



**DREXEL BARRELL & Co.**  
Engineers - Surveyors

## **MEMORANDUM**

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

**FROM:** Kurt Crawford, P.E.

**DATE:** February 20, 2026

**RE:** Traffic Memorandum for Willow Springs Ranch West Annexation  
Monument, Colorado

### **Traffic Engineer's Statement**

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

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



2/20/2026

Date

### **Developer's Statement**

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

\_\_\_\_\_  
Daniel Brown, President

Polo Brown Company

514 Pike Avenue

Canon City, CO 81212

\_\_\_\_\_  
Date

This memorandum summarizes the proposed land use, anticipated trip generation, and vehicular access for the Willow Springs Ranch West Annexation. The site is located north of the intersection of Forest Lakes Drive and Channel Island Drive in Monument, Colorado. See the **Appendix** for the associated site plan and vicinity map (**Figure 1**).

The Willow Springs Ranch West Annexation will add 38 single-family detached dwelling units to the existing development. This memorandum evaluates site access and traffic operations at the intersections of Forest Lakes Drive with the proposed access road and Forest Lakes Drive with Channel Island Drive.

### Existing Roads & Distribution

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

- **Forest Lakes Drive** is a two-lane east–west roadway that provides access to Baptist Road and Interstate 25. As identified in the *El Paso County Major Transportation Corridors Plan (MTCP)*, Forest Lakes Drive is classified as an Urban Minor Collector. The roadway includes a two-way left-turn lane (TWLTL) that accommodates deceleration and vehicle storage for turning movements at Channel Island Drive and the proposed access. The posted speed limit is 35 mph. Sidewalks are present along the south side of the roadway, with informal dirt/aggregate paths along the north side. ADA-compliant curb ramps are provided at intersections.
- **Channel Island Drive** is a two-lane north–south local roadway. The northern segment is currently under construction as part of Willow Springs Ranch Filing No. 2. The intersection with Forest Lakes Drive is constructed as a full access intersection for Filing No. 2. Upon completion of the Willow Springs Ranch West Annexation, this access will be reconstructed to operate as a right-in/right-out only. The left turn movements to and from the site will utilize the proposed access roadway located approximately 200 feet west of Channel Island Drive.
- **Short Prairie Court** is a two-lane east–west local roadway, also under construction with Willow Springs Ranch Filing No. 2. The roadway terminates in a cul-de-sac to the east and will connect to the proposed access roadway to the west.
- **Spatz Road / Rickenbacker Avenue** is an unpaved two-lane local roadway located west of the site. An access connection will be constructed to Rickenbacker Avenue; however, this access will be designated for emergency use only.

### Existing Traffic Volumes

Traffic counts were collected by All Traffic Data (ATD) on Tuesday, February 3, 2026, at the intersection of Forest Lakes Drive and Channel Island Drive. In addition, 24-hour average daily traffic (ADT) volumes were collected on Forest Lakes Drive east of the intersection. Existing traffic volumes are illustrated in **Figure 2**.

### Trip Generation

Estimated trip generation for the proposed development is summarized in Table 1. Trip estimates are based on rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, an industry-standard reference.

Using ITE trip generation rates for single-family detached housing, the Willow Springs Ranch West Annexation is expected to generate approximately:

- 358 average weekday trips
- 27 trips during the AM peak hour (7 inbound / 20 outbound)
- 36 trips during the PM peak hour (23 inbound / 13 outbound)

| Table 1 - Trip Generation Estimate for<br>Willow Springs Ranch West Annexation, Monument, CO |        |                                    |       |                     |                             |                      |                    |       |                     |                      |     |    |     |       |    |
|----------------------------------------------------------------------------------------------|--------|------------------------------------|-------|---------------------|-----------------------------|----------------------|--------------------|-------|---------------------|----------------------|-----|----|-----|-------|----|
| ITE Code / Land Use                                                                          | Size   | Trip Generation Rates <sup>1</sup> |       |                     | Trips Generated             |                      |                    |       |                     |                      |     |    |     |       |    |
|                                                                                              |        |                                    |       |                     | Average<br>Weekday<br>Trips | AM Peak-Hour (7 - 9) |                    |       |                     | PM Peak-Hour (4 - 6) |     |    |     | Total |    |
|                                                                                              |        | Inbound<br>% Trips                 | Trips | Outbound<br>% Trips |                             | Trips                | Inbound<br>% Trips | Trips | Outbound<br>% Trips | Trips                |     |    |     |       |    |
| #210 Single-Family Detached Housing                                                          | 38 ODU | 9.43                               | 0.70  | 0.94                | 358                         | 26%                  | 7                  | 74%   | 20                  | 27                   | 63% | 23 | 37% | 13    | 36 |
| Total Trips                                                                                  |        |                                    |       |                     | 358                         |                      | 7                  |       | 20                  | 27                   |     | 23 |     | 13    | 36 |

<sup>1</sup>Source: "Trip Generation" Institute of Transportation Engineers, 11th Edition, 2021

ODU = Occupied Dwelling Units

### Trip Distribution

Trip distribution assumptions are based on the surrounding roadway network and observed traffic patterns. Most of the site-generated traffic is expected to travel east on Forest Lakes Drive toward Baptist Road and Interstate 25. Forest Lakes Drive west of the site primarily serves residential properties and is anticipated to carry a minimal share of project traffic.

The anticipated distribution of site traffic is shown in **Figure 3** and is summarized as follows:

- 95% to/from the east
- 5% to/from the west

### Background Traffic Volumes

Existing traffic counts indicate that no traffic is currently generated from the north leg of Channel Island Drive at the study intersection. Willow Springs Ranch Filing No. 2 includes 27 single-family detached dwelling units along Channel Island Drive and Short Prairie Court that are presently under construction. Traffic generated by this development was included in the background traffic volumes and is summarized in **Table 2**.

| Table 2 - Trip Generation Estimate for<br>Willow Springs Ranch Filing No. 2 (Background Traffic) |  |                                    |         |         |                             |                      |       |          |       |                      |         |          |         |       |    |    |
|--------------------------------------------------------------------------------------------------|--|------------------------------------|---------|---------|-----------------------------|----------------------|-------|----------|-------|----------------------|---------|----------|---------|-------|----|----|
| ITE Code / Land Use                                                                              |  | Trip Generation Rates <sup>1</sup> |         |         | Trips Generated             |                      |       |          |       |                      |         |          |         |       |    |    |
|                                                                                                  |  |                                    |         |         | Average<br>Weekday<br>Trips | AM Peak-Hour (7 - 9) |       |          |       | PM Peak-Hour (4 - 6) |         |          |         | Total |    |    |
|                                                                                                  |  |                                    |         |         |                             | Inbound              |       | Outbound |       | Inbound              |         | Outbound |         |       |    |    |
| Size                                                                                             |  | Avg. Weekday                       | AM PEAK | PM PEAK |                             | % Trips              | Trips | % Trips  | Trips |                      | % Trips | Trips    | % Trips | Trips |    |    |
| #210 Single-Family Detached Housing                                                              |  | 27 ODU                             | 9.43    | 0.70    | 0.94                        | 255                  | 26%   | 5        | 74%   | 14                   | 19      | 63%      | 16      | 37%   | 9  | 25 |
| Total Trips                                                                                      |  |                                    |         |         | 255                         | 5                    |       | 14       |       | 19                   | 16      |          | 9       |       | 25 |    |

<sup>1</sup>Source: "Trip Generation" Institute of Transportation Engineers, 11th Edition, 2021

ODU = Occupied Dwelling Units

Future background traffic volumes for the 2027 and 2047 analysis years (**Figures 4 and 6**) were estimated by applying a conservative annual growth rate of 2 percent to existing traffic volumes and adding traffic generated by Willow Springs Ranch Filing No. 2. Traffic projections are provided in the Appendix. The left turn movements to and from Willow Springs Ranch Filing No. 2 shown in the background traffic figures are redistributed in the total traffic figures to utilize the proposed access roadway.

### **Level of Service Analysis**

Traffic operations at the intersections of Forest Lakes Drive with Channel Island Drive and Forest Lakes Drive with the proposed access roadway were evaluated to determine projected control delay and corresponding levels of service (LOS). Total traffic volumes (background plus site generated traffic) for the 2027 and 2047 analysis years are shown in **Figures 5 and 7**, respectively.

The analysis was conducted using Synchro Version 11 traffic software, following procedures outlined in the most recent edition of the *Highway Capacity Manual*. Synchro output reports are included in the Appendix.

Both stop-controlled intersections are projected to operate at LOS A during both the AM and PM peak hours in 2027 and 2047. The northbound Channel Island Drive approach operates at LOS A under all scenarios. The southbound approach of the proposed access roadway operates at LOS B or better, with average control delays ranging from approximately 9.9 to 10.4 seconds per vehicle during the analyzed peak hours. Existing ADT on Forest Lakes Drive is approximately 2,803 vehicles per day and is projected to increase to approximately 4,388 vehicles per day by 2047.

### **Auxiliary Turn Lanes**

No additional auxiliary turn lanes are warranted with the proposed development. The existing TWLTL on Forest Lakes Drive adequately accommodates the low volume of inbound left-turn movements.

The combined traffic generated by the Willow Springs Ranch West Annexation and Willow Springs Ranch Filing No. 2 is expected to produce approximately 36 right-turn movements during the PM peak hour. Per the El Paso County Engineering Criteria Manual (ECM), a right-turn lane is required only when projected peak-hour right-turn volumes meet or exceed 50 vehicles per hour, which is not the case for this project.

### **Access Evaluation**

The intersection sight distance at Forest Lakes Drive and the proposed access was measured at approximately 500 feet to the west and greater than 500 feet to the east. Based on the ECM requirements (Table 2-21) and a design speed of 40 mph (posted speed limit of 35 mph), the minimum required intersection sight distance is 445 feet. Available sight distance exceeds the minimum requirements in both directions.

### **Pedestrian Access**

Sidewalks will be constructed as part of the project and will connect to the existing pedestrian network, providing continuous and accessible pedestrian circulation throughout the site.

### **Conclusion**

The Willow Springs Ranch West Annexation is anticipated to generate approximately 358 average weekday vehicle trips, including 27 trips during the AM peak hour and 36 trips during the PM peak hour.

The intersection of Forest Lakes Drive with the proposed access roadway is projected to operate at acceptable levels of service through the year 2047 as a stop-controlled T-intersection. No auxiliary turn lanes or traffic control improvements are required based on projected traffic volumes.

Overall, the proposed development can be adequately served by the existing and planned roadway network without adverse impacts to traffic operations or safety.

