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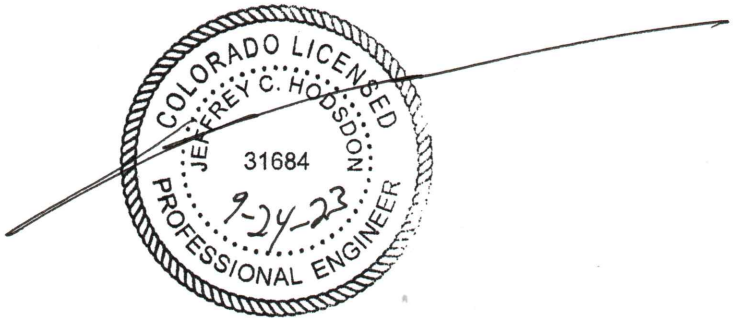
Meadowlake Industrial Park
Filing No. 1 Preliminary Plan
Traffic Impact Study
(LSC #S234040)
September 24, 2023

Add PCD File No. SP236

Traffic Engineer's Statement

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



Developer's Statement

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

due to the nature of the comments provided and information that is missing, additional comments may be generated on the subsequent submittal.

_____ _____

Date

Meadowlake Industrial Park Filing No. 1 Preliminary Plan Traffic Impact Study

Prepared for:
Meadowlake Developments, LLC
P.O. Box 1385
Colorado Springs, CO 80901

Contact: Kevin O'Neil

SEPTEMBER 24, 2023

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S234040

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September 24, 2023

Mr. Kevin O'Neil
Meadowlake Developments, LLC
P.O. Box 1385
Colorado Springs, CO 80901

RE: Meadowlake Industrial Park
El Paso County, CO
Master Traffic Impact Study
LSC #S234040

Dear Mr. O'Neil,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed Meadowlake Industrial Park Filing No. 1 Preliminary Plan. Meadowlake Industrial Park is located northwest of the intersection of Falcon Highway/Curtis Road in El Paso County, Colorado. The 51.3-acre Filing No. 1 would be the first area to develop within the overall industrial park. The site is located within the eastern area of the overall industrial park along Curtis Road about one-quarter mile north of Falcon Highway. As part of this initial development, one site-access point is proposed to Curtis Road. This report has been prepared to accompany the Preliminary Plan submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on major thoroughfares adjacent to the site, including surface conditions, functional classification, widths, pavement markings,

traffic control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday peak-hour turning-movement traffic counts at the study-area intersections;
- Estimated average weekday traffic (ADT) volumes on Falcon Highway, Curtis Road, Meridian Road, Judge Orr Road, and US Highway 24 (US Hwy 24);
- Projections of 2025 short-term background traffic volumes;
- The proposed preliminary plan site land use and access plan;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed preliminary plan land uses and the estimated directional distribution of site-generated vehicle trips on roadways and intersections adjacent to and in the vicinity of the site;
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the following "study-area" intersections:
    - Curtis Road/north site access (full-movement)
    - Falcon Highway/Curtis Road
    - Curtis Road/Judge Orr Road
    - US Highway 24/Stapleton Road
- Projected total short-term daily and peak-hour traffic volumes at the study-area intersections;
- Projected short-term Intersection level of service analysis at the study-area intersections;
- Evaluation of the short-term projected intersection volumes to determine potential short-term requirements for any auxiliary right-/left-turn lanes at the proposed site-access points, based on the criteria in El Paso County's *Engineering Criteria Manual (ECM)*; and
- Short-term roadway improvement recommendations and potential requirement for escrow contributions toward future improvements.

LIST OF OTHER TRAFFIC REPORTS USED IN THE PREPARATION OF THIS REPORT

- The July 29, 2022 Meadowlake Industrial Park Master TIS
- TIS Reports for Saddlehorn Ranch.

Please also account for the TIS reports done by LSC for Davis Ranch and Esteban Rodriguez Sketch Plan

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby roadways. The site is located northwest of the intersection of Falcon Highway/Curtis Road about one-quarter mile north of that intersection. Meadow Lake Airport is located north and west of Meadowlake Industrial Park. the parcel east of Curtis Road is currently vacant. The Saddlehorn Ranch development site is located to the northeast along the east side of Falcon Highway.

The preliminary plan site and access points location are shown in Figure 2. The preliminary plan sheets are attached for reference. The site is zoned I-2, and the land use shown on the preliminary plan is industrial park. The anticipated development, for the purpose of this report, is best represented by ITE Land Use 150-Warehousing. The total Filing No. 1 parcel acreage is

36.56. Based on the 0.29 floor area ratio (FAR) assumed in the rezone report, the estimated building square footage of Filing No. 1 is 461,841 square feet (462 KSF).

One access is proposed to initially serve the preliminary plan area. This access, Sagebrush Street, will be a public street, and will intersect Curtis Road one-half mile north of Falcon Highway, consistent with the July 29, 2022 master TIS for the Meadowlake Industrial Park.

In the future, additional access points will be available with the future completion of the overall internal street system within the greater industrial park. These are shown in the July 29, 2022 TIS report.

ROAD AND TRAFFIC CONDITIONS AND *MTCP* CLASSIFICATION

Existing Roadways

Figure 1 and 2 show the roads adjacent to and in the vicinity of the site. Adjacent roads serving the site are identified below followed by a brief description of each:

US Highway (US Hwy) 24 is located about one mile north of the site (via Curtis Road) and about 1.5 miles west of the site (via Judge Orr Road). US Hwy 24 is also accessible from the southwest corner of the site via Falcon Highway. The travel distance to/from the intersection of US Hwy 24/ Falcon Highway via Falcon Highway is about four miles.

This State Highway extends east/west across Colorado connecting the Buena Vista, Colorado Springs, and Limon areas. US Hwy 24 is planned to be widened to four lanes through the Falcon area and is classified as an Expressway by the Colorado Department of Transportation (CDOT) and the 2016 *El Paso County Major Transportation Corridors Plan (MTCP)*.

Judge Orr Road is a two-lane roadway that extends east from Eastonville Road across most of El Paso County. It is shown on the *El Paso County 2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Minor Arterial west of Curtis Road. Posted speed limits range from 45 to 55 miles per hour (mph). West of Curtis Road, the speed limit is 45 mph, while it generally increases to 55 mph east of Curtis Road. The intersection of US Hwy 24/Judge Orr is currently signalized. Due to the oblique angle of this intersection, the eastbound and westbound approaches are split-phased. The *US 24 Access Control Plan/PEL Study* shows future plans for realignment of Judge Orr at US Hwy 24 to improve the intersection and provide an intersection angle closer to 90 degrees.

Curtis Road is a two-lane roadway that extends south from the intersection of US Hwy 24/Stapleton Road intersection to Drennan Road. It is shown as a two-lane, rural Principal Arterial on El Paso County's *2040 Major Transportation Corridors Plan* and a four-lane Principal Arterial on the *Preserved Corridor Network Plan*. In the vicinity of the site, the posted speed limit is 45 mph. Both intersections of Curtis Road/Orr Road and Curtis Road/Falcon

please provide a break down of which intersections were included in the analysis and the times that the counts were done.

Also please provide an explanation why the other area intersections studied with the Master TIS were not included. If thresholds per ECM are not met then please state that. See comment below on the trip generation and add study intersections as necessary due to the increase in traffic generation.

Highway are two-way, stop-sign contr
connects to Stapleton Drive, was constr
etc. Generally, Curtis Road is an "unimp
Falcon Highway. Interim improvements
Ranch development to the north along
reports for Saddlehorn Ranch and the Saddlehorn Ranch roadway construction plans for Curtis Road are available, for reference, on the County EDARP system.

Falcon Highway extends from US Hwy 24 to Ellicott Highway and is classified as a two-lane Minor Arterial on the 2040 El Paso County *MTCP*. In the vicinity, the posted speed limit is 55 mph. Currently, the intersection of Falcon Highway/Curtis Road has auxiliary right- and left-turn lanes on the eastbound approach and auxiliary left-turn lanes on the westbound, northbound, and southbound approaches. The intersection is two-way, stop-sign controlled (TWSC), with the stop signs on the northbound and southbound approaches.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the study-area intersections. Figure 3 shows these turning-movement volumes (raw count data are attached) and the average weekday traffic volumes (estimated based on factored peak-hour count data) on the study-area roadways.

Existing Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 1 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 1: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (seconds per vehicle)	Unsignalized Intersections Average Control Delay (seconds per vehicle)(1)
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

Figure 4 shows a summary of the existing levels of service, lane geometry and traffic control.

PEDESTRIAN AND BICYCLE FACILITIES

The following 2040 non-motorized transportation improvement projects have been identified on Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- M4 – Falcon Highway from Meridian Road to South Peyton Highway
- Bicycle and secondary regional trail improvements (6.95 miles)
  - M7 – Elbert Road from US 24 to Judge Orr Road
- Bicycle improvements (2.32 miles)
  - M8 – Judge Orr Road from Eastonville Road to South Peyton Highway
- Bicycle improvements (2.98 miles)
  - M9 – Stapleton Road from Meridian Road to US 24
- Bicycle improvements (2.56 miles)

TRIP GENERATION

Revise to use industrial park land use code as done in master TIS. The letter of intent nor the preliminary plan mention warehousing will be the use on the site.

update your analysis accordingly based on the increase in traffic.

Estimates of the vehicle trips projected to be generated by Filing No. 1 of Meadowlake Industrial Park have been made using the nationally published trip generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Trip-generation rates from ITE Land Use Category 150 – "Warehousing" have been used to develop the trip-generation estimates for the preliminary plan site.

Table 2, attached, presents the estimated site trip generation.

The proposed Meadowlake Industrial Park Filing No. 1 is projected to generate about 790 new, external vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 60 entering vehicles and 18 exiting vehicles would be generated. Approximately 23 entering and 60 exiting vehicles (less internal capture trips) would be generated by the site during the evening peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

figure 4a

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on Figure 4 of the master TIS report.

Update report to include figures that are referenced from the master TIS report.

There is no figure 5 in the appendix. Revise to provide figure.

Site-Generated Traffic

Update report to include figures that are referenced from the master TIS report.

Short-Term

Short-term site-generated traffic volumes have been estimated at the study-area intersections. The volumes have been calculated by applying the short-term directional-distribution percentages (from Figure 4) to the trip-generation estimates (from Table 2). Figure 6 shows the projected short-term site-generated traffic volumes for the weekday morning and evening peak hours.

4a

Long-Term (For reference only)

The July 29, 2022 TIS included estimates of the overall buildout long-term site-generated traffic volumes for the overall Meadowlake Industrial Park. Figures 7a, 7b, and 7c of that TIS showed those buildout volumes. **Appendix A** of this report includes a copy of the long-term distribution estimate from Figure 5 of that TIS report. Appendix A also includes the long-term site-generated traffic for the Filing No. 1 preliminary plan, based on that Figure 5 from the July 29, 2022 TIS report applied to the current trip-generation estimate (Table 2 of this report).

only the distribution is provided in appendix A. Please provide the appropriate figures from the Master TIS.

Short Term (2025) Baseline/Background Traffic Volumes

The 2025 baseline traffic-volume estimates are shown in Figure 7. These estimates assume the following:

- A three (3) percent per year growth rate applied to existing volumes (includes minor volume-balancing adjustments to the 2022 Judge Orr Road/Curtis Road counts).
- Additionally, traffic projected for buildout of Saddlehorn Ranch Filing Nos. 1 and 2 has been included in the 2025 baseline volumes.

Note: the baseline/background volumes are exclusive of any trips to be generated by this preliminary plan area or the overall Meadowlake Industrial Park.

Short Term (2025) Background Plus Site-Generated Traffic Volumes

Figure 8 shows the sum of the 2025 short-term background traffic volumes from Figure 7 plus site-generated traffic volumes (from Figure 5). These volumes represent the projected short-term **total** traffic (assuming buildout of the preliminary plan development).

figure 5 has not been provided

2042 Background and Total Traffic Volumes

The July 29, 2022 TIS report included long-term/20-year-horizon projections for the overall Meadowlake Industrial Park, which included this initial preliminary plan development area. Please refer to that TIS report for long-term projected volumes, which assume buildout of the project. Note: Appendix A of this report presents the long-term volumes estimated for this

Kevin O'Neil
Meadowlake Industrial Park Filing No. 1 Prel

figures 3a & 3b do not provide the LOS. Please verify and update all figures so that they correspond to the correct information indicated in the narrative. Add complete titles to each of the figures so that it is clear what condition is being represented.

preliminary plan area. Please refer to the site details.

LEVEL OF SERVICE ANALYSIS

Please refer to the attached Synchro reports for the calculated LOS for the proposed site-access intersections and off-site intersections in the study area. The worst-case LOS values have been included on the following figures:

Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
Figure 9: 2040 Background Traffic, Lane Geometry, Traffic Control, and LOS
Figure 10: 2040 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

also provide the short term total lane geometry, traffic control and LOS

Curtis Road/Sagebrush Street (Full-Movement Site Access)

The eastbound-left turning movement is projected to operate at LOS B during the AM and PM peak hours of the short-term total scenario.

state whether the other turn movements are satisfactory and indicate their LOS

US Highway 24/Stapleton Road

Currently, the intersection of US Hwy 24/Stapleton is two-way stop-sign controlled (TWSC). The following turning movements currently operate at LOS E or worse, with or without the addition of site-generated traffic: northwest-bound left, northwest-bound through, southeast-bound left, and southeast-bound through.

when will this be signalized? Please address.

Once signalized, all individual turning movements and the intersection overall currently operate at and are projected to operate at LOS C or better during both short-term peak hours, with or without the addition of site-generated traffic.

Judge Orr Road/Curtis Road

Currently, all individual approaches/turning movements at the intersection of Judge Orr/Curtis operate at LOS C or better during both peak hours

please also provide LOS with the developments traffic.

Falcon Highway/Curtis Road

Currently, all individual approaches/turning movements at the intersection of Falcon Highway/Curtis Road operate at LOS D or better during both peak hours. The northbound left-turn, northbound-through/right, southbound through, and southbound left-turn movements are projected to operate at LOS E or worse during the short-term with the addition of site-generated traffic. If the intersection of Falcon Highway/Curtis Road were to be converted from TWSC to AWSC, all individual turning movements would operate at LOS C or better during the short-term total traffic scenario.

AUXILIARY TURN-LANE ANALYSIS, INTERSECTION CONFIGURATION, AND TRAFFIC CONTROL

Discuss any improvements to Stapleton and Hwy 24. Any Aux. turn lane improvements required in the short term due to this development or is the signal imminent? please address.

Auxiliary Turn-Lane Requirements

The need for auxiliary left- and right-turn lanes at the study area intersections has been evaluated to determine if lane improvements would be required, based on short-term total, traffic to meet the County's *Engineering Criteria Manual*'s (*ECM*) auxiliary turn criteria.

Deceleration lanes shall meet design criteria specified in El Paso County's *Engineering Criteria Manual* (*ECM* Tables 2-24 and 2-27) or the Colorado State Highway Access Code (CDOT) for US Hwy 24.

Turn-Lane Criteria

Table summarizes peak-hour auxiliary left- and right-turn lane thresholds according to *ECM* criteria. Roadway classifications for key County thoroughfares in the vicinity of the site include:

- Principal Arterial – Curtis Road, Meridian Road
- Minor Arterial – Judge Orr Road, Falcon Highway

Table 3: *ECM* Auxiliary Turn-Lane Thresholds by Functional Classification

Functional Classification	Deceleration Lanes		Acceleration Lanes	
	Left Turn	Right Turn	Left Turn	Right Turn
Principal Arterial	10+ vph	25+ vph	*	50+ vph
Minor Arterial and Lower	25+ vph	50+ vph	*	Generally not required
* May be required if the design would benefit safety and roadway operations Note: vph = vehicles per hour				

Curtis Road/Sagebrush Street (Site Access)

<u>Short Term</u>

The intersection of Sagebrush Street/Curtis Road, will likely require the following auxiliary turn lanes in the short term:

- Northbound left-turn deceleration lane:
- 235-foot deceleration lane
- 50-foot storage length
- 200-foot approach taper
- 45:1 redirect taper lengths

please indicate whether the existing turn lanes at this intersection meet criteria and whether any changes to the existing turn lanes are required due to this developments traffic.

Judge Orr Road/Curtis Road

Based on April 2022 counts, the eastbound AM peak-hour right-turn volume exceeds the ECM-threshold right turning volume of 50 vph for which a right-turn lane is prescribed. The current eastbound PM peak-hour volume does not currently exceed this threshold. The short -term background-plus-Filing No. 1 site-generated eastbound PM peak-hour volume is projected to exceed this threshold.

If not completed prior to development, this project will likely be required to install the turn lane (with fee-program credit per fee-program provisions). Also, escrow for this improvement from other developments should be utilized to fund construction.

The ECM requires the following lane dimensions.

- Eastbound right-turn deceleration lane
- 290-foot acceleration lane
- 240-foot approach taper

Any request for credits will have to be brought by the applicant to the road impact fee advisory committee.

Falcon Highway/Curtis Road

The intersection will likely require improvements/upgrades, including traffic control, in order for all individual turning movements/approaches to operate at an acceptable level of service upon site buildout. The development may be required to participate in future improvements or construct improvements. The intersection of Falcon Highway/Curtis Road could potentially be signed AWSC during the short term once AWSC warrants are met, as all approaches would operate at LOS C or better in the short term with AWSC.

Note: The following auxiliary turn-lane upgrades would not be required if a roundabout were to be constructed at the intersection of Falcon Highway/Curtis Road. However, these auxiliary turn lanes may ultimately be needed if all-way stop sign control is used as an intermediate traffic control condition prior to a traffic signal:

- Southbound right-turn deceleration lane (see improvements table)
- 235-foot deceleration lane
- 200-foot approach taper
- Eastbound left-turn deceleration lane (lengthening)
- 290-foot deceleration lane
- 240-foot approach taper
- 55:1 redirect taper ratio
- Westbound right-turn deceleration lane
- 290-foot deceleration lane
- 240-foot approach taper

please include storage length

Please refer to the Improvements Table for a complete list and additional detail.

ROADWAY CLASSIFICATIONS

Primary internal streets within the Preliminary Plan will be classified as Urban, Non-Residential Collector streets. These include the main entry street, Sagebrush Street, and Greenfield Avenue, the main north-south street. The other streets shown on the Preliminary Plan will be Private Local streets. These include: Wildflower Court, Mariposa Lily Court, and Wild Iris Way. Individual lot access will be to these private, local streets. Appendix B contains the proposed cross section for the Urban, Local (Private) streets.

please indicate whether this development will trigger this improvement or will it be future development within the Meadowlake parcel.

Additionally, state whether or not any improvements are needed to Falcon Hwy segment with due to this developments traffic.

ROADWAY SEGMENT IMPROVEMENTS

Curtis Road

Curtis Road should ultimately be improved to a two-lane, Principal Arterial. Dedication of right-of-way for one half of a two-lane Principal Arterial with ROW reservation for additional width up to 90' from centerline for the four-lane Principal Arterial corridor preservation. The improvement would be from Falcon Highway north to connect to the segment of Curtis planned for upgrade as part of the Saddlehorn development to the north.

DEVIATIONS AND WAIVERS

A waiver will be required for the private, local street cross section.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Per *ECM* Appendix B: *State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment*.

The applicant will be required to participate in this program. The PID option will be identified with the Plat submittal.

MTCP Improvements

Per the County TIS Checklist: *State whether the MTCP or other approved corridor study calls for the construction of improvements in the immediate area.*

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*. Note: this list below is not indicating that this project must complete all these improvements, rather simply echoing a general list from the *MTCP* of nearby improvements called out on the *MTCP*, based on the collective impacts of

new development in general. Specific obligations for this project will be addressed with the Preliminary Plan:

- U1 – Curtis Road from Judge Orr Road to State Highway 94 ($35,549,000)
- Existing conditions – 2-lane Rural Unimproved County Road
- Future conditions – 2-lane Principal Arterial
- U5 – Falcon Highway from US Hwy 24 to 1 mile east of Curtis Road ($16,509,000)
- Existing conditions – 2-lane Rural Unimproved County Road
- Future conditions – 2-lane Minor Arterial
- C12 – Stapleton Road from Towner Road to Judge Orr Road ($41,076,000)
- Existing conditions – 2-lane Principal Arterial
- Future conditions – 4-lane Principal Arterial
- C14 – Judge Orr Road from Eastonville Road to Peyton Highway (38,248,000)
- Existing conditions – 2-lane Minor Arterial
- Future conditions – 4-lane Minor Arterial

As this is the Preliminary plan and as stated in the Master TIS please indicate which MTCP improvements will need to be constructed with this proposed development. Update the narrative accordingly.

Per the County TIS Checklist: *State whether or not any improvements affected by the project are reimbursable under the current Major Transportation Corridors Plan (MTCP) and Road Fee program.*

The determination of specific "eligible improvements" affected by the project – i.e., which improvements the project will need to construct and determine if those improvements will qualify as eligible for credit (and reimbursement) – will be determined as part of this Preliminary Plan process. This would also include determination of eligible intersection improvements.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- M4 – Falcon Highway from Meridian Road to South Peyton Highway
- Bicycle and secondary regional trail improvements (6.95 miles)
- M7 – Elbert Road from US Hwy 24 to Judge Orr Road
- Bicycle improvements (2.32 miles)
- M8 – Judge Orr Road from Eastonville Road to South Peyton Highway
- Bicycle improvements (2.98 miles)
- M9 – Stapleton Road from Meridian Road to US 24
- Bicycle improvements (2.56 miles)

Also, the Falcon Park-and-Ride facility recently opened at the intersection of Meridian Road/Swingline Road.

CDOT PROCESS AND REQUIREMENTS

please coordinate with CDOT to ensure that they will still be requiring escrow instead of installation of the signal

- US Hwy 24/Stapleton is planned to be signalized. The CDOT comment letter for another area project, Saddlehorn Ranch Filing No. 2, indicated that the applicant will be required to escrow a fair share amount toward this future traffic signal for that subdivision filing. An access permit will be required to process the escrow.
- Based on the average AM & PM site-generated passenger cars directly impacting the 4-hour warrant, the Meadowlake Industrial Park Filing No. 1 development would be responsible for ~$75,000, (8.5 new vehicles / 60 vehicles-to-warrant x ~$700K/signal cost).
  LSC Note: There are a number of developments – in progress and future/planned - in the area which will also add traffic to this intersection and impact the 4-hour warrant. As CDOT collects escrow for other developments, LSC recommends that as the collective impact trips (directly impacting the 4-hour warrant volumes) by area developments begins to exceed the 60-vehicle-per-hour denominator, fair-share recalculation of pro-rata share escrow amounts and credit be provided to developments according to the updated fair-share calculations. Also, once the signal is installed, credit should be provided from the Countywide Fee Program based on a ratio of fee program unit signal cost divided by the $700K signal cost.
- Please refer to the improvements table for detailed calculations and additional information.
- The CDOT comment letter for Filing No. 2 states the following: Section 2.6 of the State Highway Access Code, states that if changes in land use, vehicle operation and access use from a state highway states an updated access permit will be required for the intersection **US Hwy 24/Stapleton Road**. A similar condition will likely apply to this project.
- The CDOT comment letter for Saddlehorn Filing No. 2 states the following: Section 2.6 of the State Highway Access Code, states that if changes in land use, vehicle operation and access use from a state highway states an updated access permit will be required for the intersection of **SH24 and Judge Orr Rd.** A similar condition will likely apply to this project.

