Three years of crash data were collected at the study intersections. The intersection of Meadowbrook Parkway/Marksheffel Road experienced nine crashes with two resulting in injuries. Of the nine crashes, 5 were broadside-type crashes between an eastbound left-turning vehicle and a southbound through vehicle. All of these crashes occurred prior to the signal installation. With the signal, the number of broadside crashes at this intersection should be reduced.

The intersection of US Hwy 24/Marksheffel Road had 43 crashes recorded during the study period with 13 crashes resulting in injuries. Of the 43 crashes, 12 were approach turn crashes between a westbound left-turning vehicle and an eastbound through vehicle. Six of these crashes resulted in injuries. All but one of the westbound left-approach turn crashes occurred in the afternoon evening period when there is a high volume of westbound left-turning vehicles against a high volume of eastbound through vehicles. Due to the projected increase in traffic volumes at this intersection, it is anticipated that these crashes will continue to occur if no countermeasures are taken. It is recommended that the westbound left-turn be converted to protected-only to reduce the approach turn crashes. The intersection of US Hwy 24/Marksheffel Road also had eight broadside crashes with no patterns and 13 rear-end crashes with no crash patterns.

PEDESTRIAN AND BICYCLE FACILITIES


Meadowbrook Parkway has sidewalks and the street width is sufficient to accommodate bicycles. There is a 12-foot paved concrete trail along the west side of Marksheffel Road extending north from just south of the bridge just north of Meadowbrook.

TRIP GENERATION

Estimates of the vehicle-trips projected to be generated by the 83-dwelling unit Villas at Claremont Ranch have been made using the nationally published trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Land use code "210 – Multifamily Housing" was categorized using the *Trip Generation Manual, 10th Edition*,

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:06:47 PM -05'00'

[Figure 3 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:18:47 AM

LSC Response: Figure has been included.

2017 by the Institute of Transportation Engineers (ITE) and has been used to estimate the trip generation estimate for the site.

Villas at Claremont Ranch is expected to generate about 608 vehicle-trips on the average weekday (one-half entering and one-half exiting in a 24-hour period). During the morning peak hour, 9 vehicles are projected to enter the site while 29 are projected to exit. Approximately 29 vehicles would enter and 17 vehicles would exit the site during the evening peak hour. The morning peak hour generally occurs for one hour between 6:30 and 8:30 a.m., and the afternoon peak hour occurs for one hour between 4:00 and 6:00 p.m. Table 2 shows a summary of the results of the trip generation estimate.

Table 2: Estimated Vehicle-Trip Generation

Analysis Period	In	Out	Total
Morning Peak Hour (vehicle trips/hour)	9	29	38
Evening Peak Hour (vehicle trips/hour)	29	17	46
Weekday (vehicle trips/day)	304	304	608
* Please refer to Table 5 (attached) for detailed trip generation table			

TRIP DISTRIBUTION AND ASSIGNMENT

Distribution of the site-generated trips to the adjacent streets and key off-site intersections is a necessary step in the process of determining the site's traffic impacts. Figure 4 shows the directional distribution estimate for the site-generated trips. The distribution shown represents estimates of percentages of site-generated vehicle-trips oriented to and from the major roadway approaches. Estimates have been based on the following factors: the proposed new land use, the area roadway system serving the site, and the site's geographic location relative to the overall greater El Paso County/Colorado Springs area.

When the directional distribution percentages (from Figure 4) were applied to the trip generation estimates (from Table 2), the site-generated traffic volumes on the adjacent streets were determined. Figure 5 shows the projected site-generated traffic volumes.

PROJECTED FUTURE BASELINE ROADWAY NETWORK AND TRAFFIC VOLUMES


Background traffic is the traffic estimated to be on the adjacent roadways and at adjacent intersections without the proposed development's trip generation of site-generated traffic volumes. Background traffic includes the through traffic and the traffic generated by nearby developments, but assumes zero traffic generated by the site.

Short Term Traffic Volumes


Figure 6 shows the short-term background traffic volumes. The background volumes are estimates by LSC, based on the existing traffic volumes shown in Figure 3, with a yearly growth

Figure 4 missing in appendix

Figure 6 missing in appendix

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:07:07 PM -05'00'


[Figure 4 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:18:55 AM

LSC Response: Figure has been included.

 Number: 2 Author: CDurham Subject: Callout Date: 10/26/2021 1:07:20 PM -05'00'

[Figure 6 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:19:00 AM

LSC Response: Figure has been included.

rate of two percent per year. In addition, planned developments that are anticipated to be constructed in the near future have been included in the background traffic, including the Claremont Business Park and Mountain View Academy.

