LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
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Website: http://www.lsctrans.com

The Glen at Widefield Filing No. 9
Transportation Memorandum
(LSC #174850)
January 24, 2018

Add "PCD File No. SF185"

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

Jeffrey C. Hodsdon, P.E., #31684 Date 1-25-18

COLORADO LICENSED JEFFREY C. HODSDON 31684 PROFESSIONAL ENGINEER 1-25-18

Developer's Statement

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

Date Jan 25th 2018

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Website: http://www.lsctrans.com

January 24, 2018

Mr. J. Ryan Watson
Widefield Investment Group
3 Widefield Boulevard
Colorado Springs, CO 80911

RE: The Glen at Widefield Filing No. 9
Transportation Memorandum
El Paso County, Colorado
LSC #174850

Dear Mr. Watson:

In response to your request, LSC Transportation Consultants, Inc. has prepared this transportation memorandum for The Glen at Widefield Filing No. 9. As shown in Figure 1, the site is located northwest of the Marksheffel Road/Mesa Ridge Parkway intersection in El Paso County, Colorado. Filing 9 is planned to contain 106 lots for single-family homes. This memorandum is a supplement to the overall Glen at Widefield East Preliminary Plan traffic report dated January 18, 2016. Please contact our office to obtain a copy of this report, if needed.

A copy of the plat for the 106 single-family lots is attached for reference. The lot and street layout for this filing matches the Preliminary Plan.

REPORT CONTENTS

This report is being prepared as part of a submittal to El Paso County. It identifies the traffic impacts of this development. The report contains the following:

- Traffic count data.
- Projections of short-term (2022) baseline/background traffic volumes at the key area intersections.
- The projected average weekday and peak-hour vehicle-trips to be generated by Filing No. 9.
- The assignment of the Filing No. 9 projected trips to the key area intersections for the short term.
- The short-term level of service at these intersections.
- The short-term level of service and queuing analysis at the intersection of Powers Boulevard/ Mesa Ridge Parkway.
- Findings and recommendations.
- Signal escrow analysis tables.

LAND USE AND ACCESS

Since completion of the 2016 Glen at Widefield East Preliminary Plan Traffic Report, 249 of the 577 proposed lots for single-family homes within the preliminary plan area have been platted as The Glen at Widefield Filings 7 and 8 and Mesa Ridge Parkway has been extended east to Marksheffel Road. Primary access for these filings is via the new intersection of Spring Glen Drive and the recently completed section of Mesa Ridge Parkway. A secondary access to Marksheffel Road is currently under construction that will align with Peaceful Valley Road.

The currently proposed Glen at Widefield Filing No. 9 is planned to contain 106 lots for single-family homes. Figure 2 shows the location of The Glen at Widefield Filing Nos. 7, 8, and 9. No additional access is proposed with this filing.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

Figure 1 shows the roadways in the vicinity of the site. The major roadways are identified below, followed by a brief description of each.

Powers Boulevard is a four-lane Expressway extending north from Mesa Ridge Parkway. In the future, Powers Boulevard is planned to be extended south to connect to Interstate 25, potentially at Exit 122. In the vicinity of the site, Powers Boulevard has two through lanes in each direction and a posted speed limit of 55 miles per hour (mph). The Colorado Department of Transportation has been collecting escrow funds from the previous Glen at Widefield filings as participation toward the recently installed traffic signal at the intersection of Mesa Ridge/Powers.

Marksheffel Road extends north from the Link Road/C&S Road intersection in Fountain, Colorado to north of Woodmen Road. Marksheffel has recently been upgraded to an interim three-lane facility between Mesa Ridge Parkway and Bradley Road as part of a PPRTA project. Marksheffel Road is shown as a future four-lane Expressway on the El Paso County *Major Transportation Corridors Plan (MTCP)*. The posted speed limit on Marksheffel Road is 55 mph north of Mesa Ridge Parkway and 45 mph south of Mesa Ridge Parkway.

Mesa Ridge Parkway is a four-lane median-divided Principal Arterial extending east from I-25 to Powers Boulevard. A half-section of Marksheffel Road with one through lane in each direction has been constructed east from Powers Boulevard to Marksheffel Road. The posted speed limit in the vicinity of the site is 45 mph.

Peaceful Valley Road is a two-lane City of Fountain street that extends east from Marksheffel Road about two-and-a-half miles to the location of a future extension of Meridian Road. The posted speed limit on Peaceful Valley Road is 30 mph. Most of Peaceful Valley Road is located within the City of Fountain.

Expand the Mesa Ridge Parkway narrative to provide background information for the trigger to convert this to a 4-lane and what responsibilities (if any) the Glen at Widefield has.

Notable Recent Area Roadway System Improvements

The Marksheffel South project has been completed, a traffic signal has been installed at the intersection of Mesa Ridge Parkway and Powers, and it is our understanding that this signal has only been fully operational since early January. The temporary Roanfield Drive street connection to Powers Boulevard has been closed. Also, the southbound left-turn lane at the Mesa Ridge/ Powers intersection has been lengthened as required with The Glen at Widefield Filing No. 7. The Marksheffel painted center median at the intersection of Peaceful Valley Road/ Marksheffel Road has been striped as a channelized T-configuration (with southbound left-turn deceleration and left-turn acceleration lanes). The configuration may need to change through restriping of the center painted median with the addition of the fourth/west leg of this intersection with The Glen at Widefield Filing No. 8.

EXISTING TRAFFIC VOLUMES

Obtain new traffic counts at all locations and update the analysis to reflect the fully operational condition of the traffic signal so the TIS analysis is representative of current conditions.

Figure 3 shows the existing peak-hour traffic volumes and traffic controls. The traffic volumes were based on traffic counts conducted by LSC in November and December 2017. Please note that the traffic counts at the intersection of Powers Boulevard and Mesa Ridge Parkway were conducted prior to installation of the traffic signal. The traffic count reports are attached.

LEVEL OF SERVICE

Level of service (LOS) is a quantitative measure of the level of delay at an intersection. Level of service is indicated on a scale from “A” to “F.” LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

Table 1
Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	V/C[(1)]	Average Control Delay (seconds per vehicle)[(2)]
A	10.0 sec or less	less than 0.60	10.0 sec or less
B	10.1-20.0 sec	0.60-0.69	10.1-15.0 sec
C	20.1-35.0 sec	0.70-0.79	15.1-25.0 sec
D	35.1-55.0 sec	0.80-0.89	25.1-35.0 sec
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec
F	80.1 sec or more	1.00 and greater	50.1 sec or more

(1) Source: *Transportation Research Circular 212*
(2) For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.

The intersections of Powers/Mesa Ridge, Marksheffel/Mesa Ridge and Marksheffel/Peaceful Valley were analyzed to determine the existing levels of service. The intersection of Powers/Mesa Ridge was analyzed using Synchro. The intersections of Marksheffel/Mesa Ridge and Marksheffel/Peaceful Valley were analyzed using the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board.

The intersection of Powers/Mesa Ridge was recently signalized and as such, the intersection has been analyzed as a signalized intersection. The current signal timing has been estimated by LSC and the pre-signal volumes have been used in the analyzed. It is currently operating at an overall LOS B or better during the peak hours. The westbound left-turn movement at this intersection is operating at LOS D during the peak hours.

All movements at the stop-sign-controlled intersections of Marksheffel/Mesa Ridge and Marksheffel/Peaceful Valley are currently operating at LOS C or better during the peak hours. The analysis of these intersections has been completed using the 2017 traffic count data.

SHORT-TERM (YEAR 2022) BACKGROUND TRAFFIC

Figure 4a shows the short-term background traffic volumes at the key area intersections. Background traffic is the traffic estimated to be on the roadways without the Glen at Widefield Filing No. 9 traffic.

Background traffic includes the existing traffic volume (from Figure 3) plus increases in through traffic due to regional growth plus traffic estimated to be generated by buildout of existing and currently proposed subdivisions in the vicinity of the site. These estimates include traffic projected to be generated by the development of the 249 single-family homes within The Glen

at Widefield Filing Nos. 7 and 8 and traffic projected to be generated by buildout of all the existing and currently proposed developments within the Lorson Ranch development located east of the intersection of Marksheffel/Fontaine.

Increases in the through traffic volumes on Powers Boulevard were estimated based on the growth rate calculated from the Colorado Department of Transportation 20-year growth factor for this section of Powers Boulevard. Short-term estimates have been based on late 2017 counts prior to signalization of the Powers/Mesa Ridge intersection. LSC has estimated the potential change in traffic patterns and due to the change to signal control – notably additional westbound left-turn volume with the installation of the signal.

Figure 4b shows the lane geometry, traffic control, and level of service at the key area intersections of based on the short-term background volumes.

TRIP GENERATION

The Filing No. 9 site-generated vehicle-trips have been estimated using the nationally published trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 2 shows the trip generation estimates for this filing.

Filing 9 is expected to generate 1,001 vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 20 vehicles would enter and 59 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 66 vehicles would enter and 39 vehicles would exit the site.

SITE-GENERATED TRAFFIC

Figure 5 shows the projected short-term site-generated traffic volumes for Filing No. 9. These volumes are based on the distribution and short-term roadway system assumptions contained in The Glen at Widefield East Preliminary Plan report (please refer to this report for additional detail) and the access plan for The Glen at Widefield Filing 9 only, as described above.

SHORT-TERM TOTAL TRAFFIC

Figure 6a shows the projected short-term total traffic volumes at the key areas. The short-term total traffic volumes are the sum of the short-term background traffic volumes (from Figure 4) plus the Filing No. 9 short-term site-generated traffic volumes (from Figure 5).

Figure 6b shows the lane geometry, traffic control, and level of service at the key area intersections of based on the short-term total volumes.

LEVEL OF SERVICE

The intersections of Marksheffel/Mesa Ridge and Marksheffel/Peaceful Valley were analyzed to determine the projected levels of service based on the short-term background and total traffic volumes using the unsignalized method of analysis procedures outlined in the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board. The signalized intersection of Powers/ Mesa Ridge was analyzed using Synchro. The results of the analysis are shown in Figures 4b and 6b.

All movement at the intersection of Powers/Mesa Ridge is projected to continue to operate at a LOS D or better during the peak hours based on the projected short-term background and total peak-hour traffic volumes.

All movements at the stop-sign-controlled intersections of Marksheffel/Mesa Ridge and Marksheffel/Peaceful Valley are projected to operate at LOS C or better during the peak hours.

Please refer to the Glen at Widefield East Preliminary Plan traffic report for the long-term analysis of the key area intersections.

QUEUING ANALYSIS

A queuing analysis has been performed for the southbound and westbound left turn at Powers/ Mesa Ridge. The analysis has been completed based on dual left-turn lanes with existing length for the westbound Mesa Ridge left-turn lane, the recently extended southbound left-turn lane, and projected short-term total traffic.

The maximum southbound left-turn queue on Powers Boulevard approaching Mesa Ridge Parkway is projected to be about 163 feet long based on the projected short-term total traffic volumes. The southbound left-turn lane has recently been lengthened to 1,108 feet plus a 222-foot taper.

The maximum westbound left-turn queue on Mesa Ridge Parkway approaching Powers Boulevard is projected to be about 331 feet long based on the projected short-term total traffic volumes assuming dual westbound left-turn lanes.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- Filing 9 is expected to generate 1,001 vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour about 20 vehicles would enter and 59 vehicles would exit the site. During the afternoon peak hour about 66 vehicles would enter and 39 vehicles would exit the site.

Level of Service

- The signalized intersection of Mesa Ridge Parkway/Powers Boulevard is projected to continue to operate at a satisfactory level of service based on the projected short-term background and total peak-hour traffic volumes.

- The intersections of Marksheffel/Peaceful Valley Road and Mesa Ridge Parkway/Spring Glen Drive (the two access points to Filing No. 9) and the intersection of Marksheffel/Mesa Ridge would operate at satisfactory levels of service as stop-sign-controlled intersections based on the projected short-term background and total peak-hour traffic volumes.

Intersection Lane Configurations

- A 475-foot left-turn lane approaching Spring Glen Drive has been installed with the construction of Mesa Ridge Parkway.

- Mesa Ridge Parkway has been constructed and striped with 10-foot paved shoulders in the vicinity of Spring Glen Drive. Once the full f
is anticipated that the acceleration lane w
future westbound right-turn acceleration la
as the half-section to be built with the initial
This has been shown on the Mesa Ridge Pa

Contact and coordinate with EPC DPW and/or CDOT regarding these two proposed improvements to determine any additional requirements they may have, and update the narrative to summarize the outcome of the coordination. Submit construction plans for review (if required by DPW and/or CDOT).

With regards to Mesa Ridge Parkway dual WBLT, verify any CDOT access permit requirements. Update narrative to summarize the outcome of the coordination.

- The addition of Filing No. 9 site-generated
right-turn deceleration lane on Mesa Ridge

- Marksheffel Road may need to be restriped to remove the southbound left-turn acceleration lane at the intersection of Peaceful Valley Drive and replaced with a northbound left-turn lane once the secondary site access is opened. This intersection is controlled by El Paso County and it would be an El Paso County Public Works decision to restripe/reconfigure the center median.

- The southbound left-turn lane on Powers Boulevard approaching Mesa Ridge Parkway has recently been lengthened as part of the Glen at Widefield Filing 7 access permit. The level of service analysis and queueing analysis for the short-term total traffic volumes indicates acceptable operations with the current single-lane configuration. The late 2017 (pre-signal) traffic volumes are lower than prior projections. Granted, volumes may change somewhat with the recent traffic signal installation, however the background traffic estimates in this report anticipate the signal installation (and associated shift in area traffic patterns) will have more of an affect on the the minor street left-turn (westbound) volumes than the major street (southbound) left-turn volumes.

- Based on the projected short-term and total traffic volumes, Mesa Ridge Parkway should be widened approaching Powers Boulevard to provide dual westbound left-turn lanes. Based on

the queueing analysis, the existing 350-foot turn lane length would be adequate to accommodate the projected queues.

Proposed Subdivision Street Classifications

- Figure 7 shows the recommended street classifications for the entire Preliminary Plan, including Filing 9.

Mesa Ridge Parkway/Powers Boulevard Intersection

- CDOT has agreed to a signal escrow amount of $107,018 for all of Glen at Widefield East. The number of total lots in the Preliminary Plan has been reduced to 578 and therefore the corresponding escrow amount would be $103,960 for all of Glen at Widefield East. For purposes of the Filing 9 access permit, the amount would be $19,065. Table 3 presents the signal escrow analysis including the previously identified amount for Filings 7 and 8 and the remaining amount for future filings.

Mesa Ridge Parkway/Spring Glen Drive Signal Escrow

- The Glen East Preliminary Plan traffic report contains an estimated signal escrow amount for the entire Preliminary Plan and states that the developer's percentage contribution toward this signal will be calculated and a proportional contribution made toward the signal construction with each filing. The estimated proportional contribution for Filing 9 is $6,189. Table 4 presents the signal escrow analysis for this intersection including the previously identified amount for Filings 7 and 8 and the remaining amount for future filings.

Marksheffel Road/Peaceful Valley Road

- The Glen at Widefield East Preliminary Plan traffic report contains an estimated escrow amount for the Preliminary Plan and states that the developer's percentage contribution toward this signal will be calculated and a proportional contribution made toward the signal construction with each filing. The estimated proportional contribution for Filing 9 is $6,648. Table 5 presents the signal escrow analysis for this intersection including the previously identified amount for Filings 7 and 8 and the remaining amount for future filings.

ROADWAY IMPROVEMENT FEE PROGRAM

- This project will be required to participate in the El Paso County Road Improvement Fee Program. The Glen at Widefield Filing No. 9 will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is $923 per single-family dwelling unit. Based on 101 lots, the total building permit fee would be $97,838.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By _____
Jeffrey C. Hodsdon, P.E., PTOE
Principal

JCH:KDF:bjwb

Enclosures: Tables 2-5
Figures 1-7
Filing No. 9 Plat
Traffic Count Reports
Level of Service Reports
Queuing Reports

Table 2
Trip Generation Estimate
The Glen at Widefield Filing No. 9

Filing	Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates [1] Average Weekday Traffic	Trip Generation Rates [1] Morning Peak Hour In	Trip Generation Rates [1] Morning Peak Hour Out	Trip Generation Rates [1] Afternoon Peak Hour In	Trip Generation Rates [1] Afternoon Peak Hour Out	Total Trips Generated Average Weekday Traffic	Total Trips Generated Morning Peak Hour In	Total Trips Generated Morning Peak Hour Out	Total Trips Generated Afternoon Peak Hour In	Total Trips Generated Afternoon Peak Hour Out
Approved Filings													
7	210	Single-Family Detached Housing	148 DU[2]	9.44	0.19	0.56	0.62	0.37	1,397	27	82	92	54
8	210	Single-Family Detached Housing	101 DU	9.44	0.19	0.56	0.62	0.37	953	19	56	63	37
			249 DU						**2,351**	**46**	**138**	**155**	**91**
Currently Proposed Filing													
9	210	Single-Family Detached Housing	106 DU[2]	9.44	0.19	0.56	0.62	0.37	1,001	20	59	66	39
		Total Filings 7-9	**355 DU**						**3,351**	**66**	**197**	**221**	**130**
Future Filings													
11	210	Single-Family Detached Housing	40 DU[2]	9.44	0.19	0.56	0.62	0.37	378	7	22	25	15
12	210	Single-Family Detached Housing	103 DU	9.44	0.19	0.56	0.62	0.37	972	19	57	64	38
13	210	Single-Family Detached Housing	79 DU	9.44	0.19	0.56	0.62	0.37	746	15	44	49	29
			222 DU						**2,096**	**41**	**123**	**138**	**81**
		Total Filings 7-13	**577 DU**						**1,123**	**22**	**66**	**74**	**44**

Notes:
(1) Source: "*Trip Generation, 10th Edition, 2017*" by the Institute of Transportation Engineers (ITE)
(2) DU = dwelling unit

Source: LSC Transportation Consultants, Inc.