Please verify amount

filing 2? CDOT has yet to post comments onto EDARP for this project. Coordinate with them and update the statement(s) as needed.

Please indicate that it is the responsibility of the applicant that any credit request shall be brought forth by the applicants to the road impact fee advisory committee.

IMPROVEMENTS SUMMARY TABLE

Please refer to Table 1, which presents a summary of improvements.

ESCROW ANALYSIS

The escrow analysis will be provided with the plat submittal.

Note: There are a number of developments – in progress and future/planned – in the area which will also add traffic to these intersections needing turn lane improvements. As El Paso County collects escrow for other developments also impacting these turning movements, LSC recommends that as the collective impact trips directly impacting these turn movements, fair-share recalculation of pro-rata share escrow amounts and credit be provided to developments according to the updated fair-share calculations. Also, once the improvements are completed, applicable/allowable Countywide Fee Program credits for construction of intersection approach improvements (turn lanes) be applied based on a ratio of fee program unit cost divided by the improvement cost.

FINDINGS AND CONCLUSIONS

- The proposed Meadowlake Industrial Park Filing No. 1 is projected to generate about 790 new, external vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site.
- During the morning peak hour, approximately 60 entering vehicles and 18 exiting vehicles would be generated.
- Approximately 23 entering and 60 exiting vehicles (less internal capture trips) would be generated by the site during the evening peak hour.
- Some stop-sign- controlled turning movements are projected to operate at LOS E or F in the 2025 short term horizon year. The short term level of service would be C or better if AWSC traffic control is utilized. The intersection of US Highway 24/Stapleton is projected to continue to have side street levels of service E or F until signalized.
- Please refer to the Improvements Table for a detailed list of roadway system improvements.
- Please refer to the "Auxiliary Turn-Lane Analysis" section above for recommendations.
- The major internal streets within the site will be designed to meet Urban Non-Residential Collector criteria prescribed in the *ECM*. Classifications for the minor internal roads will be private, local streets.
- CDOT State Highway Access Permit applications will be submitted at this Preliminary Plan stage of development, or in conjunction with the plat.

* * * * *

provide sight distance analysis for the proposed intersection of Sagebrush to Curtis road. Please also state that it meets 1/2mile spacing criteria.

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/JAB:jas

Enclosures: **Table 2 and Table 4**
Figures 1-10
Traffic Count Reports
Synchro Los Reports
Appendix A
Appendix B
Preliminary Plan Sheets (for reference)

Table 2: Trip-Generation Estimate

TAZ	ITE Land Use		Land Use Details					Trip Generation Rates [2]					Trips Generated				
	Code	Description	Value	Units	% Floor Area	Value	Units [1]	Average Weekday	A.M. Peak In	A.M. Peak Out	P.M. Peak In	P.M. Peak Out	Average Weekday	A.M. Peak In	A.M. Peak Out	P.M. Peak In	P.M. Peak Out
1	150	Warehousing	36.560	Acres	29%	462	KSF	1.71	0.13	0.04	0.05	0.13	790	60	18	23	60

[1] KSF = 1,000 square feet of building floor area

[2] Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

9/22/2023

Refer to previous comment and revise accordingly.

Please update this table and clearly state what improvements are triggered with this filing 1 development.

Table 4: Roadway Improvements for Meadowlake Industrial Park

Roadway Segment Improvements

Item #	Improvement	Timing	Responsibility
1.1	Curtis Road (Short-Term) -- Falcon Hwy to south end of planned Saddlehorn improvements Upgrade to 2-lane Principal Arterial	Phased with this development; potential for phasing with subdivision/plat filings	Details TBD Applicant or potentially with the property on the east side of Curtis Road if that land owner happens to begin developing that property)
1.2	Curtis Road (Long-Term) -- Falcon Hwy to SH 94 Upgrade to 2-Lane Rural Principal Arterial	Shown in 2040 MTCP (Project U1)	Details TBD Applicant will pay fee program traffic impact fees
1.3	Falcon Highway Upgrade to 2-Lane Rural Minor Arterial	Shown in 2040 MTCP (Project U5)	Details TBD Applicant will pay fee program traffic impact fees
1.4	Stapleton Road Widen to 4-Lane Rural Principal Arterial	Shown in 2040 MTCP (Project C12)	Details TBD Applicant will pay fee program traffic impact fees
1.5	Judge Orr Road Widen to 4-Lane Rural Minor Arterial	Shown in 2040 MTCP (Project C14)	Details TBD Applicant will pay fee program traffic impact fees

Adjacent County Arterial Roadway ROW Requirements

Item #	Improvement	Timing	Responsibility
2.1	Curtis Road 2-Lane Rural Principal Arterial 130' to 150' estimated ROW dedication (Note: 4-lane Rural Principal is 180')	Shown in 2040 MTCP	Applicant (west side - half ROW)
2.2	Curtis Road 4-Lane Rural Principal Arterial 180' right-of-way preservation	Shown in 2060 Corridor Preservation Plan	Applicant (west side - half ROW)

Internal Subdivision Roadways

Item #	Improvement	Timing	Responsibility
3.1	Construct major internal streets to County Urban Non-Residential Collector Standards (to be determined)	With subdivision/plat filings	Applicant

Off-Site Intersections

US Highway 24/Stapleton Intersection

Item #	Improvement	Timing	Responsibility
4.1	Submit Access Permit Application to CDOT	Submit access permit application with the Preliminary Plan stage of the development process when the Land Use(s) and associated trip generation are defined. **Submit w/this Preliminary Plan or with the Plat**	Applicant
4.2	Escrow towards cost of signalization **CDOT Escrow for Participation in the cost of future signalization - $79,500** (Note: Opportunity for County fee Program credit/reimbursement for a portion; also opportunity for cost recovery as other area project are required to escrow funds and if/when this development's overall fair share percentage is reduced accordingly in the future.**	TBD w/Preliminary Plan/Plat **Escrow required w/this Preliminary Plan/Plat.**	CDOT plans to signalize this intersection based on their priority system. This project is only at the rezone stage. Specific responsibility with respect to this project for possible installation or participation toward the cost of the signal will be addressed at the Preliminary Plan stage of the development process when the Land Use(s) and associated trip generation are defined. The responsibility will be determined with the access permit process and the application will be submitted with the preliminary plan. **Escrow - Applicant Responsibility**

US Highway 24/Falcon Highway and US Highway 24/Judge Orr Intersections

Item #	Improvement	Timing	Responsibility
5.1	Submit Access Permit Application(s) to CDOT as required.	Submit access permit application(s) with the Preliminary Plan or platting/site development plan stage of the development process when the Land Use(s) and associated trip generation are defined.	Applicant
5.2	Potential escrows toward the construction of signals and/or improvements at these intersections.	To be determined as part of the access permit process.	Applicant

Falcon Highway/Meridian Road Intersection

6.1	Short Term Westbound right-turn deceleration lane	Currently warranted by ECM	Escrow for improvement or construction at the time of development (fee program credit per fee program provisions)

Judge Orr/Curtis Road Intersection

Item #	Improvement	Timing	Responsibility
7.1	Short Term Eastbound right-turn deceleration lane - **Construction with this Preliminary Plan.**	Currently warranted by ECM	**Applicant**
7.2	Short Term Potentially sign for all way stop-sign control **The 2025/Short Term Background + Filing No. 1 Site Traffic Scenario indicates acceptable LOS.**	Once warrants for AWSC are met **Not Necessary in the Short-Term**	Applicant
7.3	Long Term (or Prior to 2040) Participate on a pro-rata basis with a fair share contribution or upgrade the intersection, potentially including new traffic control, to mitigate substandard level of service, as necessary.	Once LOS of AWSC drops below acceptable levels; and/or once signal warrants are met. Depends on the pace and intensity of development of this site and the rate of other area development and associated background traffic growth.	The applicant will pay fee program traffic impact fees and any required intersection improvements (or participation) may be fee-program eligible for credit based on the program guidelines.
7.4	Long Term (if signalized in the future) Lengthen northbound left-turn deceleration lane	As needed based on future speed limit and turning volume/stacking length criteria	Escrow for improvement or construction if warranted at the time of development (fee program credit per fee program provisions)

Adjacent & Access Intersections

Curtis Road/Falcon Highway

Item #	Improvement	Timing	Responsibility
8.1	Short Term/Long Term Change to AWSC traffic control as necessary. Participate on a pro-rata basis with a fair share contribution toward upgrade the intersection, potentially including new traffic control, to mitigate substandard level of service, as necessary. Significant improvements may be needed in the short term if rapid site buildout and area growth occurs. Otherwise, intermediate term.	Once LOS of AWSC drops below acceptable levels; and/or once signal warrants are met. Depends on the pace and intensity of development of this site and the rate of other area development and associated background traffic growth.	The applicant will pay fee program traffic impact fees and any required intersection improvements (or participation) may be fee-program eligible for credit based on the program guidelines.
8.2	Short Term (if planned to be signalized in the future) Construct SB right-turn deceleration lane on Curtis Road approaching Falcon Highway **ONLY In the case of a future signalized intersection or reverse of the TWSC Stop-sign traffic control orientation- Construct southbound right-turn deceleration lane on Curtis Road approaching Falcon Highway**	With subdivision/plat filings, per ECM turning volume thresholds. **Upon Signalization or reversal of the Stop-sign traffic control orientation. See footnote below.**	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions) **Check for either trigger with future subdivision filings and a determination could be made at that time if this project should install the turn lane (with fee program credit per fee program provisions). Otherwise, with each filing, escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions)**
8.3	Lengthening of the existing EB left-turn deceleration lane on Curtis Road approaching Falcon Highway **or escrow toward the cost of future lengthening.**	With subdivision/plat filings, per ECM turning volume thresholds **Currently warranted by ECM; a deviation request may be required to allow interim use of the existing lane and taper (based on short term total turning volumes /associated queue length). Previously recommended "trigger" from Saddlehorn Ranch: once projected queue (95th percentile) exceeds 50'** **Note: EPC comments on Saddlehorn Filing No. 4 indicate improvement required with Saddlehorn No. 4 if not required with Saddlehorn Filing No. 3.**	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions) **Note: EPC comments on Saddlehorn Filing No. 4 indicate improvement required with Saddlehorn No. 4 if not required with Saddlehorn Filing No. 3. Responsibility will likely be shared between this project and Saddlehorn Ranch, with the cost shared.**
8.4	Short Term Construct WB right-turn deceleration lane on Falcon Highway approaching Curtis Road. **This turn lane is not projected to be warranted based on Filing No. 1 Preliminary Plan projected volume.**	With subdivision/plat filings, per ECM turning volume thresholds	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions) **This turn lane is not projected to be warranted based on Filing No. 1 Preliminary Plan projected volume.**
8.5	Long Term (if planned to be signalized in the future) Lengthen northbound left-turn deceleration lane **This Preliminary Plan is not projected to add to this northbound left turn lane in the short term as no access is planned for Falcon Highway with the Filing No. 1 Preliminary Plan.**	As needed based on future speed limit and turning volume/stacking length criteria	Escrow for improvement or construction if warranted at the time of development (fee program credit per fee program provisions)

Falcon Highway/Three-Quarter-Movement Site Access

Item #	Improvement	Timing	Responsibility
9.1	Short Term **Access not proposed with this Preliminary Plan**		
9.2	Short Term **Access not proposed with this Preliminary Plan**		
9.3	Short Term **Access not proposed with this Preliminary Plan**		
9.4	Potential need for westbound left turn lane at Falcon Highway/Mccan **Access not proposed with this Preliminary Plan**		

Falcon Highway/McCandish Road

Possible need for westbound left turn lane at Falcon Highway/McCandish Road **- Evaluate with preliminary plan TIS.**
The Access to Falcon Highway is not proposed with this Preliminary Plan.

Curtis Road/Sagebrush St. (Full-Movement Access)

Item #	Improvement	Timing	Responsibility
	Short Term		
10a.1	Short Term & Long Term w/ Roundabout Option - Construct one-lane modern roundabout, expandable to a two-lane roundabout. **Roundabout not proposed with the Preliminary Plan.**	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
OR			
10b.1	Short Term Southbound right-turn deceleration lane on Curtis Rd approaching the site access **This turn lane is not projected to be warranted based on Filing No. 1 Preliminary Plan projected volume.**	Verify with subdivision/plat filings, per ECM turning volume thresholds. **The applicant may elect to install this turn lane as part of the access construction;**	Applicant
10b.2	Short Term Northbound left-turn deceleration lane on Curtis Rd approaching the site access **This turn lane is projected to be warranted based on Filing No. 1 Preliminary Plan projected volumes.**	With subdivision/plat filings, per ECM turning volume thresholds.	Applicant
10b.3	Short Term Southbound right-turn acceleration lane on Curtis Rd for right-turning traffic exiting the site access **This auxiliary lane is not projected to be warranted based on Filing No. 1 Preliminary Plan projected volume.**	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
10b.4	Long Term Install traffic signal **A signal warrant would not be met based on Filing No. 1 Preliminary Plan projected volume.**	Once warranted - with site development, as necessary to maintain acceptable intersection operations	Applicant

Curtis Road & Right-in/Right-out South Site Access

Item #	Improvement	Timing	Responsibility
11.1	Short Term **Access not proposed with this Preliminary Plan**		
11.2	Short Term **Access not proposed with this Preliminary Plan**		

Item 4.2 Note: CDOT Formula taken from Saddlehorn Filing No. 2 review letter: *[for Saddlehorn Filing 2] The development is required to participate in the cost of the future traffic signal at Stapleton and Hwy 24. Based on the average AM&PM site-generated passenger cars directly impacting the 4-hour warrant, the development would be responsible for ~$75,000 [Saddlehorn Filing 2 amount], (6.5 new vehicles / 60 vehicles-to-warrant x ~$700K/signal cost).*

This Meadowlake Industrial Park Filing 1 amount calculated based on ___ new vehicle trips / 60 vehicles-to-warrant x ~$700K/signal cost).

Item 8.2 Note: The default ECM trigger for this potential right turn lane is 25 vph, and the threshold would be met with 2025 background or site-generated (and total) traffic. However, since the southbound approach is currently Stop-sign controlled, the turn lane is not currently needed due to mitigate speed differential between through traffic and right turning traffic. LSC recommends the following triggers:
o Once the intersection is signalized (if as signal is the selected future traffic control instead of a modern roundabout) or
o If El Paso County switches the orientation of the stop signs such that Curtis is changed to the "major street" and Falcon Highway is changed to the "minor street"
(the intersection remains two-way, stop-sign control).
The check for either trigger could occur with future preliminary plans and a determination could be made at that time if this project should install the turn lane (with fee-program credit per fee program provisions). As neither trigger is met, escrow for pro-rata share of this potential improvement with the plat submittal. LSC suggests escrow in leu of lane construction as the above two triggers are not met and the lane could potentially be "throw away" if a roundabout is selected as the future traffic control. The escrow for the southbound right turn lane could potentially be returned to the applicant, as it would not be necessary with a roundabout.

Revise to put figures in numerical order based on number. Also provide figure 5, which appears to be missing.

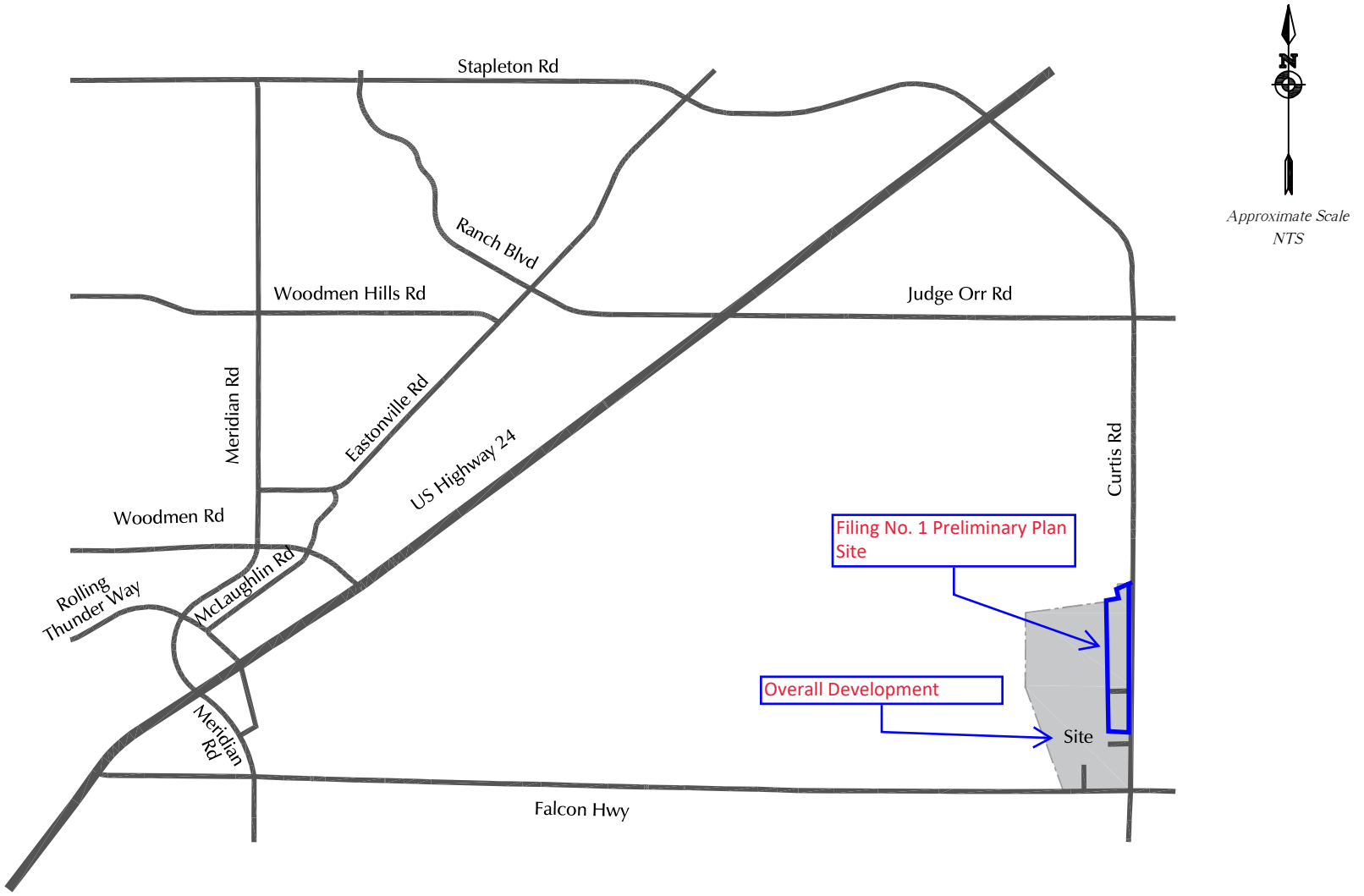


Figure 1

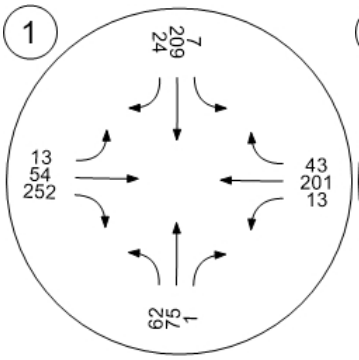
Vicinity Map

Meadow Lake Commercial Park (LSC #S214950)

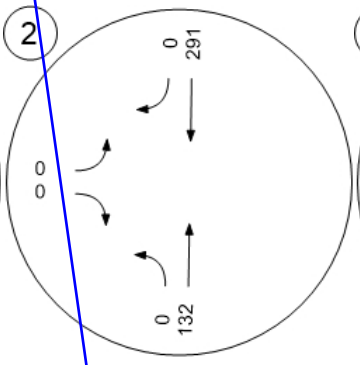
LSC TRANSPORTATION CONSULTANTS, INC.

Traffic Volume - Base Volume

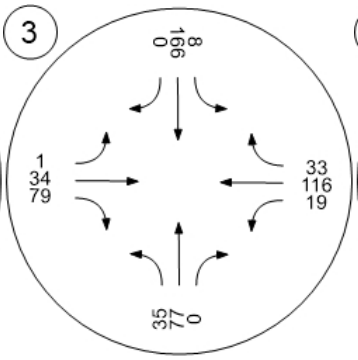
Falcon Hwy + Curtis Rd



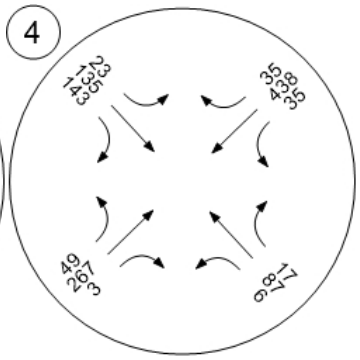
Curtis Rd + Sagebrush St.



Judge Orr Rd + Curtis/Staplet



US 24 + Stapleton Dr

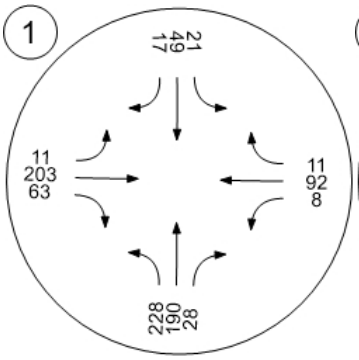


The narrative also indicates that 7a, 7b , and 7c are the buildout volumes yet these indicate base volume. Please add complete titles to the figures to know whether these are existing, short-term, short-term total etc. or from the Master TIS.

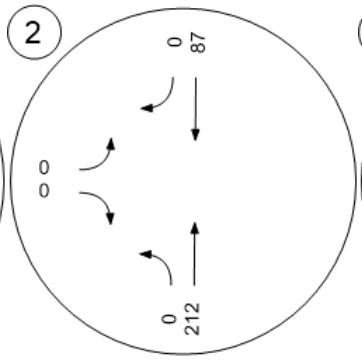
Figure 7a (AM Peak)

Traffic Volume - Base Volume

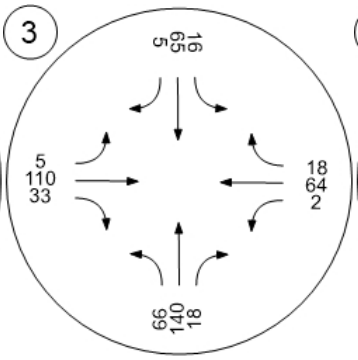
Falcon Hwy + Curtis Rd



Curtis Rd + Sagebrush St.