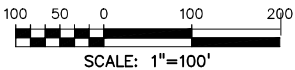
## **APPENDIX**

Site Plan  
Traffic Figures 1-7  
Traffic Counts  
Traffic Projections  
Synchro Reports  
MTCP Figures

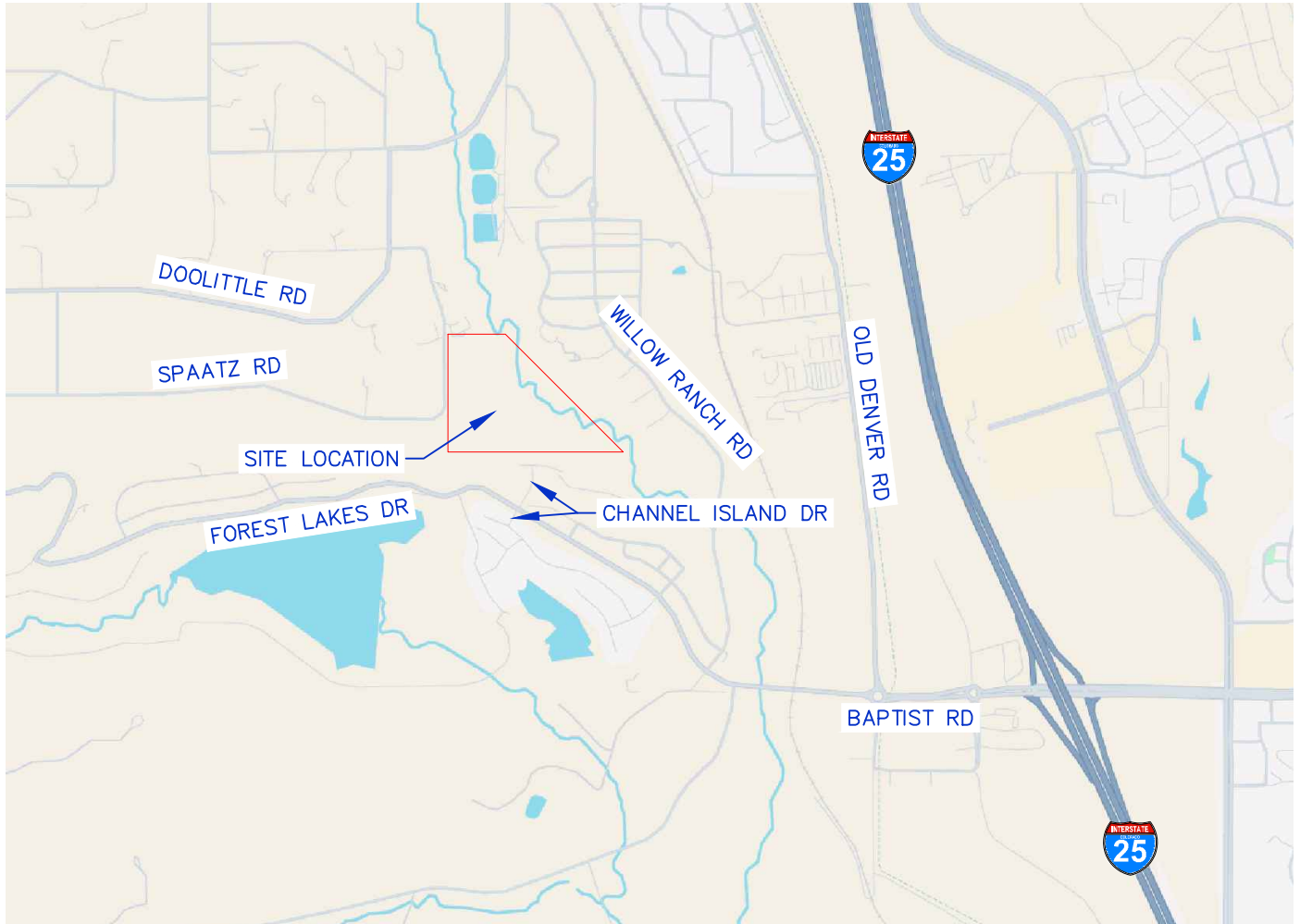
PROPOSED WILLOW  
SPRINGS RANCH  
WEST ANNEXATION:  
CONCEPTUAL LAND  
USE PLAN

BEING A PORTION OF THE SOUTHEAST  
1/4 OF SECTION 27, TOWNSHIP 11  
SOUTH, RANGE 67 WEST OF THE SIXTH  
PRINCIPAL MERIDIAN, TOWN OF  
MONUMENT, COUNTY OF EL PASO, STATE  
OF COLORADO

TOTAL PLATTED AREA = APPROX. 39.58 ACRES ±



SHEET 1 OF 1



**VICINITY MAP**  
**WILLOW SPRINGS RANCH WEST ANNEXATION**  
**MONUMENT, COLORADO**

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

**DATE:**  
**2/20/2026**

**JOB NO:**  
**20876-05**

**DWG. NO.**

**FIGURE 1**



#### NOTES:

1. TRAFFIC COUNTS WERE CONDUCTED BY ALL TRAFFIC DATA (ATD) ON TUESDAY, FEBRUARY 3, 2026
2. THE ACCESS FOR CHANNEL ISLAND DRIVE ON THE NORTH SIDE OF FOREST LAKE DR HAS BEEN CONSTRUCTED FOR WILLOW SPRINGS RANCH FILING NO. 2. THERE IS CURRENTLY NO TRAFFIC GENERATED BY THE SITE AS IT IS STILL UNDER CONSTRUCTION.



#### LEGEND:

- XX  
XX = WEEKDAY AM/PM  
PEAK-HOUR TRAFFIC
- ← = LANE MOVEMENT
- X,XXX = 24 HOUR TRAFFIC VOLUME
- = FUTURE ROAD
- STOP = STOP SIGN



## EXISTING TRAFFIC WILLOW SPRINGS RANCH WEST ANNEXATION MONUMENT, COLORADO

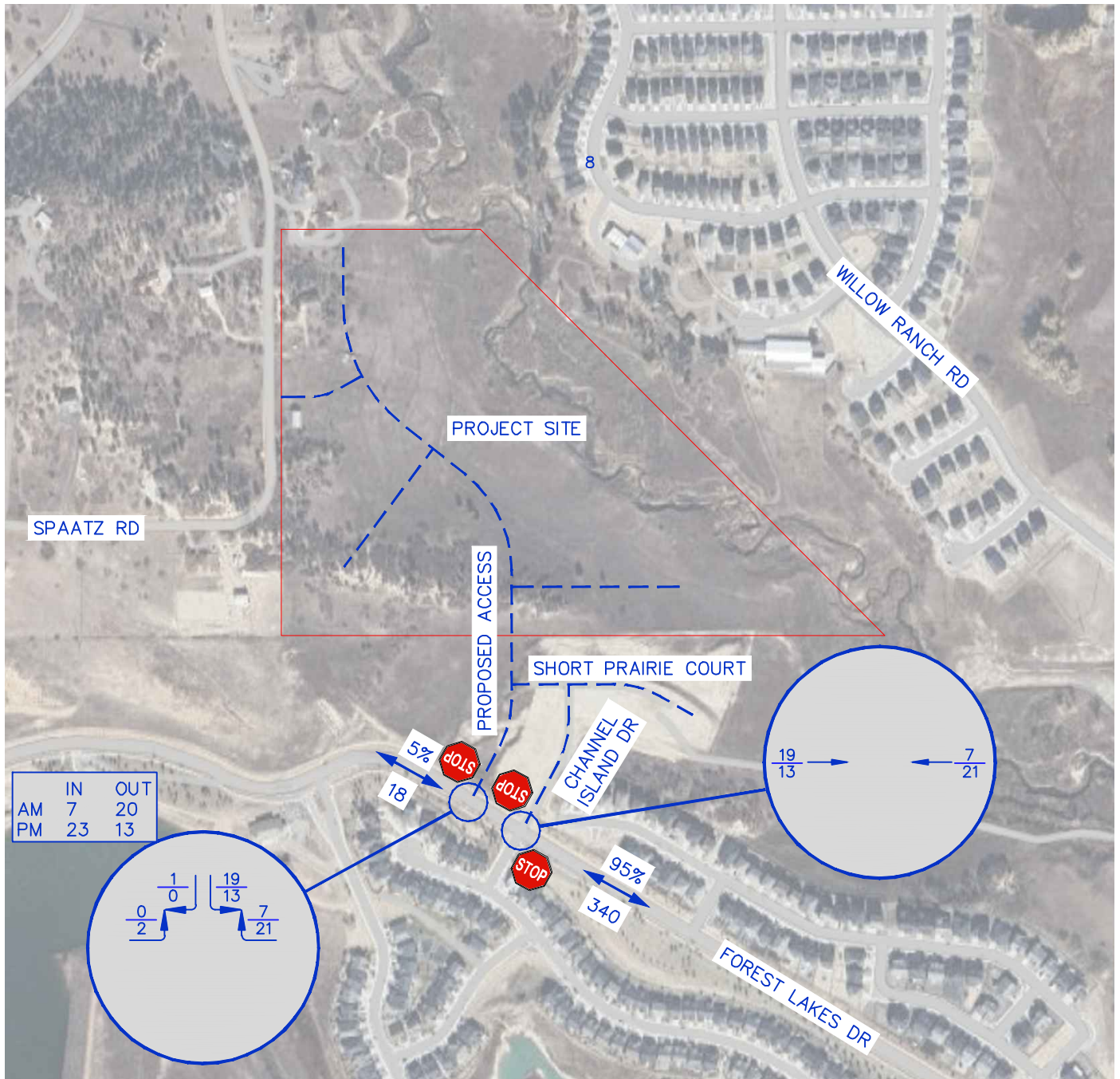
**Drexel, Barrell & Co.**  
Engineers • Surveyors

DATE:  
2/20/2026

JOB NO:  
20876-05

DWG. NO.

FIGURE 2



**NOTES:**

1. THE PROPOSED ACCESS ROAD FOR THE WILLOW SPRINGS RANCH WEST ANNEXATION WILL BE LOCATED APPROXIMATELY 200 FEET WEST OF CHANNEL ISLAND DRIVE.
2. UPON COMPLETION OF THE PROPOSED ACCESS ROAD, THE ACCESS FOR CHANNEL ISLAND DRIVE WILL BE RECONSTRUCTED TO A RIGHT IN/RIGHT OUT ONLY.

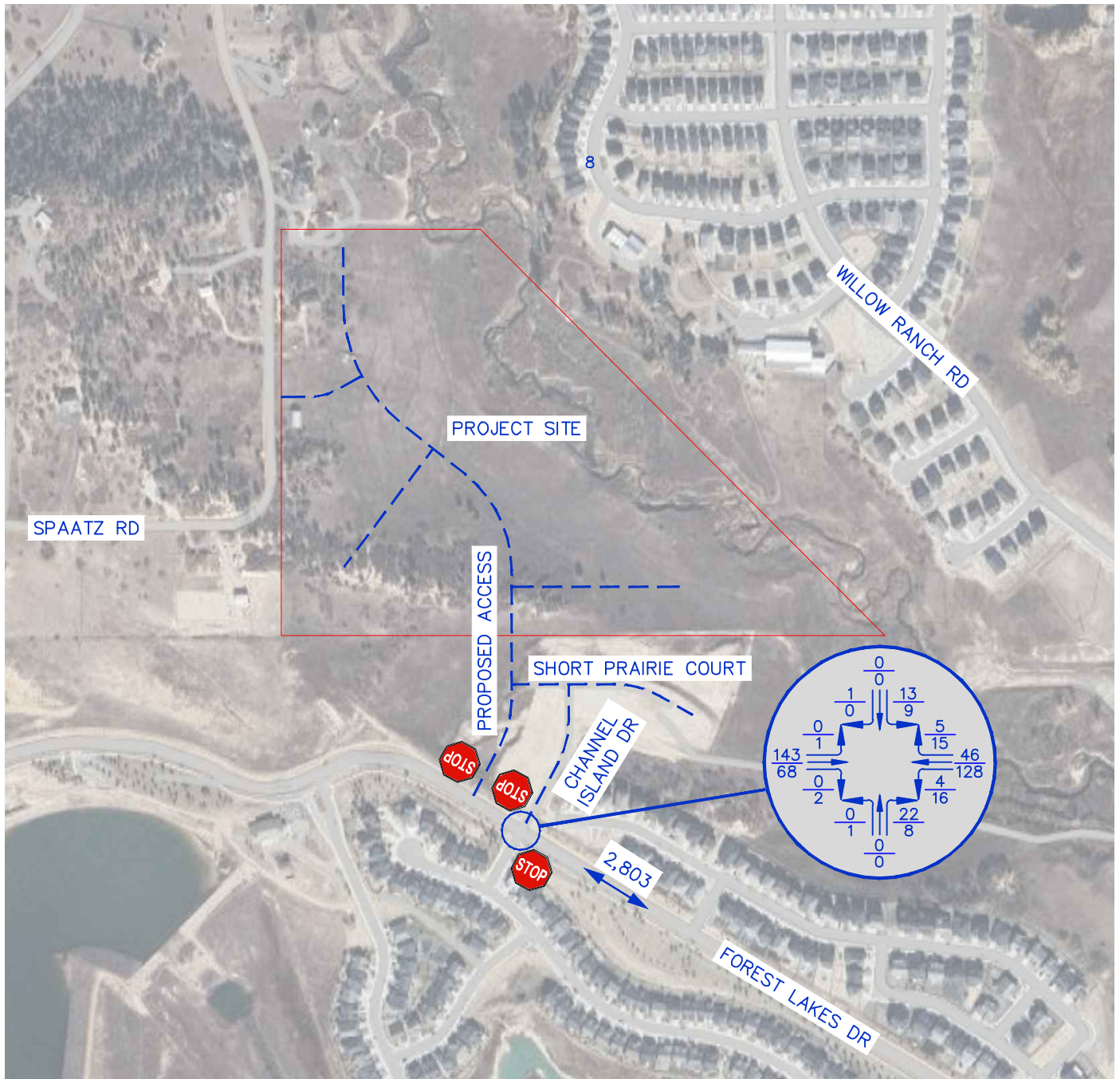


| LEGEND:               |                                   |
|-----------------------|-----------------------------------|
| $\frac{XX}{XX}$       | = WEEKDAY AM/PM PEAK-HOUR TRAFFIC |
| $\leftarrow$          | = LANE MOVEMENT                   |
| $\frac{XX\%}{XX}$     | = DISTRIBUTION                    |
| $\longleftrightarrow$ | = 24 HOUR TRAFFIC VOLUME          |
| $---$                 | = FUTURE ROAD                     |
|                       | = STOP SIGN                       |