Change to Filing 9

Table 3
Glen East Preliminary Plan CDOT Access Permit and Escrow Analysis
Mesa Ridge & Powers (SH 21)
Filings 7, 8, 9 and Future Filings

Shown in TIS	Subdivisions Currently Proposed			Currently Proposed Separate Access Permits and Escrow Amounts per Access Permit			
Number of Lots	Subdivision Name	Number of Lots	Status	Portion of total Escrow of $103,960	Access Permits	Access Permit Escrow Amt.	Escrow to be deposited in account with CDOT
148	Filing 7	148	Platted	$26,648	**Approved**	$26,648	NTP Issued; Turn Lane Extended
101	Filing 8	101	Plat Approved - not recorde	$18,166	**Application pending**	$18,166	Prior to issuance of NTP
106	Remaining Filings	106	Pending	$19,065	**Application to be submitted soon**	$19,065	Prior to issuance of NTP
223	Remaining Filings	223	Future	$40,081	**Application(s) not submitted**	TBD	

Source: LSC Transportation Consultants, Inc.

Table 4
Glen East Preliminary Plan County Intersection Escrow Analysis
Mesa Ridge Parkway & Spring Glen Drive Intersection
Filings 7, 8, 9, and Future Filings

Shown in TIA	Subdivisions Currently Proposed			Signal Escrow Amounts
Number of Lots	Subdivision Name	Number of Lots	Status	Portion of Total Escrow of $33,750
148	Filing 7	148	Platted	$8,875
101	Filing 8	101	Plat Approved - not recorded	$6,057
106	Filing 9	106	Pending	$6,189
223	Remaining Filings	223	Future	$12,629

Source: LSC Transportation Consultants, Inc. August 24, 2016

Table 5
Glen East Preliminary Plan County Intersection Signal Escrow Analysis
Peaceful Valley Road & Marksheffel Road Intersection
Filings 7, 8, 9, and Future Filings

Shown in TIS	Subdivisions Currently Proposed			Signal Escrow Amounts
Number of Lots	Subdivision Name	Number of Lots	Status	Portion of total Escrow of $36,250
148	Filing 7	148	Platted	Deferred to Fil 8
101	Filing 8	101	Plat Approved - not recorded	$15,615
106	Filing 9	106	Pending	$6,648
223	Remaining Filings	223	Future	$13,987

Note: The escrow amount for Filing 8 includes the deferred amount for Filing 7
Source: LSC Transportation Consultants, Inc. August 24, 2016

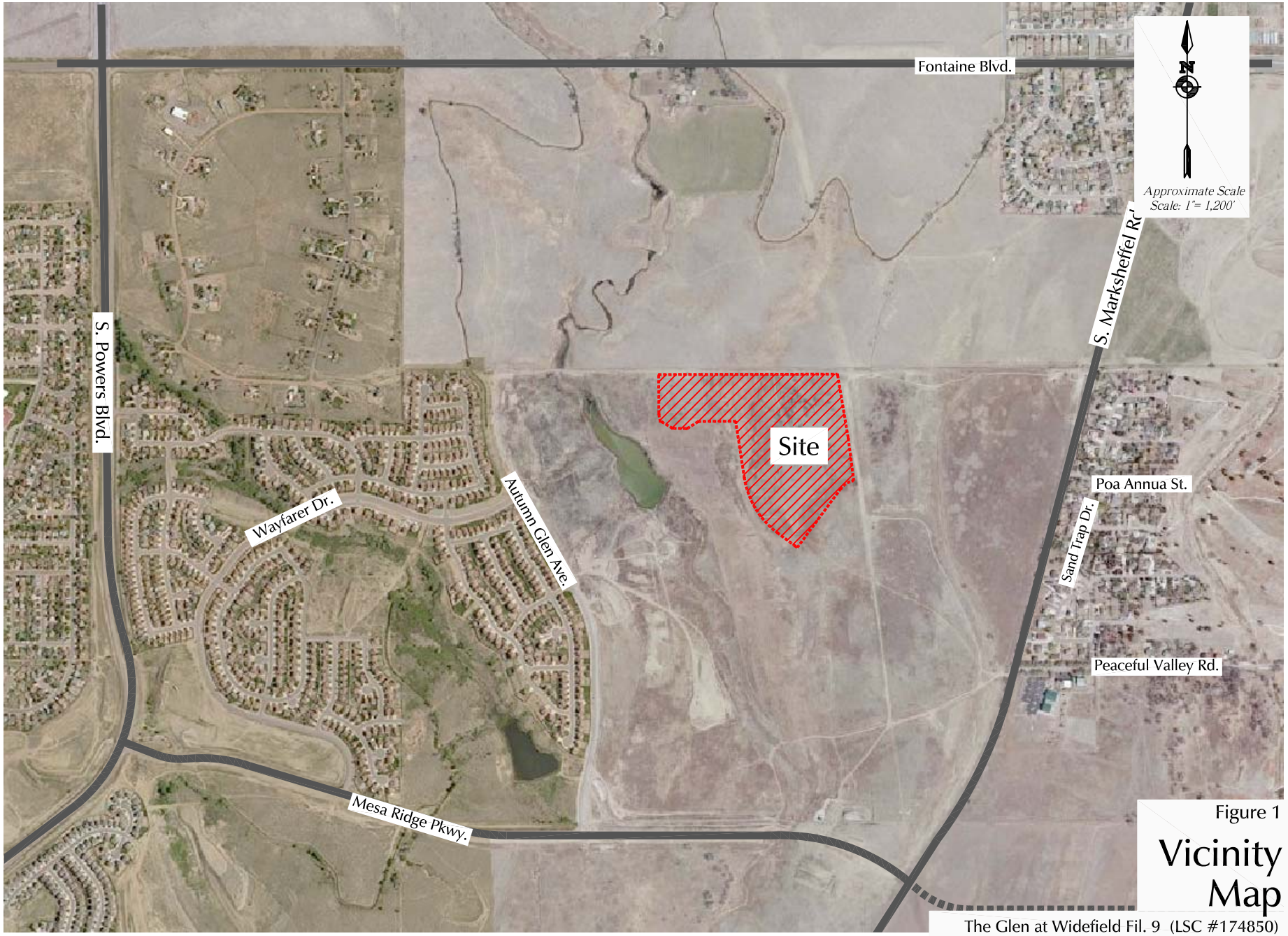


Figure 1

Vicinity Map

The Glen at Widefield Fil. 9 (LSC #174850)

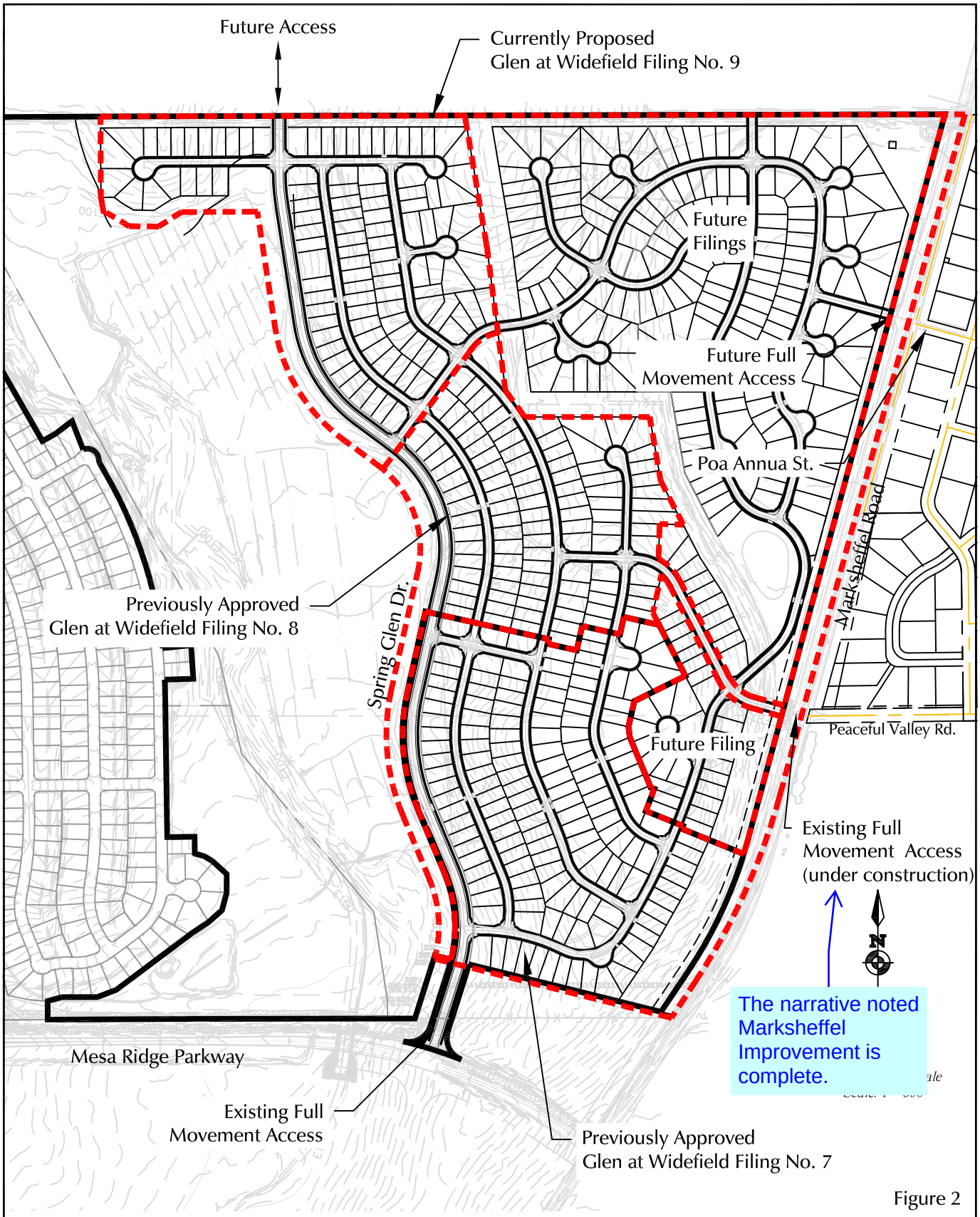


Figure 2

Site Plan

The Glen at Widefield Fil. 9 (LSC #174850)

LSC TRANSPORTATION CONSULTANTS, INC.

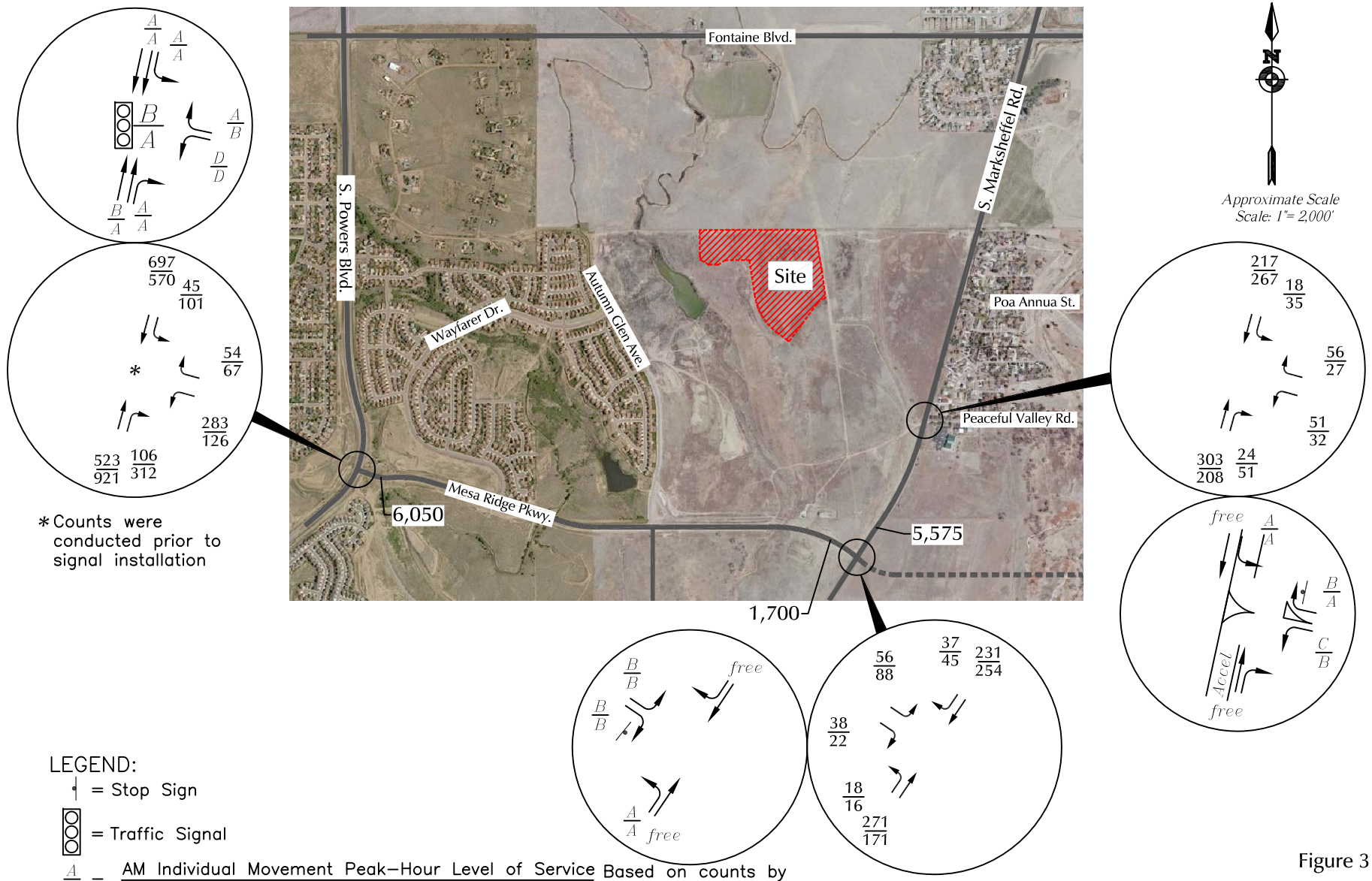
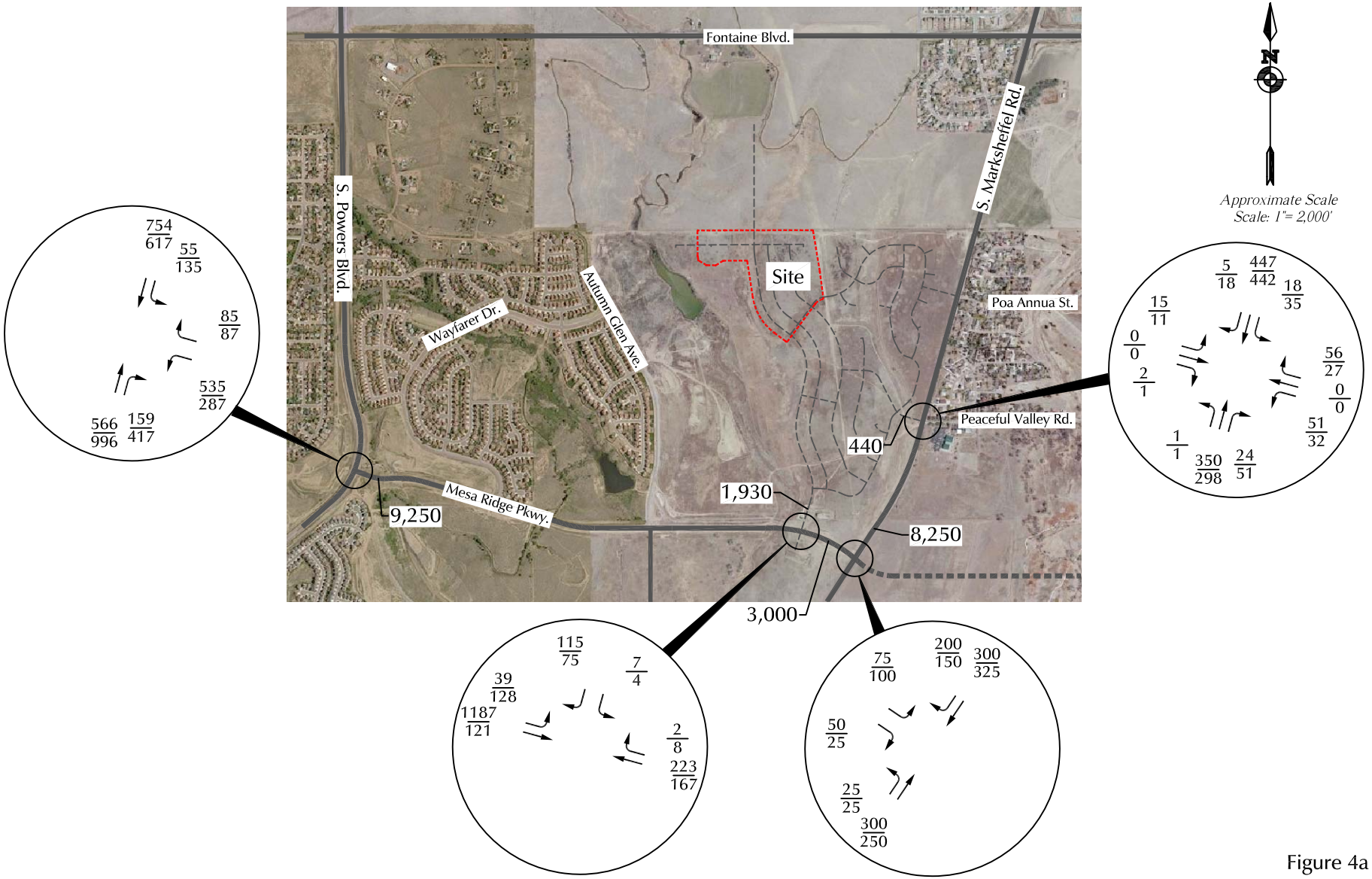