Long Term Traffic Figure 8 missing in appendix ¹

Figure 8 shows the projected 2040 background traffic volumes. The 2040 background traffic volumes are estimates by LSC, based on the Colorado Department of Transportation (CDOT) twenty-year growth factor (about one and a half percent per year) on US Hwy 24 adjacent to the site. The Pikes Peak Area Council of Governments (PPACCG) travel demand model was also used in projecting traffic volumes. Additionally, traffic generated by planned adjacent developments has been included.

The 2040 background traffic volumes assume that the right-in/right-out intersection of US Hwy 24/Brookings Drive has been closed. The traffic turning at the intersection was rerouted through the Claremont development.

US Hwy 24/Marksheffel

It is anticipated that US Hwy 24 will be widened from four through lanes to six through lanes in the long term. Additionally, once funding becomes available, the intersection of US Hwy 24/Marksheffel may be upgraded to a grade-separated interchange.

PROJECTED BASELINE PLUS SITE-GENERATED (TOTAL) TRAFFIC VOLUMES


Short-Term Figure 7 missing in appendix ² **Site-Generated Traffic Volumes**

Figure 7 shows the existing plus site traffic volumes, which are the sum of the site-generated traffic volumes (from Figure 5) and the short-term background weekday traffic volumes (from Figure 6).


2040 Background Plus Site-Generated Traffic Volumes

Figure 9 shows the year 2040 total weekday traffic volumes, which are the sum of the site-generated traffic volumes (from Figure 5) and the 2040 background traffic volumes (from Figure 8).

Figure 9 missing in appendix ³

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:07:36 PM -05'00'


[Figure 8 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:19:05 AM


LSC Response: Figure has been included.

 Number: 2 Author: CDurham Subject: Callout Date: 10/26/2021 1:07:49 PM -05'00'


[Figure 7 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:19:10 AM

LSC Response: Figure has been included.

 Number: 3 Author: CDurham Subject: Callout Date: 10/26/2021 1:08:01 PM -05'00'

[Figure 9 missing in appendix](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:19:15 AM

LSC Response: Figure has been included.

INTERSECTION LEVELS OF SERVICE

The following intersections and access points were analyzed in Synchro and SimTraffic using procedures from the *Highway Capacity Manual, 2010 Edition*:

- Marksheffel Road/US Hwy 24
- Marksheffel Road/Meadowbrook Parkway
- Meadowbrook Parkway/Greengate View
- Meadowbrook Parkway/Fieldside View

Study area intersections have been analyzed to determine the projected levels of service and control delay for the key turning movements. As the site access intersection will be stop sign-controlled, volumes on the southbound (as well as northbound in the future) approach incur delay given the stop sign control. The eastbound (and westbound in the future) left turns also incur delay as motorists must yield to opposing through and right-turning traffic.

Marksheffel Road/Meadowbrook Parkway

Short-Term

Overall, the intersection of Marksheffel Road/Meadowbrook Parkway currently operates at and is projected to remain at LOS B during both peak hours, based on short-term and short-term background plus site-generated traffic conditions. All major and minor street left-turning movements are projected to operate at LOS E or better through the 20-year horizon, once all adjacent development projects have been completed.


Long-Term

Provide exhibit to scale showing how this can be done ¹


Overall, this intersection is projected to operate at LOS C or better during the 2040 morning peak hour and evening peak hours, both before and after considering site-generated traffic. As in the short-term scenario, several movements are expected to operate at LOS E ². In both the background and total traffic scenario, dual westbound left turn lanes are required along with three southbound through lanes. The dual westbound left-turn lanes are required due to the planned closure of the Brookings Drive/US Hwy 24 intersection. It is anticipated that much of the traffic that uses this intersection would reroute through the Claremont development and make a westbound left-turn at the intersection of Marksheffel Road/Meadowbrook Parkway.

Meadowbrook Parkway/Greengate View (South Site Access Point)

All major and minor street approaches and turn lanes are projected to operate at LOS C or better during both the short- and long-term scenarios.

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:08:20 PM -05'00'

[Provide exhibit to scale showing how this can be done](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:19:42 AM

LSC Response: The lane exhibit has been included.

 Number: 2 Author: dsdrice Date: 11/12/2021 1:00:54 PM

In both the background and total traffic scenario, dual westbound left turn lanes are required

Short-Term Background Plus Site-Generated

Table 3 summarizes queuing analysis results, assuming short-term total traffic volumes.