Judge Orr Rd + Curtis/Staplet



US 24 + Stapleton Dr

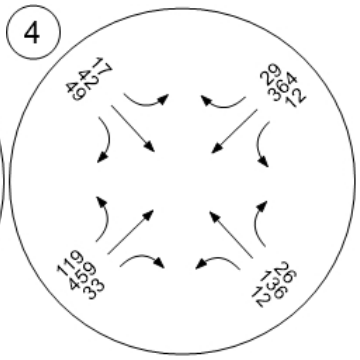


Figure 7b (PM Peak)

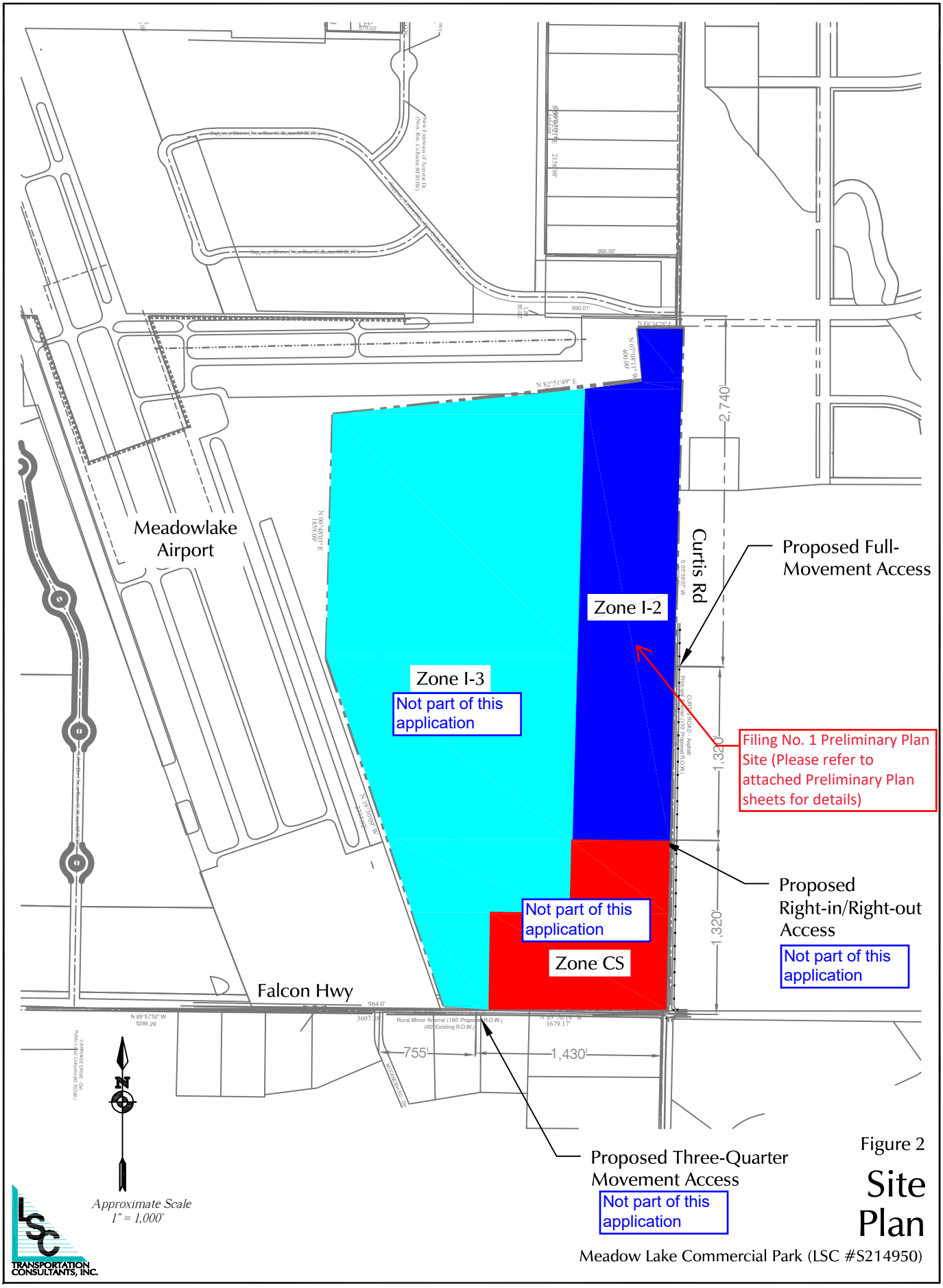


Figure 2

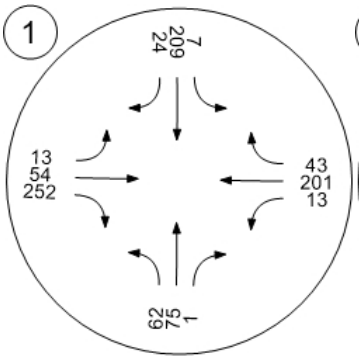
Site Plan

Meadow Lake Commercial Park (LSC #S214950)

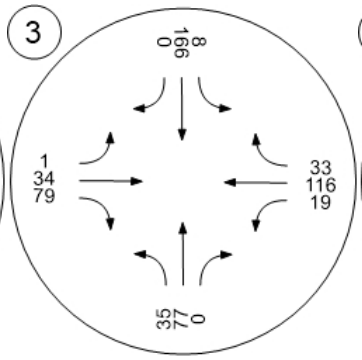
Are these existing base volumes as figures 7a & 7b also indicate base volume. Please clarify.

Traffic Volume - Base Volume

Falcon Hwy + Curtis Rd



Judge Orr Rd + Curtis/Staplet



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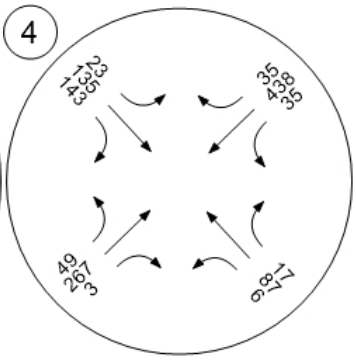
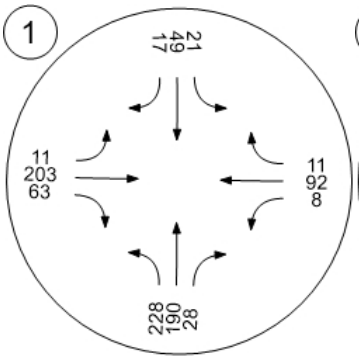


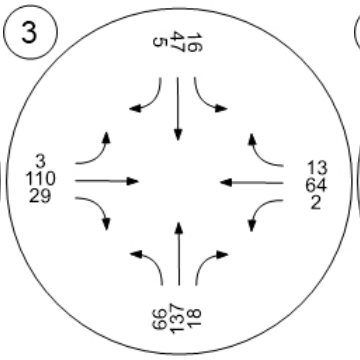
Figure 3a (AM Peak)

Traffic Volume - Base Volume

Falcon Hwy + Curtis Rd



Judge Orr Rd + Curtis/Staplet



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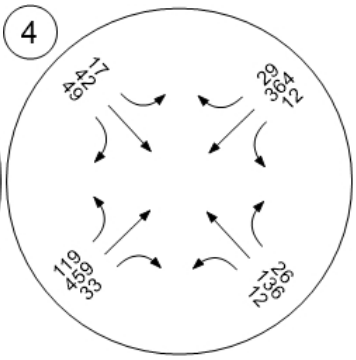


Figure 3b (PM Peak)

Lane Configuration and Traffic Control

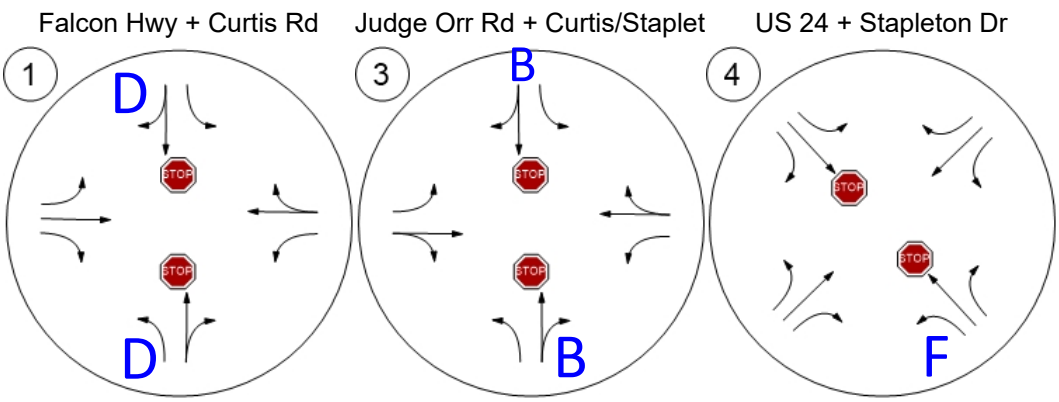


Figure 4a (AM Peak)

Lane Configuration and Traffic Control

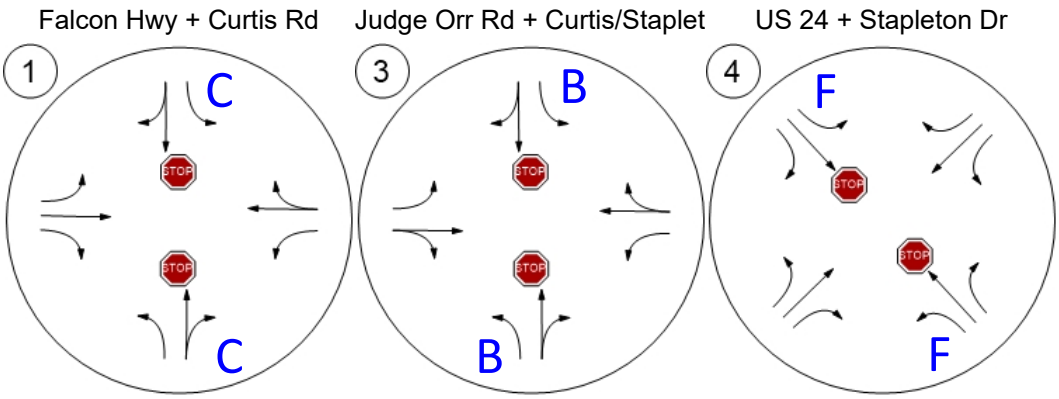
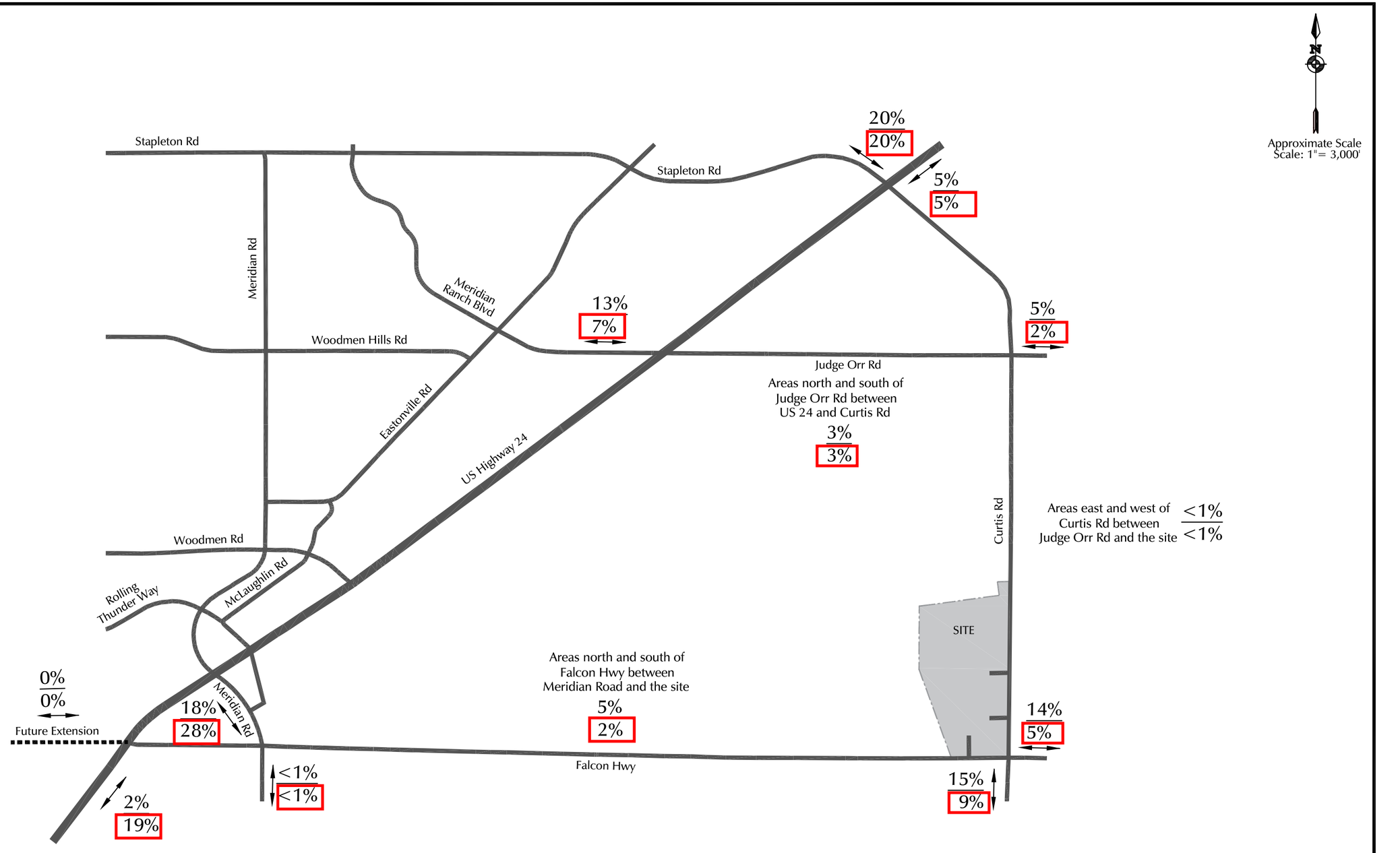


Figure 4b (PM Peak)



XX% / XX% = Directional Distribution for Primary Trips to/from Commercial Land Uses / Directional Distribution for Primary Trips to/from Industrial Land Uses

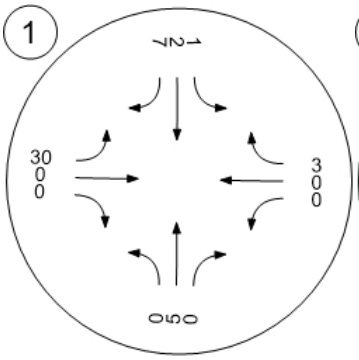
Figure 4a

Short-Term Directional Distribution - Primary Trips

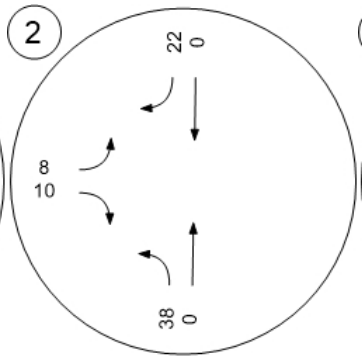
Meadow Lake Commercial Park (LSC #S214950)

Traffic Volume - Net New Site Trips

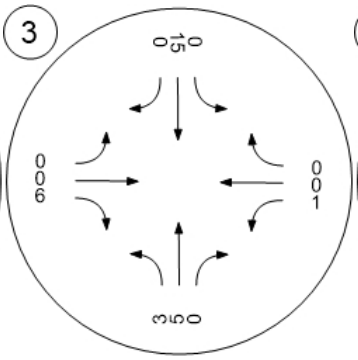
Falcon Hwy + Curtis Rd



Curtis Rd + Sagebrush St.



Judge Orr Rd + Curtis/Staplet



US 24 + Stapleton Dr

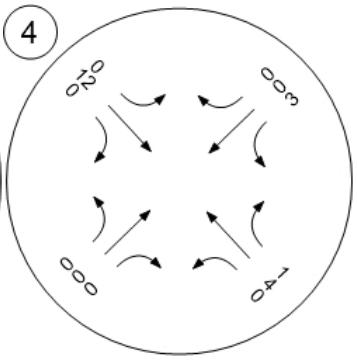
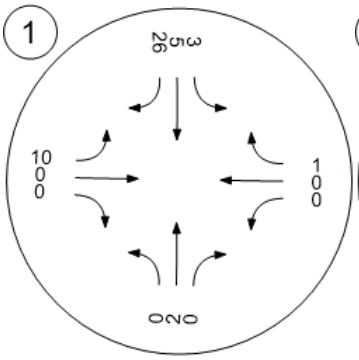


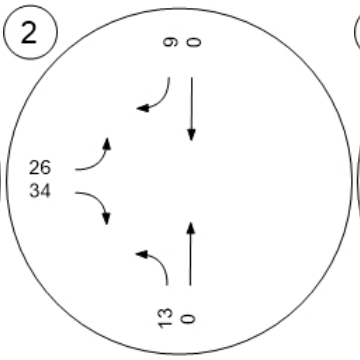
Figure 6a (AM Peak)

Traffic Volume - Net New Site Trips

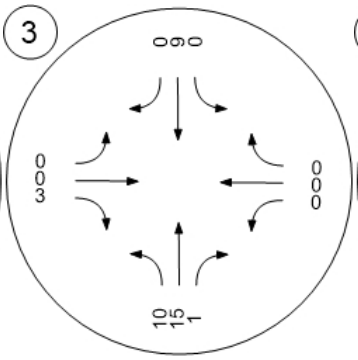
Falcon Hwy + Curtis Rd



Curtis Rd + Sagebrush St.



Judge Orr Rd + Curtis/Staplet



US 24 + Stapleton Dr

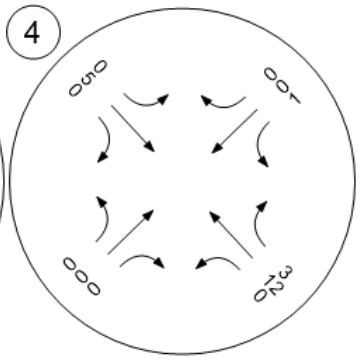


Figure 6b (PM Peak)

Traffic Volume - Future Total Volume

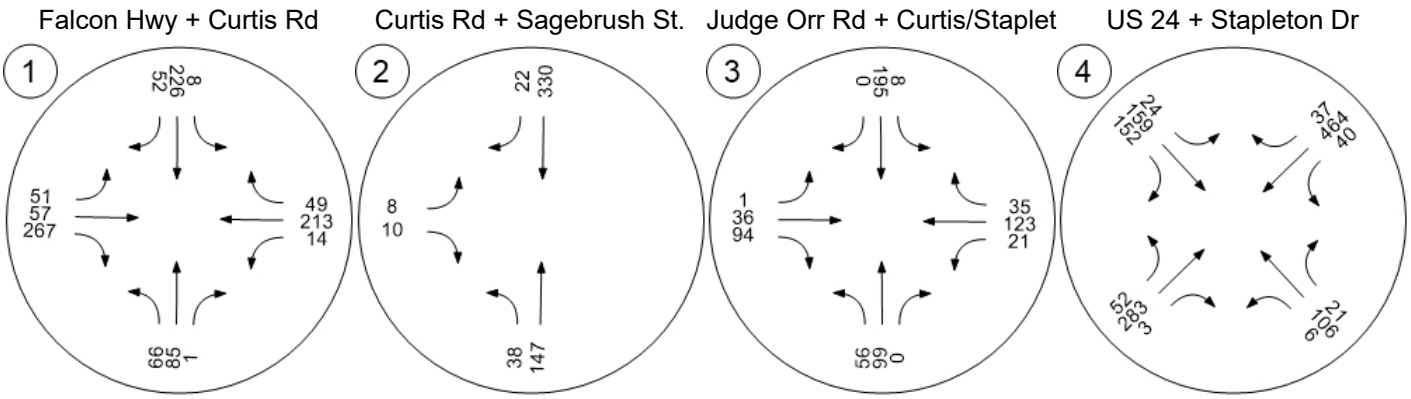
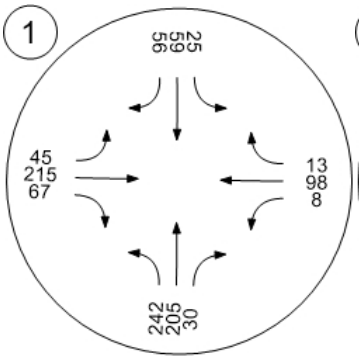


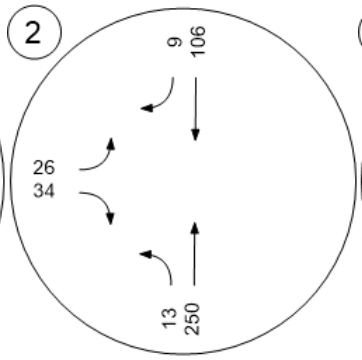
Figure 8a (AM Peak)

Traffic Volume - Future Total Volume

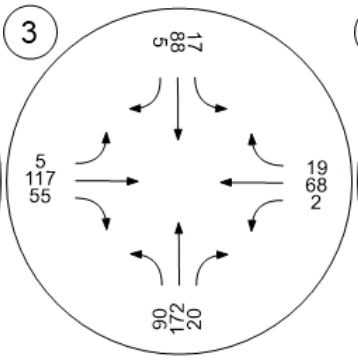
Falcon Hwy + Curtis Rd



Curtis Rd + Sagebrush St.