Figure 3

Existing Traffic, Lane Geometry, Traffic Control and Level of Service

The Glen at Widefield Fil. 9 (LSC #174850)



LEGEND:

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

XXX = Average Weekday Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Figure 4a

Short-Term Background Traffic

The Glen at Widefield Fil. 9 (LSC #174850)

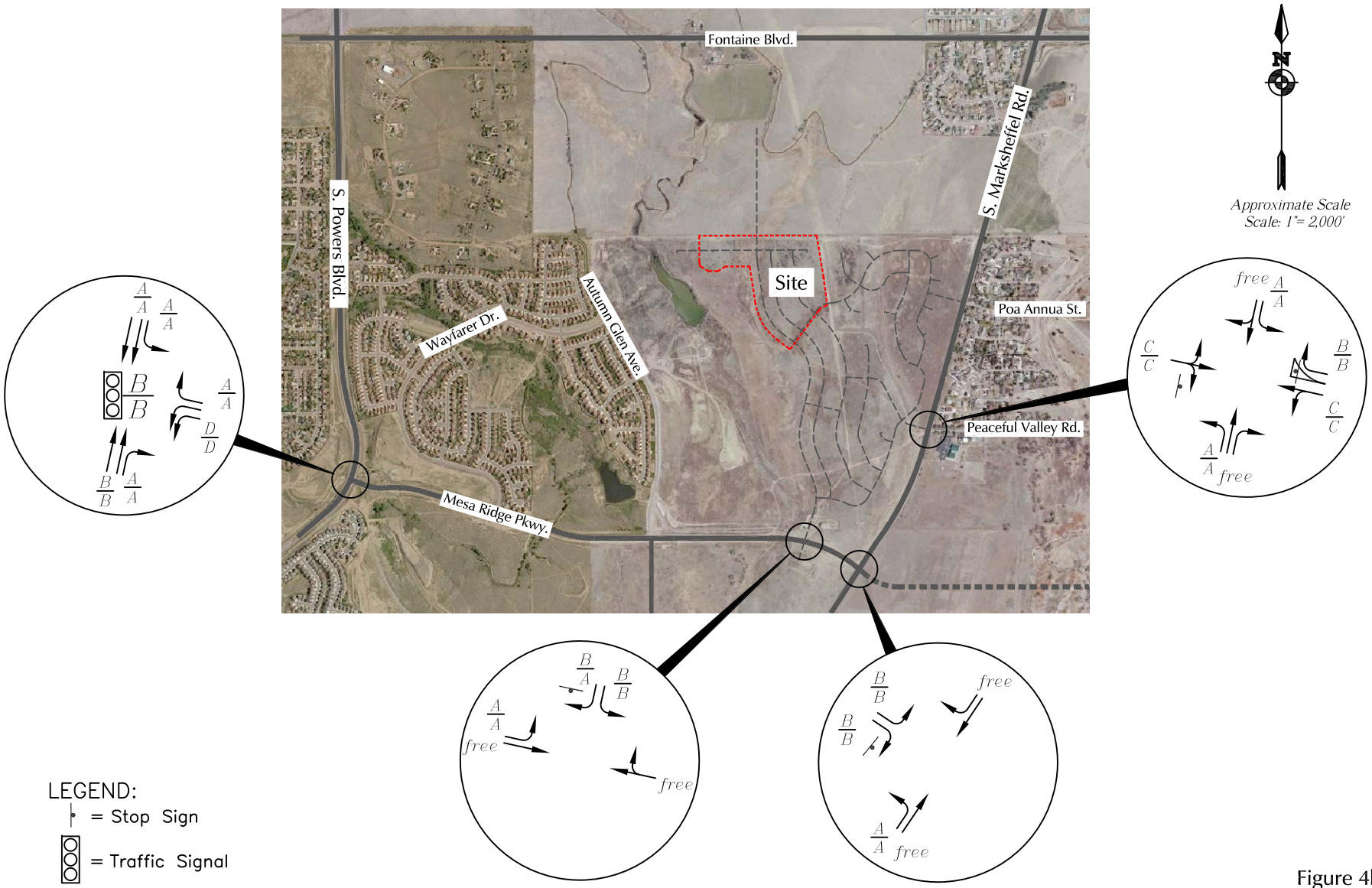
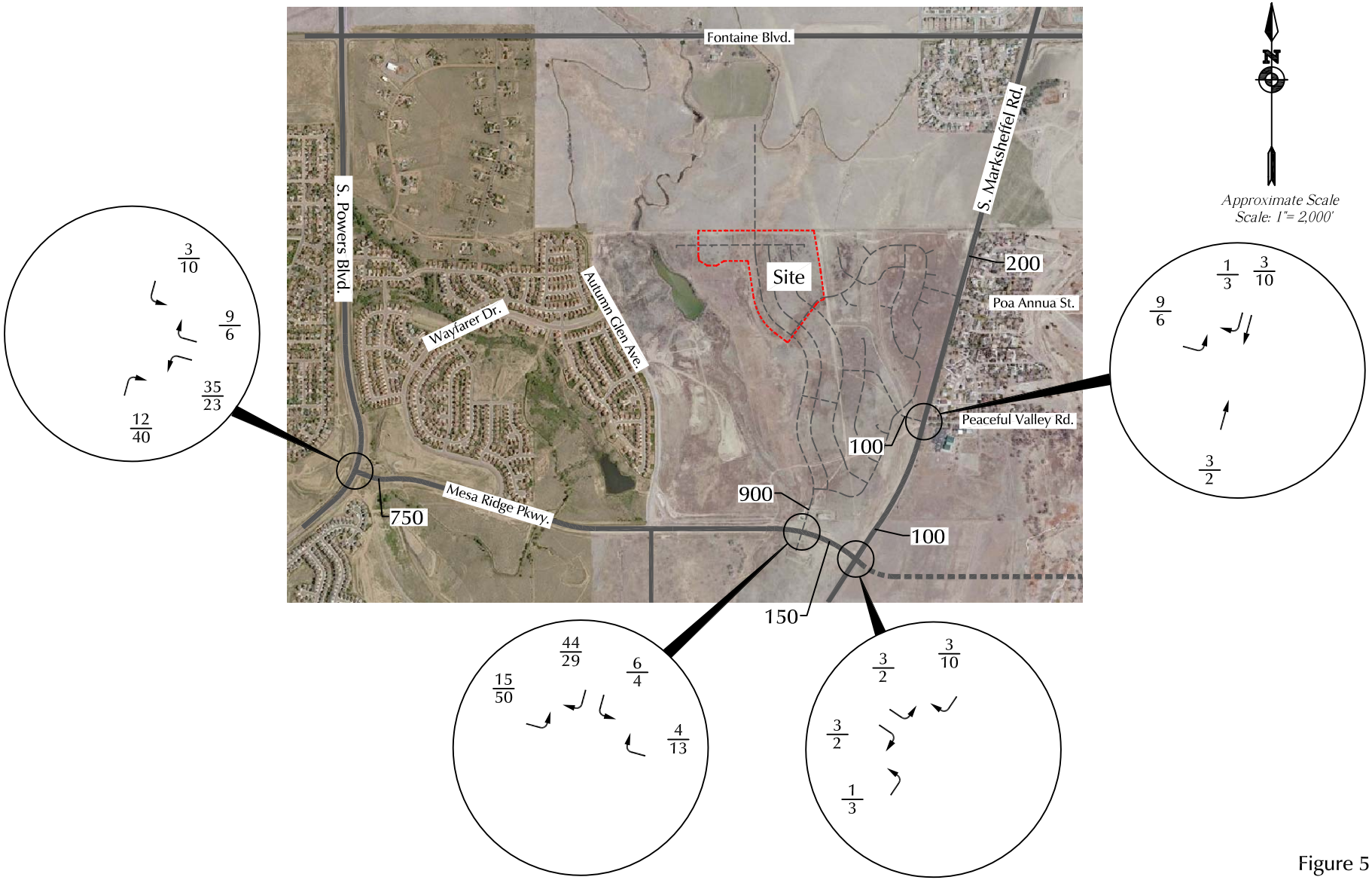


Figure 4b

Short-Term Background Lane Geometry, Traffic Control and Level of Service

The Glen at Widefield Fil. 9 (LSC #174850)

LSC TRANSPORTATION CONSULTANTS, INC.



LEGEND:

XX/XX = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour)

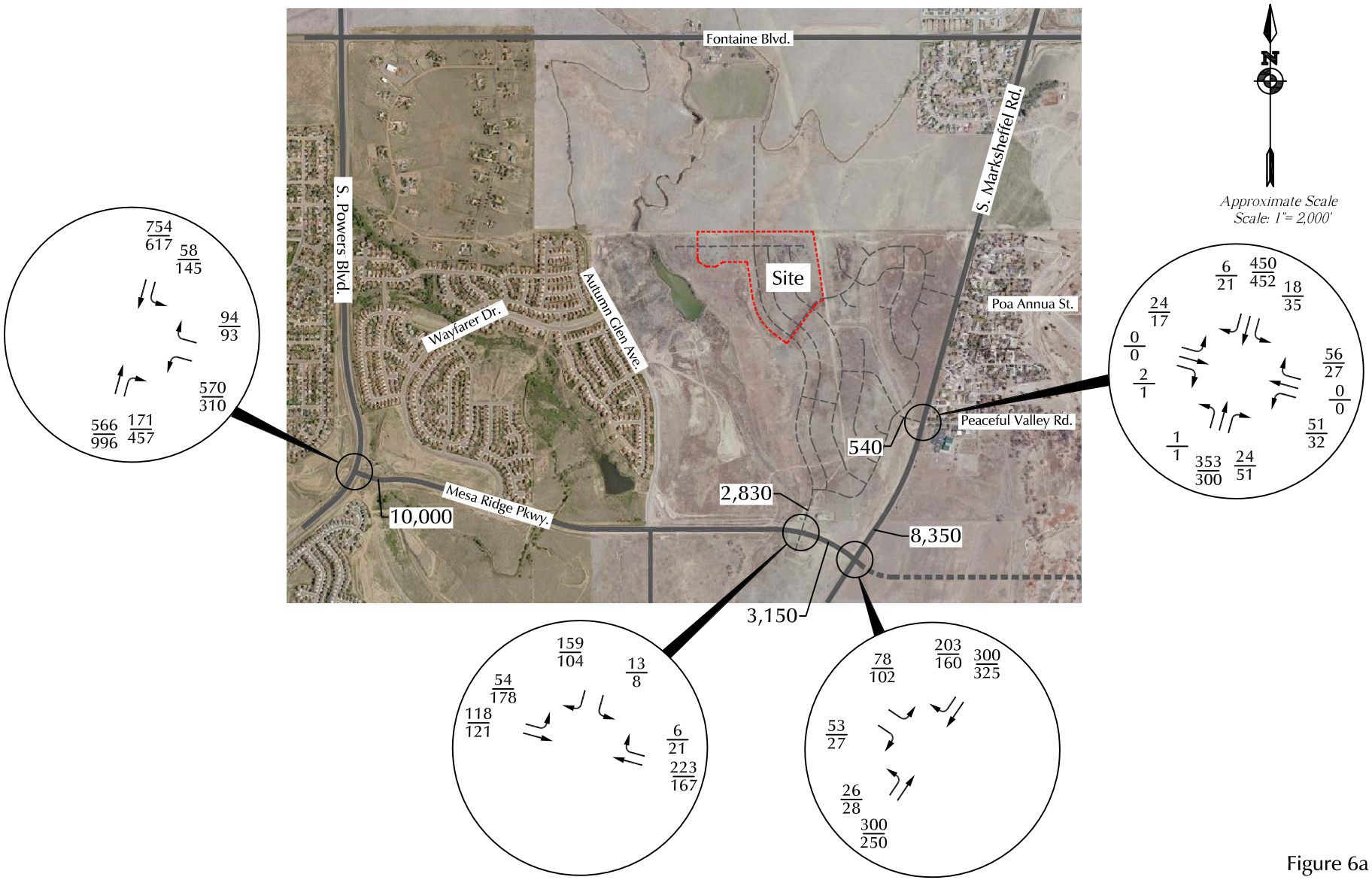
XXX = Average Weekday Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Figure 5

Assignment of Site-Generated Traffic

The Glen at Widefield Fil. 9 (LSC #174850)



LEGEND:

XX/XX = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour)

XXX = Average Weekday Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Figure 6a

Short-Term Total Traffic

The Glen at Widefield Fil. 9 (LSC #174850)

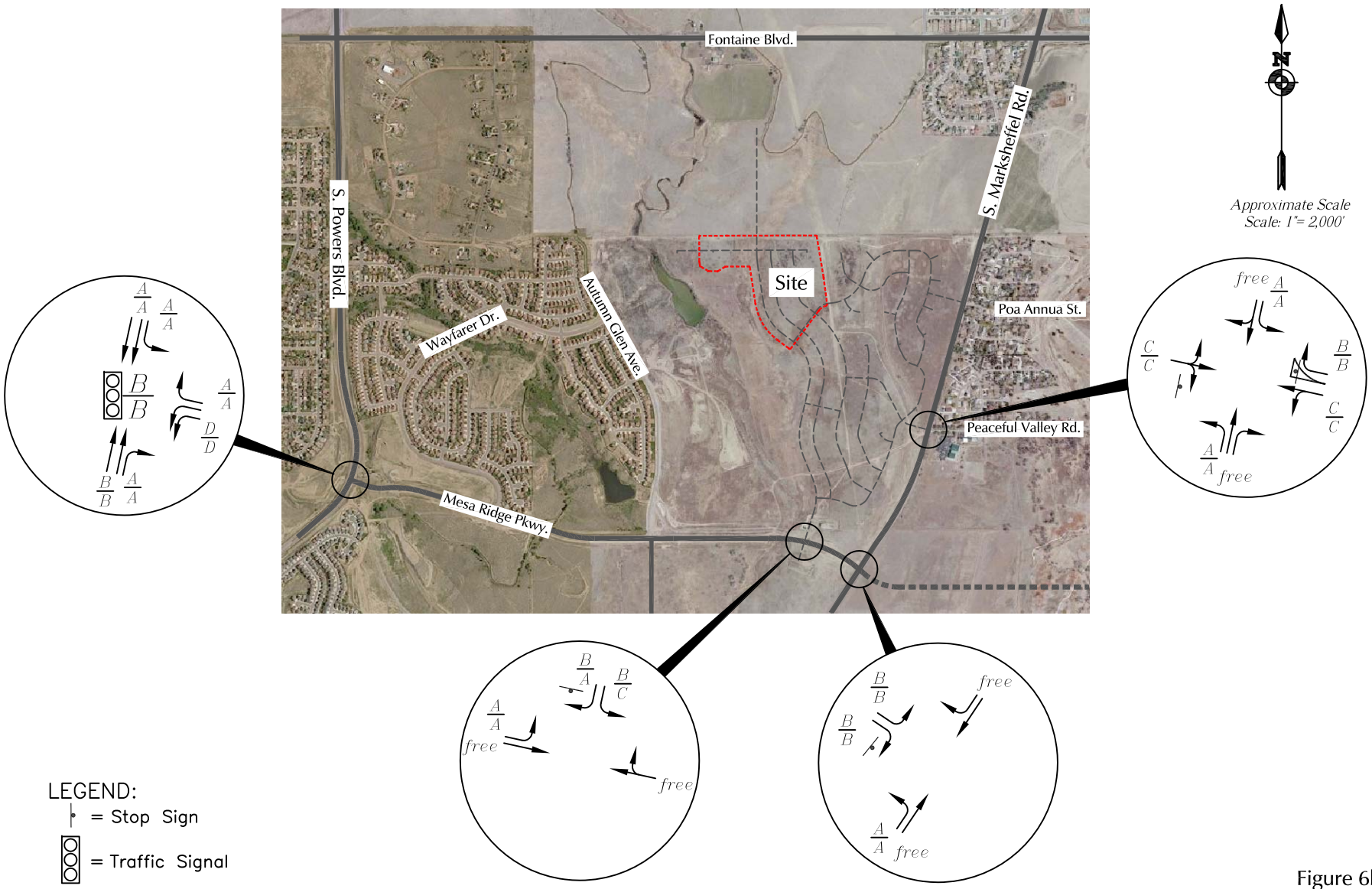


Figure 6b

Short-Term Total Lane Geometry, Traffic Control and Level of Service

The Glen at Widefield Fil. 9 (LSC #174850)