**SITE GENERATED TRAFFIC & DISTRIBUTION  
WILLOW SPRINGS RANCH WEST ANNEXATION  
MONUMENT, COLORADO**

| Drexel, Barrell & Co.<br>Engineers • Surveyors |           |                      |
|------------------------------------------------|-----------|----------------------|
| DATE:                                          | 2/20/2026 | DWG. NO.<br>FIGURE 3 |
| JOB NO:                                        | 20876-05  |                      |



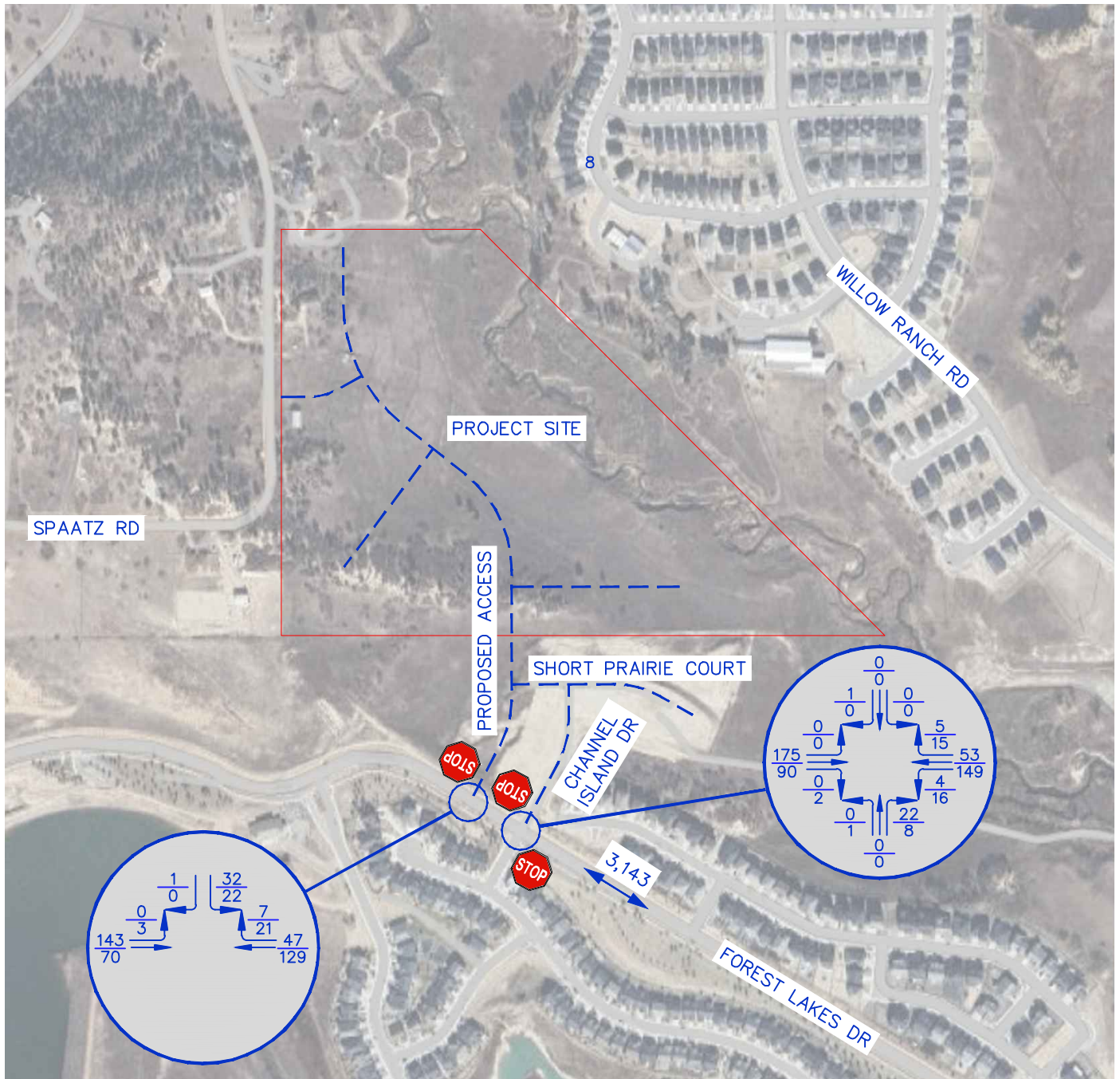
**NOTES:**

1. THE BACKGROUND TRAFFIC WAS APPROXIMATED BY APPLYING A 2% ANNUAL GROWTH RATE TO THE EXISTING COUNTS.
2. THE ACCESS FOR CHANNEL ISLAND DRIVE ON THE NORTH SIDE OF FOREST LAKE DR HAS BEEN CONSTRUCTED FOR WILLOW SPRINGS RANCH FILING NO. 2. THERE IS CURRENTLY NO TRAFFIC GENERATED BY THE SITE AS IT IS STILL UNDER CONSTRUCTION. THE FUTURE BACKGROUND TRAFFIC FOR TRIPS GENERATED BY THIS SITE WERE CALCULATED AS SHOWN IN TABLE 2 OF THE REPORT.
3. UPON COMPLETION OF THE PROPOSED ACCESS ROAD, THE ACCESS FOR CHANNEL ISLAND DRIVE WILL BE RECONSTRUCTED TO A RIGHT IN/RIGHT OUT ONLY. ALL LEFT TURN MOVEMENTS TO/FROM WILLOW SPRINGS RANCH FILING NO. 2 WILL UTILIZE THE NEW ACCESS ROAD TO THE WEST.



**LEGEND:**

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



NOTES:

1. CHANNEL ISLAND DRIVE WILL BE RECONSTRUCTED ON THE NORTH SIDE OF FOREST LAKES DRIVE AS A RIGHT IN/RIGHT OUT ONLY
2. THE LEFT TURN MOVEMENTS TO/FROM FILING NO. 2 WILL SHIFT FROM CHANNEL ISLAND DRIVE TO THE PROPOSED ACCESS ROAD.



LEGEND:

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



**2027 TOTAL TRAFFIC  
WILLOW SPRINGS RANCH WEST ANNEXATION  
MONUMENT, COLORADO**

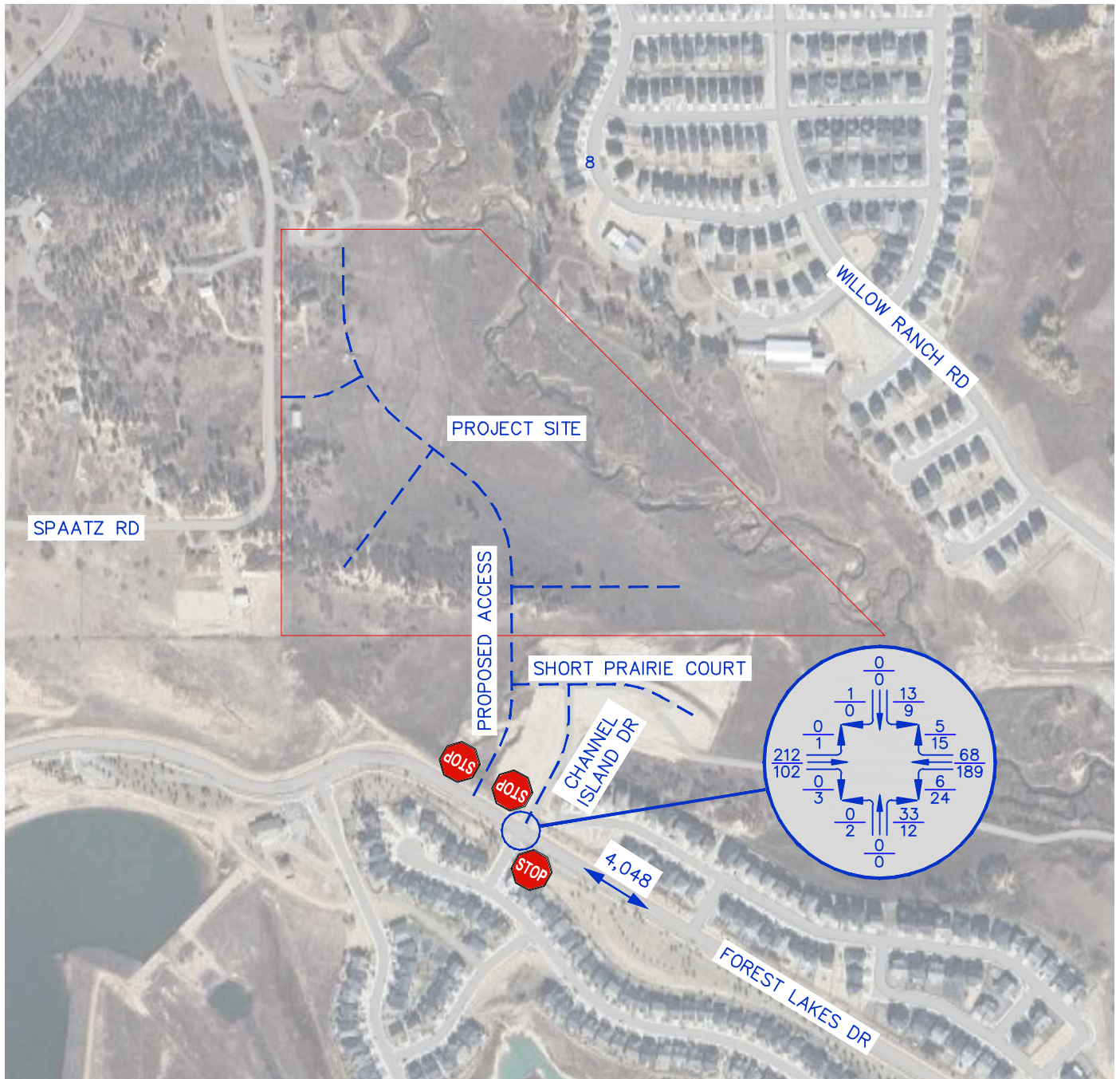
**Drexel, Barrell & Co.**  
Engineers • Surveyors

DATE:  
2/20/2026

JOB NO:  
20876-05

DWG. NO.