Judge Orr Rd + Curtis/Staplet



US 24 + Stapleton Dr

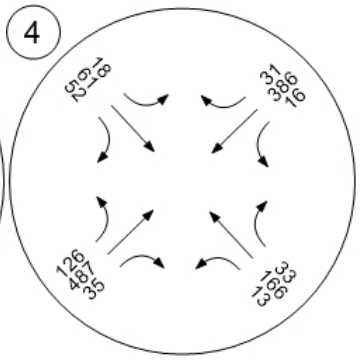
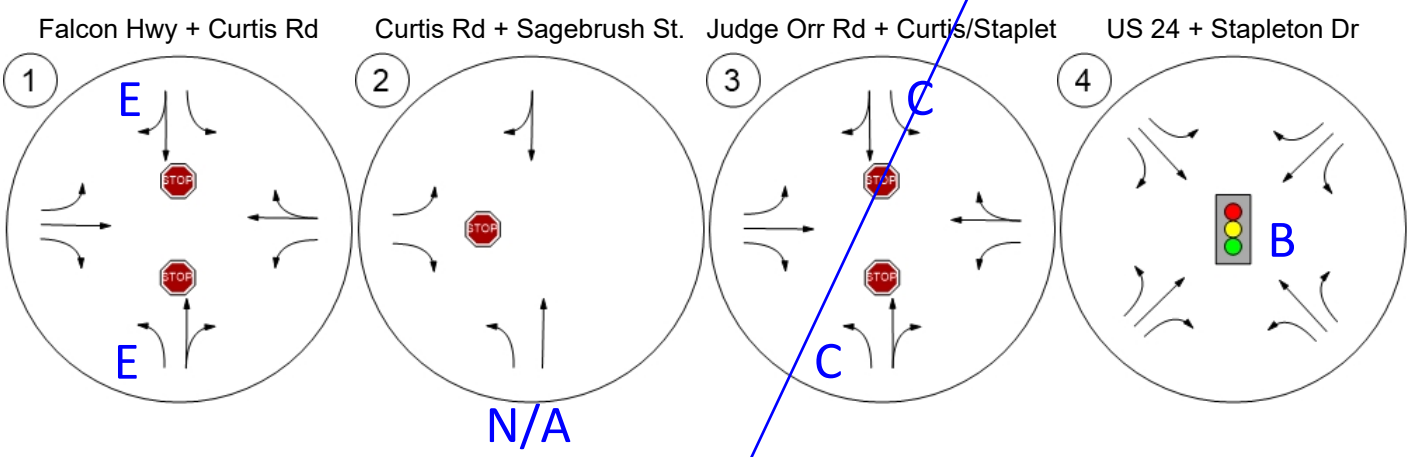


Figure 8b (PM Peak)

Lane Configuration and Traffic Control

Background



the narrative indicates figure 9 as yr 2040. revise accordingly.

Figure 9a (AM Peak)

Lane Configuration and Traffic Control

Background

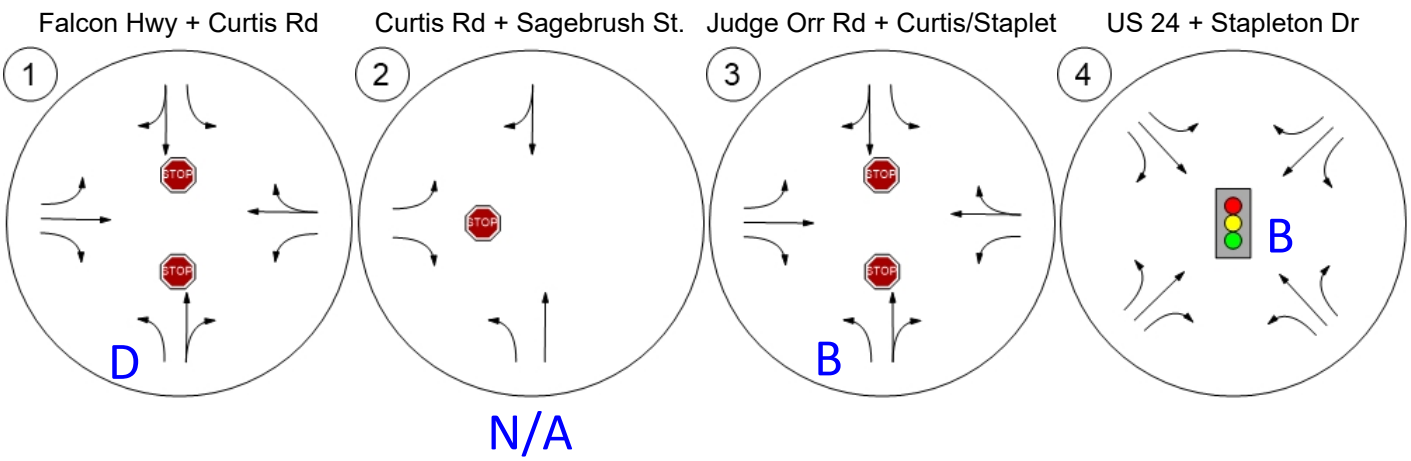
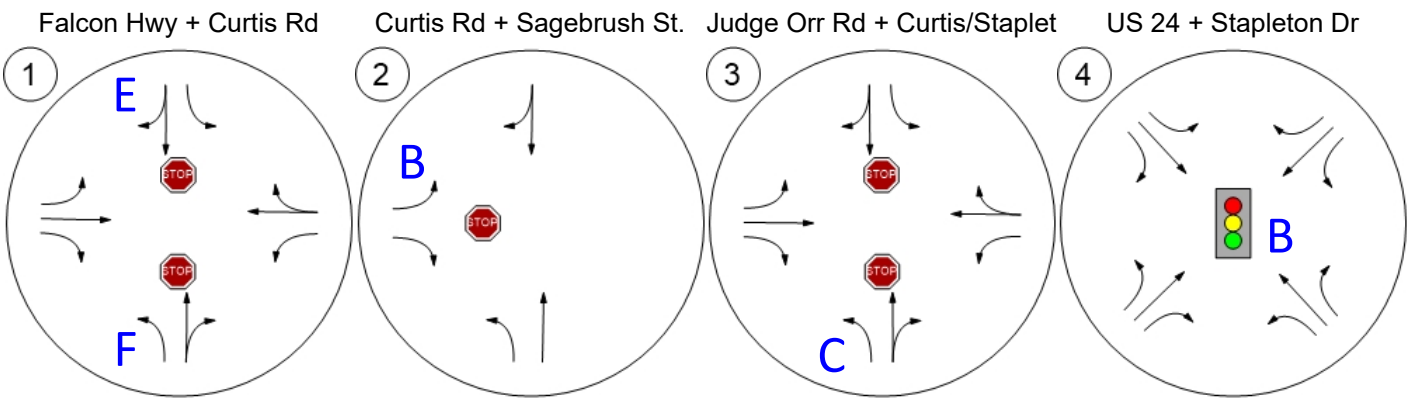


Figure 9b (PM Peak)

Lane Configuration and Traffic Control

Total

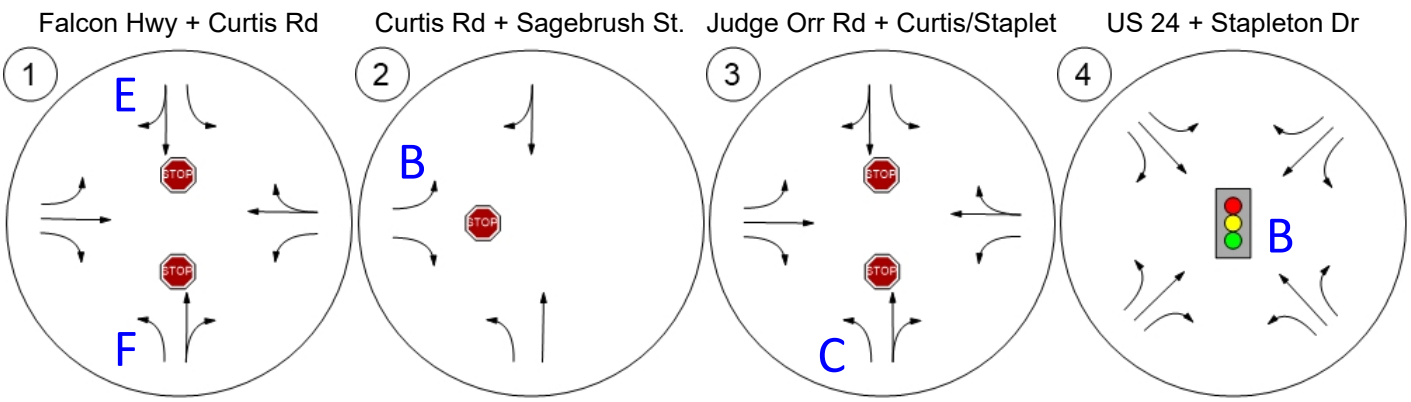


w/AWSC - B

Figure 10a (AM Peak)

Lane Configuration and Traffic Control

Total



w/AWSC - B

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Curtis Rd - Falcon Hwy AM 5-23
Site Code : S224220
Start Date : 5/17/2023
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	12	1	0	13	2	12	3	0	17	0	1	6	0	7	8	0	1	0	9	46
06:35	1	19	2	0	22	0	20	1	0	21	0	2	7	0	9	11	1	0	0	12	64
06:40	0	16	1	0	17	1	14	3	0	18	1	2	3	0	6	19	2	0	0	21	62
06:45	1	15	1	0	17	2	12	0	0	14	0	4	11	0	15	16	1	1	0	18	64
06:50	1	11	0	0	12	2	15	1	0	18	0	3	5	0	8	14	4	2	0	20	58
06:55	1	17	0	0	18	2	23	0	0	25	0	9	1	0	10	15	2	0	0	17	70
Total	4	90	5	0	99	9	96	8	0	113	1	21	33	0	55	83	10	4	0	97	364
07:00	0	16	0	0	16	1	10	3	0	14	0	9	6	0	15	18	3	0	0	21	66
07:05	3	13	0	0	16	7	15	0	0	22	0	6	3	0	9	38	6	2	0	46	93
07:10	1	16	1	0	18	1	25	0	0	26	1	6	4	0	11	9	7	1	0	17	72
07:15	2	21	2	0	25	4	23	2	0	29	0	6	6	0	12	23	3	1	0	27	93
07:20	1	21	1	0	23	6	15	1	0	22	0	7	5	0	12	27	4	1	0	32	89
07:25	1	15	0	0	16	4	23	2	0	29	0	5	3	0	8	28	8	0	0	36	89
07:30	3	15	0	0	18	7	18	2	0	27	0	7	5	0	12	26	5	0	0	31	88
07:35	2	30	1	0	33	3	9	1	0	13	0	7	9	0	16	19	4	4	0	27	89
07:40	8	19	1	0	28	4	13	1	0	18	0	6	4	0	10	19	7	1	0	27	83
07:45	0	14	3	0	17	0	11	0	0	11	0	2	2	0	4	14	5	0	0	19	51
07:50	3	12	4	0	19	1	16	1	0	18	0	4	2	0	6	14	2	2	0	18	61
07:55	0	7	1	0	8	1	19	1	0	21	1	5	9	0	15	8	6	0	0	14	58
Total	24	199	14	0	237	39	197	14	0	250	2	70	58	0	130	243	60	12	0	315	932
08:00	2	15	3	0	20	2	10	1	0	13	0	1	5	0	6	12	8	1	0	21	60
08:05	0	5	0	0	5	5	9	2	0	16	0	1	7	0	8	17	4	2	0	23	52
08:10	0	5	0	0	5	0	16	2	0	18	0	4	6	0	10	12	10	0	0	22	55
08:15	1	12	0	0	13	3	11	2	0	16	0	1	2	0	3	10	4	1	0	15	47
08:20	1	9	2	0	12	2	14	1	0	17	1	1	1	0	3	9	6	1	0	16	48
08:25	2	7	0	0	9	1	14	0	0	15	0	3	7	0	10	9	8	3	0	20	54
Grand Total	34	342	24	0	400	61	367	30	0	458	4	102	119	0	225	395	110	24	0	529	1612
Apprch %	8.5	85.5	6	0		13.3	80.1	6.6	0		1.8	45.3	52.9	0		74.7	20.8	4.5	0		
Total %	2.1	21.2	1.5	0	24.8	3.8	22.8	1.9	0	28.4	0.2	6.3	7.4	0	14	24.5	6.8	1.5	0	32.8	

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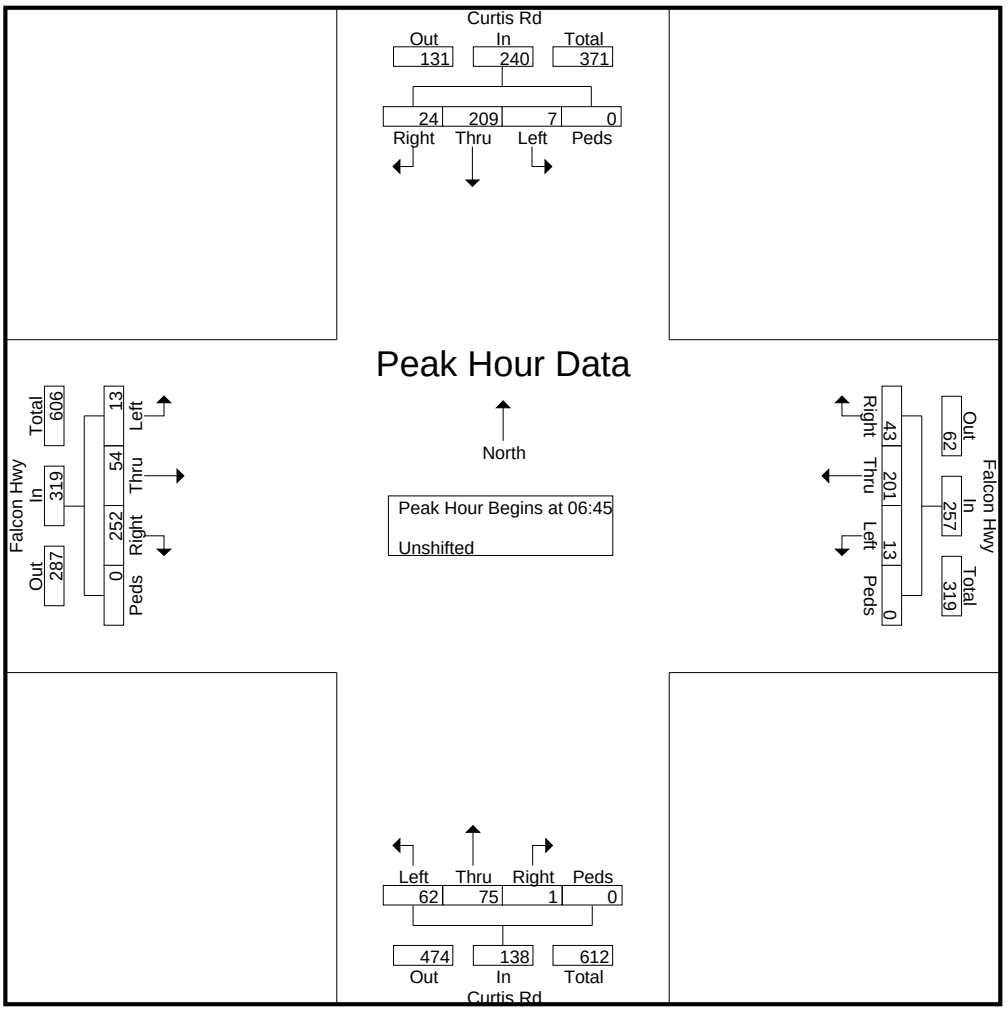
Start Date : 5/17/2023
Page No : 2

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	1	15	1	0	17	2	12	0	0	14	0	4	**11**	0	15	16	1	1	0	18	64
06:50	1	11	0	0	12	2	15	1	0	18	0	3	5	0	8	14	4	2	0	20	58
06:55	1	17	0	0	18	2	23	0	0	25	0	**9**	1	0	10	15	2	0	0	17	70
07:00	0	16	0	0	16	1	10	**3**	0	14	0	9	6	0	15	18	3	0	0	21	66
07:05	3	13	0	0	16	**7**	15	0	0	22	0	6	3	0	9	**38**	6	2	0	**46**	**93**
07:10	1	16	1	0	18	1	**25**	0	0	26	**1**	6	4	0	11	9	7	1	0	17	72
07:15	2	21	**2**	0	25	4	23	2	0	**29**	0	6	6	0	12	23	3	1	0	27	93
07:20	1	21	1	0	23	6	15	1	0	22	0	7	5	0	12	27	4	1	0	32	89
07:25	1	15	0	0	16	4	23	2	0	29	0	5	3	0	8	28	**8**	0	0	36	89
07:30	3	15	0	0	18	7	18	2	0	27	0	7	5	0	12	26	5	0	0	31	88
07:35	2	**30**	1	0	**33**	3	9	1	0	13	0	7	9	0	**16**	19	4	**4**	0	27	89
07:40	**8**	19	1	0	28	4	13	1	0	18	0	6	4	0	10	19	7	1	0	27	83
Total Volume	24	209	7	0	240	43	201	13	0	257	1	75	62	0	138	252	54	13	0	319	954
% App. Total	10	87.1	2.9	0		16.7	78.2	5.1	0		0.7	54.3	44.9	0		79	16.9	4.1	0		
PHF	.250	.581	.292	.000	.606	.512	.670	.361	.000	.739	.083	.694	.470	.000	.719	.553	.563	.271	.000	.578	.855



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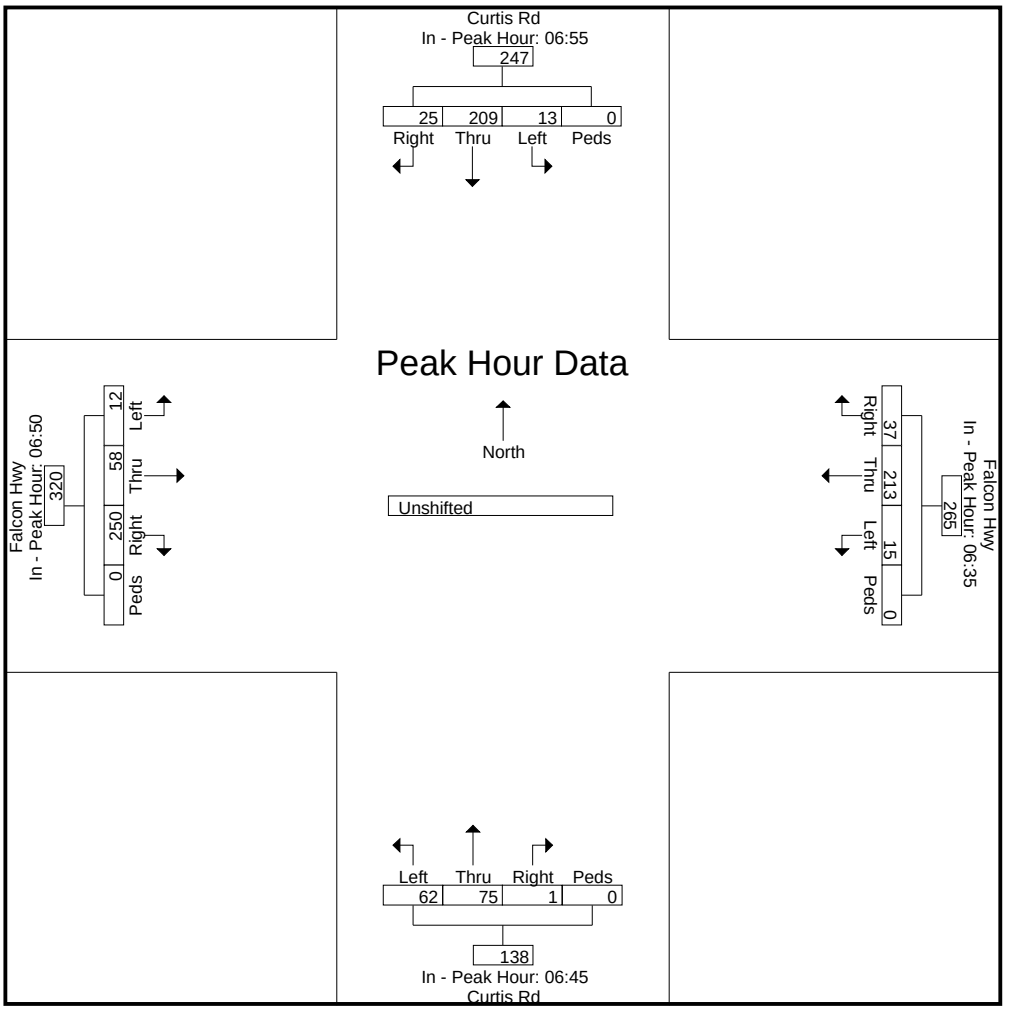
	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:55					06:35					06:45					06:50					
+0 mins.	1	17	0	0	18	0	20	1	0	21	0	4	**11**	0	15	14	4	2	0	20	
+5 mins.	0	16	0	0	16	1	14	**3**	0	18	0	3	5	0	8	15	2	0	0	17	
+10 mins.	3	13	0	0	16	2	12	0	0	14	0	**9**	1	0	10	18	3	0	0	21	
+15 mins.	1	16	1	0	18	2	15	1	0	18	0	9	6	0	15	**38**	6	2	0	**46**	
+20 mins.	2	21	2	0	25	2	23	0	0	25	0	6	3	0	9	9	7	1	0	17	
+25 mins.	1	21	1	0	23	1	10	3	0	14	**1**	6	4	0	11	23	3	1	0	27	
+30 mins.	1	15	0	0	16	**7**	15	0	0	22	0	6	6	0	12	27	4	1	0	32	
+35 mins.	3	15	0	0	18	1	**25**	0	0	26	0	7	5	0	12	28	**8**	0	0	36	
+40 mins.	2	**30**	1	0	**33**	4	23	2	0	**29**	0	5	3	0	8	26	5	0	0	31	
+45 mins.	**8**	19	1	0	28	6	15	1	0	22	0	7	5	0	12	19	4	**4**	0	27	
+50 mins.	0	14	3	0	17	4	23	2	0	29	0	7	9	0	**16**	19	7	1	0	27	
+55 mins.	3	12	**4**	0	19	7	18	2	0	27	0	6	4	0	10	14	5	0	0	19	
Total Volume	25	209	13	0	247	37	213	15	0	265	1	75	62	0	138	250	58	12	0	320	
% App. Total	10.1	84.6	5.3	0		14	80.4	5.7	0		0.7	54.3	44.9	0		78.1	18.1	3.8	0		
PHF	.260	.581	.271	.000	.624	.440	.710	.417	.000	.761	.083	.694	.470	.000	.719	.548	.604	.250	.000	.580	