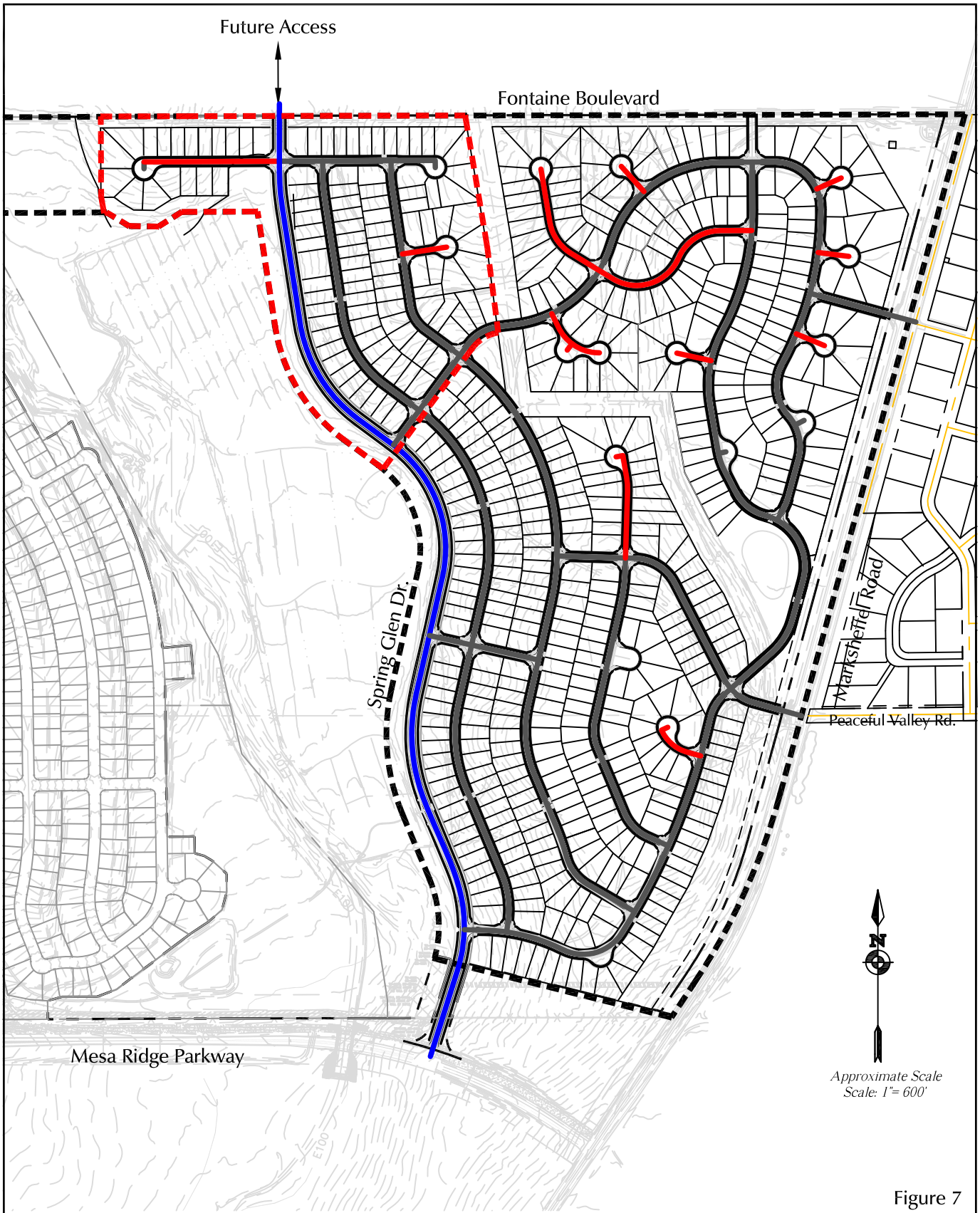


Figure 7

Recommended Street Classifications

The Glen at Widefield Fil. 9 (LSC #174850)

THE GLEN AT WIDEFIELD SUBDIVISION FILING NO. 9

A portion of the Southeast One-quarter (SE1/4), Section 21 and the Southwest One-quarter (SW1/4) of Section 22
Township 15 South (T15S), Range 65 West (R65W) of the 6TH P.M.
County of El Paso, State of Colorado

KNOW ALL MEN BY THESE PRESENTS:

That Glen Investment Group No. VIII, LLC, being the owner of the described tract of land, to wit:

LAND DESCRIPTION, THE GLEN AT WIDEFIELD SUBDIVISION FILING NO. 9:

A tract of land located in a Portion of Sections 21 and 22, Township 15 South (T15S), Range 65 West (R65W) of the 6th P.M., County of El Paso, State of Colorado, being more particularly described as follows:

Beginning at the Northwest corner of the Glen at Widefield Subdivision No. 8 as recorded under Reception No._____ in the records of the Clerk and Recorder's Office, County of El Paso, State of Colorado; Thence N53°29'23"W, a distance of 166.96 feet; Thence along the arc of a curve to the right, having a central angle of 44°45'21", a radius of 690.00 feet, an arc length of 538.99 feet; Thence N08°44'02"W, a distance of 522.83 feet; Thence along the arc of a curve to the right having a central angle of 08°48'48", a radius of 990.00 feet, an arc length of 152.28 feet; Thence along the arc of a reverse curve to the left, having a central angle of 90°23'24", a radius of 20.00 feet, an arc length of 31.55 feet; Thence S89°41'22"W, a distance of 164.24 feet; Thence S00°18'38"E, a distance of 125.00 feet; Thence S89°41'22"W, a distance of 210.00 feet; Thence S68°54'53"W, a distance of 42.79 feet; Thence S57°40'22"W, a distance of 89.89 feet; Thence N89°03'10"W, a distance of 89.89 feet; Thence N58°49'31"W, a distance of 59.34 feet; Thence N53°53'00"W, a distance of 42.88 feet; Thence S89°41'22"W, a distance of 57.81 feet; Thence N00°18'38"W, a distance of 354.40 feet to a point on the North line of the Southeast One-quarter (SE1/4) of said Section 21; Thence N89°41'22"E along the North line the Southeast One-quarter (SE1/4) of said Section 21, a distance of 381.45 feet; Thence N89°51'21"E, a distance of 1216.92 feet to a point on the Westerly line of a 110' GIG Gas Line Easement as recorded under Reception No. 202092771 in the records of the Clerk and Recorder's Office of said County; Thence S09°31'38"E along the Westerly line of said Gas Line Easement, a distance of 584.99 feet; Thence S07°21'14"E along the Westerly line of said Gas Line Easement, a distance of 328.34 feet to a point on the Northerly line of said Glen at Widefield Subdivision Filing No. 8; Thence along the arc of a non-tangential curve to the left and the Northerly line of said Glen at Widefield Subdivision Filing No. 8, having a central angle of 44°36'25", a radius of 225.00 feet, an arc length of 175.17 feet, whose chord bears S58°48'50"W; Thence continuing along the Northerly line of said Glen at Widefield Subdivision Filing No. 8, S36°30'37"W, a distance of 588.31 feet to the Point of Beginning.

Said tract contains 30.505 acres (1,328,801 S.F.) more or less.

OWNERS CERTIFICATE:

The undersigned, being all the owners, mortgagees, beneficiaries of deeds of trust and holders of other interests in the land described herein, have laid out, subdivided, and platted said lands into lots, streets, and easements as shown hereon under the name and subdivision of THE GLEN AT WIDEFIELD SUBDIVISION FILING NO. 9. All public improvements so platted are hereby dedicated to public use and said owner does hereby covenant and agree that the public improvements will be constructed to El Paso County standards and that proper drainage and erosion control for same will be provided at said owner's expense, all to the satisfaction of the Board of County Commissioners of El Paso County, Colorado. Upon acceptance by resolution, all public improvements so dedicated will become matters of maintenance by El Paso County, Colorado. The utility easements shown hereon are hereby dedicated for public utilities and communication systems and other purposes as shown hereon. The entities responsible for providing the services for which the easements are established are hereby granted the perpetual right of ingress and egress from and to adjacent properties for installation, maintenance, and replacement of utility lines and related facilities.

Glen Investment Group No. VIII, LLC

_____
J. Mark Watson President Glen Investment Group No. VIII, LLC

NOTARIAL:

STATE OF COLORADO)
) SS
COUNTY OF EL PASO)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__ A.D., by J. Mark Watson, President of Glen Investment Group No. VIII, LLC

Witness my Hand and Seal: _____
Notary Public
My Commission Expires:_____

Address: _____

DEDICATION:

The above party in interest has caused said tract to be platted into Lots, Blocks, Streets, Easements and Tracts as shown on the plat, which is drawn to a fixed scale as indicated thereon, and accurately sets forth the boundaries and dimensions of said Lots, Blocks, Streets, Easements, and Tracts which shall be known as "THE GLEN AT WIDEFIELD SUBDIVISION FILING NO. 9" El Paso County, Colorado. All streets as platted are hereby dedicated to public use and said owner does hereby personally covenant and agree that all platted streets will be graded, paved and that proper drainage for same will be provided at his own expense, all to the satisfaction of the Board of County Commissioners of El Paso County, Colorado, and upon acceptance by resolution, all streets so dedicated will become matters of maintenance by EL Paso County, Colorado.

BASIS OF BEARINGS STATEMENT:

The bearings of this plat are based upon a portion of the Easterly boundary of the Glen at Widefield Subdivision Filing No. 5B as recorded under Reception No. 206712326 in the records of the Clerk and Recorder's Office, County of El Paso, State of Colorado; Said line being also a portion of the Easterly Right-of-Way line of Autumn Glen Avenue as described in said subdivision, being monumented at the Point of Tangency of said boundary by a found cap and rebar marked "PLSC 25968" and at the Point of Curvature of said boundary by a found rebar and cap marked "PLSC 25968". Said line bears N29°46'44"W, a distance of 1154.12 feet.

EASEMENTS:

Unless shown greater in width, both sides of all side lot lines will be platted with five (5') foot easements for drainage purposes and public utilities only, and both sides of all rear lot lines will be platted with a ten (10') foot easement for drainage purposes and public utilities only, and all lot lines adjoining a street which has a fifty (50') foot right-of-way width will be platted with a fifteen (15') foot easement, being a five (5') foot easement adjacent to that fifty (50') foot right-of-way for public improvements and a ten (10') foot easement adjacent to the five (5') foot easement for utility purposes, with sole responsibility for maintenance being vested with the adjoining property owners.

NOTES:

1. These tracts of land are subject to the following per the Commitment for Title Insurance, prepared by Unified Title Company, Order No. 42495UTC, effective date April 21, 2016 at 7:30 A.M.

   9. Any interest which may have been acquired by the public reason of the Resolution of the Board of County Commissioners dated and recorded October 3, 1887 in Road Book A at Page 78, which provided that all section lines, township lines, and range lines on the public domain east of the range line dividing range lines 65 west and 66 west declared to be public highways of the width of 60 feet, being 30 feet on each side of said section lines, township lines, or range lines.

   10. Any rights of the Spring Lake Reservoir as shown on Map recorded under Reception No. 499772, File No. 836.

   11. and obligations as contained in Agreement between W. T. Gore and The League Land Company recorded December 9, 1922 in Book 606 at Page 542 at Reception No. 331050.

   12. Right of Way recorded December 1, 1927 in Book 798 at Page 202, subject to the Special Warranty Deed recorded July 19, 1928 in Book 814 at Page 324, subject to the Agreement and Partial Release recorded November 15, 1982 in Book 3634 at Page 80, as modified by and subject to the Colorado Interstate Gas Company Right of Way and Easement Agreement to Pipeline Corridor recorded June 7, 2002 at Reception No. 202092771, and as modified by the Partial Release of Right of Way Agreement recorded February 21, 2008 as Reception No. 208020313.

   13. Grant of Right of Way to the Mountain View Electric Association, Inc., recorded September 30, 1968 in Book 2256 at Page 64.

   14. Agreement between Widefield Water and Sanitation District and JHW Investment Company recorded May 6, 1997 as Reception No. 97051183.

   15. Right of Way and easement to Colorado Interstate Gas Company as contained in instrument recorded June 7, 2002 at Reception No. 202092771, and subject to the terms and conditions contained therein.

   16. The effects of Order and Decree Organizing the Glen Metropolitan District No. 3 and issuance of Certificate of Election recorded June 24, 2004 at Reception No. 204105072.

   17. The effects of Order and Decree Organizing the Glen Metropolitan District No. 2 and Issuance of Certificates of Election recorded June 24, 2004 at Reception No. 204105070.

   18. Resolution No. 04-482 recorded February 4, 2005 as Reception No. 205017888.

   19. Notes, easements and restrictions as shown on the plat of said subdivision recorded March 7, 2005 at Reception 205032403.

   20. Terms, agreements, provisions, conditions and obligations as contained in Development Agreement recorded November 23, 2005 at Reception No. 205187505 and rerecorded May 26, 2006 at Reception No. 206077406.

   21. Inclusion within the Security Fire Protection District as evidenced by Order recorded December 9, 2005 as Reception No. 205196147.

   22. Terms, agreements, provisions, conditions, obligations and easements as contained in Private Detention Basin/Stormwater Quality Best Management Practice Maintenance Agreement and Easement, recorded March 28, 2013 at Reception No. 213040266, recorded November 20, 2014 as Reception No. 214107071, and recorded March 4, 2015 as Reception No. 215020223. Subject to Section 1.15 of the Declaration of Covenants, Conditions, Restrictions and Easements for Glen Filings Nos. 6A, 6B & 6C recorded March 28, 2013 at Reception No. 213040268 and any and all amendments and/or supplements thereto.

   23. Slope and Acceess Easement recorded March 28, 2013 as Reception No. 213040267.

   24. Grant of Right of Way recorded August 27, 2014 as Reception No. 214077995.

   25. Grant of Right of Way recorded August 27, 2014 as Reception No. 214077996.

   26. Grant of Right of Way recorded August 27, 2014 as Reception No. 214077997.

   27. Park Easement Agreement recorded December 30, 2014 as Reception No. 214119757.

   28. Resolution No. 15-250 in association.

   29. Terms, agreements, provisions, conditions, obligations and easements as contained in Resolution No. 15-250, recorded June 18, 2015 at Reception No. 215063410.

   30. Terms, agreements, provisions, conditions, obligations and easements as contained in Memorandum of Agreement, recorded June 18, 2015 at Reception No. 215063411.

   31. Terms, agreements, provisions, conditions, obligations and easements as contained in Temporary Construction Easement Agreement recorded August 13, 2015 at Reception No. 215087837.

   32. Terms, agreements, provisions, conditions, obligations and easements as contained in Park & Trail Easement Agreement, recorded October 1, 2015 at Reception No. 215107195.

   33. Terms, agreements, provisions, conditions, obligations and easements as contained in Grant of Right of Way, recorded December 07, 2015 at Reception No. 215131214.

   34. Any rights, interest or easements in favor of the riparian owners, the State of Colorado, the United States of America, or the general public, which exist, have existed, or are claimed to exist in and over the waters and present and past bed and banks of the streams, ditches and/or ponds within the herein described parcel.

2. Water and sewer service is provided by Widefield Water and Sanitation District subject to the District's rules, regulations, and specifications.
3. The El Paso County Development Services Department must be contacted prior to the establishment of any driveway.
4. All structural foundations shall be located and designed by a Professional Engineer, currently registered in the State of Colorado.
5. The following reports have been submitted and are on file at the County Development Services Department: Soils and Geological, Water and Wastewater Resources, Drainage Report, Natural Features Inventory Report, Erosion Control Report, Wetland Impact Report.
6. No man-made or non-man-made obstructions shall be allowed to penetrate the 40:1 approach surface of the Colorado Springs Municipal Airport.
7. All exterior lighting plans shall be approved by the Director of Aviation to prevent a hazard to aircraft.
8. No electromagnetic, light, or any other physical emissions which might interfere with aircraft, avigation, communications or navigational aids shall be allowed.
9. The Airport Advisory Commission suggests that residences constructed in this area should include F.A.A. approved sound mitigation construction techniques to obtain at least a 25db reduction in interior noise.

   NOTICE: This property may be adversely impacted by noise caused by aircraft operating into and out of the Colorado Springs Municipal Airport. The buyer should familiarize himself/herself with this potentiality and the ramifications thereof.

10. All property owners are responsible for maintaining proper storm water drainage in and through their property.
11. No lot or interest therein, shall be sold, conveyed, or transferred whether by deed or by contract, nor shall building permits be issued, until and unless either the required public and common development improvements have been constructed and completed and preliminary accepted in accordance with the Subdivision Improvements Agreement between the applicant/owner and El Paso County as recorded under Reception Number _____, in the Office of the Clerk and Recorder of El Paso County, Colorado or, in the alternative, other collateral is provided to make provision for the completion of said improvements in accordance with the El Paso County Land Development Code and Engineering Criteria Manual. Any such alternative collateral must be approved by the Board of County Commissioners or, if permitted by the Subdivision Improvements Agreement, by the Development Services Department Director and meet the policy and procedure requirements of El Paso County prior to the release by the County of any lots for sale, conveyance or transfer.
    This plat restriction may be removed or rescinded by the Board of County Commissioners or, if permitted by the Subdivision Improvements Agreement, by the Development Services Department Director upon either approval of an alternative form of collateral or completion and preliminary acceptance by the El Paso Board of County Commissioners of all improvements required to be constructed and completed in accordance with said Subdivision Improvements Agreement. The partial release of lots for sale, conveyance or transfer may only be granted in accordance with any planned partial release of lots authorized by the Subdivision Improvements Agreement.
12. All corner lots will be platted with a Sight Visibility and Public Improvements Easement as shown in the "Typical Public Improvement Easement" detail. No obstructions greater than thirty (30") inches in height above flow line elevation of the adjacent roadway are allowed within this area. The sole responsibility for maintenance and ownership being vested with individual property owners.
13. The addresses (_____) exhibited on this plat are for informational purposes only. They are not the legal descriptions and are subject to change.
14. Direct lot access to Spring Glen Drive is prohibited.
15. The Glen at Widefield Filing No. 9 is subject to the provisions of the Park Lands Agreement as recorded at Reception No. _____ in the records of El Paso County, Colorado, recorded on the _____ day of _____, 2016.
16. This property may be adversely impacted by possible radio towers installation on an adjacent parcel. The buyer should familiarize himself/herself with this potentiality and ramification thereof.
17. This property is subject to the Protective Covenants, recorded at Reception No. _____, in the records of the El Paso County Clerk and Recorder.
18. This survey does not constitute a title search by Pinnacle Land Surveying Company to determine ownership of easements of record. For all information regarding easement, rights-of-way and title of record, Pinnacle Land Surveying Company relied upon a Commitment for Title Insurance, prepared by Unified Title Company, Order No. 42495UTC, effective date April 21, 2016 at 7:30 A.M.
19. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Department of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers, the U.S. Fish & Wildlife Service and/or Colorado Department of Wildlife regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed threatened species.
20. Mailboxes shall be installed in accordance with all El Paso County Department of Transportation and United States Postal Service regulations.
21. The Subdivider(s) agrees on behalf of him/herself and any developer or builder successors and assignees that Subdivider and/or said successors and assigns shall be required to pay traffic impact fees in accordance with the El Paso County Road Impact Fee Program Resolution (Resolution No. 12-382), or any amendments thereto, at or prior to the time of building permit submittals. The fee obligation, if not paid at final plat recording, shall be documented on all sales documents and on plat notes to ensure that a title search would find the fee obligation before sale of the property.
22. This property is located in Flood Zone X, determined to be outside the 500-year floodplain per FEMA Flood Insurance Rate Maps 08041C956 F and 08041C957 F, Effective dates March 17, 1997.
23. Pursuant to Resolution No. _____, approved by the Board of Directors, El Paso County Public Improvement District _ and recorded in the records of the El Paso County Clerk and Recorder at Reception Number _____, the parcels within the platted boundaries of Glen at Widefield Subdivision Filing No. 9 are included within the boundaries of the El Paso County Public Improvement District ___ and as such is subject to applicable road impact fees and mill levy.
24. Detention Basin Easement as shown, is for location purposes only and is not part of this subdivision.
    The Detention Basin Easement is owned and maintained by the Glen at Widefield Subdivision Filing No.9 Homeowners Association as recorded under Reception No. _____ in the records of the El Paso County Clerk and Recorder.
25. This plat has opted to be included in the 10-mil PID for the road impact fee program. The fee is based on the established rate at the time of building permit application.
26. All distances shown hereon are in US Feet.
27. There eare 106 lots and 3 tracts within this subdeivision.