FIGURE 5



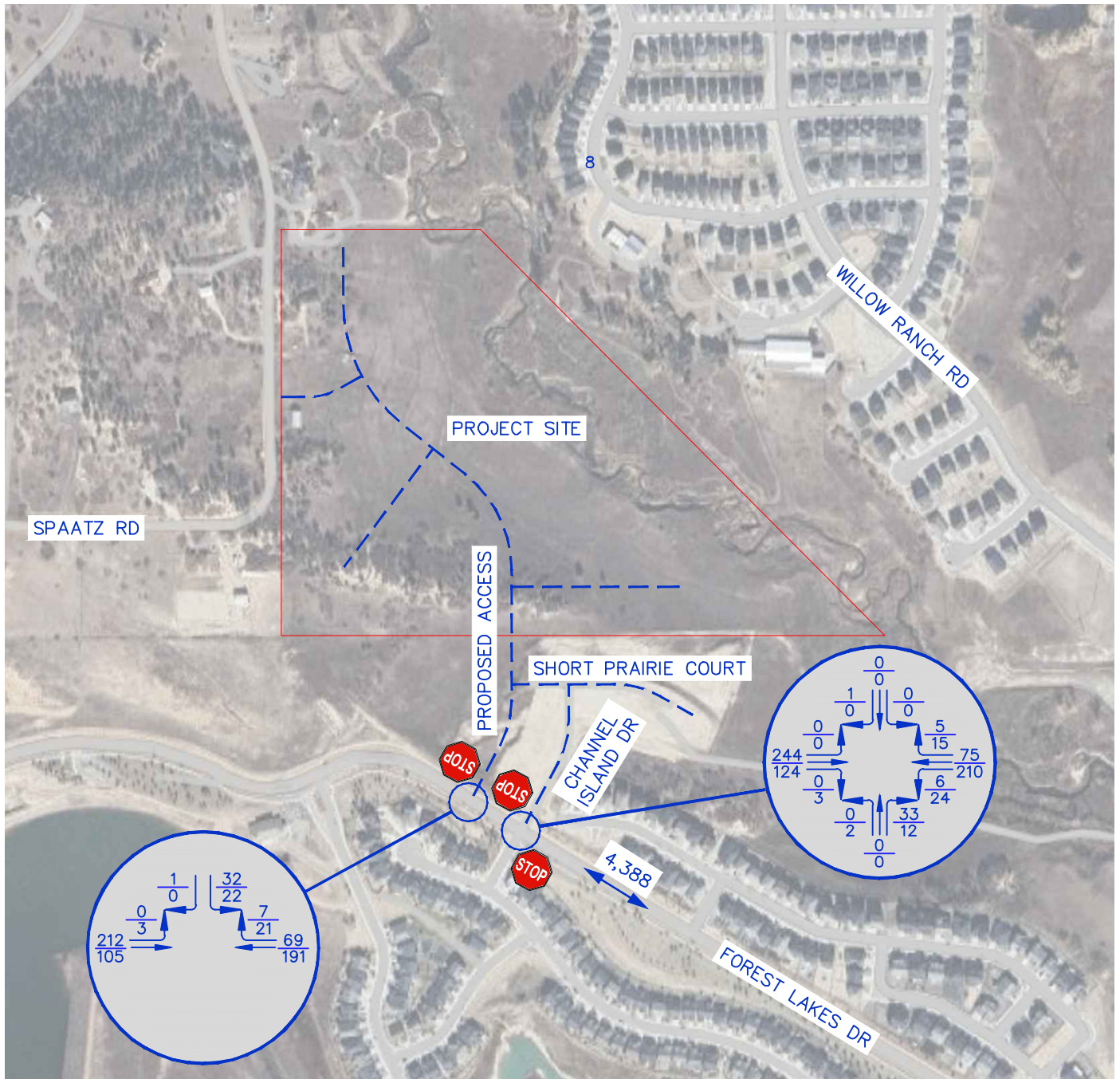
**NOTES:**

1. THE BACKGROUND TRAFFIC WAS APPROXIMATED BY APPLYING A 2% ANNUAL GROWTH RATE TO THE EXISTING COUNTS.
2. THE ACCESS FOR CHANNEL ISLAND DRIVE ON THE NORTH SIDE OF FOREST LAKE DR HAS BEEN CONSTRUCTED FOR WILLOW SPRINGS RANCH FILING NO. 2. THERE IS CURRENTLY NO TRAFFIC GENERATED BY THE SITE AS IT IS STILL UNDER CONSTRUCTION. THE FUTURE BACKGROUND TRAFFIC FOR TRIPS GENERATED BY THIS SITE WERE CALCULATED AS SHOWN IN TABLE 2 OF THE REPORT.
3. UPON COMPLETION OF THE PROPOSED ACCESS ROAD, THE ACCESS FOR CHANNEL ISLAND DRIVE WILL BE RECONSTRUCTED TO A RIGHT IN/RIGHT OUT ONLY. ALL LEFT TURN MOVEMENTS TO/FROM WILLOW SPRINGS RANCH FILING NO. 2 WILL UTILIZE THE NEW ACCESS ROAD TO THE WEST.



**LEGEND:**

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



NOTES:

1. CHANNEL ISLAND DRIVE WILL BE RECONSTRUCTED ON THE NORTH SIDE OF FOREST LAKES DRIVE AS A RIGHT IN/RIGHT OUT ONLY
2. THE LEFT TURN MOVEMENTS TO/FROM FILING NO. 2 WILL SHIFT FROM CHANNEL ISLAND DRIVE TO THE PROPOSED ACCESS ROAD.



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



**2047 TOTAL TRAFFIC  
WILLOW SPRINGS RANCH WEST ANNEXATION  
MONUMENT, COLORADO**

| Drexel, Barrell & Co.<br>Engineers • Surveyors |           |                      |
|------------------------------------------------|-----------|----------------------|
| DATE:                                          | 2/20/2026 | DWG. NO.<br>FIGURE 7 |
| JOB NO:                                        | 20876-05  |                      |



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

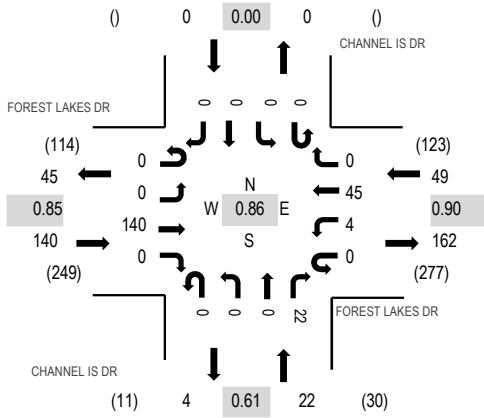
**Location:** 1 CHANNEL IS DR & FOREST LAKES DR AM

**Date:** Tuesday, February 3, 2026

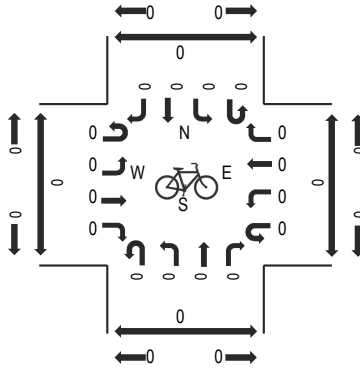
**Peak Hour:** 07:00 AM - 08:00 AM

**Peak 15-Minutes:** 07:15 AM - 07:30 AM

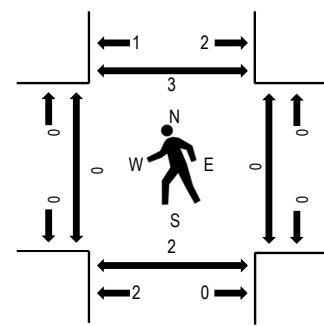
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | FOREST LAKES DR<br>Eastbound |      |      |       | FOREST LAKES DR<br>Westbound |      |      |       | CHANNEL IS DR<br>Northbound |      |      |       | CHANNEL IS DR<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                      | Left | Thru | Right | U-Turn                      | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                            | 0    | 31   | 0     | 0                            | 0    | 9    | 0     | 0                           | 0    | 0    | 8     | 0                           | 0    | 0    | 0     | 48    | 211             | 0                    | 0    | 0     | 1     |
| 7:15 AM                | 0                            | 0    | 41   | 0     | 0                            | 1    | 10   | 0     | 0                           | 0    | 0    | 9     | 0                           | 0    | 0    | 0     | 61    | 206             | 0                    | 0    | 0     | 0     |
| 7:30 AM                | 0                            | 0    | 36   | 0     | 0                            | 0    | 10   | 0     | 0                           | 0    | 0    | 3     | 0                           | 0    | 0    | 0     | 49    | 196             | 0                    | 0    | 2     | 1     |
| 7:45 AM                | 0                            | 0    | 32   | 0     | 0                            | 3    | 16   | 0     | 0                           | 0    | 0    | 2     | 0                           | 0    | 0    | 0     | 53    | 198             | 0                    | 0    | 0     | 1     |
| 8:00 AM                | 0                            | 0    | 21   | 0     | 0                            | 0    | 21   | 0     | 0                           | 0    | 0    | 1     | 0                           | 0    | 0    | 0     | 43    | 191             | 0                    | 0    | 0     | 0     |
| 8:15 AM                | 0                            | 0    | 27   | 0     | 0                            | 3    | 18   | 0     | 0                           | 0    | 0    | 3     | 0                           | 0    | 0    | 0     | 51    |                 | 0                    | 0    | 1     | 0     |
| 8:30 AM                | 0                            | 0    | 33   | 1     | 0                            | 1    | 14   | 0     | 0                           | 1    | 0    | 1     | 0                           | 0    | 0    | 0     | 51    |                 | 0                    | 0    | 1     | 0     |
| 8:45 AM                | 0                            | 0    | 27   | 0     | 0                            | 2    | 15   | 0     | 0                           | 0    | 0    | 2     | 0                           | 0    | 0    | 0     | 46    |                 | 0                    | 0    | 0     | 1     |
| Count Total            | 0                            | 0    | 248  | 1     | 0                            | 10   | 113  | 0     | 0                           | 1    | 0    | 29    | 0                           | 0    | 0    | 0     | 402   |                 | 0                    | 0    | 4     | 4     |
| Peak Hour              | 0                            | 0    | 140  | 0     | 0                            | 4    | 45   | 0     | 0                           | 0    | 0    | 22    | 0                           | 0    | 0    | 0     | 211   |                 | 0                    | 0    | 2     | 3     |



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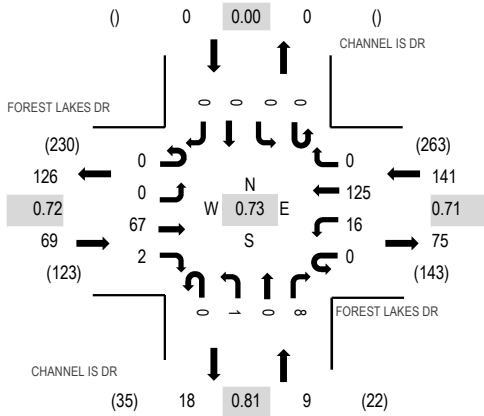
**Location:** 1 CHANNEL IS DR & FOREST LAKES DR PM

**Date:** Tuesday, February 3, 2026

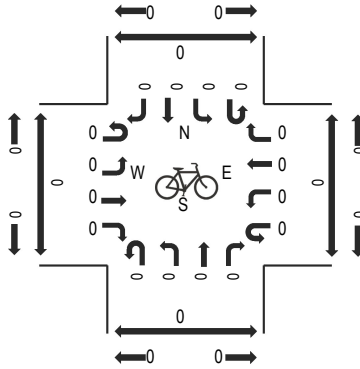
**Peak Hour:** 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:00 PM - 04:15 PM

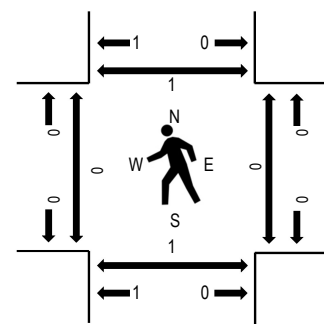
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