Table 3: Queuing Analysis Results (Short-Term Total Traffic Volumes)

Intersection	Lane	Storage	95 th Percentile Queue (ft)	
		Length (ft)	AM	PM
Marksheffel @ Meadowbrook	EBL (duals)	225'	40	130
	EB T	---	25	55
	EBR	390'	25	55
	WBL	375'	155	60
	WB T	---	40	30
	WBR	400'	60	25
	SBL	375'	475*	25
W Site Access	EBL	100'	25	25
* The SBL queue in the Synchro report reflects through traffic blockage of the entry to the SBL turn lane and not left-turn traffic overflowing into the adjacent through lane				

The southbound left-turn queue on Marksheffel Road approaching Meadowbrook Parkway is projected to be 25 feet long during the short-term evening peak hours, based on the projected short-term total traffic volumes. During the morning peak hour, the southbound through lane queue is longer than the left-turn auxiliary lane. As a result, the southbound through lane will occasionally block left-turning vehicles from getting into the left-turn lane. This is not a significant problem as the southbound left-turning traffic is relatively light and safety is not affected. The southbound left-turn auxiliary lane cannot be lengthened due to the existing bridge structure. In the future, El Paso County may decide to utilize the southbound Marksheffel width to implement three southbound through lanes at the Marksheffel/Meadowbrook intersection and potentially at intersections to the north as well.


The proposed westbound left-turn queue at Marksheffel/Meadowbrook is projected to be less than 200 feet. This available stacking distance would provide adequate storage capacity for projected volumes for the westbound approach, while the eastbound left-turn at the west site access is expected to have a queue of 25 feet or less.


light? 2

2040 Background Plus Site-Generated Condition


The table below shows the anticipated available left-turn stacking lengths and the available stacking distance between the two intersections for the westbound through lane. The latter distance is a function of the intersection spacing. These left-turn stacking lengths have been determined based on this queuing analysis and access spacing.

The long-term analysis assumes dual westbound left-turn lanes on the Meadowbrook Parkway westbound approach to Marksheffel Road and the addition of a third southbound through lane.

 Number: 1 Author: dsdrice Date: 11/12/2021 1:05:37 PM
righ

 Number: 2 Author: dsdrice Subject: Callout Date: 11/12/2021 1:05:49 PM

left?

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:23:06 AM

LSC Response: This has been corrected to "left" in the updated TIS.

This needs to be provided
on the PUD/SP plan

2 is anticipated that additional right-of-way will be required for the widening of westbound Meadowbrook Parkway at Marksheffel Road.

Table 4: Queuing Analysis Results (2040 Background Plus Site-generated Traffic)

Intersection	Lane	Storage	95 th Percentile Queue (ft)	
		Length (ft)	AM	PM
Marksheffel @ Meadowbrook	EBL (duals)	225'	100	260
	EB T	---	25	65
	EBR	390'	25	70
	WBL (duals)	375'	230	130
	WB T	---	40	60
	WBR	400'	65	25
	SBL	375'	475*	140
W Site Access	EBL	100'	25	25
* The SBL queue in the Synchro report reflects through traffic blockage of the entry to the SBL turn lane and not left-turn traffic overflowing into the adjacent through lane				

The queuing analysis indicates the projected 95th percentile queue for the westbound left-turn movement on Meadowbrook at Marksheffel would reach a maximum length of 230 feet. The projected 95th percentile queue for the eastbound left-turn lane into the west site access on Meadowbrook Parkway is projected to reach a length of 25 feet.


The projected southbound left-turn queue on Marksheffel Road approaching Meadowbrook Parkway is projected to be about 140 feet long during the 2040 evening peak hour. During the morning peak hour, the southbound through queue length is anticipated to be 475 feet, which would block the left-turning vehicles from getting into the turn lane. The full-width lane length not including taper is about 375 feet for the southbound left movement.

ECM ACCESS CRITERIA


The two site access points are planned to be private streets and as such, criteria in ECM section 2.4.1 applies. Corner clearance to intersections would be satisfied and the access points would be separated by a distance exceeding the sight distance requirement. The access points would have adequate intersection sight distance (provided landscaping, site improvements, etc. are kept out of the line of sight "triangles").

PEDESTRIAN AND BICYCLE ACCOMMODATION


There are currently sidewalks along Marksheffel Road adjacent to the site. Additionally, sidewalks will be constructed on Meadowbrook Parkway adjacent to the site, which will connect to existing sidewalks to the east. There is a 12-foot-wide paved concrete trail along the west side of Marksheffel Road extending north from just south of the bridge just north of Meadowbrook.

 Number: 1 Author: dsdrice Subject: Callout Date: 11/12/2021 1:07:43 PM

This needs to be provided on the PUD/SP plan

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:22:53 AM

LSC Note: The ROW line has been placed to accommodate the potential future laneage depicted on Exhibit 1 in this TIS report.

 Number: 2 Author: dsdrice Date: 11/12/2021 1:06:47 PM

It is anticipated that additional right-of-way will be required for the widening of westbound Meadowbrook Parkway at Marksheffel Road.

Traffic Control Recommendations – Site Access Points

Both site access points (Greengate View and Fieldside View) should be stop-sign-controlled for the southeast-bound (exiting the site) approaches. It is recommended that future access to the parcel south of Meadowbrook Parkway be aligned with Greengate View.