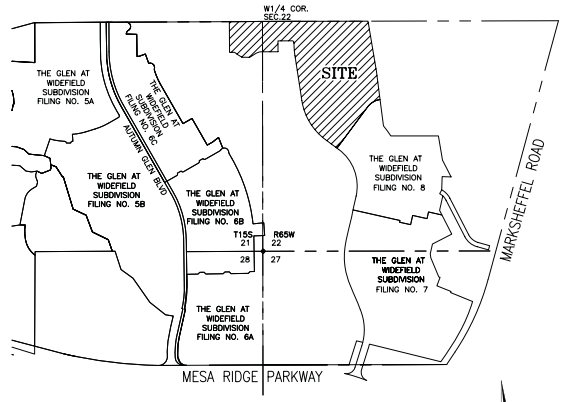
Geologic Hazard Note:
Some areas of the proposed development will be impacted by geologic hazards, including the presence of both expansive and hydrocompactive soils. Mitigation measures and a map of the hazard area can be found in the report prepared by STE, Inc. prepared on April 16, 2007, with an additional study prepared on December 8th, 2015, and located within the files of El Paso County in File No. SP-15-004. Additional studies and mitigation recommendations can be found in a study prepared by Hepworth-Pawlak Geotechnical, Inc. on November 4, 2015 also found in File No. SP-15-004.
Foundation Perimeter Drains:
Per the study by STE, Inc. on April 16, 2007, "At a minimum, a subsurface perimeter drain will be required around each foundation system. If seepage or evidence of groundwater is present in the excavation a more comprehensive drain system would be warranted (ie curtain drains, capillary breaks,etc.)"

Areas of High Groundwater:
Due to high groundwater in some areas please refer to the recommendations and mitigation methods found in the studies by STE, Inc. and Hepworth-Pawlak for proper mitigation and construction types for foundations.

Streets and Roads Construction Mitigation Techniques
Section 8.4.9. B. III. of the El Paso County Land Use Code, states that roads, drainage improvements, and trails should be constructed away from geologic hazards or protected from geologic hazards, in accordance with the provisions of the ECM. Some streets or portions of streets as depicted on this map are shown in a "No Structure Area" or an "Unstable Area". Proper mitigation techniques will be provided during overlot grading and construction and in accordance with the recommendations of the Soils Engineer as per the Subsurface Soils Investigation Study by STE, Inc. prepared on April 16, 2007 with an additional study prepared on December 8th, 2015, and located within the files of El Paso County in File No. SP-15-004, and the Geotechnical Study prepared by Hepworth Pawlak Geotechnical, Inc in November 4, 2015 also found in File No. SP-15-004.

Crown of Existing Slope (No Structure Line)
The "No structure" line as shown on this plat and discussed within the STE, Inc. study of April 16, 2007 delineates the area west of this line as being not recommended for the development of building structures. Roadway construction that is located west of this line will be implemented per the recommendations within said study. All structures on lots near the no-build line must be set back a minimum of ten feet from the no-build line, unless further evaluation during the overlot grading process indicates that a different setback is appropriate. During construction of homes on these lots the engineer of record needs to do further analysis once the foundation holes are opened in order to recommend what mitigation if any is needed or what specific foundation types may be needed.

Expansive Soils Note:
Potentially expansive soils exist or will be placed on all lots in this development, and will require mitigation prior to construction. The risks associated with swell related heave at individual lots should be evaluated during site specific soil investigations.



VICINITY MAP
N.T.S.

APPROVALS:

The accompanying plat was approved by the EL Paso County Development Services this _____ day of _____, 20___ A.D.

_____
Director, County Planning and Community Development

BOARD OF COUNTY COMMISSIONERS CERTIFICATE:

This plat for THE GLEN AT WIDEFIELD SUBDIVISION FILING NO. 9 was approved for filing by the El Paso County, Colorado Board of County Commissioners on the _____ day of _____, 20___, subject to any notes specified hereon and any conditions included in the resolution of approval. The dedications of land to the public streets, and easements are accepted, but public improvements thereon will not become the maintenance responsibility of El Paso County until preliminary acceptance of the public improvements in accordance with the requirements of the Land Development Code and Engineering Criteria Manual, and the Subdivision Improvements Agreement.

_____ _____
Chair, Board of County Commissioners Date

ASSESSOR:

_____
Steve Schleiker, El Paso County Assessor

RECORDING:

STATE OF COLORADO)
) SS
COUNTY OF EL PASO)

I hereby certify that this instrument was filed for record in my office at _____ o'clock ___.M., this _____ day of _____, 20___ A.D., and is duly recorded at Reception No. _____ of the records of El Paso County, Colorado.

SURCHARGE: _____ CHUCK BROERMAN, Recorder

FEE: _____ By: _____
Deputy

SCHOOL FEE - DISTRICT# _____: _____

PARK FEES:
REGIONAL: _____
NEIGHBORHOOD: _____

DRAINAGE BASIN:_____
DRAINAGE AND SURETY FEES: _____
BRIDGE FEE: _____

SURVEYOR'S CERTIFICATION:

The undersigned Registered Land Surveyor in the State of Colorado hereby certifies that the accompanying plat was surveyed and drawn under his supervision and accurately shows the described tract of land, and subdivision thereof, and that the requirements of Title 38 of the Colorado Revised Statutes, 1973, as amended, have been met to the best of his professional knowledge and belief.

PINNACLE LAND SURVEYING CO., INC.'

_____
John W. Towner, Registered Professional Land Surveyor No. 25968

PINNACLE LAND SURVEYING COMPANY, INC.
121 COUNTY ROAD 5, DIVIDE, CO 687-7360

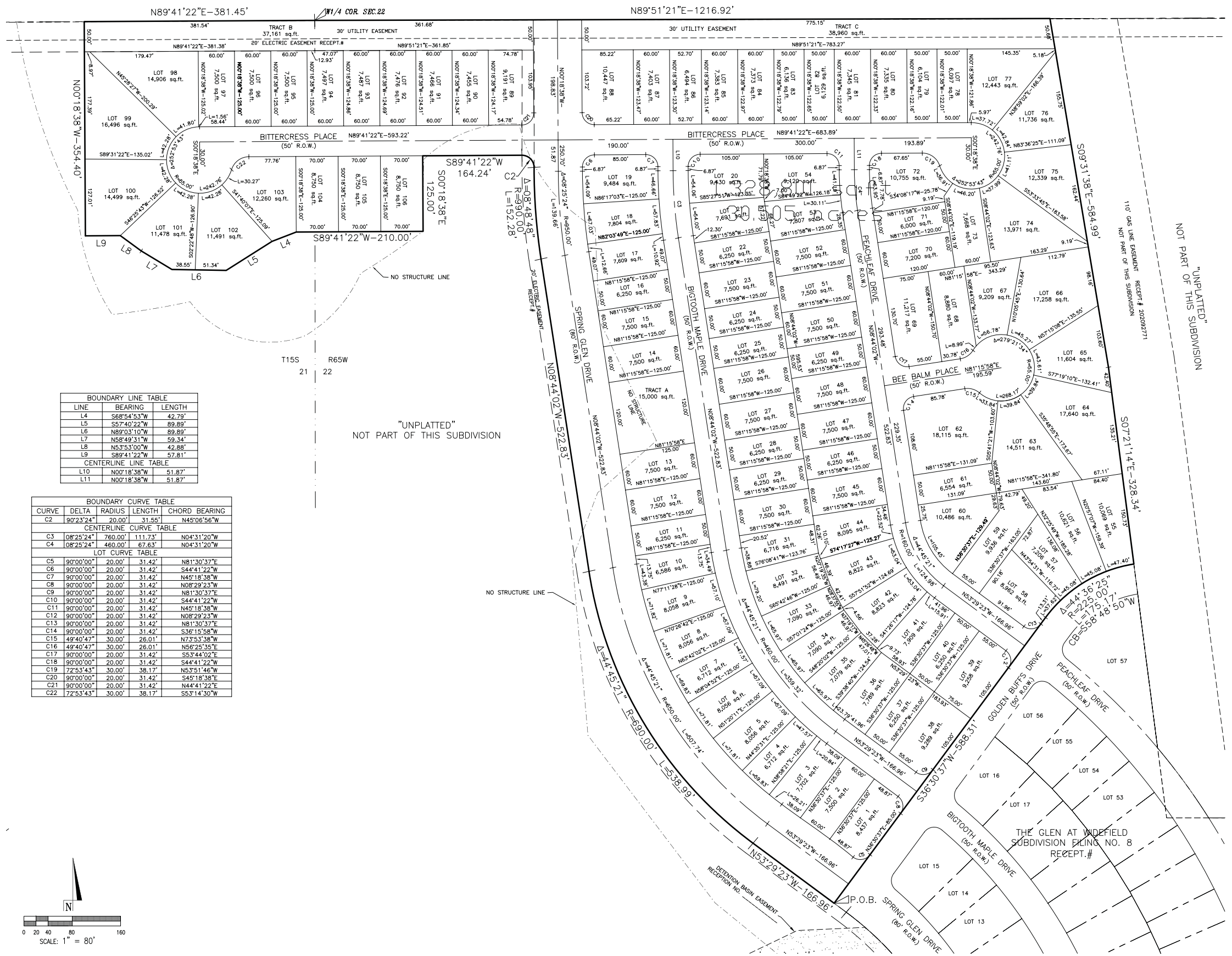
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

THE GLEN AT WIDEFIELD SUBDIVISION FILING NO.9

DRAWN BY:MWW | CHECKED BY: JWT | DATE: 09/12/17
JOB NO.: 17003700 | DWG: 17003700FP.DWG | SHEET 1 OF 2

THE GLEN AT WIDEFIELD SUBDIVISION FILING NO. 9

A portion of the Southeast One-quarter (SE1/4), Section 21 and the Southwest One-quarter (SW1/4) of Section 22
Township 15 South (T15S), Range 65 West (R65W) of the 6TH P.M.
County of El Paso, State of Colorado

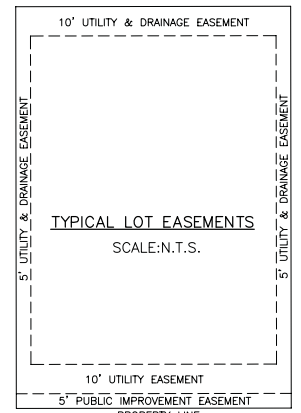


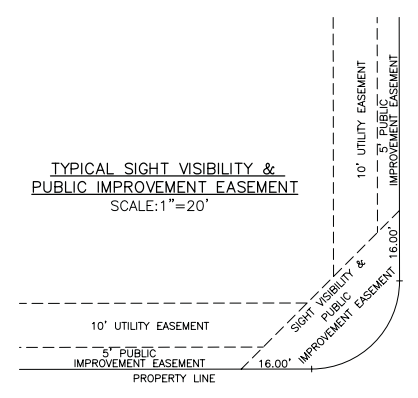
BOUNDARY LINE TABLE		
LINE	BEARING	LENGTH
L4	S68°54'53"W	42.79'
L5	S57°40'22"W	89.89'
L6	N89°03'10"W	89.89'
L7	N58°49'31"W	59.34'
L8	N53°53'00"W	42.88'
L9	S89°41'22"W	57.81'
CENTERLINE LINE TABLE		
L10	N00°18'38"W	51.87'
L11	N00°18'38"W	51.87'

BOUNDARY CURVE TABLE				
CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING
C2	90°23'24"	20.00'	31.55'	N45°06'56"W
CENTERLINE CURVE TABLE				
C3	08°25'24"	760.00'	111.73'	N04°31'20"W
C4	08°25'24"	460.00'	67.63'	N04°31'20"W
LOT CURVE TABLE				
C5	90°00'00"	20.00'	31.42'	N81°30'37"E
C6	90°00'00"	20.00'	31.42'	S44°41'22"W
C7	90°00'00"	20.00'	31.42'	N45°18'38"W
C8	90°00'00"	20.00'	31.42'	N08°29'23"W
C9	90°00'00"	20.00'	31.42'	N81°30'37"E
C10	90°00'00"	20.00'	31.42'	S44°41'22"W
C11	90°00'00"	20.00'	31.42'	N45°18'38"W
C12	90°00'00"	20.00'	31.42'	N08°29'23"W
C13	90°00'00"	20.00'	31.42'	N81°30'37"E
C14	90°00'00"	20.00'	31.42'	S36°15'58"W
C15	49°40'47"	30.00'	26.01'	N73°53'38"W
C16	49°40'47"	30.00'	26.01'	N56°25'35"E
C17	90°00'00"	20.00'	31.42'	S53°44'02"E
C18	90°00'00"	20.00'	31.42'	S44°41'22"W
C19	72°53'43"	30.00'	38.17'	N53°51'46"W
C20	90°00'00"	20.00'	31.42'	S45°18'38"E
C21	90°00'00"	20.00'	31.42'	N44°41'22"E
C22	72°53'43"	30.00'	38.17'	S53°14'30"W

LEGEND

- BOUNDARY LINE
- LOT LINE
- EASEMENT LINE
- CENTERLINE
- ADJACENT LOT LINE
- SECTION LINE
- NO STRUCTURE LINE
- (1000) ADDRESS





PINNACLE LAND SURVEYING COMPANY, INC.
121 COUNTY ROAD 5, DIVIDE, CO 687-7360

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THE GLEN AT WIDEFIELD SUBDIVISION FILING NO.9		
DRAWN BY:MWW	CHECKED BY: JWT	DATE: 09/12/17
JOB NO.: 17003700	DWG: 17003700FP.DWG	SHEET 2 OF 2

Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Marksheffel Rd - Mesa Ridge Pkwy AM
Site Code : 00174850
Start Date : 11/29/2017
Page No : 1

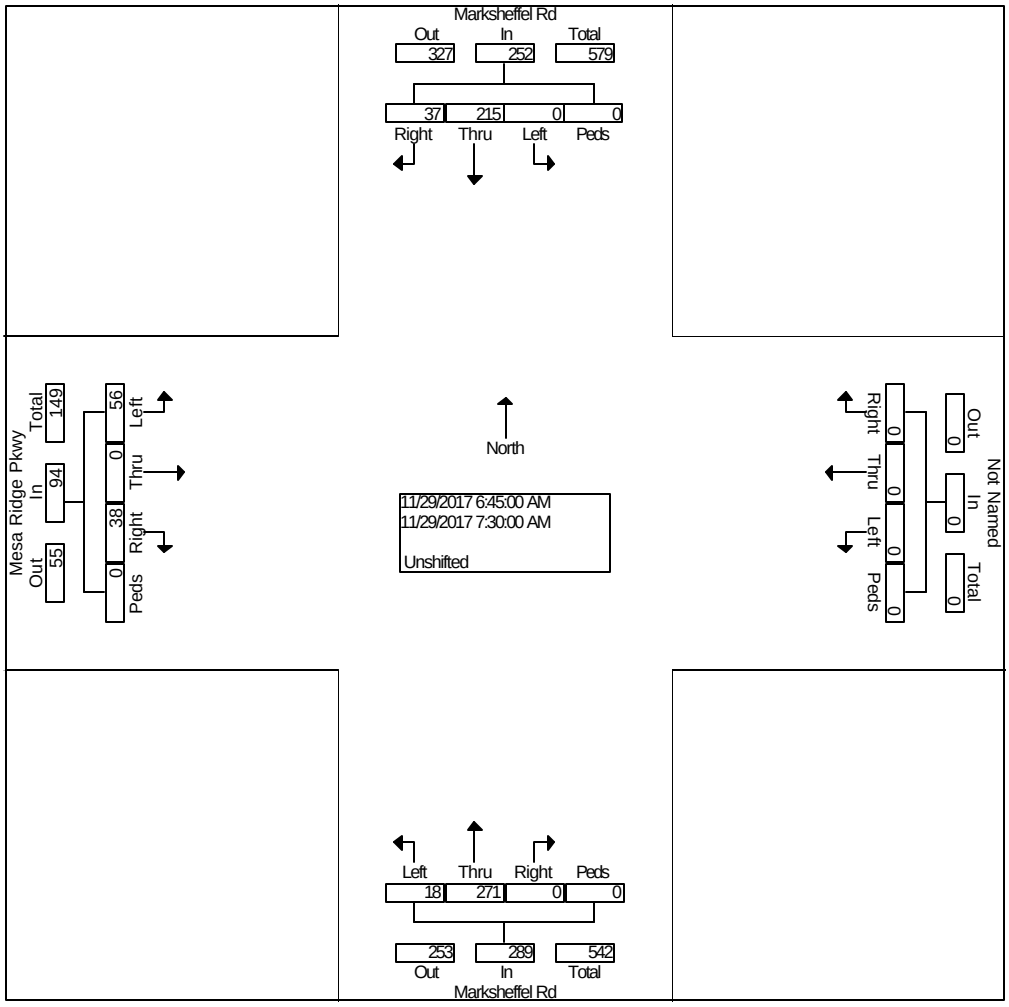
Groups Printed- Unshifted

	Marksheffel Rd From North				From East				Marksheffel Rd From South				Mesa Ridge Pkwy From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	13	39	0	0	0	0	0	0	0	59	3	0	7	0	16	0	137
06:45 AM	10	68	0	0	0	0	0	0	0	61	2	0	11	0	7	0	159
Total	23	107	0	0	0	0	0	0	0	120	5	0	18	0	23	0	296
07:00 AM	10	60	0	0	0	0	0	0	0	63	4	0	18	0	19	0	174
07:15 AM	11	51	0	0	0	0	0	0	0	67	3	0	3	0	14	0	149
07:30 AM	6	36	0	0	0	0	0	0	0	80	9	0	6	0	16	0	153
07:45 AM	10	41	0	0	0	0	0	0	0	69	3	0	8	0	12	0	143
Total	37	188	0	0	0	0	0	0	0	279	19	0	35	0	61	0	619
08:00 AM	17	38	0	0	0	0	0	0	0	32	6	0	2	0	16	0	111
08:15 AM	22	39	0	0	0	0	0	0	0	53	5	0	1	0	18	0	138
Grand Total	99	372	0	0	0	0	0	0	0	484	35	0	56	0	118	0	1164
Apprch %	21.0	79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.3	6.7	0.0	32.2	0.0	67.8	0.0	
Total %	8.5	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.6	3.0	0.0	4.8	0.0	10.1	0.0	