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	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	1	5	1	0	7	0	5	1	0	6	2	6	21	0	29	5	18	3	0	26	68
16:05	0	4	2	0	6	1	9	1	0	11	1	13	11	0	25	5	20	1	0	26	68
16:10	2	7	1	0	10	0	4	1	0	5	0	11	20	0	31	3	10	1	0	14	60
16:15	0	5	0	0	5	1	11	1	0	13	2	17	21	0	40	3	18	2	0	23	81
16:20	0	4	0	0	4	0	4	0	0	4	3	8	21	0	32	7	21	2	0	30	70
16:25	0	2	1	0	3	0	8	2	0	10	0	26	24	0	50	9	28	0	0	37	100
16:30	0	3	0	0	3	1	8	0	0	9	2	19	20	0	41	7	12	0	0	19	72
16:35	0	4	1	0	5	0	11	2	0	13	5	17	16	0	38	7	13	1	0	21	77
16:40	2	2	3	0	7	1	5	0	0	6	2	15	19	0	36	3	19	3	0	25	74
16:45	6	5	2	0	13	1	5	0	0	6	3	25	18	0	46	3	13	0	0	16	81
16:50	2	5	1	0	8	2	11	0	0	13	4	16	23	0	43	9	16	0	0	25	89
16:55	0	4	6	0	10	1	8	0	0	9	5	10	17	0	32	4	15	1	0	20	71
Total	13	50	18	0	81	8	89	8	0	105	29	183	231	0	443	65	203	14	0	282	911
17:00	5	4	4	0	13	3	8	1	0	12	1	13	18	0	32	3	18	0	0	21	78
17:05	1	3	2	0	6	4	6	1	0	11	2	10	15	0	27	5	12	1	0	18	62
17:10	1	2	3	0	6	0	8	0	0	8	4	11	11	0	26	2	17	2	0	21	61
17:15	0	4	2	0	6	1	10	0	0	11	2	9	9	0	20	6	19	1	0	26	63
17:20	0	2	0	0	2	0	11	0	0	11	4	13	6	0	23	5	18	1	0	24	60
17:25	0	2	0	0	2	1	12	1	0	14	7	19	14	0	40	8	11	1	0	20	76
17:30	0	5	3	0	8	1	10	0	0	11	7	6	10	0	23	10	11	1	0	22	64
17:35	1	3	0	0	4	1	5	0	0	6	6	11	12	0	29	8	18	1	0	27	66
17:40	0	2	1	0	3	2	9	1	0	12	0	8	7	0	15	3	17	0	0	20	50
17:45	0	9	3	0	12	4	5	1	0	10	3	5	4	0	12	2	12	1	0	15	49
17:50	0	3	1	0	4	3	8	0	0	11	3	8	8	0	19	4	13	0	0	17	51
17:55	0	0	4	0	4	1	8	0	0	9	4	6	4	0	14	3	20	1	0	24	51
Total	8	39	23	0	70	21	100	5	0	126	43	119	118	0	280	59	186	10	0	255	731
Grand Total	21	89	41	0	151	29	189	13	0	231	72	302	349	0	723	124	389	24	0	537	1642
Apprch %	13.9	58.9	27.2	0		12.6	81.8	5.6	0		10	41.8	48.3	0		23.1	72.4	4.5	0		
Total %	1.3	5.4	2.5	0	9.2	1.8	11.5	0.8	0	14.1	4.4	18.4	21.3	0	44	7.6	23.7	1.5	0	32.7	

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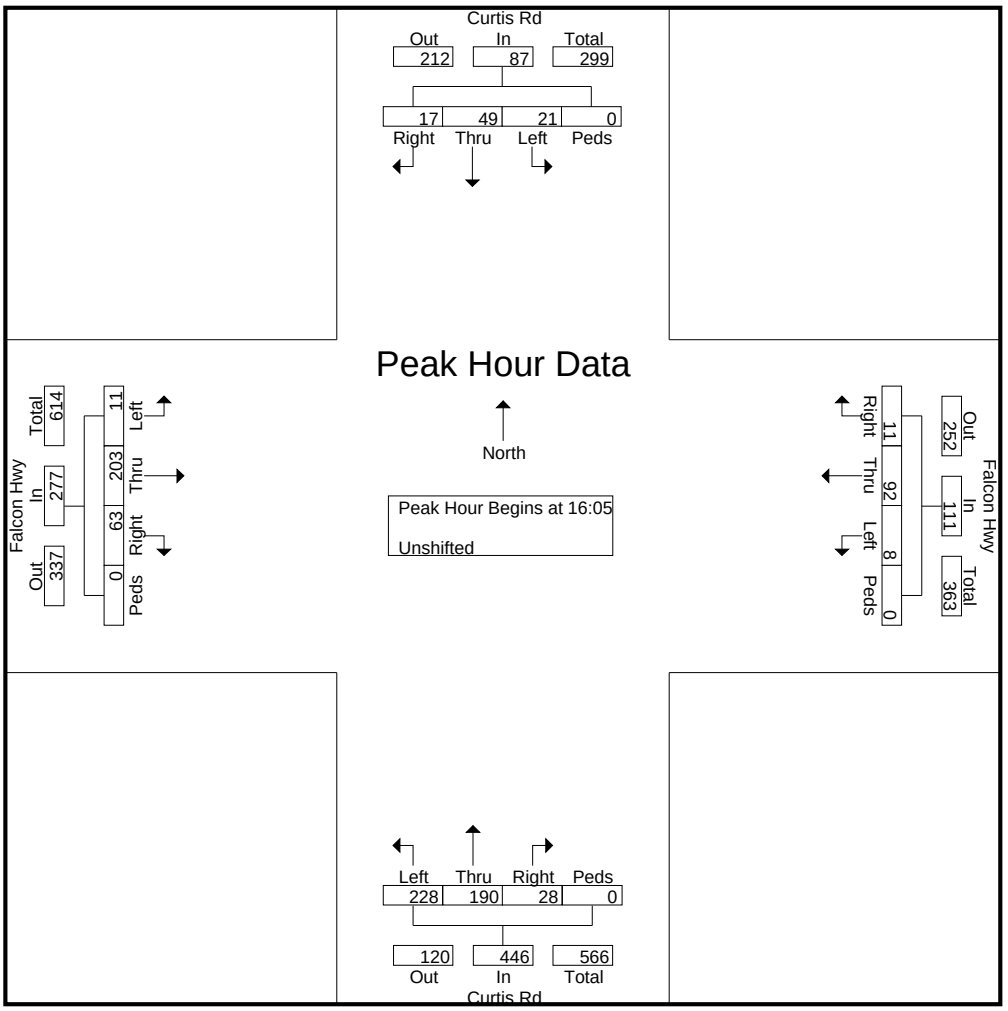
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:05																					
16:05	0	4	2	0	6	1	9	1	0	11	1	13	11	0	25	5	20	1	0	26	68
16:10	2	**7**	1	0	10	0	4	1	0	5	0	11	20	0	31	3	10	1	0	14	60
16:15	0	5	0	0	5	1	**11**	1	0	**13**	2	17	21	0	40	3	18	2	0	23	81
16:20	0	4	0	0	4	0	4	0	0	4	3	8	21	0	32	7	21	2	0	30	70
16:25	0	2	1	0	3	0	8	**2**	0	10	0	**26**	**24**	0	**50**	**9**	**28**	0	0	**37**	**100**
16:30	0	3	0	0	3	1	8	0	0	9	2	19	20	0	41	7	12	0	0	19	72
16:35	0	4	1	0	5	0	11	2	0	13	**5**	17	16	0	38	7	13	1	0	21	77
16:40	2	2	3	0	7	1	5	0	0	6	2	15	19	0	36	3	19	**3**	0	25	74
16:45	**6**	5	2	0	**13**	1	5	0	0	6	3	25	18	0	46	3	13	0	0	16	81
16:50	2	5	1	0	8	2	11	0	0	13	4	16	23	0	43	9	16	0	0	25	89
16:55	0	4	**6**	0	10	1	8	0	0	9	5	10	17	0	32	4	15	1	0	20	71
17:00	5	4	4	0	13	**3**	8	1	0	12	1	13	18	0	32	3	18	0	0	21	78
Total Volume	17	49	21	0	87	11	92	8	0	111	28	190	228	0	446	63	203	11	0	277	921
% App. Total	19.5	56.3	24.1	0		9.9	82.9	7.2	0		6.3	42.6	51.1	0		22.7	73.3	4	0		
PHF	.236	.583	.292	.000	.558	.306	.697	.333	.000	.712	.467	.609	.792	.000	.743	.583	.604	.306	.000	.624	.768



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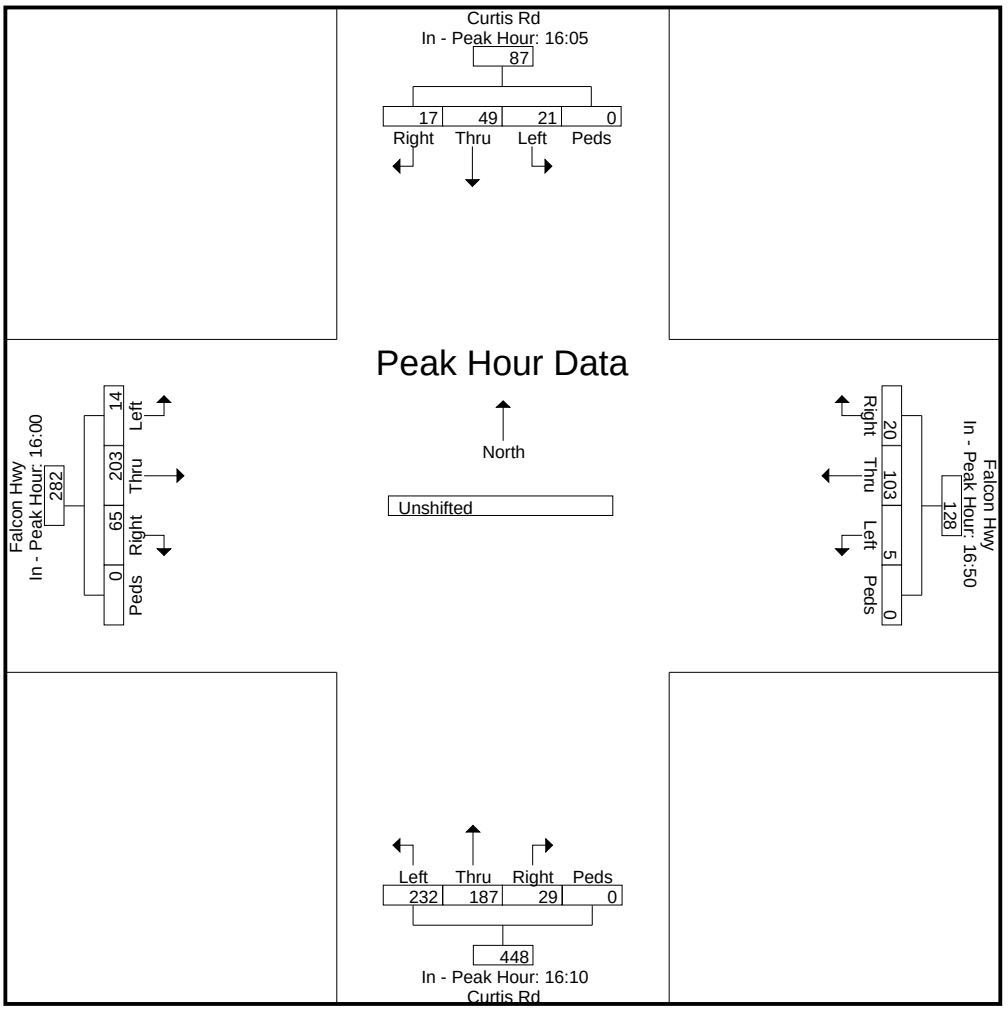
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:05					16:50					16:10					16:00					
+0 mins.	0	4	2	0	6	2	11	0	0	13	0	11	20	0	31	5	18	**3**	0	26	
+5 mins.	2	**7**	1	0	10	1	8	0	0	9	2	17	21	0	40	5	20	1	0	26	
+10 mins.	0	5	0	0	5	3	8	**1**	0	12	3	8	21	0	32	3	10	1	0	14	
+15 mins.	0	4	0	0	4	**4**	6	1	0	11	0	**26**	**24**	0	**50**	3	18	2	0	23	
+20 mins.	0	2	1	0	3	0	8	0	0	8	2	19	20	0	41	7	21	2	0	30	
+25 mins.	0	3	0	0	3	1	10	0	0	11	**5**	17	16	0	38	**9**	**28**	0	0	**37**	
+30 mins.	0	4	1	0	5	0	11	0	0	11	2	15	19	0	36	7	12	0	0	19	
+35 mins.	2	2	3	0	7	1	**12**	1	0	**14**	3	25	18	0	46	7	13	1	0	21	
+40 mins.	**6**	5	2	0	**13**	1	10	0	0	11	4	16	23	0	43	3	19	3	0	25	
+45 mins.	2	5	1	0	8	1	5	0	0	6	5	10	17	0	32	3	13	0	0	16	
+50 mins.	0	4	**6**	0	10	2	9	1	0	12	1	13	18	0	32	9	16	0	0	25	
+55 mins.	5	4	4	0	13	4	5	1	0	10	2	10	15	0	27	4	15	1	0	20	
Total Volume	17	49	21	0	87	20	103	5	0	128	29	187	232	0	448	65	203	14	0	282	
% App. Total	19.5	56.3	24.1	0		15.6	80.5	3.9	0		6.5	41.7	51.8	0		23	72	5	0		
PHF	.236	.583	.292	.000	.558	.417	.715	.417	.000	.762	.483	.599	.806	.000	.747	.602	.604	.389	.000	.635	



LSC Transportation Consultants, Inc.
2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	42	1	0	43	2	29	2	0	33	0	9	4	0	13	14	5	0	0	19	108
06:45	0	40	3	0	43	6	27	5	0	38	0	12	6	0	18	13	9	0	0	22	121
Total	0	82	4	0	86	8	56	7	0	71	0	21	10	0	31	27	14	0	0	41	229
07:00	0	44	0	0	44	8	34	5	0	47	0	26	9	0	35	19	10	0	0	29	155
07:15	0	40	1	0	41	12	31	6	0	49	0	25	10	0	35	22	8	0	0	30	155
07:30	0	42	4	0	46	7	24	3	0	34	0	14	10	0	24	25	7	1	0	33	137
07:45	1	42	2	0	45	3	32	2	0	37	1	11	8	0	20	12	5	1	0	18	120
Total	1	168	7	0	176	30	121	16	0	167	1	76	37	0	114	78	30	2	0	110	567
08:00	1	17	7	0	25	4	18	2	0	24	0	8	3	0	11	5	7	1	0	13	73
08:15	1	17	3	0	21	3	21	1	0	25	2	14	2	0	18	7	13	0	0	20	84
Grand Total	3	284	21	0	308	45	216	26	0	287	3	119	52	0	174	117	64	3	0	184	953
Apprch %	1	92.2	6.8	0		15.7	75.3	9.1	0		1.7	68.4	29.9	0		63.6	34.8	1.6	0		
Total %	0.3	29.8	2.2	0	32.3	4.7	22.7	2.7	0	30.1	0.3	12.5	5.5	0	18.3	12.3	6.7	0.3	0	19.3	

Per ECM appendix B traffic counts shall be no more than a year old from date of application submittal. Provide updated counts.

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	0	40	3	0	43	6	27	5	0	38	0	12	6	0	18	13	9	0	0	22	121
7:00:00 AM	0	**44**	0	0	44	8	**34**	5	0	47	0	**26**	9	0	**35**	19	**10**	0	0	29	**155**
7:15:00 AM	0	40	1	0	41	**12**	31	**6**	0	**49**	0	25	**10**	0	35	22	8	0	0	30	155
7:30:00 AM	0	42	**4**	0	**46**	7	24	3	0	34	0	14	10	0	24	**25**	7	**1**	0	**33**	137
Total Volume	0	166	8	0	174	33	116	19	0	168	0	77	35	0	112	79	34	1	0	114	568
% App. Total	0	95.4	4.6	0		19.6	69	11.3	0		0	68.8	31.2	0		69.3	29.8	0.9	0		
PHF	.000	.943	.500	.000	.946	.688	.853	.792	.000	.857	.000	.740	.875	.000	.800	.790	.850	.250	.000	.864	.916

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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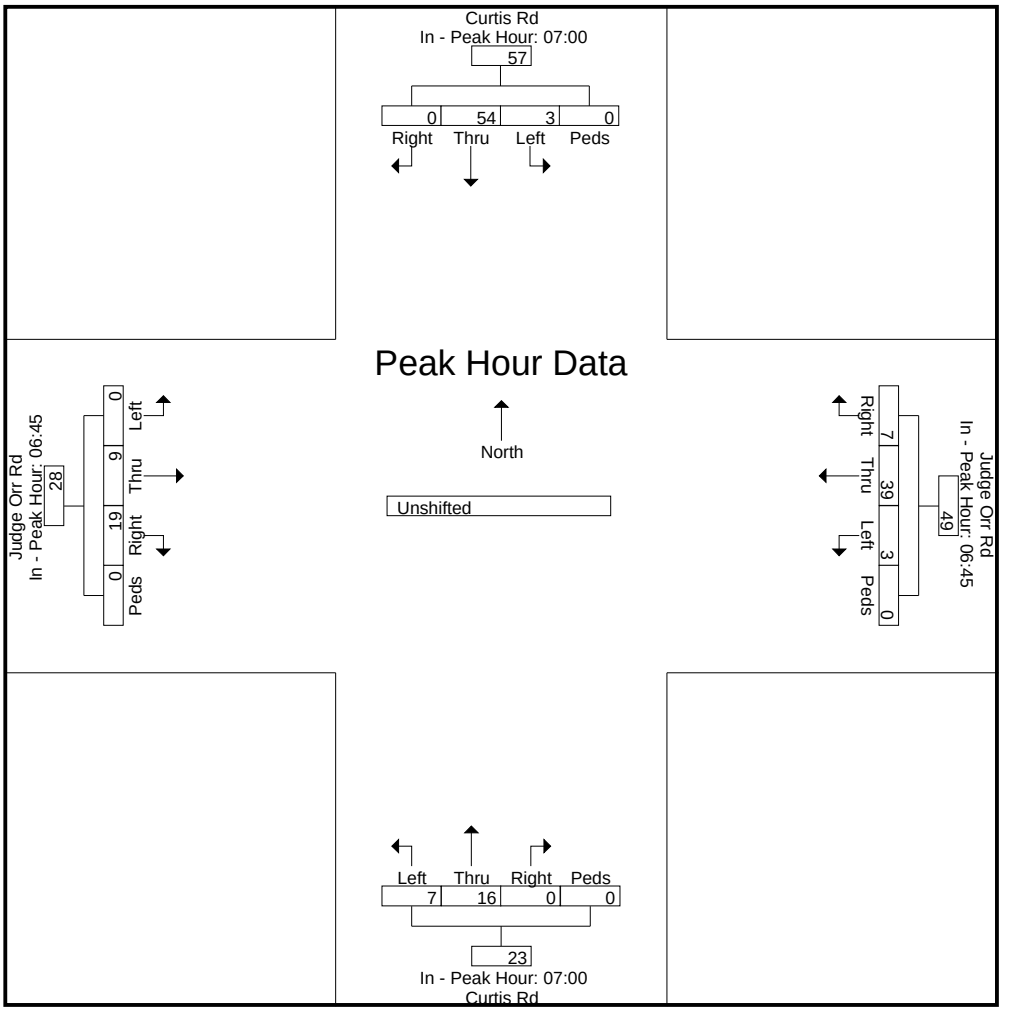
719-633-2868

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 3

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	7:00:00 AM					6:45:00 AM					7:00:00 AM					6:45:00 AM					
+0 mins.	0	**44**	0	0	44	6	27	5	0	38	0	**26**	9	0	**35**	13	9	0	0	22	
+5 mins.	0	40	1	0	41	8	**34**	5	0	47	0	25	**10**	0	35	19	**10**	0	0	29	
+10 mins.	0	42	**4**	0	**46**	**12**	31	**6**	0	**49**	0	14	10	0	24	22	8	0	0	30	
+15 mins.	**1**	42	2	0	45	7	24	3	0	34	**1**	11	8	0	20	**25**	7	**1**	0	**33**	
Total Volume	1	168	7	0	176	33	116	19	0	168	1	76	37	0	114	79	34	1	0	114	
% App. Total	0.6	95.5	4	0		19.6	69	11.3	0		0.9	66.7	32.5	0		69.3	29.8	0.9	0		
PHF	.250	.955	.438	.000	.957	.688	.853	.792	.000	.857	.250	.731	.925	.000	.814	.790	.850	.250	.000	.864	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	2	12	4	1	19	1	25	1	0	27	2	33	15	0	50	9	31	0	0	40	136
16:15	1	10	2	0	13	4	13	1	0	18	4	38	18	0	60	9	21	0	0	30	121
16:30	0	11	5	0	16	5	11	0	0	16	5	30	13	0	48	7	30	2	0	39	119
16:45	2	14	5	0	21	3	15	0	0	18	7	36	20	0	63	4	28	1	0	33	135
Total	5	47	16	1	69	13	64	2	0	79	18	137	66	0	221	29	110	3	0	142	511
17:00	0	9	4	0	13	4	10	0	0	14	6	41	11	0	58	5	32	1	0	38	123
17:15	1	15	2	0	18	3	15	0	0	18	2	23	11	0	36	8	22	1	0	31	103
17:30	1	10	9	0	20	5	11	0	0	16	2	17	6	0	25	6	36	0	0	42	103
17:45	1	13	9	0	23	0	19	1	0	20	1	18	4	0	23	3	23	1	0	27	93
Total	3	47	24	0	74	12	55	1	0	68	11	99	32	0	142	22	113	3	0	138	422
Grand Total	8	94	40	1	143	25	119	3	0	147	29	236	98	0	363	51	223	6	0	280	933
Apprch %	5.6	65.7	28	0.7		17	81	2	0		8	65	27	0		18.2	79.6	2.1	0		
Total %	0.9	10.1	4.3	0.1	15.3	2.7	12.8	0.3	0	15.8	3.1	25.3	10.5	0	38.9	5.5	23.9	0.6	0	30	

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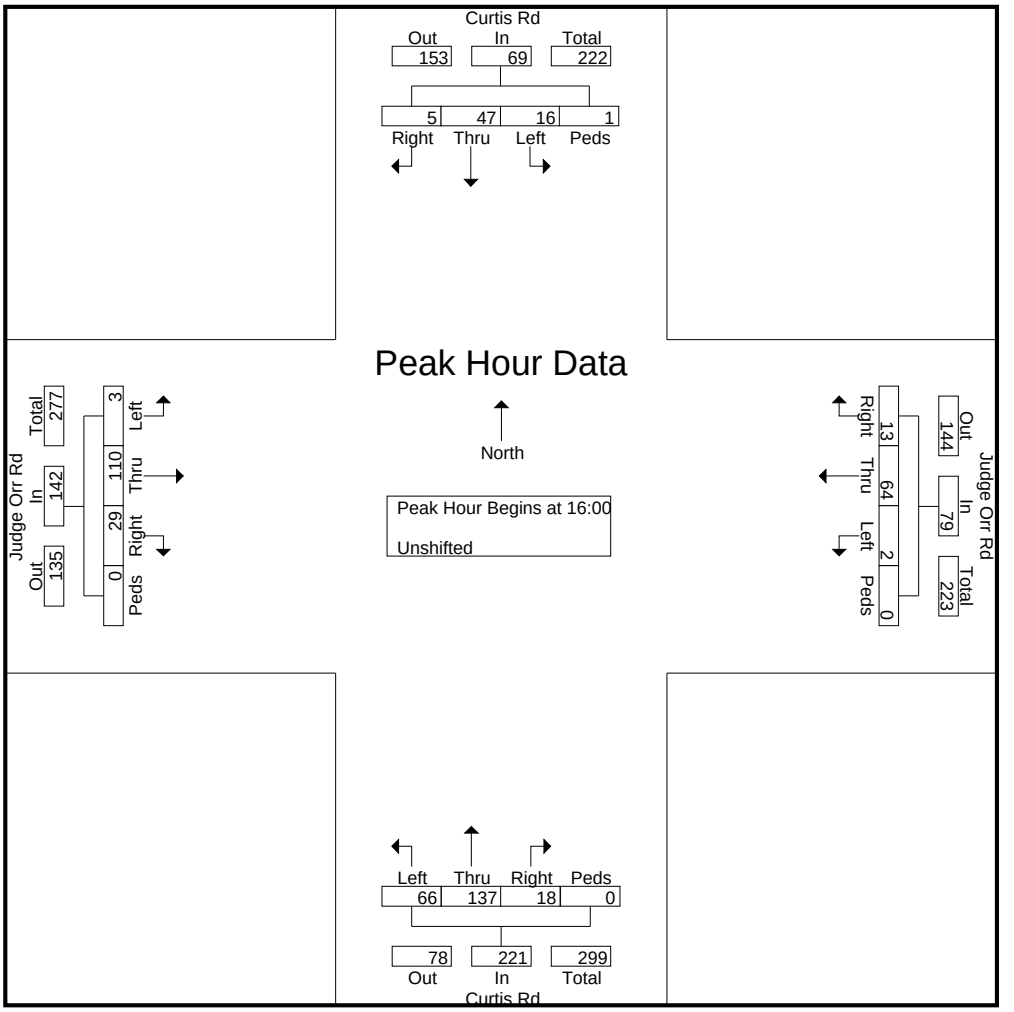
719-633-2868