Queuing Analysis

A queuing analysis was performed for the Meadowbrook/Marksheffel intersection. Short-term and long-term scenario simulations indicate the queue would not exceed the stacking lengths between Marksheffel and the west site access, during the morning or evening peak hours.

Please refer to the Queuing Analysis section above for the complete queuing analysis and queue length results.

Auxiliary Turn Lane Recommendations

According to the El Paso County *Engineering Criteria Manual* (ECM), exclusive left-turn lanes shall be provided for any access on a Minor Arterial or Collector with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater. Neither site access is anticipated to exceed this amount. However, to 1) define the laneage in the vicinity of the west access due to the proximity of the start of the westbound left-turn lane on the approach to Marksheffel and 2) to begin to get drivers accustomed to a painted left-turn median area between the two access points as this could potentially be needed for future commercial development on the south side of Meadowbrook it is recommended that a ¹westbound left-turn lane be provided at both access points.


an eastbound?


Westbound right-turn deceleration lanes would not be needed at either of the two site access points.

Lane Configurations/Striping Recommendations


Provide exhibit ³

- Meadowbrook/site accesses:
 - LSC recommends restriping Meadowbrook adjacent to the site for 75- to 100-foot-long eastbound left-turn bay into the west access. A 75-foot-long reverse curve bay taper would precede this turn bay and this bay taper would be shared with the westbound left-turn bay extending back from the Meadowbrook/Marksheffel intersection (resulting in back-to-back turn bays). This left-turn bay would accommodate the projected queuing into the west site access.
 - The section between the access points should be striped for a 150-foot left-turn bay preceded by an approximately 75-foot-long bay taper. Striping transitions/redirect tapers would be needed east of the east site access to transition the new striping to the existing striping.

 Number: 1 Author: dsdrice Date: 11/12/2021 2:07:33 PM
westbound

 Number: 2 Author: dsdrice Subject: Callout Date: 11/12/2021 2:07:48 PM


[an eastbound?](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:23:46 AM

LSC Response: This has been corrected to "eastbound" in the updated TIS.

 Number: 3 Author: CDurham Subject: Callout Date: 10/26/2021 1:08:51 PM -05'00'

[Provide exhibit](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:24:28 AM

LSC Response: The lane exhibit has been included.

- Marksheffel/Meadowbrook intersection:
 - Westbound – A second westbound left-turn lane on Meadowbrook Parkway may need to be added with future development and the closure of US Hwy 24/Brookings Drive (dual westbound left-turn lanes).
 - This site should provide any necessary right-of-way to accommodate these future dual left-turn lanes. Also, any site improvements along the north side of Meadowbrook should anticipate this potential future improvement to the extent possible to avoid the need for relocation if/when the north side curb line (or a portion of) is reconstructed in the future (if necessary). LSC has prepared a preliminary concept for potential future dual left-turn lanes and, based on that concept, it appears that much of the existing north-side curb could remain.

Please Provide exhibit ¹

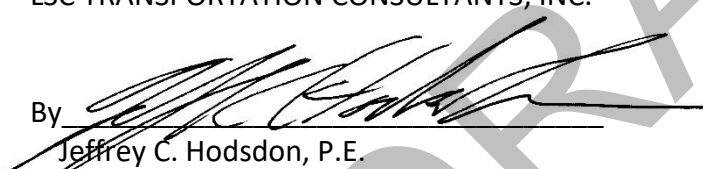
* * * * *

Please contact me if you have any questions regarding this analysis.

Sincerely,


LSC TRANSPORTATION CONSULTANTS, INC.

By



Jeffrey C. Hodsdon, P.E.
Principal

CRG:JAB:jas

Enclosures: Table 5
Figure 1 – Figure 9
Traffic Count Reports
Level of Service Reports
Queuing Reports

 Number: 1 Author: CDurham Subject: Callout Date: 10/26/2021 1:09:37 PM -05'00'

[Please Provide exhibit](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:24:49 AM


LSC Response: The lane exhibit has been included.

Figures


Add back in missing and additional
requested Figures

1

DRAFT

 Number: 1 Author: CDurham Subject: Text Box Date: 10/26/2021 1:11:23 PM -05'00'

[Add back in missing and additional requested Figures](#)


 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:25:22 AM

LSC Response: All figures and the lane exhibit have been included.


Levels of Service

Add back in missing LOS Reports ¹

DRAFT

 Number: 1 Author: CDurham Subject: Text Box Date: 10/26/2021 1:12:00 PM -05'00'

[Add back in missing LOS Reports](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:25:54 AM


LSC Response: The LOS reports have been included.

Queuing Reports


Add back in missing queuing reports

1

DRAFT

 Number: 1 Author: CDurham Subject: Text Box Date: 10/26/2021 1:12:12 PM -05'00'

[Add back in missing queuing reports](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/20/2022 11:26:35 AM

LSC Response: The queuing reports have been included.