Counts by LSC

File Name : Marksheffel Rd - Mesa Ridge Pkwy AM
Site Code : 00174850
Start Date : 11/29/2017
Page No : 2

	Marksheffel Rd From North					From East					Marksheffel Rd From South					Mesa Ridge Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	37	215	0	0	252	0	0	0	0	0	0	271	18	0	289	38	0	56	0	94	635
Percent	14.7	85.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.8	6.2	0.0		40.4	0.0	59.6	0.0		
07:00 Volume	10	60	0	0	70	0	0	0	0	0	0	63	4	0	67	18	0	19	0	37	174
Peak Factor																					0.912
High Int.	06:45 AM					6:15:00 AM					07:30 AM					07:00 AM					
Volume	10	68	0	0	78	0	0	0	0	0	0	80	9	0	89	18	0	19	0	37	
Peak Factor					0.808										0.812					0.635	



Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Marksheffel Rd - Mesa Ridge Pkwy PM
Site Code : 00174850
Start Date : 11/28/2017
Page No : 1

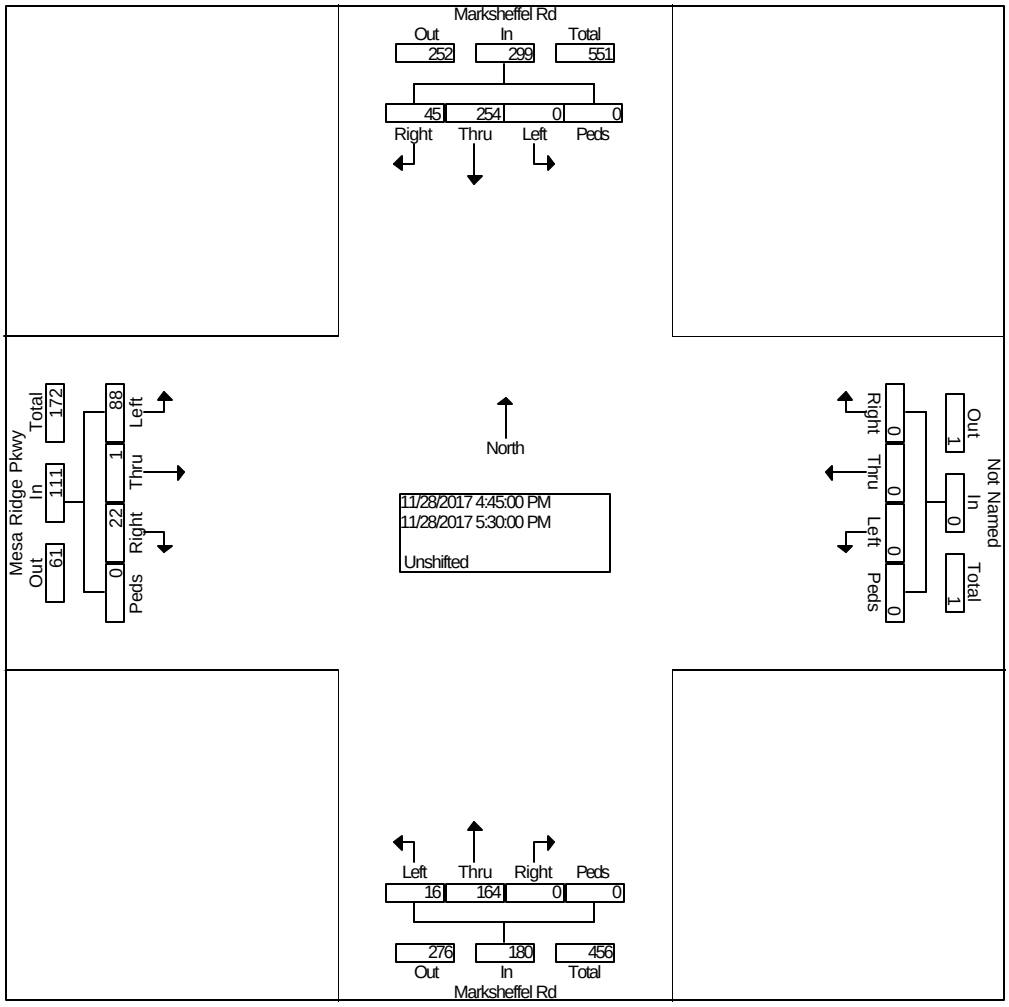
Groups Printed- Unshifted

	Marksheffel Rd From North				From East				Marksheffel Rd From South				Mesa Ridge Pkwy From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	15	51	0	0	0	0	0	0	0	38	3	0	7	0	26	0	140
04:15 PM	13	54	0	0	0	0	0	0	0	49	3	0	3	0	21	0	143
04:30 PM	10	44	0	0	0	0	0	0	0	39	5	0	1	0	25	0	124
04:45 PM	16	83	0	0	0	0	0	0	0	39	3	0	3	0	18	0	162
Total	54	232	0	0	0	0	0	0	0	165	14	0	14	0	90	0	569
05:00 PM	9	46	0	0	0	0	0	0	0	40	4	0	5	1	28	0	133
05:15 PM	13	68	0	0	0	0	0	0	0	42	4	0	7	0	14	0	148
05:30 PM	7	57	0	0	0	0	0	0	0	43	5	0	7	0	28	0	147
05:45 PM	5	36	0	0	0	0	0	0	0	30	6	0	17	0	22	0	116
Total	34	207	0	0	0	0	0	0	0	155	19	0	36	1	92	0	544
Grand Total	88	439	0	0	0	0	0	0	0	320	33	0	50	1	182	0	1113
Apprch %	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.7	9.3	0.0	21.5	0.4	78.1	0.0	
Total %	7.9	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.8	3.0	0.0	4.5	0.1	16.4	0.0	

Counts by LSC

File Name : Marksheffel Rd - Mesa Ridge Pkwy PM
Site Code : 00174850
Start Date : 11/28/2017
Page No : 2

	Marksheffel Rd From North					From East					Marksheffel Rd From South					Mesa Ridge Pkwy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	45	254	0	0	299	0	0	0	0	0	0	164	16	0	180	22	1	88	0	111	590
Percent	15.1	84.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.1	8.9	0.0		19.8	0.9	79.3	0.0		
04:45 Volume	16	83	0	0	99	0	0	0	0	0	0	39	3	0	42	3	0	18	0	21	162
Peak Factor																					0.910
High Int.	04:45 PM					3:45:00 PM					05:30 PM					05:30 PM					
Volume	16	83	0	0	99	0	0	0	0	0	0	43	5	0	48	7	0	28	0	35	
Peak Factor					0.755										0.938					0.793	



Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Marksheffel Rd - Peaceful Valley Rd AM
Site Code : 00174850
Start Date : 12/07/2017
Page No : 1

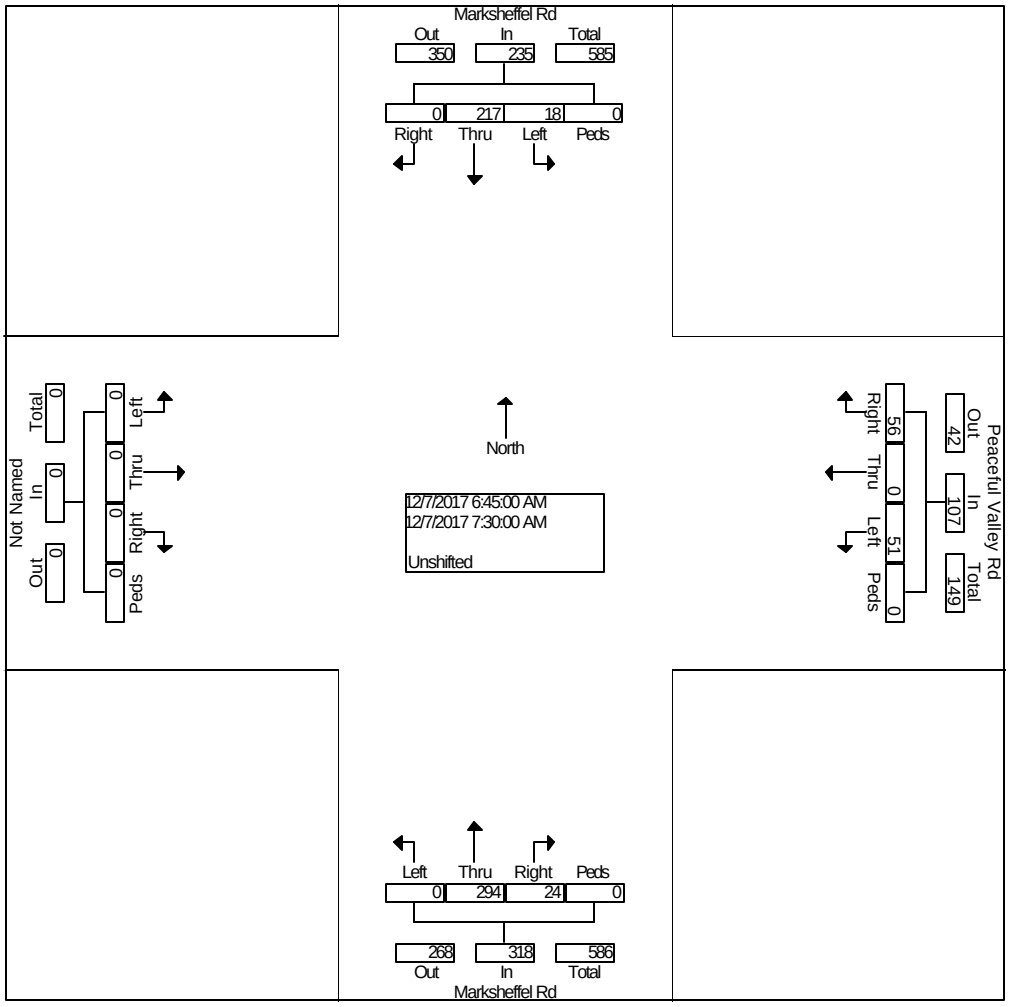
Groups Printed- Unshifted

	Marksheffel Rd From North				Peaceful Valley Rd From East				Marksheffel Rd From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	35	2	0	12	0	8	0	0	78	0	0	0	0	0	0	135
06:45 AM	0	51	1	0	11	0	11	0	5	71	0	0	0	0	0	0	150
Total	0	86	3	0	23	0	19	0	5	149	0	0	0	0	0	0	285
07:00 AM	0	64	8	0	21	0	22	0	4	88	0	0	0	0	0	0	207
07:15 AM	0	51	5	0	8	0	8	0	9	76	0	0	0	0	0	0	157
07:30 AM	0	51	4	0	16	0	10	0	6	59	0	0	0	0	0	0	146
07:45 AM	0	33	4	0	2	0	5	0	9	51	0	0	0	0	0	0	104
Total	0	199	21	0	47	0	45	0	28	274	0	0	0	0	0	0	614
08:00 AM	0	30	6	0	12	0	14	0	16	51	0	0	0	0	0	0	129
08:15 AM	0	32	20	0	10	0	19	0	13	31	0	0	0	0	0	0	125
Grand Total	0	347	50	0	92	0	97	0	62	505	0	0	0	0	0	0	1153
Apprch %	0.0	87.4	12.6	0.0	48.7	0.0	51.3	0.0	10.9	89.1	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	30.1	4.3	0.0	8.0	0.0	8.4	0.0	5.4	43.8	0.0	0.0	0.0	0.0	0.0	0.0	

Counts by LSC

File Name : Marksheffel Rd - Peaceful Valley Rd AM
Site Code : 00174850
Start Date : 12/07/2017
Page No : 2

	Marksheffel Rd From North					Peaceful Valley Rd From East					Marksheffel Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	0	217	18	0	235	56	0	51	0	107	24	294	0	0	318	0	0	0	0	0	660
Percent	0.0	92.3	7.7	0.0		52.3	0.0	47.7	0.0		7.5	92.5	0.0	0.0		0.0	0.0	0.0	0.0		
07:00 Volume	0	64	8	0	72	21	0	22	0	43	4	88	0	0	92	0	0	0	0	0	207
Peak Factor																					0.797
High Int.	07:00 AM					07:00 AM					07:00 AM					6:15:00 AM					
Volume	0	64	8	0	72	21	0	22	0	43	4	88	0	0	92						
Peak Factor					0.816					0.622					0.864						



Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Marksheffel Rd - Peaceful Valley Rd PM
Site Code : 00174850
Start Date : 12/07/2017
Page No : 1

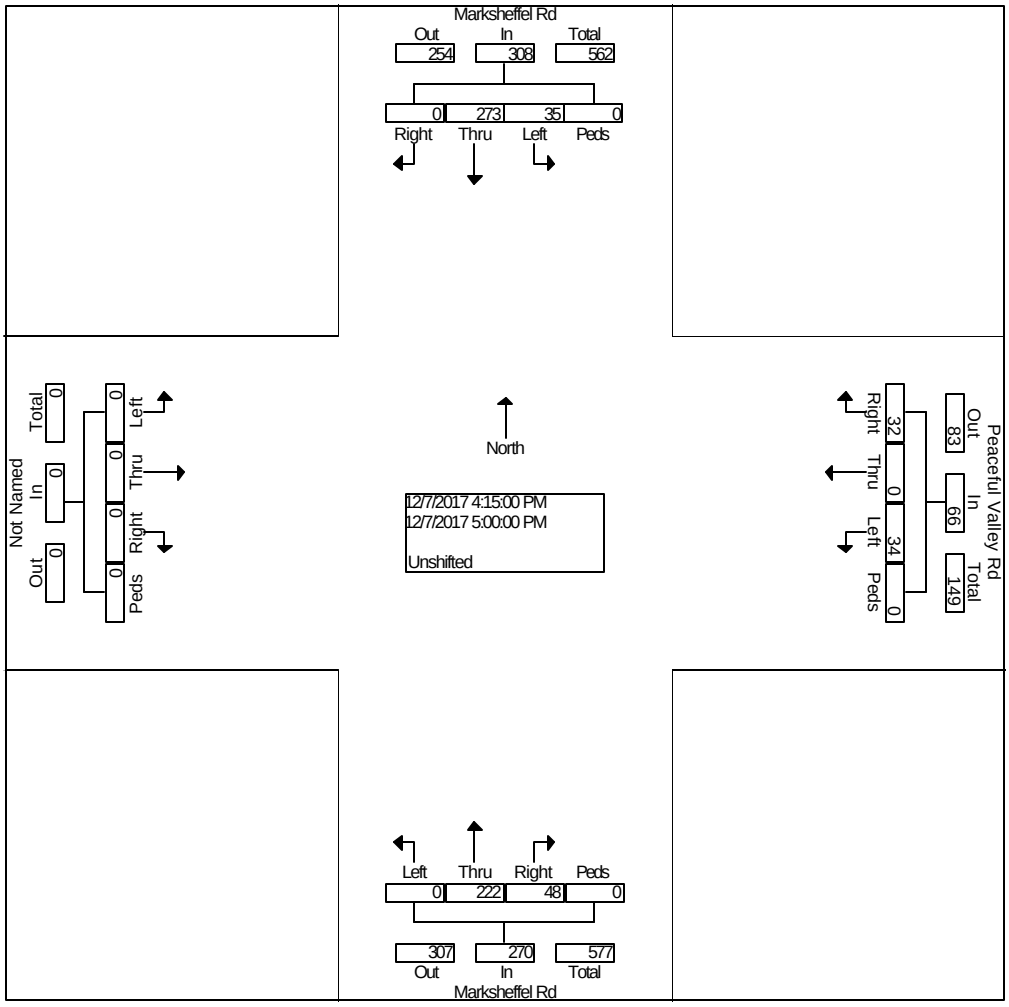
Groups Printed- Unshifted

	Marksheffel Rd From North				Peaceful Valley Rd From East				Marksheffel Rd From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	64	13	0	4	0	4	0	13	44	0	0	0	0	0	0	142
04:15 PM	0	74	10	0	6	0	10	0	13	59	0	0	0	0	0	0	172
04:30 PM	0	67	7	0	7	0	7	0	9	50	0	0	0	0	0	0	147
04:45 PM	0	77	10	0	9	0	9	0	13	44	0	0	0	0	0	0	162
Total	0	282	40	0	26	0	30	0	48	197	0	0	0	0	0	0	623
05:00 PM	0	55	8	0	10	0	8	0	13	69	0	0	0	0	0	0	163
05:15 PM	0	72	12	0	6	0	11	0	13	53	0	0	0	0	0	0	167
05:30 PM	0	57	5	0	2	0	4	0	12	42	0	0	0	0	0	0	122
05:45 PM	0	42	8	0	4	0	5	0	11	38	0	0	0	0	0	0	108
Total	0	226	33	0	22	0	28	0	49	202	0	0	0	0	0	0	560
Grand Total	0	508	73	0	48	0	58	0	97	399	0	0	0	0	0	0	1183
Apprch %	0.0	87.4	12.6	0.0	45.3	0.0	54.7	0.0	19.6	80.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	42.9	6.2	0.0	4.1	0.0	4.9	0.0	8.2	33.7	0.0	0.0	0.0	0.0	0.0	0.0	