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 2

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	**2**	12	4	**1**	19	1	**25**	**1**	0	**27**	2	33	15	0	50	**9**	**31**	0	0	**40**	**136**
4:15:00 PM	1	10	2	0	13	4	13	1	0	18	4	**38**	18	0	60	9	21	0	0	30	121
4:30:00 PM	0	11	**5**	0	16	**5**	11	0	0	16	5	30	13	0	48	7	30	**2**	0	39	119
4:45:00 PM	2	**14**	5	0	**21**	3	15	0	0	18	**7**	36	**20**	0	**63**	4	28	1	0	33	135
Total Volume	5	47	16	1	69	13	64	2	0	79	18	137	66	0	221	29	110	3	0	142	511
% App. Total	7.2	68.1	23.2	1.4		16.5	81	2.5	0		8.1	62	29.9	0		20.4	77.5	2.1	0		
PHF	.625	.839	.800	.250	.821	.650	.640	.500	.000	.731	.643	.901	.825	.000	.877	.806	.887	.375	.000	.888	.939



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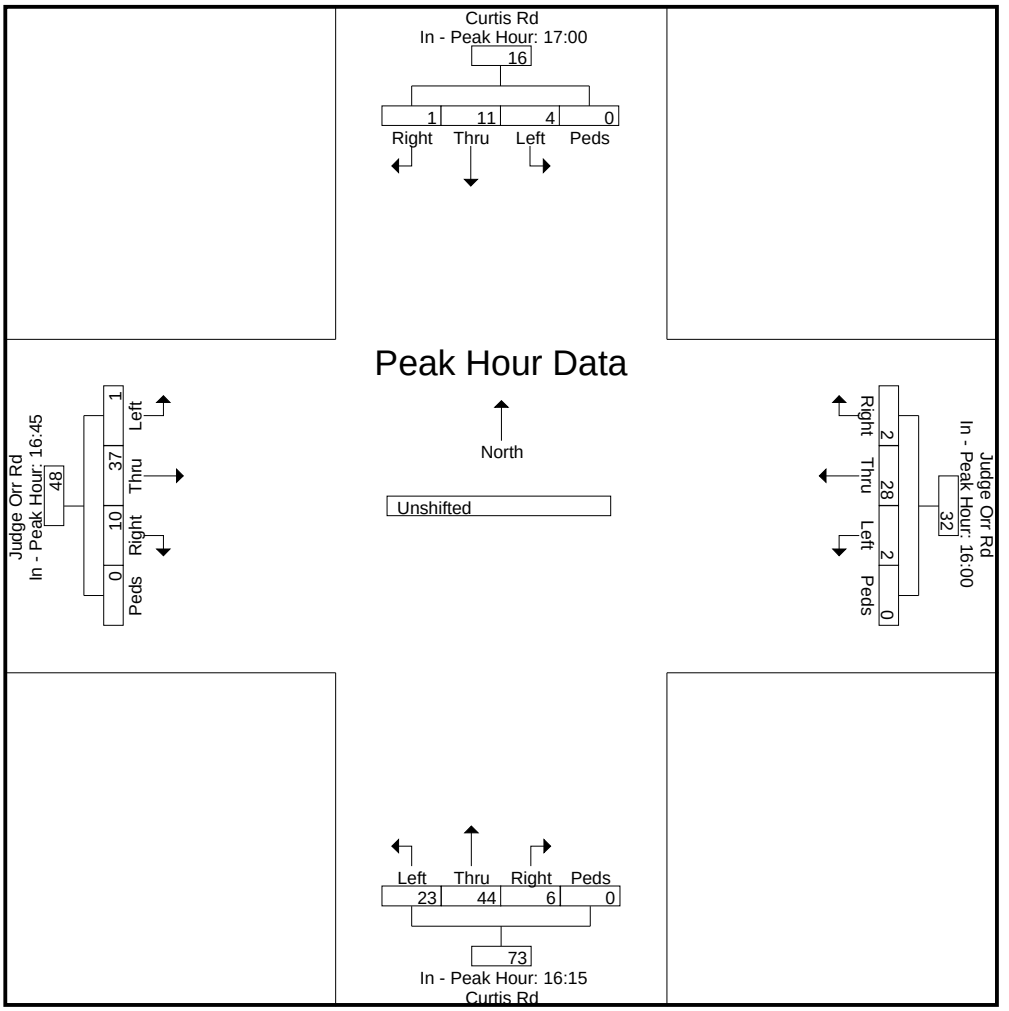
2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 3

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	5:00:00 PM					4:00:00 PM					4:15:00 PM					4:45:00 PM					
+0 mins.	0	9	4	0	13	1	**25**	**1**	0	**27**	4	38	18	0	60	4	28	**1**	0	33	
+5 mins.	**1**	**15**	2	0	18	4	13	1	0	18	5	30	13	0	48	5	32	1	0	38	
+10 mins.	1	10	**9**	0	20	**5**	11	0	0	16	**7**	36	**20**	0	**63**	**8**	22	1	0	31	
+15 mins.	1	13	9	0	**23**	3	15	0	0	18	6	**41**	11	0	58	6	**36**	0	0	**42**	
Total Volume	3	47	24	0	74	13	64	2	0	79	22	145	62	0	229	23	118	3	0	144	
% App. Total	4.1	63.5	32.4	0		16.5	81	2.5	0		9.6	63.3	27.1	0		16	81.9	2.1	0		
PHF	.750	.783	.667	.000	.804	.650	.640	.500	.000	.731	.786	.884	.775	.000	.909	.719	.819	.750	.000	.857	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Stapleton Rd AM 1-23
Site Code : S224640
Start Date : 1/10/2023
Page No : 1

Groups Printed- Unshifted

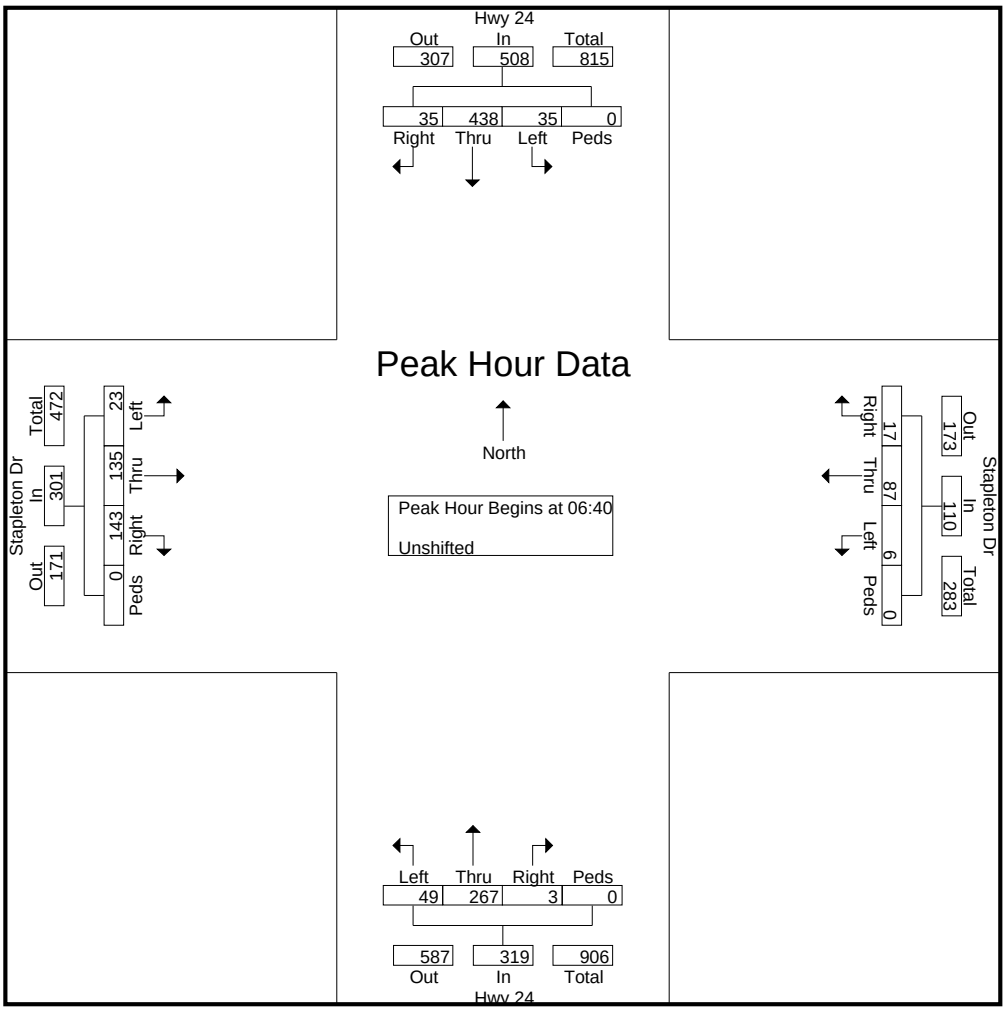
	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	29	1	0	31	0	1	1	0	2	1	7	1	0	9	20	11	1	0	32	74
06:35	0	33	0	0	33	1	4	0	0	5	0	12	0	0	12	11	11	2	0	24	74
06:40	0	35	2	0	37	1	0	0	0	1	0	13	2	0	15	16	8	2	0	26	79
06:45	3	41	3	0	47	1	6	3	0	10	1	22	4	0	27	13	9	2	0	24	108
06:50	3	32	1	0	36	1	3	0	0	4	1	15	7	0	23	14	7	1	0	22	85
06:55	2	22	1	0	25	2	8	0	0	10	0	24	6	0	30	16	13	0	0	29	94
Total	9	192	8	0	209	6	22	4	0	32	3	93	20	0	116	90	59	8	0	157	514
07:00	4	35	3	0	42	2	6	0	0	8	0	29	2	0	31	7	13	1	0	21	102
07:05	4	33	4	0	41	1	10	0	0	11	0	22	4	0	26	7	11	6	0	24	102
07:10	0	33	3	0	36	4	11	1	0	16	0	30	5	0	35	15	12	2	0	29	116
07:15	2	36	2	0	40	4	14	1	0	19	0	29	7	0	36	13	15	3	0	31	126
07:20	4	46	1	0	51	1	6	0	0	7	0	30	4	0	34	11	13	1	0	25	117
07:25	5	51	8	0	64	0	7	0	0	7	0	28	0	0	28	10	7	1	0	18	117
07:30	2	34	2	0	38	0	7	0	0	7	1	16	6	0	23	9	20	2	0	31	99
07:35	6	40	5	0	51	0	9	1	0	10	0	9	2	0	11	12	7	2	0	21	93
07:40	4	31	1	0	36	0	7	2	0	9	0	9	3	0	12	5	9	0	0	14	71
07:45	1	31	1	0	33	2	5	1	0	8	0	13	6	0	19	6	17	2	0	25	85
07:50	3	21	4	0	28	0	5	0	0	5	1	18	1	0	20	10	15	2	0	27	80
07:55	2	15	3	0	20	1	1	0	0	2	0	16	4	0	20	8	5	1	0	14	56
Total	37	406	37	0	480	15	88	6	0	109	2	249	44	0	295	113	144	23	0	280	1164
08:00	3	39	2	0	44	0	6	0	0	6	0	10	5	0	15	4	10	2	0	16	81
08:05	1	30	0	0	31	1	2	1	0	4	2	19	5	0	26	4	6	4	0	14	75
08:10	2	27	2	0	31	2	2	1	0	5	0	13	4	0	17	5	6	0	0	11	64
08:15	4	31	0	0	35	5	1	2	0	8	0	7	5	0	12	8	5	2	0	15	70
08:20	5	22	3	0	30	1	7	0	0	8	0	3	3	0	6	7	4	1	0	12	56
08:25	4	34	1	0	39	0	2	0	0	2	1	14	0	0	15	4	7	5	0	16	72
Grand Total	65	781	53	0	899	30	130	14	0	174	8	408	86	0	502	235	241	45	0	521	2096
Apprch %	7.2	86.9	5.9	0		17.2	74.7	8	0		1.6	81.3	17.1	0		45.1	46.3	8.6	0		
Total %	3.1	37.3	2.5	0	42.9	1.4	6.2	0.7	0	8.3	0.4	19.5	4.1	0	24	11.2	11.5	2.1	0	24.9	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Hwy 24 - Stapleton Rd AM 1-23
Site Code : S224640
Start Date : 1/10/2023

	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:40																					
06:40	0	35	2	0	37	1	0	0	0	1	0	13	2	0	15	**16**	8	2	0	26	79
06:45	3	41	3	0	47	1	6	**3**	0	10	**1**	22	4	0	27	13	9	2	0	24	108
06:50	3	32	1	0	36	1	3	0	0	4	1	15	**7**	0	23	14	7	1	0	22	85
06:55	2	22	1	0	25	2	8	0	0	10	0	24	6	0	30	16	13	0	0	29	94
07:00	4	35	3	0	42	2	6	0	0	8	0	29	2	0	31	7	13	1	0	21	102
07:05	4	33	4	0	41	1	10	0	0	11	0	22	4	0	26	7	11	**6**	0	24	102
07:10	0	33	3	0	36	**4**	11	1	0	16	0	**30**	5	0	35	15	12	2	0	29	116
07:15	2	36	2	0	40	4	**14**	1	0	**19**	0	29	7	0	**36**	13	15	3	0	**31**	**126**
07:20	4	46	1	0	51	1	6	0	0	7	0	30	4	0	34	11	13	1	0	25	117
07:25	5	**51**	**8**	0	**64**	0	7	0	0	7	0	28	0	0	28	10	7	1	0	18	117
07:30	2	34	2	0	38	0	7	0	0	7	1	16	6	0	23	9	**20**	2	0	31	99
07:35	**6**	40	5	0	51	0	9	1	0	10	0	9	2	0	11	12	7	2	0	21	93
Total Volume	35	438	35	0	508	17	87	6	0	110	3	267	49	0	319	143	135	23	0	301	1238
% App. Total	6.9	86.2	6.9	0		15.5	79.1	5.5	0		0.9	83.7	15.4	0		47.5	44.9	7.6	0		
PHF	.486	.716	.365	.000	.661	.354	.518	.167	.000	.482	.250	.742	.583	.000	.738	.745	.563	.319	.000	.809	.819



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2504 E. Pikes Peak Ave, Suite 304
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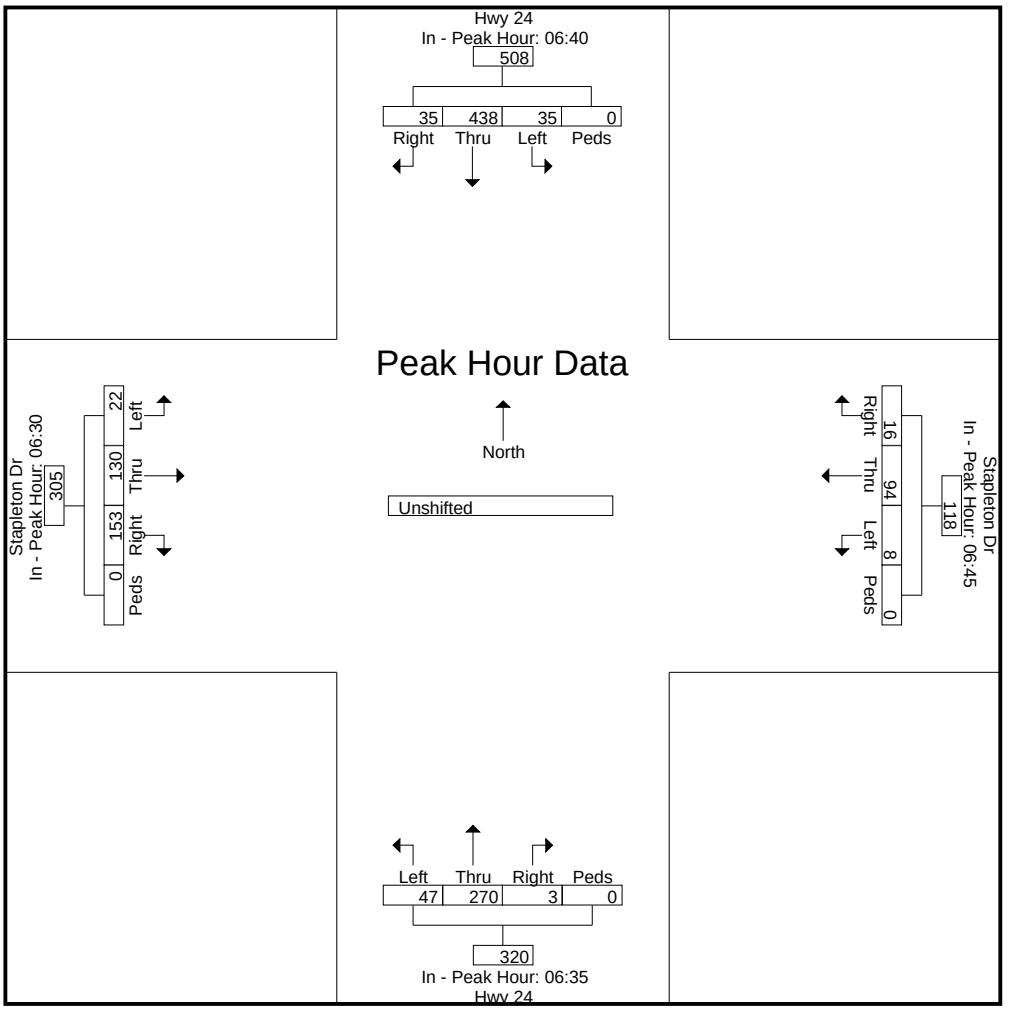
719-633-2868

File Name : Hwy 24 - Stapleton Rd AM 1-23
Site Code : S224640
Start Date : 1/10/2023
Page No : 3

	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:40					06:45					06:35					06:30					
+0 mins.	0	35	2	0	37	1	6	**3**	0	10	0	12	0	0	12	**20**	11	1	0	**32**	
+5 mins.	3	41	3	0	47	1	3	0	0	4	0	13	2	0	15	11	11	2	0	24	
+10 mins.	3	32	1	0	36	2	8	0	0	10	**1**	22	4	0	27	16	8	2	0	26	
+15 mins.	2	22	1	0	25	2	6	0	0	8	1	15	**7**	0	23	13	9	2	0	24	
+20 mins.	4	35	3	0	42	1	10	0	0	11	0	24	6	0	30	14	7	1	0	22	
+25 mins.	4	33	4	0	41	**4**	11	1	0	16	0	29	2	0	31	16	13	0	0	29	
+30 mins.	0	33	3	0	36	4	**14**	1	0	**19**	0	22	4	0	26	7	13	1	0	21	
+35 mins.	2	36	2	0	40	1	6	0	0	7	0	**30**	5	0	35	7	11	**6**	0	24	
+40 mins.	4	46	1	0	51	0	7	0	0	7	0	29	7	0	**36**	15	12	2	0	29	
+45 mins.	5	**51**	**8**	0	**64**	0	7	0	0	7	0	30	4	0	34	13	**15**	3	0	31	
+50 mins.	2	34	2	0	38	0	9	1	0	10	0	28	0	0	28	11	13	1	0	25	
+55 mins.	**6**	40	5	0	51	0	7	2	0	9	1	16	6	0	23	10	7	1	0	18	
Total Volume	35	438	35	0	508	16	94	8	0	118	3	270	47	0	320	153	130	22	0	305	
% App. Total	6.9	86.2	6.9	0		13.6	79.7	6.8	0		0.9	84.4	14.7	0		50.2	42.6	7.2	0		
PHF	.486	.716	.365	.000	.661	.333	.560	.222	.000	.518	.250	.750	.560	.000	.741	.638	.722	.306	.000	.794	