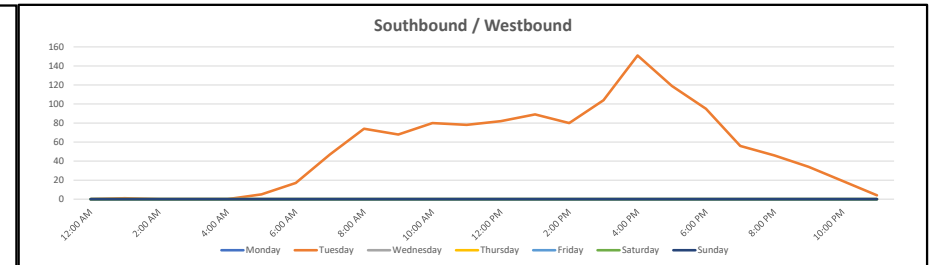
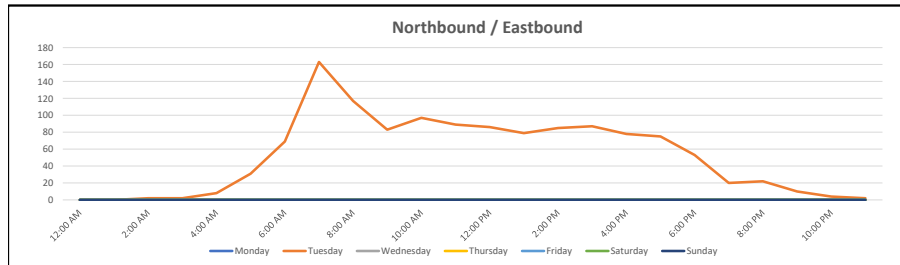
### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | FOREST LAKES DR<br>Eastbound |      |      |       | FOREST LAKES DR<br>Westbound |      |      |       | CHANNEL IS DR<br>Northbound |      |      |       | CHANNEL IS DR<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                      | Left | Thru | Right | U-Turn                      | Left | Thru | Right |       |                 | West                 | East | South | North |
| 4:00 PM                | 0                            | 0    | 23   | 1     | 0                            | 7    | 43   | 0     | 0                           | 1    | 0    | 0     | 0                           | 0    | 0    | 0     | 75    | 219             | 0                    | 0    | 0     | 0     |
| 4:15 PM                | 0                            | 0    | 16   | 0     | 0                            | 3    | 29   | 0     | 0                           | 0    | 0    | 4     | 0                           | 0    | 0    | 0     | 52    | 190             | 0                    | 0    | 0     | 0     |
| 4:30 PM                | 0                            | 0    | 10   | 1     | 0                            | 5    | 23   | 0     | 0                           | 0    | 0    | 2     | 0                           | 0    | 0    | 0     | 41    | 192             | 0                    | 0    | 1     | 1     |
| 4:45 PM                | 0                            | 0    | 18   | 0     | 0                            | 1    | 30   | 0     | 0                           | 0    | 0    | 2     | 0                           | 0    | 0    | 0     | 51    | 199             | 0                    | 0    | 0     | 0     |
| 5:00 PM                | 0                            | 0    | 18   | 0     | 0                            | 4    | 21   | 0     | 0                           | 0    | 0    | 3     | 0                           | 0    | 0    | 0     | 46    | 189             | 0                    | 0    | 0     | 0     |
| 5:15 PM                | 0                            | 0    | 13   | 0     | 0                            | 7    | 30   | 0     | 0                           | 0    | 0    | 4     | 0                           | 0    | 0    | 0     | 54    |                 | 0                    | 0    | 0     | 0     |
| 5:30 PM                | 0                            | 0    | 10   | 0     | 1                            | 4    | 29   | 0     | 0                           | 0    | 0    | 4     | 0                           | 0    | 0    | 0     | 48    |                 | 0                    | 0    | 0     | 1     |
| 5:45 PM                | 0                            | 0    | 13   | 0     | 0                            | 2    | 24   | 0     | 0                           | 0    | 0    | 2     | 0                           | 0    | 0    | 0     | 41    |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0                            | 0    | 121  | 2     | 1                            | 33   | 229  | 0     | 0                           | 1    | 0    | 21    | 0                           | 0    | 0    | 0     | 408   |                 | 0                    | 0    | 1     | 2     |
| Peak Hour              | 0                            | 0    | 67   | 2     | 0                            | 16   | 125  | 0     | 0                           | 1    | 0    | 8     | 0                           | 0    | 0    | 0     | 219   |                 | 0                    | 0    | 1     | 1     |

## Vehicle Volume Report - Hourly

Site Description: FOREST LAKES DR E.O. CHANNEL LS DR  
 Site Number: 2  
 Start Date: 02/03/2026  
 End Date: 02/03/2026

| Time                | Monday |    |       | Tuesday |         |        | Wednesday |    |       | Thursday |    |       | Friday |    |       | Saturday |    |       | Sunday |    |       | 3 Day Avg |    | 5 Day Avg |    | 7 Day Avg |    |
|---------------------|--------|----|-------|---------|---------|--------|-----------|----|-------|----------|----|-------|--------|----|-------|----------|----|-------|--------|----|-------|-----------|----|-----------|----|-----------|----|
|                     | 2/9/26 |    |       | 2/3/26  |         |        | 2/4/26    |    |       | 2/5/26   |    |       | 2/6/26 |    |       | 2/7/26   |    |       | 2/8/26 |    |       | Tue-Thu   |    | Mon-Fri   |    | Mon-Sun   |    |
|                     | EB     | WB | Total | EB      | WB      | Total  | EB        | WB | Total | EB       | WB | Total | EB     | WB | Total | EB       | WB | Total | EB     | WB | Total | EB        | WB | EB        | WB | EB        | WB |
| 12:00 AM            | -      | -  | -     | 0       | 0       | 0      | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 1:00 AM             | -      | -  | -     | 0       | 1       | 1      | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 2:00 AM             | -      | -  | -     | 2       | 0       | 2      | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 3:00 AM             | -      | -  | -     | 2       | 0       | 2      | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 4:00 AM             | -      | -  | -     | 8       | 0       | 8      | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 5:00 AM             | -      | -  | -     | 31      | 5       | 36     | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 6:00 AM             | -      | -  | -     | 69      | 17      | 86     | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 7:00 AM             | -      | -  | -     | 163     | 47      | 210    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 8:00 AM             | -      | -  | -     | 117     | 74      | 191    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 9:00 AM             | -      | -  | -     | 83      | 68      | 151    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 10:00 AM            | -      | -  | -     | 97      | 80      | 177    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 11:00 AM            | -      | -  | -     | 89      | 78      | 167    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 12:00 PM            | -      | -  | -     | 86      | 82      | 168    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 1:00 PM             | -      | -  | -     | 79      | 89      | 168    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 2:00 PM             | -      | -  | -     | 85      | 80      | 165    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 3:00 PM             | -      | -  | -     | 87      | 104     | 191    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 4:00 PM             | -      | -  | -     | 78      | 151     | 229    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 5:00 PM             | -      | -  | -     | 75      | 119     | 194    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 6:00 PM             | -      | -  | -     | 53      | 95      | 148    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 7:00 PM             | -      | -  | -     | 20      | 56      | 76     | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 8:00 PM             | -      | -  | -     | 22      | 46      | 68     | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 9:00 PM             | -      | -  | -     | 10      | 34      | 44     | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 10:00 PM            | -      | -  | -     | 4       | 19      | 23     | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 11:00 PM            | -      | -  | -     | 2       | 4       | 6      | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 6:00 AM - 9:00 AM   | -      | -  | -     | 349     | 138     | 487    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 3:00 PM - 6:00 PM   | -      | -  | -     | 240     | 374     | 614    | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 6:00 AM - 7:00 PM   | -      | -  | -     | 1161    | 1084    | 2245   | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| 12:00 AM - 12:00 AM | -      | -  | -     | 1262    | 1249    | 2511   | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| Percent             | -      | -  | -     | 50.3%   | 49.7%   | 100.0% | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| AM Peak             | -      | -  | -     | 7:00 AM | 8:00 AM |        | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |
| PM Peak             | -      | -  | -     | 4:00 PM | 5:00 PM |        | -         | -  | -     | -        | -  | -     | -      | -  | -     | -        | -  | -     | -      | -  | -     | -         | -  | -         | -  | -         | -  |



**Forest Lakes Dr & Channel Island Dr**

**AM Peak Hour Background Projection**

Growth Factor: 2.00%

| Year | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Total |
|------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|-------|
|      | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |       |
| 2026 | 0         | 140  | 0     | 4         | 45   | 0     | 0          | 0    | 22    | 0          | 0    | 0     | 71    |
| 2027 | 0         | 143  | 0     | 4         | 46   | 0     | 0          | 0    | 22    | 0          | 0    | 0     | 72    |
| 2047 | 0         | 212  | 0     | 6         | 68   | 0     | 0          | 0    | 33    | 0          | 0    | 0     | 107   |

**PM Peak Hour Background Projection**

| Year | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Total |
|------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|-------|
|      | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right |       |
| 2026 | 0         | 67   | 2     | 16        | 125  | 0     | 1          | 0    | 8     | 0          | 0    | 0     | 150   |
| 2027 | 0         | 68   | 2     | 16        | 128  | 0     | 1          | 0    | 8     | 0          | 0    | 0     | 153   |
| 2047 | 0         | 102  | 3     | 24        | 189  | 0     | 2          | 0    | 12    | 0          | 0    | 0     | 227   |

**ADT**

| Year | Total |
|------|-------|
| 2026 | 2,511 |
| 2027 | 2,561 |
| 2047 | 3,806 |

HCM 6th TWSC  
3: Channel Island Dr & Forest Lakes Dr

Existing AM  
02/19/2026

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.1    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 0      | 140                                                                               | 0    | 4      | 45                                                                                | 0    | 0      | 0                                                                                 | 22    | 0      | 0                                                                                   | 0     |
| Future Vol, veh/h        | 0      | 140                                                                               | 0    | 4      | 45                                                                                | 0    | 0      | 0                                                                                 | 22    | 0      | 0                                                                                   | 0     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| 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                | 0      | 152                                                                               | 0    | 4      | 49                                                                                | 0    | 0      | 0                                                                                 | 24    | 0      | 0                                                                                   | 0     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 49     | 0                                                                                 | 0    | 152    | 0                                                                                 | 0    | 209    | 209                                                                               | 152   | 221    | 209                                                                                 | 49    |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 152    | 152                                                                               | -     | 57     | 57                                                                                  | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 57     | 57                                                                                | -     | 164    | 152                                                                                 | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -    | 4.12   | -                                                                                 | -    | 7.12   | 6.52                                                                              | 6.22  | 7.12   | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -    | 2.218  | -                                                                                 | -    | 3.518  | 4.018                                                                             | 3.318 | 3.518  | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver       | 1558   | -                                                                                 | -    | 1429   | -                                                                                 | -    | 748    | 688                                                                               | 894   | 735    | 688                                                                                 | 1020  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 850    | 772                                                                               | -     | 955    | 847                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 955    | 847                                                                               | -     | 838    | 772                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1558   | -                                                                                 | -    | 1429   | -                                                                                 | -    | 747    | 686                                                                               | 894   | 714    | 686                                                                                 | 1020  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 747    | 686                                                                               | -     | 714    | 686                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 850    | 772                                                                               | -     | 955    | 844                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 952    | 844                                                                               | -     | 816    | 772                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0      |                                                                                   |      | 0.6    |                                                                                   |      | 9.1    |                                                                                   |       | 0      |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | A      |                                                                                   |       | A      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 894    | 1558                                                                              | -    | -      | 1429                                                                              | -    | -      | -                                                                                 |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.027  | -                                                                                 | -    | -      | 0.003                                                                             | -    | -      | -                                                                                 |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 9.1    | 0                                                                                 | -    | -      | 7.5                                                                               | 0    | -      | 0                                                                                 |       |        |                                                                                     |       |
| HCM Lane LOS             | A      | A                                                                                 | -    | -      | A                                                                                 | A    | -      | A                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.1    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | -                                                                                 |       |        |                                                                                     |       |

| 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       | 0      | 143                                                                               | 0    | 4      | 46                                                                                | 5    | 0      | 0                                                                                 | 22    | 13     | 0                                                                                   | 1     |
| Future Vol, veh/h        | 0      | 143                                                                               | 0    | 4      | 46                                                                                | 5    | 0      | 0                                                                                 | 22    | 13     | 0                                                                                   | 1     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| 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                | 0      | 155                                                                               | 0    | 4      | 50                                                                                | 5    | 0      | 0                                                                                 | 24    | 14     | 0                                                                                   | 1     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 55     | 0                                                                                 | 0    | 155    | 0                                                                                 | 0    | 216    | 218                                                                               | 155   | 228    | 216                                                                                 | 53    |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 155    | 155                                                                               | -     | 61     | 61                                                                                  | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 61     | 63                                                                                | -     | 167    | 155                                                                                 | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -    | 4.12   | -                                                                                 | -    | 7.12   | 6.52                                                                              | 6.22  | 7.12   | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -    | 2.218  | -                                                                                 | -    | 3.518  | 4.018                                                                             | 3.318 | 3.518  | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver       | 1550   | -                                                                                 | -    | 1425   | -                                                                                 | -    | 740    | 680                                                                               | 891   | 727    | 682                                                                                 | 1014  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 847    | 769                                                                               | -     | 950    | 844                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 950    | 842                                                                               | -     | 835    | 769                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1550   | -                                                                                 | -    | 1425   | -                                                                                 | -    | 738    | 678                                                                               | 891   | 706    | 680                                                                                 | 1014  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 738    | 678                                                                               | -     | 706    | 680                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 847    | 769                                                                               | -     | 950    | 841                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 946    | 839                                                                               | -     | 813    | 769                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0      |                                                                                   |      | 0.5    |                                                                                   |      | 9.2    |                                                                                   |       | 10.1   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | A      |                                                                                   |       | B      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 891    | 1550                                                                              | -    | -      | 1425                                                                              | -    | -      | 722                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.027  | -                                                                                 | -    | -      | 0.003                                                                             | -    | -      | 0.021                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 9.2    | 0                                                                                 | -    | -      | 7.5                                                                               | 0    | -      | 10.1                                                                              |       |        |                                                                                     |       |
| HCM Lane LOS             | A      | A                                                                                 | -    | -      | A                                                                                 | A    | -      | B                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.1    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0.1                                                                               |       |        |                                                                                     |       |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↱    |      |      | ↕    |      |      | ↕    |      |      |      | ↱    |
| Traffic Vol, veh/h       | 0    | 175  | 0    | 4    | 53   | 5    | 0    | 0    | 22   | 0    | 0    | 1    |
| Future Vol, veh/h        | 0    | 175  | 0    | 4    | 53   | 5    | 0    | 0    | 22   | 0    | 0    | 1    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | 0    |
| 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                | 0    | 190  | 0    | 4    | 58   | 5    | 0    | 0    | 24   | 0    | 0    | 1    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |   |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|---|-------|
| Conflicting Flow All | -      | 0 | 0 | 190    | 0 | 0 | 259    | 261   | 190   | -      | - | 61    |
| Stage 1              | -      | - | - | -      | - | - | 190    | 190   | -     | -      | - | -     |
| Stage 2              | -      | - | - | -      | - | - | 69     | 71    | -     | -      | - | -     |
| Critical Hdwy        | -      | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | -      | - | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | -      | - | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | -      | - | -     |
| Follow-up Hdwy       | -      | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | -      | - | 3.318 |
| Pot Cap-1 Maneuver   | 0      | - | - | 1384   | - | - | 694    | 644   | 852   | 0      | 0 | 1004  |
| Stage 1              | 0      | - | - | -      | - | - | 812    | 743   | -     | 0      | 0 | -     |
| Stage 2              | 0      | - | - | -      | - | - | 941    | 836   | -     | 0      | 0 | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | - | -     |
| Mov Cap-1 Maneuver   | -      | - | - | 1384   | - | - | 692    | 642   | 852   | -      | - | 1004  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 705    | 646   | -     | -      | - | -     |
| Stage 1              | -      | - | - | -      | - | - | 812    | 743   | -     | -      | - | -     |
| Stage 2              | -      | - | - | -      | - | - | 937    | 833   | -     | -      | - | -     |