Counts by LSC

File Name : Marksheffel Rd - Peaceful Valley Rd PM
Site Code : 00174850
Start Date : 12/07/2017
Page No : 2

	Marksheffel Rd From North					Peaceful Valley Rd From East					Marksheffel Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	0	273	35	0	308	32	0	34	0	66	48	222	0	0	270	0	0	0	0	0	644
Percent	0.0	88.6	11.4	0.0		48.5	0.0	51.5	0.0		17.8	82.2	0.0	0.0		0.0	0.0	0.0	0.0		
04:15 Volume	0	74	10	0	84	6	0	10	0	16	13	59	0	0	72	0	0	0	0	0	172
Peak Factor																					0.936
High Int.	04:45 PM					04:45 PM					05:00 PM					3:45:00 PM					
Volume	0	77	10	0	87	9	0	9	0	18	13	69	0	0	82						
Peak Factor					0.885					0.917					0.823						



Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Powers Blvd - Mesa Ridge AM
Site Code : 00174850
Start Date : 11/30/2017
Page No : 1

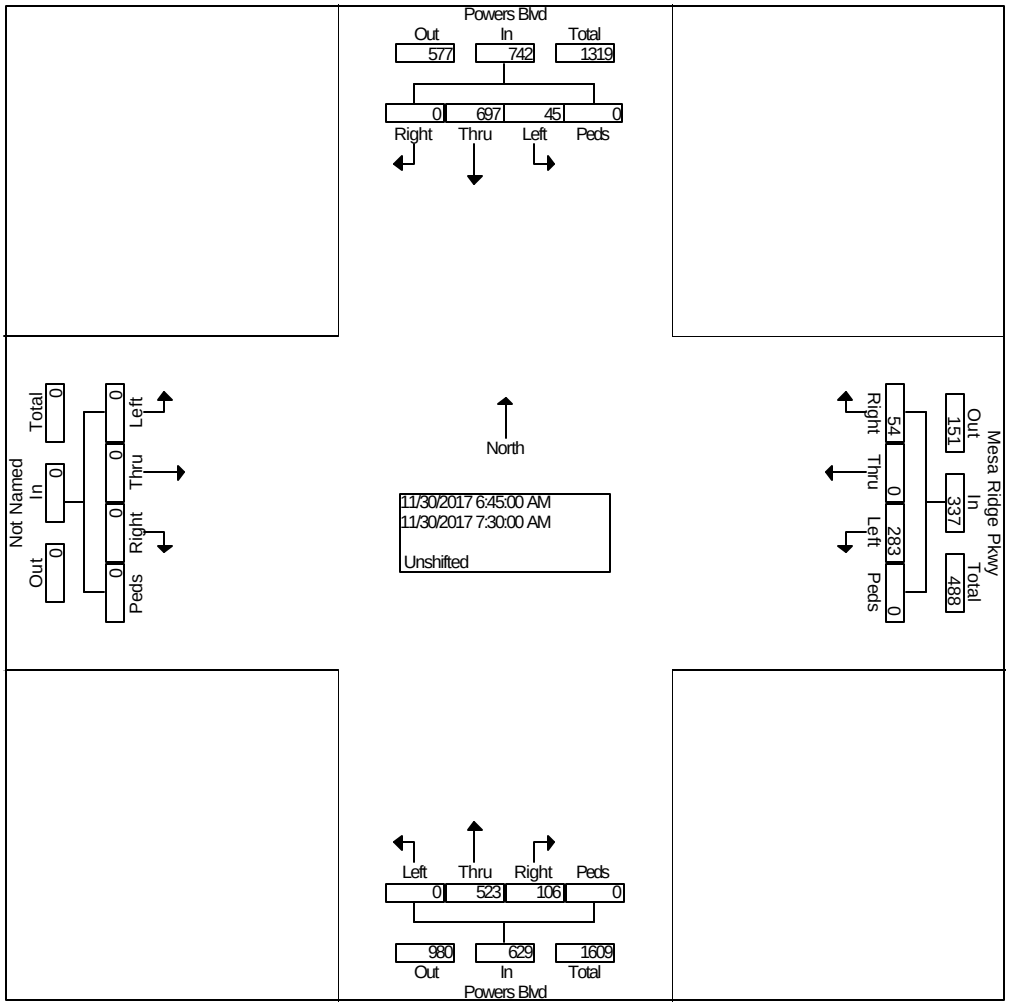
Groups Printed- Unshifted

	Powers Blvd From North				Mesa Ridge Pkwy From East				Powers Blvd From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	152	9	0	11	0	65	0	19	100	0	0	0	0	0	0	356
06:45 AM	0	232	12	0	13	0	81	0	20	111	0	0	0	0	0	0	469
Total	0	384	21	0	24	0	146	0	39	211	0	0	0	0	0	0	825
07:00 AM	0	186	9	0	10	0	71	0	24	146	0	0	0	0	0	0	446
07:15 AM	0	128	11	0	18	0	67	0	36	136	0	0	0	0	0	0	396
07:30 AM	0	151	13	0	13	0	64	0	26	130	0	0	0	0	0	0	397
07:45 AM	0	140	11	0	4	0	57	0	38	126	0	0	0	0	0	0	376
Total	0	605	44	0	45	0	259	0	124	538	0	0	0	0	0	0	1615
08:00 AM	0	127	8	0	15	0	40	0	45	122	0	0	0	0	0	0	357
08:15 AM	0	166	17	0	19	0	72	0	26	105	0	0	0	0	0	0	405
Grand Total	0	1282	90	0	103	0	517	0	234	976	0	0	0	0	0	0	3202
Apprch %	0.0	93.4	6.6	0.0	16.6	0.0	83.4	0.0	19.3	80.7	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	40.0	2.8	0.0	3.2	0.0	16.1	0.0	7.3	30.5	0.0	0.0	0.0	0.0	0.0	0.0	

Counts by LSC

File Name : Powers Blvd - Mesa Ridge AM
Site Code : 00174850
Start Date : 11/30/2017

	Powers Blvd From North					Mesa Ridge Pkwy From East					Powers Blvd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	0	697	45	0	742	54	0	283	0	337	106	523	0	0	629	0	0	0	0	0	1708
Percent	0.0	93.9	6.1	0.0		16.0	0.0	84.0	0.0		16.9	83.1	0.0	0.0		0.0	0.0	0.0	0.0		
06:45 Volume	0	232	12	0	244	13	0	81	0	94	20	111	0	0	131	0	0	0	0	0	469
Peak Factor																					0.910
High Int.	06:45 AM					06:45 AM					07:15 AM					6:15:00 AM					
Volume	0	232	12	0	244	13	0	81	0	94	36	136	0	0	172						
Peak Factor					0.760					0.896					0.914						



Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Powers Blvd - Mesa Ridge PM
Site Code : 00174850
Start Date : 11/30/2017
Page No : 1

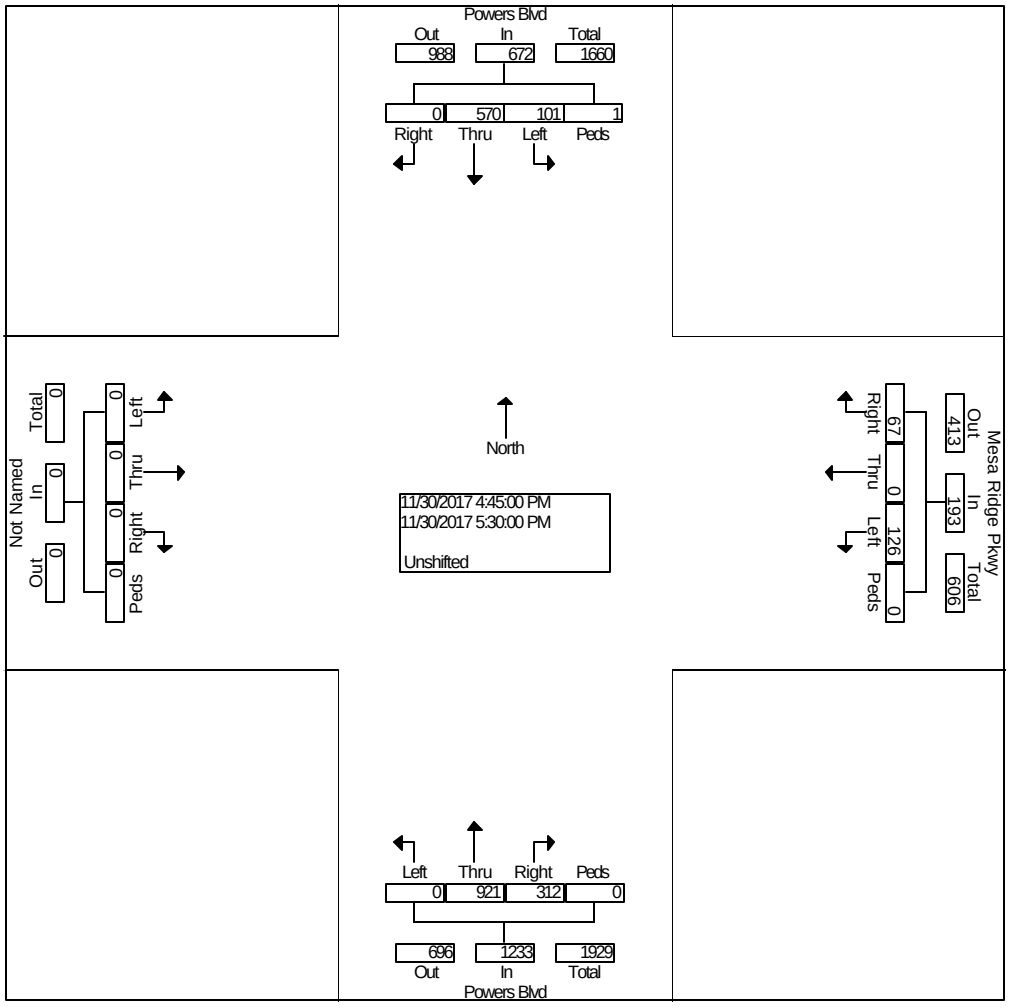
Groups Printed- Unshifted

	Powers Blvd From North				Mesa Ridge Pkwy From East				Powers Blvd From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	136	30	0	7	0	33	0	59	192	0	0	0	0	0	0	457
04:15 PM	0	151	23	0	10	0	32	0	67	208	0	0	0	0	0	0	491
04:30 PM	0	139	27	0	13	0	33	0	79	201	0	0	0	0	0	0	492
04:45 PM	0	153	24	0	16	0	30	0	85	243	0	0	0	0	0	0	551
Total	0	579	104	0	46	0	128	0	290	844	0	0	0	0	0	0	1991
05:00 PM	0	125	22	1	21	0	23	0	77	229	0	0	0	0	0	0	498
05:15 PM	0	154	31	0	17	0	37	0	81	209	0	0	0	0	0	0	529
05:30 PM	0	138	24	0	13	0	36	0	69	240	0	0	0	0	0	0	520
05:45 PM	0	113	30	0	9	0	36	0	96	207	0	0	0	0	0	0	491
Total	0	530	107	1	60	0	132	0	323	885	0	0	0	0	0	0	2038
Grand Total	0	1109	211	1	106	0	260	0	613	1729	0	0	0	0	0	0	4029
Apprch %	0.0	84.0	16.0	0.1	29.0	0.0	71.0	0.0	26.2	73.8	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	27.5	5.2	0.0	2.6	0.0	6.5	0.0	15.2	42.9	0.0	0.0	0.0	0.0	0.0	0.0	

Counts by LSC

File Name : Powers Blvd - Mesa Ridge PM
Site Code : 00174850
Start Date : 11/30/2017
Page No : 2

	Powers Blvd From North					Mesa Ridge Pkwy From East					Powers Blvd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	570	101	1	672	67	0	126	0	193	312	921	0	0	1233	0	0	0	0	0	2098
Percent	0.0	84.8	15.0	0.1		34.7	0.0	65.3	0.0		25.3	74.7	0.0	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	0	153	24	0	177	16	0	30	0	46	85	243	0	0	328	0	0	0	0	0	551
Peak Factor																					0.952
High Int.	05:15 PM					05:15 PM					04:45 PM					3:45:00 PM					
Volume	0	154	31	0	185	17	0	37	0	54	85	243	0	0	328						
Peak Factor					0.908					0.894					0.940						



Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	56	303	24	18	217
Future Vol, veh/h	51	56	303	24	18	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	290	340	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	86	86	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	90	352	28	22	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	352	0	0	380	0
Stage 1	352	-	-	-	-	-
Stage 2	309	-	-	-	-	-
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	427	692	-	-	1178	-
Stage 1	712	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	692	-	-	1178	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	419	692	1178	-
HCM Lane V/C Ratio	-	-	0.196	0.131	0.019	-
HCM Control Delay (s)	-	-	15.7	11	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.4	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	38	18	271	231	37
Future Vol, veh/h	56	38	18	271	231	37
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	0	500	-	-	290
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	100	100	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	59	18	271	257	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	564	257	298	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	307	-	-	-	-	-
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	487	782	1263	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	480	782	1263	-	-	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	746	-	-	-	-	-

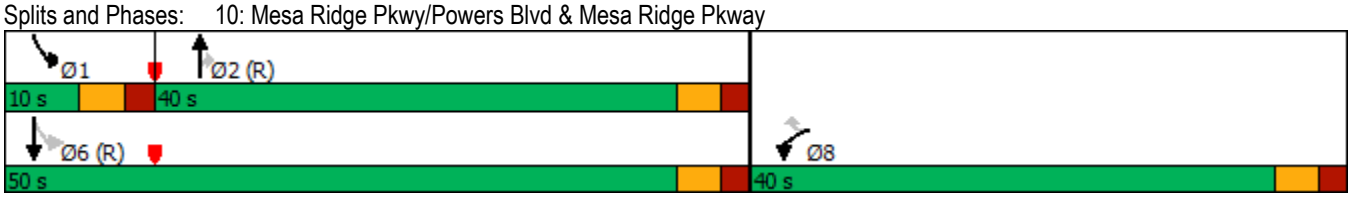
Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1263	-	480	782	-	-
HCM Lane V/C Ratio	0.014	-	0.182	0.076	-	-
HCM Control Delay (s)	7.9	-	14.2	10	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	283	54	523	106	45	697
Future Volume (vph)	283	54	523	106	45	697
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	40.0	40.0	40.0	40.0	10.0	50.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	11.1%	55.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	21.5	21.5	51.4	51.4	58.5	58.5
Actuated g/C Ratio	0.24	0.24	0.57	0.57	0.65	0.65
v/c Ratio	0.74	0.14	0.34	0.14	0.10	0.30
Control Delay	42.2	7.3	13.1	3.2	7.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	7.3	13.1	3.2	7.7	8.0
LOS	D	A	B	A	A	A
Approach Delay	36.6		11.4			8.0
Approach LOS	D		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway



Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	27	208	51	35	267
Future Vol, veh/h	32	27	208	51	35	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	290	340	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	98	98	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	31	212	52	40	303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	595	212	0	0	264	0
Stage 1	212	-	-	-	-	-
Stage 2	383	-	-	-	-	-
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	467	828	-	-	1300	-
Stage 1	823	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	453	828	-	-	1300	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	453	828	1300	-
HCM Lane V/C Ratio	-	-	0.081	0.037	0.031	-
HCM Control Delay (s)	-	-	13.6	9.5	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	88	22	16	171	254	45
Future Vol, veh/h	88	22	16	171	254	45
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	0	500	-	-	290
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	22	16	171	334	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	537	334	393	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	708	1166	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	498	708	1166	-	-	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	831	-	-	-	-	-