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File Name : Hwy 24 - Stapleton Rd AM PM
Site Code : S224640
Start Date : 1/10/2023
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	29	1	0	31	0	1	1	0	2	1	7	1	0	9	20	11	1	0	32	74
06:35	0	33	0	0	33	1	4	0	0	5	0	12	0	0	12	11	11	2	0	24	74
06:40	0	35	2	0	37	1	0	0	0	1	0	13	2	0	15	16	8	2	0	26	79
06:45	3	41	3	0	47	1	6	3	0	10	1	22	4	0	27	13	9	2	0	24	108
06:50	3	32	1	0	36	1	3	0	0	4	1	15	7	0	23	14	7	1	0	22	85
06:55	2	22	1	0	25	2	8	0	0	10	0	24	6	0	30	16	13	0	0	29	94
Total	9	192	8	0	209	6	22	4	0	32	3	93	20	0	116	90	59	8	0	157	514
07:00	4	35	3	0	42	2	6	0	0	8	0	29	2	0	31	7	13	1	0	21	102
07:05	4	33	4	0	41	1	10	0	0	11	0	22	4	0	26	7	11	6	0	24	102
07:10	0	33	3	0	36	4	11	1	0	16	0	30	5	0	35	15	12	2	0	29	116
07:15	2	36	2	0	40	4	14	1	0	19	0	29	7	0	36	13	15	3	0	31	126
07:20	4	46	1	0	51	1	6	0	0	7	0	30	4	0	34	11	13	1	0	25	117
07:25	5	51	8	0	64	0	7	0	0	7	0	28	0	0	28	10	7	1	0	18	117
07:30	2	34	2	0	38	0	7	0	0	7	1	16	6	0	23	9	20	2	0	31	99
07:35	6	40	5	0	51	0	9	1	0	10	0	9	2	0	11	12	7	2	0	21	93
07:40	4	31	1	0	36	0	7	2	0	9	0	9	3	0	12	5	9	0	0	14	71
07:45	1	31	1	0	33	2	5	1	0	8	0	13	6	0	19	6	17	2	0	25	85
07:50	3	21	4	0	28	0	5	0	0	5	1	18	1	0	20	10	15	2	0	27	80
07:55	2	15	3	0	20	1	1	0	0	2	0	16	4	0	20	8	5	1	0	14	56
Total	37	406	37	0	480	15	88	6	0	109	2	249	44	0	295	113	144	23	0	280	1164
08:00	3	39	2	0	44	0	6	0	0	6	0	10	5	0	15	4	10	2	0	16	81
08:05	1	30	0	0	31	1	2	1	0	4	2	19	5	0	26	4	6	4	0	14	75
08:10	2	27	2	0	31	2	2	1	0	5	0	13	4	0	17	5	6	0	0	11	64
08:15	4	31	0	0	35	5	1	2	0	8	0	7	5	0	12	8	5	2	0	15	70
08:20	5	22	3	0	30	1	7	0	0	8	0	3	3	0	6	7	4	1	0	12	56
08:25	4	34	1	0	39	0	2	0	0	2	1	14	0	0	15	4	7	5	0	16	72
*** BREAK ***																					
Total	19	183	8	0	210	9	20	4	0	33	3	66	22	0	91	32	38	14	0	84	418
*** BREAK ***																					
16:00	2	26	0	0	28	3	7	1	0	11	0	41	13	0	54	3	3	4	0	10	103
16:05	3	25	0	0	28	4	6	0	0	10	0	46	15	0	61	1	2	5	0	8	107
16:10	3	32	0	0	35	2	8	0	0	10	3	35	15	0	53	6	4	2	0	12	110
16:15	3	36	1	0	40	3	9	1	0	13	4	45	7	0	56	4	1	2	0	7	116
16:20	0	31	3	0	34	1	7	1	0	9	2	46	15	0	63	4	2	1	0	7	113
16:25	1	24	1	0	26	2	11	0	0	13	3	47	8	0	58	5	10	3	0	18	115
16:30	1	23	0	0	24	0	10	2	0	12	1	42	7	0	50	5	3	2	0	10	96
16:35	2	32	1	0	35	1	5	1	0	7	4	34	4	0	42	2	1	1	0	4	88
16:40	5	29	1	0	35	2	13	0	0	15	1	29	7	0	37	4	9	1	0	14	101
16:45	3	31	2	0	36	5	10	3	0	18	2	31	13	0	46	3	2	2	0	7	107
16:50	1	32	1	0	34	2	11	0	0	13	4	39	7	0	50	6	4	2	0	12	109

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File Name : Hwy 24 - Stapleton Rd AM PM
Site Code : S224640
Start Date : 1/10/2023
Page No : 2

Groups Printed- Unshifted

	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:55	5	29	1	0	35	3	15	2	0	20	3	31	15	0	49	2	4	2	0	8	112
Total	29	350	11	0	390	28	112	11	0	151	27	466	126	0	619	45	45	27	0	117	1277
17:00	3	22	0	0	25	0	20	0	0	20	1	37	13	0	51	8	1	0	0	9	105
17:05	2	30	0	0	32	4	6	1	0	11	7	47	14	0	68	2	4	0	0	6	117
17:10	3	45	1	0	49	3	19	1	0	23	1	31	9	0	41	4	1	1	0	6	119
17:15	3	29	1	0	33	1	4	1	0	6	0	46	7	0	53	3	1	1	0	5	97
17:20	3	27	1	0	31	4	11	1	0	16	3	34	8	0	45	3	5	2	0	10	102
17:25	3	21	0	0	24	3	2	0	0	5	0	30	11	0	41	2	4	2	0	8	78
17:30	3	18	0	0	21	5	8	0	0	13	2	43	8	0	53	1	3	0	0	4	91
17:35	3	17	0	0	20	2	6	0	0	8	0	33	14	0	47	2	1	3	0	6	81
17:40	1	18	0	0	19	2	6	2	0	10	1	32	6	0	39	0	1	3	0	4	72
17:45	4	24	1	0	29	2	4	1	0	7	1	51	7	0	59	3	2	1	0	6	101
17:50	1	13	0	0	14	1	6	1	0	8	0	48	13	0	61	2	5	3	0	10	93
17:55	3	18	0	0	21	3	7	0	0	10	1	23	9	0	33	4	7	2	0	13	77
Total	32	282	4	0	318	30	99	8	0	137	17	455	119	0	591	34	35	18	0	87	1133
Grand Total	126	1413	68	0	1607	88	341	33	0	462	52	1329	331	0	1712	314	321	90	0	725	4506
Apprch %	7.8	87.9	4.2	0		19	73.8	7.1	0		3	77.6	19.3	0		43.3	44.3	12.4	0		
Total %	2.8	31.4	1.5	0	35.7	2	7.6	0.7	0	10.3	1.2	29.5	7.3	0	38	7	7.1	2	0	16.1	

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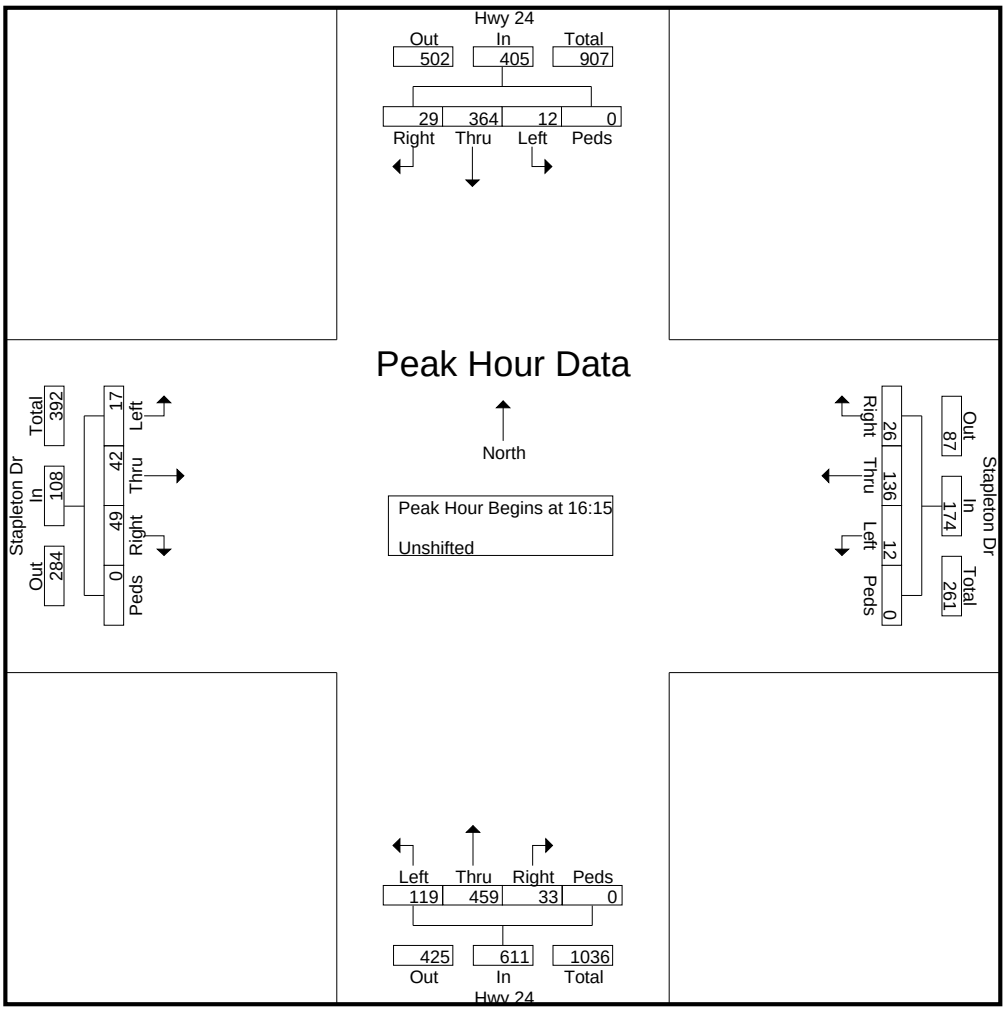
Start Date : 1/10/2023
Page No : 3

	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	3	36	1	0	40	3	9	1	0	13	4	45	7	0	56	4	1	2	0	7	116
16:20	0	31	**3**	0	34	1	7	1	0	9	2	46	**15**	0	63	4	2	1	0	7	113
16:25	1	24	1	0	26	2	11	0	0	13	3	**47**	8	0	58	5	**10**	**3**	0	**18**	115
16:30	1	23	0	0	24	0	10	2	0	12	1	42	7	0	50	5	3	2	0	10	96
16:35	2	32	1	0	35	1	5	1	0	7	4	34	4	0	42	2	1	1	0	4	88
16:40	**5**	29	1	0	35	2	13	0	0	15	1	29	7	0	37	4	9	1	0	14	101
16:45	3	31	2	0	36	**5**	10	**3**	0	18	2	31	13	0	46	3	2	2	0	7	107
16:50	1	32	1	0	34	2	11	0	0	13	4	39	7	0	50	6	4	2	0	12	109
16:55	5	29	1	0	35	3	15	2	0	20	3	31	15	0	49	2	4	2	0	8	112
17:00	3	22	0	0	25	0	**20**	0	0	20	1	37	13	0	51	**8**	1	0	0	9	105
17:05	2	30	0	0	32	4	6	1	0	11	**7**	47	14	0	**68**	2	4	0	0	6	117
17:10	3	**45**	1	0	**49**	3	19	1	0	**23**	1	31	9	0	41	4	1	1	0	6	**119**
Total Volume	29	364	12	0	405	26	136	12	0	174	33	459	119	0	611	49	42	17	0	108	1298
% App. Total	7.2	89.9	3	0		14.9	78.2	6.9	0		5.4	75.1	19.5	0		45.4	38.9	15.7	0		
PHF	.483	.674	.333	.000	.689	.433	.567	.333	.000	.630	.393	.814	.661	.000	.749	.510	.350	.472	.000	.500	.909



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File Name : Hwy 24 - Stapleton Rd AM PM
Site Code : S224640
Start Date : 1/10/2023
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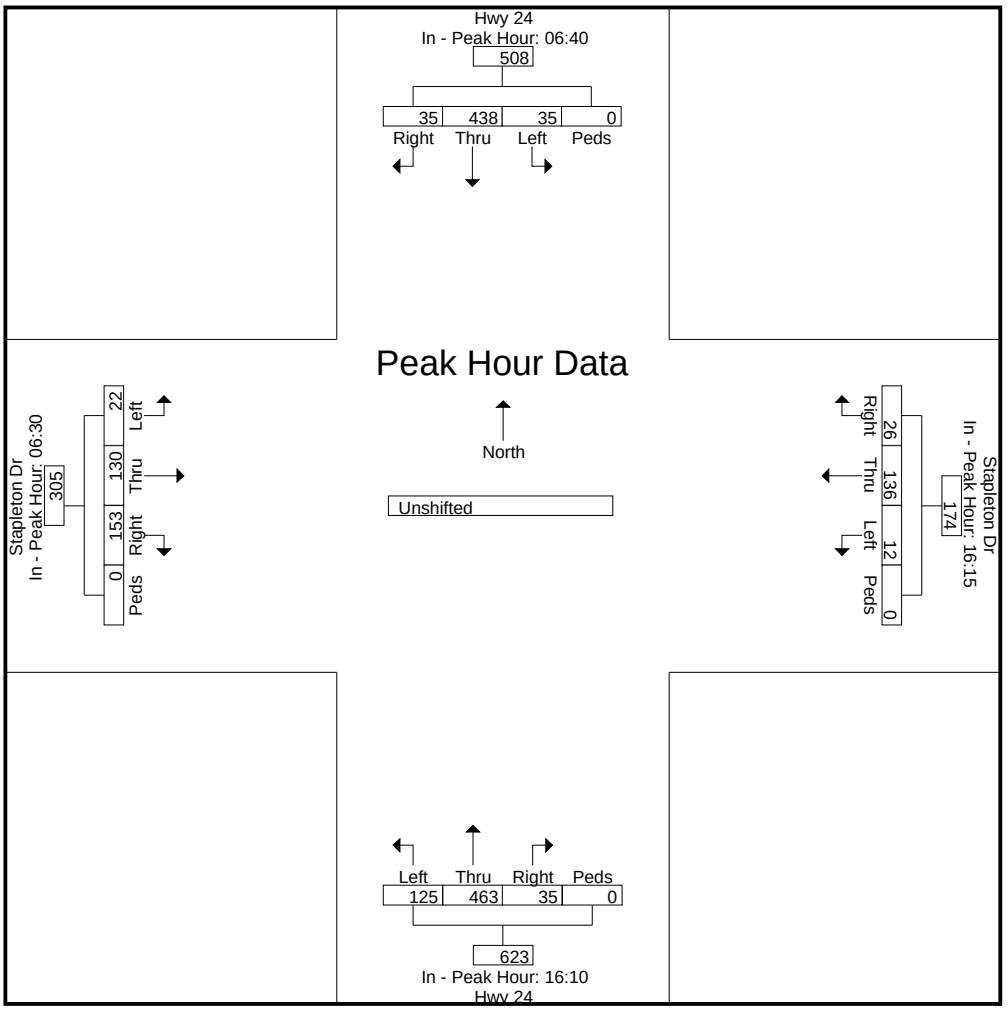
	Hwy 24 Southbound					Stapleton Dr Westbound					Hwy 24 Northbound					Stapleton Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:40					16:15					16:10					06:30					
+0 mins.	0	35	2	0	37	3	9	1	0	13	3	35	**15**	0	53	**20**	11	1	0	**32**	
+5 mins.	3	41	3	0	47	1	7	1	0	9	4	45	7	0	56	11	11	2	0	24	
+10 mins.	3	32	1	0	36	2	11	0	0	13	2	46	15	0	63	16	8	2	0	26	
+15 mins.	2	22	1	0	25	0	10	2	0	12	3	**47**	8	0	58	13	9	2	0	24	
+20 mins.	4	35	3	0	42	1	5	1	0	7	1	42	7	0	50	14	7	1	0	22	
+25 mins.	4	33	4	0	41	2	13	0	0	15	4	34	4	0	42	16	13	0	0	29	
+30 mins.	0	33	3	0	36	**5**	10	**3**	0	18	1	29	7	0	37	7	13	1	0	21	
+35 mins.	2	36	2	0	40	2	11	0	0	13	2	31	13	0	46	7	11	**6**	0	24	
+40 mins.	4	46	1	0	51	3	15	2	0	20	4	39	7	0	50	15	12	2	0	29	
+45 mins.	5	**51**	**8**	0	**64**	0	**20**	0	0	20	3	31	15	0	49	13	**15**	3	0	31	
+50 mins.	2	34	2	0	38	4	6	1	0	11	1	37	13	0	51	11	13	1	0	25	
+55 mins.	**6**	40	5	0	51	3	19	1	0	**23**	**7**	47	14	0	**68**	10	7	1	0	18	
Total Volume	35	438	35	0	508	26	136	12	0	174	35	463	125	0	623	153	130	22	0	305	
% App. Total	6.9	86.2	6.9	0		14.9	78.2	6.9	0		5.6	74.3	20.1	0		50.2	42.6	7.2	0		
PHF	.486	.716	.365	.000	.661	.433	.567	.333	.000	.630	.417	.821	.694	.000	.763	.638	.722	.306	.000	.794	



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Intersection	
Int Delay, s/veh	10.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	23	135	143	6	87	17	49	267	3	35	438	35
Future Vol, veh/h	23	135	143	6	87	17	49	267	3	35	438	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	325	215	-	-	890	-	1000	790	-	790
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	83	83	83	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	147	155	7	105	20	53	290	3	38	476	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1012	951	476	1118	986	290	514	0	0	293	0	0
Stage 1	552	552	-	396	396	-	-	-	-	-	-	-
Stage 2	460	399	-	722	590	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	218	260	589	184	248	749	1052	-	-	1269	-	-
Stage 1	518	515	-	629	604	-	-	-	-	-	-	-
Stage 2	581	602	-	418	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	240	589	66	229	749	1052	-	-	1269	-	-
Mov Cap-2 Maneuver	128	240	-	66	229	-	-	-	-	-	-	-
Stage 1	492	500	-	598	574	-	-	-	-	-	-	-
Stage 2	439	572	-	211	480	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	27.8	31.5	1.3	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SWL	SWT	SWR
Capacity (veh/h)	1052	-	-	66	229	749	128	240	589	1269	-	-
HCM Lane V/C Ratio	0.051	-	-	0.11	0.458	0.027	0.195	0.611	0.264	0.03	-	-
HCM Control Delay (s)	8.6	-	-	66.1	33.3	9.9	39.8	41.1	13.3	7.9	-	-
HCM Lane LOS	A	-	-	F	D	A	E	E	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	2.2	0.1	0.7	3.6	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	34	79	19	116	33	35	77	0	8	166	0
Future Vol, veh/h	1	34	79	19	116	33	35	77	0	8	166	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	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	41	95	22	133	38	42	93	0	9	191	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	136	0	0	335	258	41	333	334	152
Stage 1	-	-	-	-	-	-	43	43	-	196	196	-
Stage 2	-	-	-	-	-	-	292	215	-	137	138	-
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	1406	-	-	1448	-	-	619	646	1030	620	586	894
Stage 1	-	-	-	-	-	-	971	859	-	806	739	-
Stage 2	-	-	-	-	-	-	716	725	-	866	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1448	-	-	455	636	1030	544	577	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	636	-	544	577	-
Stage 1	-	-	-	-	-	-	970	858	-	805	728	-
Stage 2	-	-	-	-	-	-	520	714	-	772	781	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	12.3	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	455	636	1406	-	-	1448	-	-	544	577
HCM Lane V/C Ratio	0.093	0.146	0.001	-	-	0.015	-	-	0.017	0.331
HCM Control Delay (s)	13.7	11.6	7.6	0	-	7.5	-	-	11.7	14.3
HCM Lane LOS	B	B	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.3	0.5	0	-	-	0	-	-	0.1	1.4

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	54	252	13	201	43	62	75	1	7	209	24
Future Vol, veh/h	13	54	252	13	201	43	62	75	1	7	209	24
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	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	59	274	14	218	47	75	90	1	8	240	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	333	0	0	491	380	59	540	631	242
Stage 1	-	-	-	-	-	-	87	87	-	270	270	-
Stage 2	-	-	-	-	-	-	404	293	-	270	361	-
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	1299	-	-	1226	-	-	488	552	1007	453	398	797
Stage 1	-	-	-	-	-	-	921	823	-	736	686	-
Stage 2	-	-	-	-	-	-	623	670	-	736	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1299	-	-	1226	-	-	235	540	1007	388	389	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	540	-	388	389	-
Stage 1	-	-	-	-	-	-	911	814	-	728	678	-
Stage 2	-	-	-	-	-	-	384	663	-	646	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	19.4	28.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	235	543	1299	-	-	1226	-	-	388	411
HCM Lane V/C Ratio	0.318	0.169	0.011	-	-	0.012	-	-	0.021	0.652
HCM Control Delay (s)	27.3	13	7.8	-	-	8	-	-	14.5	28.7
HCM Lane LOS	D	B	A	-	-	A	-	-	B	D
HCM 95th %tile Q(veh)	1.3	0.6	0	-	-	0	-	-	0.1	4.5

Intersection	
Int Delay, s/veh	25.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	14	42	49	26	136	26	119	459	33	12	364	29
Future Vol, veh/h	14	42	49	26	136	26	119	459	33	12	364	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	325	215	-	-	890	-	1000	790	-	790
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	93	93	93	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	51	59	30	156	30	128	494	35	13	396	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1283	1207	396	1243	1204	494	428	0	0	529	0	0
Stage 1	422	422	-	750	750	-	-	-	-	-	-	-
Stage 2	861	785	-	493	454	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	142	183	653	151	184	575	1131	-	-	1038	-	-
Stage 1	609	588	-	403	419	-	-	-	-	-	-	-
Stage 2	350	404	-	558	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 14	160	653	94	161	575	1131	-	-	1038	-	-
Mov Cap-2 Maneuver	~ 14	160	-	94	161	-	-	-	-	-	-	-
Stage 1	540	580	-	357	372	-	-	-	-	-	-	-
Stage 2	171	358	-	457	562	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	111.5	96.7	1.7	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SWL	SWT	SWR
Capacity (veh/h)	1131	-	-	94	161	575	14	160	653	1038	-	-
HCM Lane V/C Ratio	0.113	-	-	0.318	0.971	0.052	1.205	0.316	0.09	0.013	-	-
HCM Control Delay (s)	8.6	-	-	60.2	119.9	11.6	$ 684.4	37.6	11.1	8.5	-	-
HCM Lane LOS	A	-	-	F	F	B	F	E	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.2	7.4	0.2	2.7	1.3	0.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	203	63	8	92	11	228	190	28	21	49	17
Future Vol, veh/h	11	203	63	8	92	11	228	190	28	21	49	17
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	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	83	83	83	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	221	68	10	111	13	248	207	30	25	59	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	289	0	0	422	389	221	536	451	118
Stage 1	-	-	-	-	-	-	245	245	-	138	138	-
Stage 2	-	-	-	-	-	-	177	144	-	398	313	-
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	1463	-	-	1273	-	-	542	546	819	455	504	934
Stage 1	-	-	-	-	-	-	759	703	-	865	782	-
Stage 2	-	-	-	-	-	-	825	778	-	628	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1273	-	-	476	537	819	303	496	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	476	537	-	303	496	-
Stage 1	-	-	-	-	-	-	753	697	-	858	776	-
Stage 2	-	-	-	-	-	-	740	772	-	422	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	18.3	13.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	476	562	1463	-	-	1273	-	-	303	564
HCM Lane V/C Ratio	0.521	0.422	0.008	-	-	0.008	-	-	0.084	0.141
HCM Control Delay (s)	20.5	16	7.5	-	-	7.8	-	-	18	12.4
HCM Lane LOS	C	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	3	2.1	0	-	-	0	-	-	0.3	0.5

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	110	29	2	64	13	78	137	18	16	47	5
Future Vol, veh/h	3	110	29	2	64	13	78	137	18	16	47	5
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	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	133	35	2	77	16	90	157	21	19	57	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	168	0	0	262	238	133	337	265	85
Stage 1	-	-	-	-	-	-	141	141	-	89	89	-
Stage 2	-	-	-	-	-	-	121	97	-	248	176	-
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	1501	-	-	1410	-	-	691	663	916	617	640	974
Stage 1	-	-	-	-	-	-	862	780	-	918	821	-
Stage 2	-	-	-	-	-	-	883	815	-	756	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1410	-	-	638	660	916	491	637	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	638	660	-	491	637	-
Stage 1	-	-	-	-	-	-	859	778	-	915	820	-
Stage 2	-	-	-	-	-	-	816	814	-	588	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	11.9	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	638	682	1501	-	-	1410	-	-	491	659
HCM Lane V/C Ratio	0.141	0.261	0.002	-	-	0.002	-	-	0.039	0.095
HCM Control Delay (s)	11.6	12.1	7.4	0	-	7.6	-	-	12.6	11
HCM Lane LOS	B	B	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.5	1	0	-	-	0	-	-	0.1	0.3