| Approach             | EB | WB  | NB  | SB  |
|----------------------|----|-----|-----|-----|
| HCM Control Delay, s | 0  | 0.5 | 9.3 | 8.6 |
| HCM LOS              |    |     | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 852   | -   | -   | 1384  | -   | -   | 1004  |
| HCM Lane V/C Ratio    | 0.028 | -   | -   | 0.003 | -   | -   | 0.001 |
| HCM Control Delay (s) | 9.3   | -   | -   | 7.6   | 0   | -   | 8.6   |
| HCM Lane LOS          | A     | -   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   | -   | 0     |

HCM 6th TWSC  
6: Forest Lakes Dr & Proposed Access Road

2027 AM Total  
02/20/2026

Intersection

Int Delay, s/veh 1.4

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 143                                                                               | 47                                                                                | 7    | 32                                                                                | 1    |
| Future Vol, veh/h        | 0    | 143                                                                               | 47                                                                                | 7    | 32                                                                                | 1    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 155                                                                               | 51                                                                                | 8    | 35                                                                                | 1    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 59     | 0      | 0 210 55      |
| Stage 1              | -      | -      | - 55 -        |
| Stage 2              | -      | -      | - 155 -       |
| 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   | 1545   | -      | - 778 1012    |
| Stage 1              | -      | -      | - 968 -       |
| Stage 2              | -      | -      | - 873 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1545   | -      | - 778 1012    |
| Mov Cap-2 Maneuver   | -      | -      | - 768 -       |
| Stage 1              | -      | -      | - 968 -       |
| Stage 2              | -      | -      | - 873 -       |

| Approach             | EB | WB | SB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0  | 0  | 9.9 |
| HCM LOS              |    |    | A   |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1545 | -   | -   | -   | 774   |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | 0.046 |
| HCM Control Delay (s) | 0    | -   | -   | -   | 9.9   |
| HCM Lane LOS          | A    | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 212  | 0    | 6    | 68   | 5    | 0    | 0    | 33   | 13   | 0    | 1    |
| Future Vol, veh/h        | 0    | 212  | 0    | 6    | 68   | 5    | 0    | 0    | 33   | 13   | 0    | 1    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| 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                | 0    | 230  | 0    | 7    | 74   | 5    | 0    | 0    | 36   | 14   | 0    | 1    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 79     | 0 | 0 | 230    | 0 | 0 | 321    | 323   | 230   | 339    | 321   | 77    |
| Stage 1              | -      | - | - | -      | - | - | 230    | 230   | -     | 91     | 91    | -     |
| Stage 2              | -      | - | - | -      | - | - | 91     | 93    | -     | 248    | 230   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1519   | - | - | 1338   | - | - | 632    | 595   | 809   | 615    | 596   | 984   |
| Stage 1              | -      | - | - | -      | - | - | 773    | 714   | -     | 916    | 820   | -     |
| Stage 2              | -      | - | - | -      | - | - | 916    | 818   | -     | 756    | 714   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1519   | - | - | 1338   | - | - | 629    | 592   | 809   | 585    | 593   | 984   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 629    | 592   | -     | 585    | 593   | -     |
| Stage 1              | -      | - | - | -      | - | - | 773    | 714   | -     | 916    | 816   | -     |
| Stage 2              | -      | - | - | -      | - | - | 910    | 814   | -     | 722    | 714   | -     |

| Approach             | EB | WB  | NB  | SB   |
|----------------------|----|-----|-----|------|
| HCM Control Delay, s | 0  | 0.6 | 9.7 | 11.1 |
| HCM LOS              |    |     | A   | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 809   | 1519 | -   | -   | 1338  | -   | -   | 602   |
| HCM Lane V/C Ratio    | 0.044 | -    | -   | -   | 0.005 | -   | -   | 0.025 |
| HCM Control Delay (s) | 9.7   | 0    | -   | -   | 7.7   | 0   | -   | 11.1  |
| HCM Lane LOS          | A     | A    | -   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | 0    | -   | -   | 0     | -   | -   | 0.1   |

HCM 6th TWSC  
3: Channel Island Dr & Forest Lakes Dr

2047 AM Total  
02/20/2026

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |      |                                                                                     |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1      |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |      |                                                                                     |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT  | SBR                                                                                 |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |      |  |
| Traffic Vol, veh/h       | 0      | 244                                                                               | 0    | 6      | 75                                                                                | 5    | 0      | 0                                                                                 | 33    | 0      | 0    | 1                                                                                   |
| Future Vol, veh/h        | 0      | 244                                                                               | 0    | 6      | 75                                                                                | 5    | 0      | 0                                                                                 | 33    | 0      | 0    | 1                                                                                   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0    | 0                                                                                   |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop | Stop                                                                                |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -    | None                                                                                |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -    | 0                                                                                   |
| 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                | 0      | 265                                                                               | 0    | 7      | 82                                                                                | 5    | 0      | 0                                                                                 | 36    | 0      | 0    | 1                                                                                   |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |      |                                                                                     |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |      |                                                                                     |
| Conflicting Flow All     | -      | 0                                                                                 | 0    | 265    | 0                                                                                 | 0    | 364    | 366                                                                               | 265   | -      | -    | 85                                                                                  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 265    | 265                                                                               | -     | -      | -    | -                                                                                   |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 99     | 101                                                                               | -     | -      | -    | -                                                                                   |
| Critical Hdwy            | -      | -                                                                                 | -    | 4.12   | -                                                                                 | -    | 7.12   | 6.52                                                                              | 6.22  | -      | -    | 6.22                                                                                |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | -      | -    | -                                                                                   |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | -      | -    | -                                                                                   |
| Follow-up Hdwy           | -      | -                                                                                 | -    | 2.218  | -                                                                                 | -    | 3.518  | 4.018                                                                             | 3.318 | -      | -    | 3.318                                                                               |
| Pot Cap-1 Maneuver       | 0      | -                                                                                 | -    | 1299   | -                                                                                 | -    | 592    | 562                                                                               | 774   | 0      | 0    | 974                                                                                 |
| Stage 1                  | 0      | -                                                                                 | -    | -      | -                                                                                 | -    | 740    | 689                                                                               | -     | 0      | 0    | -                                                                                   |
| Stage 2                  | 0      | -                                                                                 | -    | -      | -                                                                                 | -    | 907    | 811                                                                               | -     | 0      | 0    | -                                                                                   |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |      |                                                                                     |
| Mov Cap-1 Maneuver       | -      | -                                                                                 | -    | 1299   | -                                                                                 | -    | 588    | 559                                                                               | 774   | -      | -    | 974                                                                                 |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 630    | 588                                                                               | -     | -      | -    | -                                                                                   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 740    | 689                                                                               | -     | -      | -    | -                                                                                   |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 901    | 806                                                                               | -     | -      | -    | -                                                                                   |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |      |                                                                                     |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |      |                                                                                     |
| HCM Control Delay, s     | 0      |                                                                                   |      | 0.5    |                                                                                   |      | 9.9    |                                                                                   |       | 8.7    |      |                                                                                     |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | A      |                                                                                   |       | A      |      |                                                                                     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |      |                                                                                     |
| Minor Lane/Major Mvmt    | NBLn1  | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | SBLn1  |                                                                                   |       |        |      |                                                                                     |
| Capacity (veh/h)         | 774    | -                                                                                 | -    | 1299   | -                                                                                 | -    | 974    |                                                                                   |       |        |      |                                                                                     |
| HCM Lane V/C Ratio       | 0.046  | -                                                                                 | -    | 0.005  | -                                                                                 | -    | 0.001  |                                                                                   |       |        |      |                                                                                     |
| HCM Control Delay (s)    | 9.9    | -                                                                                 | -    | 7.8    | 0                                                                                 | -    | 8.7    |                                                                                   |       |        |      |                                                                                     |
| HCM Lane LOS             | A      | -                                                                                 | -    | A      | A                                                                                 | -    | A      |                                                                                   |       |        |      |                                                                                     |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -    | 0      | -                                                                                 | -    | 0      |                                                                                   |       |        |      |                                                                                     |

HCM 6th TWSC  
6: Forest Lakes Dr & Proposed Access Road

2047 AM Total  
02/20/2026

Intersection

Int Delay, s/veh 1.1

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 0    | 212                                                                               | 69                                                                                | 7    | 32                                                                                | 1    |
| Future Vol, veh/h        | 0    | 212                                                                               | 69                                                                                | 7    | 32                                                                                | 1    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 230                                                                               | 75                                                                                | 8    | 35                                                                                | 1    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 83     | 0      | 0 309 79      |
| Stage 1              | -      | -      | - 79 -        |
| Stage 2              | -      | -      | - 230 -       |
| 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   | 1514   | -      | - 683 981     |
| Stage 1              | -      | -      | - 944 -       |
| Stage 2              | -      | -      | - 808 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1514   | -      | - 683 981     |
| Mov Cap-2 Maneuver   | -      | -      | - 701 -       |
| Stage 1              | -      | -      | - 944 -       |
| Stage 2              | -      | -      | - 808 -       |

| Approach             | EB | WB | SB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 10.4 |
| HCM LOS              |    |    | B    |

| Minor Lane/Major Mvmt | EBL  | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1514 | -   | -   | -   | 707   |
| HCM Lane V/C Ratio    | -    | -   | -   | -   | 0.051 |
| HCM Control Delay (s) | 0    | -   | -   | -   | 10.4  |
| HCM Lane LOS          | A    | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -   | 0.2   |