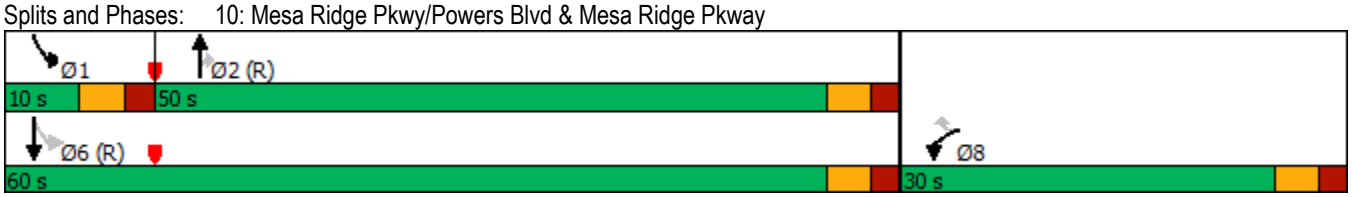
Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1166	-	498	708	-	-
HCM Lane V/C Ratio	0.014	-	0.177	0.031	-	-
HCM Control Delay (s)	8.1	-	13.8	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	126	67	921	312	101	570
Future Volume (vph)	126	67	921	312	101	570
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	50.0	50.0	10.0	60.0
Total Split (%)	33.3%	33.3%	55.6%	55.6%	11.1%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	11.7	11.7	58.4	58.4	68.3	68.3
Actuated g/C Ratio	0.13	0.13	0.65	0.65	0.76	0.76
v/c Ratio	0.55	0.25	0.43	0.29	0.25	0.22
Control Delay	44.9	11.2	9.6	1.8	4.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	11.2	9.6	1.8	4.7	3.7
LOS	D	B	A	A	A	A
Approach Delay	33.2		7.6			3.9
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	2	51	0	56	1	350	24	18	447	5
Future Vol, veh/h	15	0	2	51	0	56	1	350	24	18	447	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	340	-	290	340	-	-
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	16	0	2	55	0	61	1	380	26	20	486	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	924	937	489	912	913	380	491	0	0	406	0	0
Stage 1	529	529	-	382	382	-	-	-	-	-	-	-
Stage 2	395	408	-	530	531	-	-	-	-	-	-	-
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	250	265	579	255	273	667	1072	-	-	1153	-	-
Stage 1	533	527	-	640	613	-	-	-	-	-	-	-
Stage 2	630	597	-	533	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	260	579	250	268	667	1072	-	-	1153	-	-
Mov Cap-2 Maneuver	224	260	-	250	268	-	-	-	-	-	-	-
Stage 1	532	518	-	639	612	-	-	-	-	-	-	-
Stage 2	572	596	-	522	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	16.9	0	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	241	250	667	1153	-	-
HCM Lane V/C Ratio	0.001	-	-	0.077	0.222	0.091	0.017	-	-
HCM Control Delay (s)	8.4	-	-	21.2	23.5	10.9	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	50	25	300	300	200
Future Vol, veh/h	75	50	25	300	300	200
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	0	500	-	-	290
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	82	54	27	326	326	217

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	706	326	543	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	380	-	-	-	-	-
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	402	715	1026	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	392	715	1026	-	-	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1026	-	492	715	-	-
HCM Lane V/C Ratio	0.026	-	0.166	0.076	-	-
HCM Control Delay (s)	8.6	-	13.8	10.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	118	223	2	7	115
Future Vol, veh/h	39	118	223	2	7	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	475	-	-	-	0	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	42	128	242	2	8	125

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	244	0	-	0	455	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	212	-
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	1322	-	-	-	563	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1322	-	-	-	545	796
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	823	-

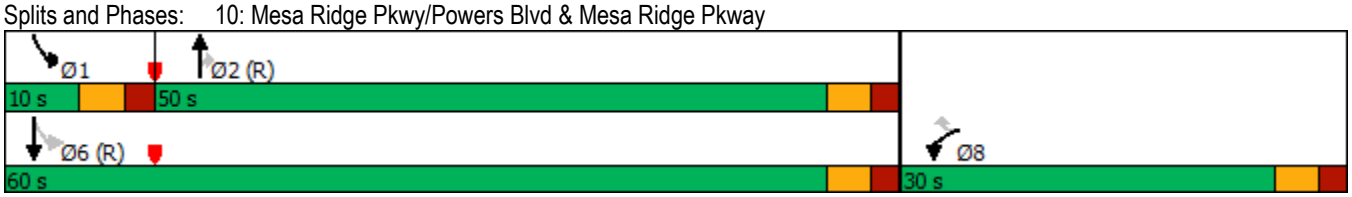
Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1322	-	-	-	545	796
HCM Lane V/C Ratio	0.032	-	-	-	0.014	0.157
HCM Control Delay (s)	7.8	-	-	-	11.7	10.4
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	535	85	566	159	55	754
Future Volume (vph)	535	85	566	159	55	754
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	50.0	50.0	10.0	60.0
Total Split (%)	33.3%	33.3%	55.6%	55.6%	11.1%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	20.5	20.5	50.7	50.7	59.5	59.5
Actuated g/C Ratio	0.23	0.23	0.56	0.56	0.66	0.66
v/c Ratio	0.75	0.21	0.31	0.18	0.12	0.35
Control Delay	38.4	7.1	12.1	2.5	6.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	7.1	12.1	2.5	6.8	7.7
LOS	D	A	B	A	A	A
Approach Delay	34.1		10.0			7.6
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 46.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	1	32	0	27	1	298	51	35	442	18
Future Vol, veh/h	11	0	1	32	0	27	1	298	51	35	442	18
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	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	340	-	290	340	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	1	34	0	28	1	314	54	37	465	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	892	919	475	865	874	314	484	0	0	368	0	0
Stage 1	549	549	-	316	316	-	-	-	-	-	-	-
Stage 2	343	370	-	549	558	-	-	-	-	-	-	-
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	263	271	590	274	288	726	1079	-	-	1191	-	-
Stage 1	520	516	-	695	655	-	-	-	-	-	-	-
Stage 2	672	620	-	520	512	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	262	590	267	279	726	1079	-	-	1191	-	-
Mov Cap-2 Maneuver	246	262	-	267	279	-	-	-	-	-	-	-
Stage 1	519	500	-	694	654	-	-	-	-	-	-	-
Stage 2	645	619	-	503	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	15.7	0	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	259	267	726	1191	-	-
HCM Lane V/C Ratio	0.001	-	-	0.049	0.126	0.039	0.031	-	-
HCM Control Delay (s)	8.3	-	-	19.6	20.4	10.2	8.1	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	25	25	250	325	150
Future Vol, veh/h	100	25	25	250	325	150
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	0	500	-	-	290
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	26	26	263	342	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	657	342	500	0	-	0
Stage 1	342	-	-	-	-	-
Stage 2	315	-	-	-	-	-
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	430	701	1064	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	701	1064	-	-	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1064	-	515	701	-	-
HCM Lane V/C Ratio	0.025	-	0.204	0.038	-	-
HCM Control Delay (s)	8.5	-	13.8	10.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	121	167	8	4	75
Future Vol, veh/h	128	121	167	8	4	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	475	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	127	176	8	4	79

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	577	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	397	-
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	1391	-	-	-	478	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	432	863
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	679	-

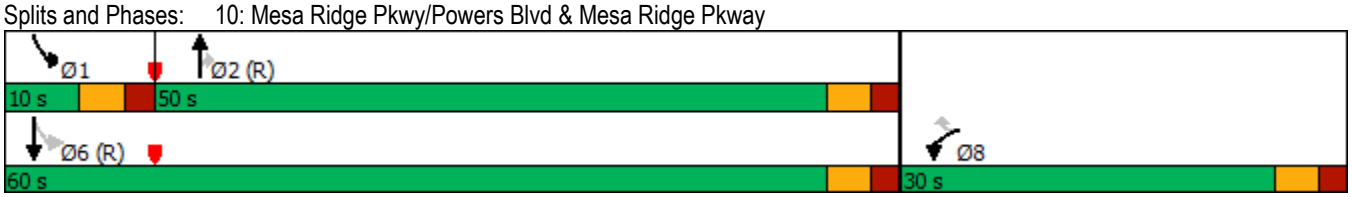
Approach	EB	WB	SB
HCM Control Delay, s	4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1391	-	-	-	432	863
HCM Lane V/C Ratio	0.097	-	-	-	0.01	0.091
HCM Control Delay (s)	7.9	-	-	-	13.4	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0	0.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	287	87	996	417	135	617
Future Volume (vph)	287	87	996	417	135	617
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	50.0	50.0	10.0	60.0
Total Split (%)	33.3%	33.3%	55.6%	55.6%	11.1%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	13.2	13.2	54.1	54.1	66.8	66.8
Actuated g/C Ratio	0.15	0.15	0.60	0.60	0.74	0.74
v/c Ratio	0.60	0.30	0.49	0.39	0.36	0.25
Control Delay	40.7	10.0	11.8	2.2	6.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	10.0	11.8	2.2	6.3	4.2
LOS	D	A	B	A	A	A
Approach Delay	33.5		8.9			4.6
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	2	51	0	56	1	353	24	18	450	6
Future Vol, veh/h	24	0	2	51	0	56	1	353	24	18	450	6
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	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	340	-	290	340	-	-
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	26	0	2	55	0	61	1	384	26	20	489	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	932	945	493	920	922	384	496	0	0	410	0	0
Stage 1	533	533	-	386	386	-	-	-	-	-	-	-
Stage 2	399	412	-	534	536	-	-	-	-	-	-	-
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	247	262	576	251	270	664	1068	-	-	1149	-	-
Stage 1	531	525	-	637	610	-	-	-	-	-	-	-
Stage 2	627	594	-	530	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	257	576	246	265	664	1068	-	-	1149	-	-
Mov Cap-2 Maneuver	221	257	-	246	265	-	-	-	-	-	-	-
Stage 1	530	516	-	636	609	-	-	-	-	-	-	-
Stage 2	569	593	-	519	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	17.1	0	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	232	246	664	1149	-	-
HCM Lane V/C Ratio	0.001	-	-	0.122	0.225	0.092	0.017	-	-
HCM Control Delay (s)	8.4	-	-	22.7	23.8	11	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.8	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	53	26	300	300	203
Future Vol, veh/h	78	53	26	300	300	203
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	0	500	-	-	290
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	85	58	28	326	326	221

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	708	326	547	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	382	-	-	-	-	-
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	401	715	1022	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	715	1022	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1022	-	490	715	-	-
HCM Lane V/C Ratio	0.028	-	0.173	0.081	-	-
HCM Control Delay (s)	8.6	-	13.9	10.5	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.3	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	118	223	6	13	159
Future Vol, veh/h	54	118	223	6	13	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	475	-	-	-	0	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	59	128	242	7	14	173

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	492	246
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	246	-
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	1317	-	-	-	536	793
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1317	-	-	-	512	793
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	795	-

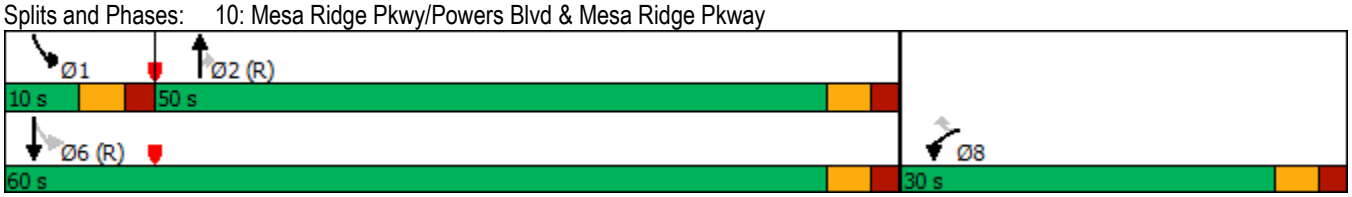
Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1317	-	-	-	512	793
HCM Lane V/C Ratio	0.045	-	-	-	0.028	0.218
HCM Control Delay (s)	7.9	-	-	-	12.2	10.8
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.8

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	570	94	566	171	58	754
Future Volume (vph)	570	94	566	171	58	754
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	50.0	50.0	10.0	60.0
Total Split (%)	33.3%	33.3%	55.6%	55.6%	11.1%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	21.2	21.2	50.1	50.1	58.8	58.8
Actuated g/C Ratio	0.24	0.24	0.56	0.56	0.65	0.65
v/c Ratio	0.77	0.23	0.31	0.19	0.13	0.35
Control Delay	38.7	6.8	12.4	2.5	7.1	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	6.8	12.4	2.5	7.1	8.0
LOS	D	A	B	A	A	A
Approach Delay	34.2		10.1			7.9
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway



Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	1	32	0	27	1	300	51	35	452	21
Future Vol, veh/h	17	0	1	32	0	27	1	300	51	35	452	21
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	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	340	-	290	340	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	1	35	0	29	1	326	55	38	491	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	935	962	503	907	918	326	514	0	0	381	0	0
Stage 1	579	579	-	328	328	-	-	-	-	-	-	-
Stage 2	356	383	-	579	590	-	-	-	-	-	-	-
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	246	256	569	257	272	715	1052	-	-	1177	-	-
Stage 1	501	501	-	685	647	-	-	-	-	-	-	-
Stage 2	661	612	-	501	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	230	248	569	250	263	715	1052	-	-	1177	-	-
Mov Cap-2 Maneuver	230	248	-	250	263	-	-	-	-	-	-	-
Stage 1	500	485	-	684	646	-	-	-	-	-	-	-
Stage 2	633	611	-	484	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	16.5	0	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1052	-	-	238	250	715	1177	-	-
HCM Lane V/C Ratio	0.001	-	-	0.082	0.139	0.041	0.032	-	-
HCM Control Delay (s)	8.4	-	-	21.5	21.7	10.3	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	27	28	250	325	160
Future Vol, veh/h	102	27	28	250	325	160
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	0	500	-	-	290
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	111	29	30	272	353	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	685	353	527	0	-	0
Stage 1	353	-	-	-	-	-
Stage 2	332	-	-	-	-	-
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	414	691	1040	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	402	691	1040	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1040	-	500	691	-	-
HCM Lane V/C Ratio	0.029	-	0.222	0.042	-	-
HCM Control Delay (s)	8.6	-	14.2	10.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	178	121	167	21	8	104
Future Vol, veh/h	178	121	167	21	8	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	475	-	-	-	0	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	193	132	182	23	9	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	205	0	-	0	712	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	518	-
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	1366	-	-	-	399	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1366	-	-	-	343	847
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	598	-

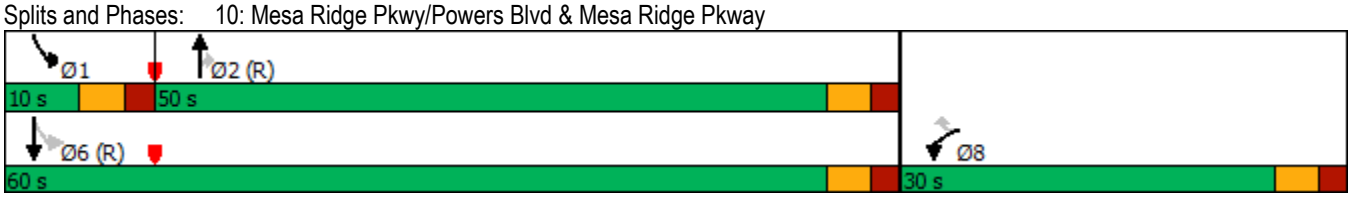
Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1366	-	-	-	343	847
HCM Lane V/C Ratio	0.142	-	-	-	0.025	0.133
HCM Control Delay (s)	8.1	-	-	-	15.8	9.9
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	0.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	310	93	996	457	145	617
Future Volume (vph)	310	93	996	457	145	617
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	30.0	30.0	50.0	50.0	10.0	60.0
Total Split (%)	33.3%	33.3%	55.6%	55.6%	11.1%	66.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	14.1	14.1	52.8	52.8	65.9	65.9
Actuated g/C Ratio	0.16	0.16	0.59	0.59	0.73	0.73
v/c Ratio	0.63	0.30	0.52	0.44	0.42	0.26
Control Delay	40.5	9.3	12.9	2.5	7.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	9.3	12.9	2.5	7.4	4.6
LOS	D	A	B	A	A	A
Approach Delay	33.3		9.7			5.1
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway



Queuing and Blocking Report

Intersection: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	278	331	68	206	157	66	63	168	141
Average Queue (ft)	163	208	22	103	40	29	29	90	55
95th Queue (ft)	267	300	46	166	100	57	55	151	111
Link Distance (ft)			824	517	517			1437	1437
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	350	350				150	1000		
Storage Blk Time (%)	0	0			0				
Queuing Penalty (veh)	0	0			0				

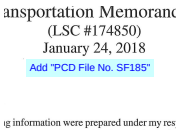
Queuing and Blocking Report

Intersection: 10: Mesa Ridge Pkwy/Powers Blvd & Mesa Ridge Pkway

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	T	T
Maximum Queue (ft)	178	206	72	302	266	190	163	147	116
Average Queue (ft)	65	128	27	188	126	76	70	70	37
95th Queue (ft)	160	192	54	293	247	144	123	124	84
Link Distance (ft)			824	517	517			1624	1624
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	350	350				150	1000		
Storage Blk Time (%)					2	0			
Queuing Penalty (veh)					8	2			

Markup Summary

dsdlaforce (6)



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Page Label: 1
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Author: dsdlaforce
Date: 3/20/2018 4:52:06 PM
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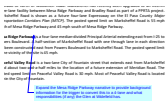
Add "PCD File No. SF185"



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Author: dsdlaforce
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Expand the Mesa Ridge Parkway narrative to provide background information for the trigger to convert this to a 4-lane and what responsibilities (if any) the Glen at Widefield has.

Subject: Callout
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Author: dsdlaforce
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Obtain new traffic counts at all locations and update the analysis to reflect the fully operational condition of the traffic signal so the TIS analysis is representative of current conditions.

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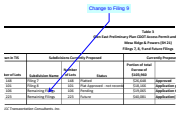
Contact and coordinate with EPC DPW and/or CDOT regarding these two proposed improvements to determine any additional requirements they may have, and update the narrative to summarize the outcome of the coordination. Submit construction plans for review (if required by DPW and/or CDOT).

With regards to Mesa Ridge Parkway dual WBLT, verify any CDOT access permit requirements. Update narrative to summarize the outcome of the coordination.



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Change to Filing 9

Subject: Callout
Page Label: 16
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Author: dsdlaforce
Date: 3/22/2018 7:21:13 AM
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The narrative noted Marksheffel Improvement is complete.