HCM 6th TWSC  
3: Channel Island Dr & Forest Lakes Dr

Existing PM  
02/19/2026

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.9    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 0      | 67                                                                                | 2    | 16     | 125                                                                               | 0    | 1      | 0                                                                                 | 8     | 0      | 0                                                                                   | 0     |
| Future Vol, veh/h        | 0      | 67                                                                                | 2    | 16     | 125                                                                               | 0    | 1      | 0                                                                                 | 8     | 0      | 0                                                                                   | 0     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| 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                | 0      | 73                                                                                | 2    | 17     | 136                                                                               | 0    | 1      | 0                                                                                 | 9     | 0      | 0                                                                                   | 0     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 136    | 0                                                                                 | 0    | 75     | 0                                                                                 | 0    | 244    | 244                                                                               | 74    | 249    | 245                                                                                 | 136   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 74     | 74                                                                                | -     | 170    | 170                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 170    | 170                                                                               | -     | 79     | 75                                                                                  | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -    | 4.12   | -                                                                                 | -    | 7.12   | 6.52                                                                              | 6.22  | 7.12   | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -    | 2.218  | -                                                                                 | -    | 3.518  | 4.018                                                                             | 3.318 | 3.518  | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver       | 1448   | -                                                                                 | -    | 1524   | -                                                                                 | -    | 710    | 658                                                                               | 988   | 705    | 657                                                                                 | 913   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 935    | 833                                                                               | -     | 832    | 758                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 832    | 758                                                                               | -     | 930    | 833                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1448   | -                                                                                 | -    | 1524   | -                                                                                 | -    | 704    | 650                                                                               | 988   | 692    | 649                                                                                 | 913   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 704    | 650                                                                               | -     | 692    | 649                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 935    | 833                                                                               | -     | 832    | 749                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 822    | 749                                                                               | -     | 922    | 833                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0      |                                                                                   |      | 0.8    |                                                                                   |      | 8.8    |                                                                                   |       | 0      |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | A      |                                                                                   |       | A      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 946    | 1448                                                                              | -    | -      | 1524                                                                              | -    | -      | -                                                                                 |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.01   | -                                                                                 | -    | -      | 0.011                                                                             | -    | -      | -                                                                                 |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 8.8    | 0                                                                                 | -    | -      | 7.4                                                                               | 0    | -      | 0                                                                                 |       |        |                                                                                     |       |
| HCM Lane LOS             | A      | A                                                                                 | -    | -      | A                                                                                 | A    | -      | A                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | -                                                                                 |       |        |                                                                                     |       |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.2    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 1      | 68                                                                                | 2    | 16     | 128                                                                               | 15   | 1      | 0                                                                                 | 8     | 9      | 0                                                                                   | 0     |
| Future Vol, veh/h        | 1      | 68                                                                                | 2    | 16     | 128                                                                               | 15   | 1      | 0                                                                                 | 8     | 9      | 0                                                                                   | 0     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92   | 92     | 92                                                                                | 92   | 92     | 92                                                                                | 92    | 92     | 92                                                                                  | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2    | 2      | 2                                                                                 | 2    | 2      | 2                                                                                 | 2     | 2      | 2                                                                                   | 2     |
| Mvmt Flow                | 1      | 74                                                                                | 2    | 17     | 139                                                                               | 16   | 1      | 0                                                                                 | 9     | 10     | 0                                                                                   | 0     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 155    | 0                                                                                 | 0    | 76     | 0                                                                                 | 0    | 258    | 266                                                                               | 75    | 263    | 259                                                                                 | 147   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 77     | 77                                                                                | -     | 181    | 181                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 181    | 189                                                                               | -     | 82     | 78                                                                                  | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -    | 4.12   | -                                                                                 | -    | 7.12   | 6.52                                                                              | 6.22  | 7.12   | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -    | 2.218  | -                                                                                 | -    | 3.518  | 4.018                                                                             | 3.318 | 3.518  | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver       | 1425   | -                                                                                 | -    | 1523   | -                                                                                 | -    | 695    | 640                                                                               | 986   | 690    | 645                                                                                 | 900   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 932    | 831                                                                               | -     | 821    | 750                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 821    | 744                                                                               | -     | 926    | 830                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1425   | -                                                                                 | -    | 1523   | -                                                                                 | -    | 688    | 632                                                                               | 986   | 677    | 637                                                                                 | 900   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 688    | 632                                                                               | -     | 677    | 637                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 931    | 830                                                                               | -     | 820    | 741                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 811    | 735                                                                               | -     | 917    | 829                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0.1    |                                                                                   |      | 0.7    |                                                                                   |      | 8.9    |                                                                                   |       | 10.4   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | A      |                                                                                   |       | B      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 941    | 1425                                                                              | -    | -      | 1523                                                                              | -    | -      | 677                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.01   | 0.001                                                                             | -    | -      | 0.011                                                                             | -    | -      | 0.014                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 8.9    | 7.5                                                                               | 0    | -      | 7.4                                                                               | 0    | -      | 10.4                                                                              |       |        |                                                                                     |       |
| HCM Lane LOS             | A      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | B                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 |       |        |                                                                                     |       |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↱    |      |      | ↰↱   |      |      | ↰↱   |      |      |      | ↱    |
| Traffic Vol, veh/h       | 0    | 90   | 2    | 16   | 149  | 15   | 1    | 0    | 8    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 90   | 2    | 16   | 149  | 15   | 1    | 0    | 8    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | 0    |
| 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                | 0    | 98   | 2    | 17   | 162  | 16   | 1    | 0    | 9    | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |   |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|---|-------|
| Conflicting Flow All | -      | 0 | 0 | 100    | 0 | 0 | 303    | 311   | 99    | -      | - | 170   |
| Stage 1              | -      | - | - | -      | - | - | 99     | 99    | -     | -      | - | -     |
| Stage 2              | -      | - | - | -      | - | - | 204    | 212   | -     | -      | - | -     |
| Critical Hdwy        | -      | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | -      | - | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | -      | - | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | -      | - | -     |
| Follow-up Hdwy       | -      | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | -      | - | 3.318 |
| Pot Cap-1 Maneuver   | 0      | - | - | 1493   | - | - | 649    | 604   | 957   | 0      | 0 | 874   |
| Stage 1              | 0      | - | - | -      | - | - | 907    | 813   | -     | 0      | 0 | -     |
| Stage 2              | 0      | - | - | -      | - | - | 798    | 727   | -     | 0      | 0 | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | - | -     |
| Mov Cap-1 Maneuver   | -      | - | - | 1493   | - | - | 643    | 596   | 957   | -      | - | 874   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 672    | 615   | -     | -      | - | -     |
| Stage 1              | -      | - | - | -      | - | - | 907    | 813   | -     | -      | - | -     |
| Stage 2              | -      | - | - | -      | - | - | 788    | 718   | -     | -      | - | -     |

| Approach             | EB | WB  | NB | SB |
|----------------------|----|-----|----|----|
| HCM Control Delay, s | 0  | 0.7 | 9  | 0  |
| HCM LOS              |    |     | A  | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 914   | -   | -   | 1493  | -   | -   | -     |
| HCM Lane V/C Ratio    | 0.011 | -   | -   | 0.012 | -   | -   | -     |
| HCM Control Delay (s) | 9     | -   | -   | 7.4   | 0   | -   | 0     |
| HCM Lane LOS          | A     | -   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   | -   | -     |

HCM 6th TWSC  
6: Forest Lakes Dr & Proposed Access Road

2027 PM Total  
02/20/2026

Intersection

Int Delay, s/veh 1

| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 3    | 70                                                                                | 129                                                                               | 21   | 22                                                                                | 0    |
| Future Vol, veh/h        | 3    | 70                                                                                | 129                                                                               | 21   | 22                                                                                | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 3    | 76                                                                                | 140                                                                               | 23   | 24                                                                                | 0    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 163    | 0      | 0 234 152     |
| Stage 1              | -      | -      | - 152 -       |
| Stage 2              | -      | -      | - 82 -        |
| 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   | 1416   | -      | - 754 894     |
| Stage 1              | -      | -      | - 876 -       |
| Stage 2              | -      | -      | - 941 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1416   | -      | - 752 894     |
| Mov Cap-2 Maneuver   | -      | -      | - 754 -       |
| Stage 1              | -      | -      | - 874 -       |
| Stage 2              | -      | -      | - 941 -       |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.3 | 0  | 9.9 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1416  | -   | -   | -   | 754   |
| HCM Lane V/C Ratio    | 0.002 | -   | -   | -   | 0.032 |
| HCM Control Delay (s) | 7.5   | 0   | -   | -   | 9.9   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1    | 102  | 3    | 24   | 189  | 15   | 2    | 0    | 12   | 9    | 0    | 0    |
| Future Vol, veh/h        | 1    | 102  | 3    | 24   | 189  | 15   | 2    | 0    | 12   | 9    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1    | 111  | 3    | 26   | 205  | 16   | 2    | 0    | 13   | 10   | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 221    | 0 | 0 | 114    | 0 | 0 | 380    | 388   | 113   | 386    | 381   | 213   |
| Stage 1              | -      | - | - | -      | - | - | 115    | 115   | -     | 265    | 265   | -     |
| Stage 2              | -      | - | - | -      | - | - | 265    | 273   | -     | 121    | 116   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1348   | - | - | 1475   | - | - | 578    | 547   | 940   | 573    | 552   | 827   |
| Stage 1              | -      | - | - | -      | - | - | 890    | 800   | -     | 740    | 689   | -     |
| Stage 2              | -      | - | - | -      | - | - | 740    | 684   | -     | 883    | 800   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1348   | - | - | 1475   | - | - | 569    | 536   | 940   | 556    | 540   | 827   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 569    | 536   | -     | 556    | 540   | -     |
| Stage 1              | -      | - | - | -      | - | - | 889    | 799   | -     | 739    | 675   | -     |
| Stage 2              | -      | - | - | -      | - | - | 725    | 670   | -     | 870    | 799   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB  |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 0.1 |  |  | 0.8 |  |  | 9.3 |  |  | 11.6 |  |  |
| HCM LOS              |     |  |  |     |  |  | A   |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 860   | 1348  | -   | -   | 1475  | -   | -   | 556   |
| HCM Lane V/C Ratio    | 0.018 | 0.001 | -   | -   | 0.018 | -   | -   | 0.018 |
| HCM Control Delay (s) | 9.3   | 7.7   | 0   | -   | 7.5   | 0   | -   | 11.6  |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0.1   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↱    |      |      | ↰    |      |      | ↰    |      |      |      | ↱    |
| Traffic Vol, veh/h       | 0    | 124  | 3    | 24   | 210  | 15   | 2    | 0    | 12   | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 124  | 3    | 24   | 210  | 15   | 2    | 0    | 12   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | 0    |
| 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                | 0    | 135  | 3    | 26   | 228  | 16   | 2    | 0    | 13   | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |   |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|---|-------|
| Conflicting Flow All | -      | 0 | 0 | 138    | 0 | 0 | 425    | 433   | 137   | -      | - | 236   |
| Stage 1              | -      | - | - | -      | - | - | 137    | 137   | -     | -      | - | -     |
| Stage 2              | -      | - | - | -      | - | - | 288    | 296   | -     | -      | - | -     |
| Critical Hdwy        | -      | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | -      | - | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | -      | - | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | -      | - | -     |
| Follow-up Hdwy       | -      | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | -      | - | 3.318 |
| Pot Cap-1 Maneuver   | 0      | - | - | 1446   | - | - | 540    | 516   | 911   | 0      | 0 | 803   |
| Stage 1              | 0      | - | - | -      | - | - | 866    | 783   | -     | 0      | 0 | -     |
| Stage 2              | 0      | - | - | -      | - | - | 720    | 668   | -     | 0      | 0 | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | - | -     |
| Mov Cap-1 Maneuver   | -      | - | - | 1446   | - | - | 531    | 505   | 911   | -      | - | 803   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 589    | 550   | -     | -      | - | -     |
| Stage 1              | -      | - | - | -      | - | - | 866    | 783   | -     | -      | - | -     |
| Stage 2              | -      | - | - | -      | - | - | 705    | 654   | -     | -      | - | -     |

| Approach             | EB | WB  | NB  | SB |
|----------------------|----|-----|-----|----|
| HCM Control Delay, s | 0  | 0.7 | 9.3 | 0  |
| HCM LOS              |    |     | A   | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 845   | -   | -   | 1446  | -   | -   | -     |
| HCM Lane V/C Ratio    | 0.018 | -   | -   | 0.018 | -   | -   | -     |
| HCM Control Delay (s) | 9.3   | -   | -   | 7.5   | 0   | -   | 0     |
| HCM Lane LOS          | A     | -   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0.1   | -   | -   | -     |

HCM 6th TWSC  
6: Forest Lakes Dr & Proposed Access Road

2047 PM Total  
02/20/2026

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.7    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 3      | 105                                                                               | 191                                                                               | 21     | 22                                                                                | 0     |
| Future Vol, veh/h        | 3      | 105                                                                               | 191                                                                               | 21     | 22                                                                                | 0     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 3      | 114                                                                               | 208                                                                               | 23     | 24                                                                                | 0     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 231    | 0                                                                                 | -                                                                                 | 0      | 340                                                                               | 220   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 220                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 120                                                                               | -     |
| 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       | 1337   | -                                                                                 | -                                                                                 | -      | 656                                                                               | 820   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 817                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 905                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1337   | -                                                                                 | -                                                                                 | -      | 655                                                                               | 820   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 687                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 815                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 905                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.2    | 0                                                                                 |                                                                                   | 10.4   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1337   | -                                                                                 | -                                                                                 | -      | 687                                                                               |       |
| HCM Lane V/C Ratio       | 0.002  | -                                                                                 | -                                                                                 | -      | 0.035                                                                             |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | 10.4                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |       |

Figure 8. Existing Traffic Volumes (Paved Roads)

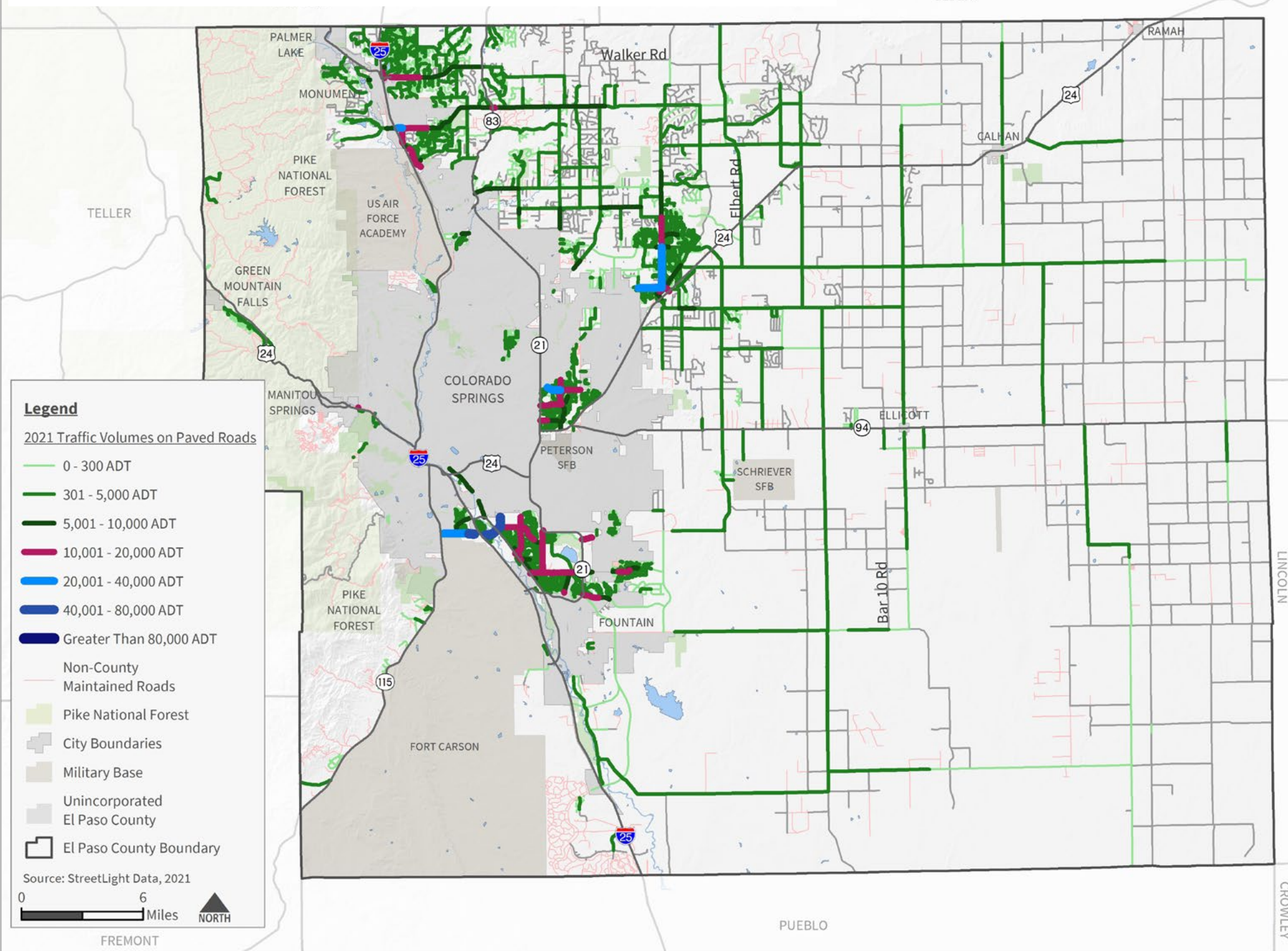


Figure 10. Level of Service for Existing Unincorporated EPC Roads

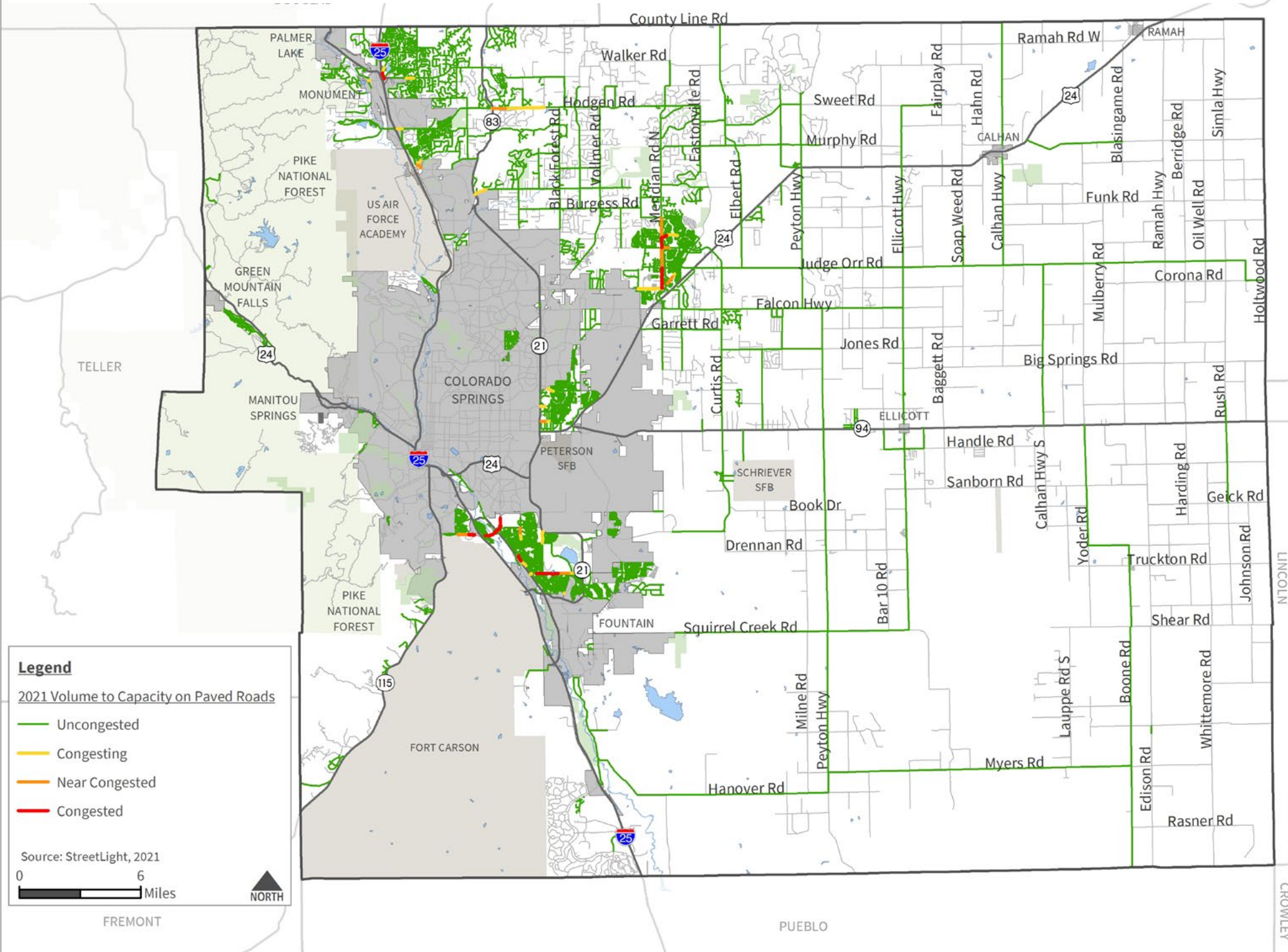


Figure 24. 2045 Roadway Plan Daily Traffic Forecasts

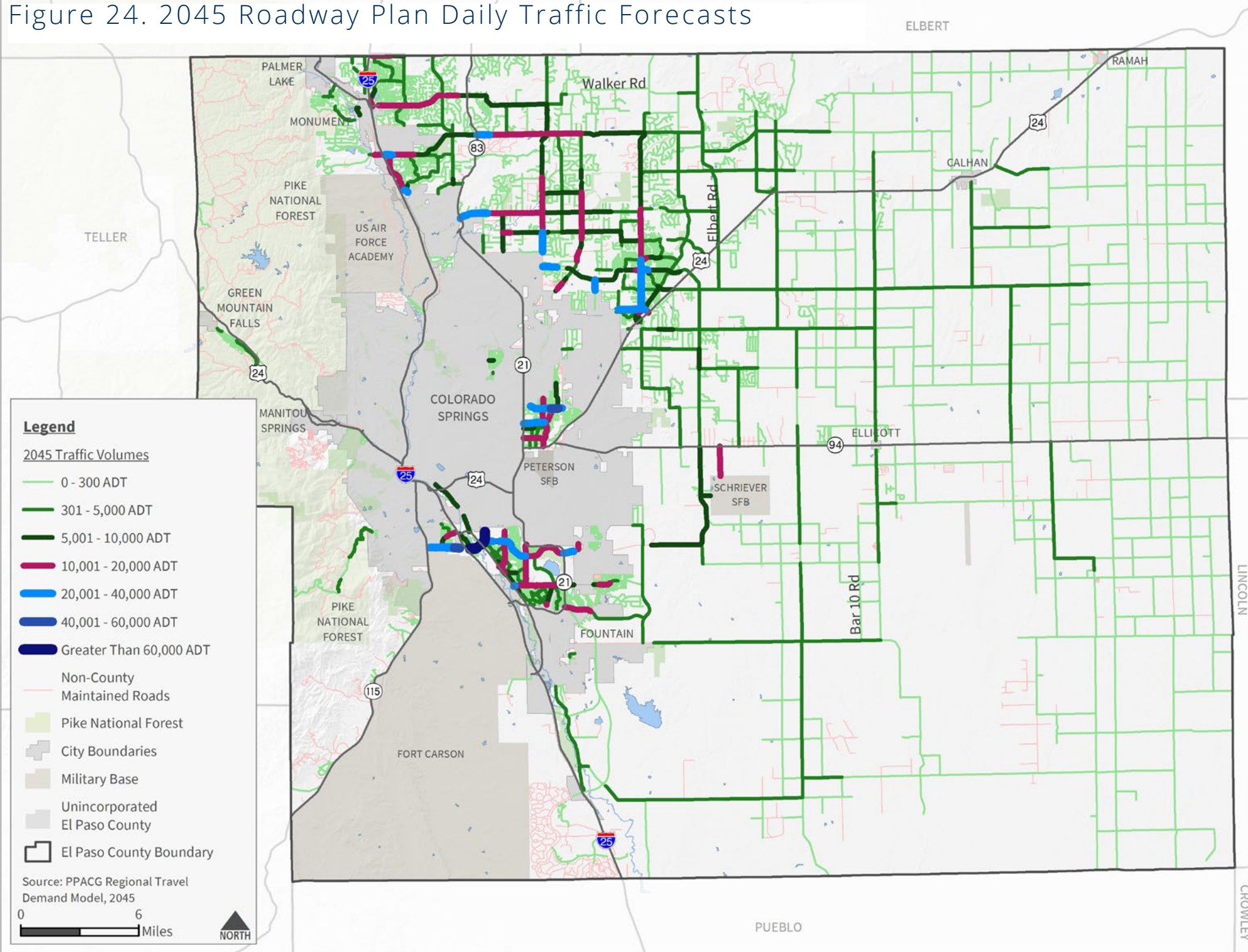


Figure 26. 2045 Roadway Plan Levels of Congestion