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	57	267	14	216	46	66	80	1	7	224	45
Future Vol, veh/h	21	57	267	14	216	46	66	80	1	7	224	45
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	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	62	290	15	235	50	80	96	1	8	257	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	352	0	0	553	423	62	592	688	260
Stage 1	-	-	-	-	-	-	108	108	-	290	290	-
Stage 2	-	-	-	-	-	-	445	315	-	302	398	-
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	1277	-	-	1207	-	-	444	522	1003	418	369	779
Stage 1	-	-	-	-	-	-	897	806	-	718	672	-
Stage 2	-	-	-	-	-	-	592	656	-	707	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1207	-	-	168	505	1003	348	357	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	505	-	348	357	-
Stage 1	-	-	-	-	-	-	881	791	-	705	662	-
Stage 2	-	-	-	-	-	-	333	646	-	609	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	27.5	40
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	168	508	1277	-	-	1207	-	-	348	393
HCM Lane V/C Ratio	0.473	0.192	0.018	-	-	0.013	-	-	0.023	0.787
HCM Control Delay (s)	44.3	13.8	7.9	-	-	8	0	-	15.6	40.6
HCM Lane LOS	E	B	A	-	-	A	A	-	C	E
HCM 95th %tile Q(veh)	2.2	0.7	0.1	-	-	0	-	-	0.1	6.7

Intersection	
Int Delay, s/veh	7.7

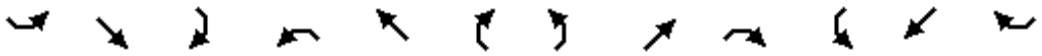
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	88	20	123	35	53	94	0	8	180	0
Future Vol, veh/h	1	36	88	20	123	35	53	94	0	8	180	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	43	106	23	141	40	64	113	0	9	207	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	149	0	0	356	272	43	362	358	161
Stage 1	-	-	-	-	-	-	45	45	-	207	207	-
Stage 2	-	-	-	-	-	-	311	227	-	155	151	-
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	1394	-	-	1432	-	-	599	635	1027	594	568	884
Stage 1	-	-	-	-	-	-	969	857	-	795	731	-
Stage 2	-	-	-	-	-	-	699	716	-	847	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1432	-	-	421	624	1027	505	558	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	421	624	-	505	558	-
Stage 1	-	-	-	-	-	-	968	856	-	794	719	-
Stage 2	-	-	-	-	-	-	490	705	-	734	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.8	13.1	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	624	1394	-	-	1432	-	-	505	558
HCM Lane V/C Ratio	0.152	0.181	0.001	-	-	0.016	-	-	0.018	0.371
HCM Control Delay (s)	15.1	12	7.6	0	-	7.6	-	-	12.3	15.2
HCM Lane LOS	C	B	A	A	-	A	-	-	B	C
HCM 95th %tile Q(veh)	0.5	0.7	0	-	-	0	-	-	0.1	1.7

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	147	152	6	102	20	52	283	3	37	464	37
Future Volume (vph)	24	147	152	6	102	20	52	283	3	37	464	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.678			0.656			0.287			0.522		
Satd. Flow (perm)	1263	1863	1583	1222	1863	1583	535	1863	1583	972	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	160	165	7	123	24	57	308	3	40	504	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	160	165	7	123	24	57	308	3	40	504	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

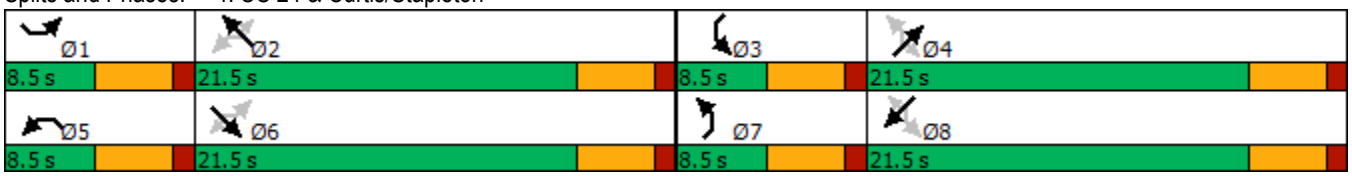


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.8	9.3	9.3	9.8	9.3	9.3	18.2	17.0	17.0	18.2	17.0	17.0
Actuated g/C Ratio	0.25	0.23	0.23	0.25	0.23	0.23	0.46	0.43	0.43	0.46	0.43	0.43
v/c Ratio	0.07	0.37	0.32	0.02	0.28	0.05	0.15	0.39	0.00	0.08	0.63	0.05
Control Delay	12.0	17.3	4.5	11.5	16.3	0.1	7.8	12.6	0.0	7.2	18.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	17.3	4.5	11.5	16.3	0.1	7.8	12.6	0.0	7.2	18.4	0.1
LOS	B	B	A	B	B	A	A	B	A	A	B	A
Approach Delay		10.9			13.6			11.7			16.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	24	0	1	18	0	5	30	0	3	57	0
Queue Length 95th (ft)	17	89	30	7	65	0	28	157	0	21	#330	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	367	849	826	361	849	826	378	849	826	532	849	826
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.19	0.20	0.02	0.14	0.03	0.15	0.36	0.00	0.08	0.59	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 39.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	215	67	8	98	12	242	203	30	22	54	30
Future Vol, veh/h	35	215	67	8	98	12	242	203	30	22	54	30
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	-	0	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	83	83	83	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	234	73	10	118	14	263	221	33	27	65	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	307	0	0	506	462	234	619	528	125
Stage 1	-	-	-	-	-	-	310	310	-	145	145	-
Stage 2	-	-	-	-	-	-	196	152	-	474	383	-
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	1453	-	-	1254	-	-	477	497	805	401	456	926
Stage 1	-	-	-	-	-	-	700	659	-	858	777	-
Stage 2	-	-	-	-	-	-	806	772	-	571	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1453	-	-	1254	-	-	396	480	805	240	440	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	480	-	240	440	-
Stage 1	-	-	-	-	-	-	682	642	-	836	770	-
Stage 2	-	-	-	-	-	-	703	765	-	350	596	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	24.8	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	396	506	1453	-	-	1254	-	-	240	541
HCM Lane V/C Ratio	0.664	0.501	0.026	-	-	0.008	-	-	0.11	0.187
HCM Control Delay (s)	30.3	19	7.5	-	-	7.9	0	-	21.9	13.2
HCM Lane LOS	D	C	A	-	-	A	A	-	C	B
HCM 95th %tile Q(veh)	4.6	2.8	0.1	-	-	0	-	-	0.4	0.7

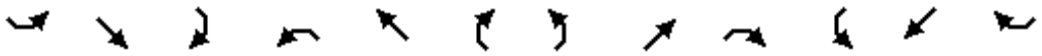
Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	117	52	2	68	19	80	157	19	17	82	5
Future Vol, veh/h	5	117	52	2	68	19	80	157	19	17	82	5
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	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	141	63	2	82	23	92	180	22	20	99	6

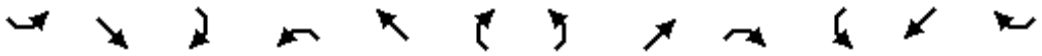
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	204	0	0	303	262	141	384	314	94
Stage 1	-	-	-	-	-	-	153	153	-	98	98	-
Stage 2	-	-	-	-	-	-	150	109	-	286	216	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
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	1486	-	-	1368	-	-	649	643	907	574	601	963
Stage 1	-	-	-	-	-	-	849	771	-	908	814	-
Stage 2	-	-	-	-	-	-	853	805	-	721	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1368	-	-	560	639	907	436	597	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	639	-	436	597	-
Stage 1	-	-	-	-	-	-	845	767	-	903	813	-
Stage 2	-	-	-	-	-	-	744	804	-	535	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.8	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	560	660	1486	-	-	1368	-	-	436	610
HCM Lane V/C Ratio	0.164	0.307	0.004	-	-	0.002	-	-	0.047	0.172
HCM Control Delay (s)	12.7	12.8	7.4	0	-	7.6	-	-	13.7	12.1
HCM Lane LOS	B	B	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.6	1.3	0	-	-	0	-	-	0.1	0.6



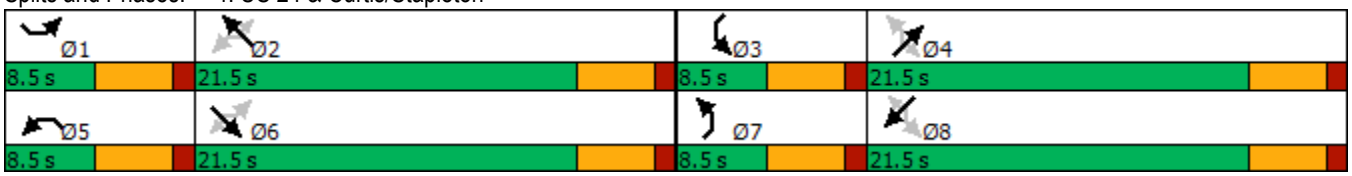
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	56	52	13	154	30	126	487	35	15	386	31
Future Volume (vph)	18	56	52	13	154	30	126	487	35	15	386	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.646			0.713			0.337			0.351		
Satd. Flow (perm)	1203	1863	1583	1328	1863	1583	628	1863	1583	654	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	22	67	63	15	177	34	135	524	38	16	420	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	67	63	15	177	34	135	524	38	16	420	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.2	9.6	9.6	10.2	9.6	9.6	22.2	21.6	21.6	19.4	16.3	16.3
Actuated g/C Ratio	0.24	0.22	0.22	0.24	0.22	0.22	0.52	0.50	0.50	0.45	0.38	0.38
v/c Ratio	0.07	0.16	0.13	0.04	0.43	0.07	0.31	0.56	0.04	0.04	0.59	0.05
Control Delay	12.4	16.0	0.5	12.2	19.2	0.3	9.3	15.5	0.1	7.3	18.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	16.0	0.5	12.2	19.2	0.3	9.3	15.5	0.1	7.3	18.6	0.1
LOS	B	B	A	B	B	A	A	B	A	A	B	A
Approach Delay		9.1			15.9			13.4			16.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	4	13	0	3	36	0	13	62	0	1	79	0
Queue Length 95th (ft)	14	40	0	12	94	0	54	#346	0	11	#255	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	338	763	761	356	763	761	433	934	889	402	763	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.09	0.08	0.04	0.23	0.04	0.31	0.56	0.04	0.04	0.55	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 43			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Int Delay, s/veh	14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	57	267	14	213	49	66	85	1	8	226	52
Future Vol, veh/h	51	57	267	14	213	49	66	85	1	8	226	52
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	-	0	-	-	0	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	62	290	15	232	53	80	102	1	9	246	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	352	0	0	612	487	62	631	724	232
Stage 1	-	-	-	-	-	-	172	172	-	262	262	-
Stage 2	-	-	-	-	-	-	440	315	-	369	462	-
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	1277	-	-	1207	-	-	405	481	1003	394	352	807
Stage 1	-	-	-	-	-	-	830	756	-	743	691	-
Stage 2	-	-	-	-	-	-	596	656	-	651	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1207	-	-	143	454	1003	311	332	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	454	-	311	332	-
Stage 1	-	-	-	-	-	-	794	723	-	711	681	-
Stage 2	-	-	-	-	-	-	349	646	-	534	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.4	33.7	34.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	143	457	1277	-	-	1207	-	-	311	332	807
HCM Lane V/C Ratio	0.556	0.227	0.043	-	-	0.013	-	-	0.028	0.74	0.07
HCM Control Delay (s)	57.9	15.2	7.9	-	-	8	0	-	16.9	41.2	9.8
HCM Lane LOS	F	C	A	-	-	A	A	-	C	E	A
HCM 95th %tile Q(veh)	2.8	0.9	0.1	-	-	0	-	-	0.1	5.6	0.2

Intersection	
Int Delay, s/veh	8.2

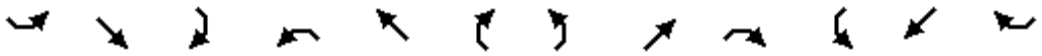
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	94	21	123	35	56	99	0	8	195	0
Future Vol, veh/h	1	36	94	21	123	35	56	99	0	8	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	43	113	24	141	40	67	119	0	9	224	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	156	0	0	366	274	43	370	367	161
Stage 1	-	-	-	-	-	-	45	45	-	209	209	-
Stage 2	-	-	-	-	-	-	321	229	-	161	158	-
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	1394	-	-	1424	-	-	590	633	1027	587	562	884
Stage 1	-	-	-	-	-	-	969	857	-	793	729	-
Stage 2	-	-	-	-	-	-	691	715	-	841	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1424	-	-	398	622	1027	494	552	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	622	-	494	552	-
Stage 1	-	-	-	-	-	-	968	856	-	792	717	-
Stage 2	-	-	-	-	-	-	467	703	-	723	766	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	13.5	15.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	398	622	1394	-	-	1424	-	-	494	552
HCM Lane V/C Ratio	0.17	0.192	0.001	-	-	0.017	-	-	0.019	0.406
HCM Control Delay (s)	15.9	12.2	7.6	0	-	7.6	-	-	12.4	15.9
HCM Lane LOS	C	B	A	A	-	A	-	-	B	C
HCM 95th %tile Q(veh)	0.6	0.7	0	-	-	0.1	-	-	0.1	2

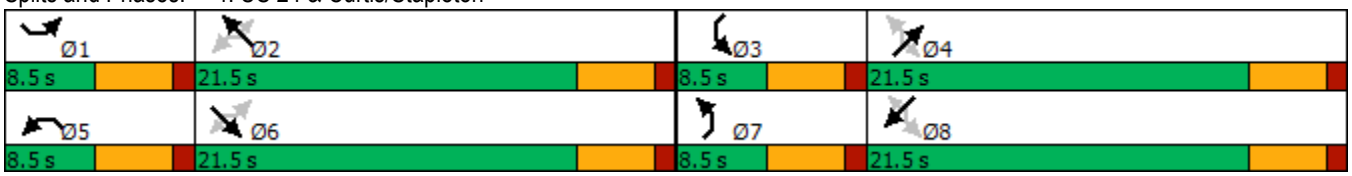
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	159	152	6	106	21	52	283	3	40	464	37
Future Volume (vph)	24	159	152	6	106	21	52	283	3	40	464	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.675			0.648			0.283			0.520		
Satd. Flow (perm)	1257	1863	1583	1207	1863	1583	527	1863	1583	969	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	173	165	7	128	25	57	308	3	43	504	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	173	165	7	128	25	57	308	3	43	504	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.1	9.6	9.6	10.1	9.6	9.6	18.2	17.0	17.0	18.2	17.0	17.0
Actuated g/C Ratio	0.25	0.24	0.24	0.25	0.24	0.24	0.46	0.42	0.42	0.46	0.42	0.42
v/c Ratio	0.07	0.39	0.31	0.02	0.29	0.05	0.15	0.39	0.00	0.08	0.64	0.05
Control Delay	11.9	17.4	4.4	11.3	16.2	0.2	8.0	12.8	0.0	7.5	18.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	17.4	4.4	11.3	16.2	0.2	8.0	12.8	0.0	7.5	18.8	0.1
LOS	B	B	A	B	B	A	A	B	A	A	B	A
Approach Delay		11.1			13.5			12.0			16.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	27	0	1	19	0	5	31	0	4	59	0
Queue Length 95th (ft)	17	95	29	7	66	0	28	160	0	23	#335	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	373	844	821	366	844	821	372	844	821	527	844	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.20	0.20	0.02	0.15	0.03	0.15	0.36	0.00	0.08	0.60	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 40			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	57	267	14	213	49	66	85	1	8	226	52
Future Vol, veh/h	51	57	267	14	213	49	66	85	1	8	226	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	62	290	15	232	53	80	102	1	9	246	57
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14.1	15.1	12.2	18.8
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	47%	0%	6%	0%	100%	0%
Vol Thru, %	0%	99%	53%	0%	94%	0%	0%	81%
Vol Right, %	0%	1%	0%	100%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	86	108	267	227	49	8	278
LT Vol	66	0	51	0	14	0	8	0
Through Vol	0	85	57	0	213	0	0	226
RT Vol	0	1	0	267	0	49	0	52
Lane Flow Rate	80	104	117	290	247	53	9	302
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.175	0.213	0.232	0.498	0.484	0.093	0.018	0.583
Departure Headway (Hd)	7.905	7.384	7.13	6.174	7.055	6.307	7.589	6.944
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	486	504	583	511	567	472	520
Service Time	5.66	5.138	4.875	3.918	4.801	4.054	5.334	4.689
HCM Lane V/C Ratio	0.177	0.214	0.232	0.497	0.483	0.093	0.019	0.581
HCM Control Delay	12.3	12.1	12	14.9	16.3	9.7	10.5	19
HCM Lane LOS	B	B	B	B	C	A	B	C
HCM 95th-tile Q	0.6	0.8	0.9	2.8	2.6	0.3	0.1	3.7

Intersection	
Int Delay, s/veh	15.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	215	67	8	98	13	242	205	30	25	59	56
Future Vol, veh/h	45	215	67	8	98	13	242	205	30	25	59	56
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	-	0	-	-	0	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	83	83	83	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	234	73	10	118	16	263	223	33	30	71	67

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	307	0	0	547	486	234	635	543	118
Stage 1	-	-	-	-	-	-	332	332	-	138	138	-
Stage 2	-	-	-	-	-	-	215	154	-	497	405	-
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	1451	-	-	1254	-	-	448	481	805	391	447	934
Stage 1	-	-	-	-	-	-	681	644	-	865	782	-
Stage 2	-	-	-	-	-	-	787	770	-	555	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1254	-	-	351	460	805	226	428	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	460	-	226	428	-
Stage 1	-	-	-	-	-	-	658	622	-	836	775	-
Stage 2	-	-	-	-	-	-	657	763	-	330	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.5	30.4	14.2
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	351	487	1451	-	-	1254	-	-	226	428	934
HCM Lane V/C Ratio	0.749	0.525	0.034	-	-	0.008	-	-	0.133	0.166	0.072
HCM Control Delay (s)	40.3	20.3	7.6	-	-	7.9	0	-	23.4	15.1	9.2
HCM Lane LOS	E	C	A	-	-	A	A	-	C	C	A
HCM 95th %tile Q(veh)	5.9	3	0.1	-	-	0	-	-	0.5	0.6	0.2

Intersection	
Int Delay, s/veh	7.8

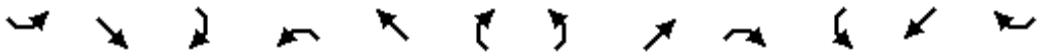
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	117	55	2	68	19	90	172	20	17	88	5
Future Vol, veh/h	5	117	55	2	68	19	90	172	20	17	88	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	83	83	83	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	127	60	2	82	23	103	198	23	20	106	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	187	0	0	291	246	127	376	295	94
Stage 1	-	-	-	-	-	-	137	137	-	98	98	-
Stage 2	-	-	-	-	-	-	154	109	-	278	197	-
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	1486	-	-	1387	-	-	661	656	923	581	616	963
Stage 1	-	-	-	-	-	-	866	783	-	908	814	-
Stage 2	-	-	-	-	-	-	848	805	-	728	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1387	-	-	567	653	923	432	613	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	567	653	-	432	613	-
Stage 1	-	-	-	-	-	-	863	780	-	904	813	-
Stage 2	-	-	-	-	-	-	732	804	-	528	735	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.9	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	567	674	1486	-	-	1387	-	-	432	625
HCM Lane V/C Ratio	0.182	0.327	0.004	-	-	0.002	-	-	0.047	0.179
HCM Control Delay (s)	12.8	12.9	7.4	0	-	7.6	-	-	13.7	12
HCM Lane LOS	B	B	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.7	1.4	0	-	-	0	-	-	0.1	0.6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	61	52	13	166	33	126	487	35	16	386	31
Future Volume (vph)	18	61	52	13	166	33	126	487	35	16	386	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.615			0.709			0.335			0.348		
Satd. Flow (perm)	1146	1863	1583	1321	1863	1583	624	1863	1583	648	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	22	73	63	15	191	38	135	524	38	17	420	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	73	63	15	191	38	135	524	38	17	420	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

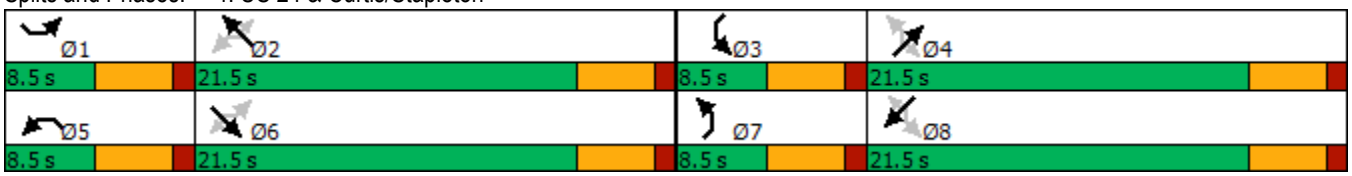


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	9.9	9.9	10.5	9.9	9.9	22.3	21.7	21.7	19.5	16.4	16.4
Actuated g/C Ratio	0.24	0.23	0.23	0.24	0.23	0.23	0.51	0.50	0.50	0.45	0.38	0.38
v/c Ratio	0.07	0.17	0.12	0.04	0.45	0.07	0.32	0.56	0.04	0.04	0.60	0.05
Control Delay	12.3	16.0	0.5	12.1	19.4	0.3	9.5	15.8	0.1	7.5	19.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	16.0	0.5	12.1	19.4	0.3	9.5	15.8	0.1	7.5	19.0	0.1
LOS	B	B	A	B	B	A	A	B	A	A	B	A
Approach Delay		9.3			16.0			13.7			17.2	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	4	14	0	3	40	0	13	65	0	2	80	0
Queue Length 95th (ft)	14	43	0	12	100	0	56	#351	0	12	#260	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	337	756	756	362	756	756	428	928	884	397	756	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.10	0.08	0.04	0.25	0.05	0.32	0.56	0.04	0.04	0.56	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 43.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	215	67	8	98	13	242	205	30	25	59	56
Future Vol, veh/h	45	215	67	8	98	13	242	205	30	25	59	56
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	234	73	10	118	16	263	223	33	30	71	67
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	16	12.3	15.6	11.7
HCM LOS	C	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	17%	0%	8%	0%	100%	0%
Vol Thru, %	0%	87%	83%	0%	92%	0%	0%	51%
Vol Right, %	0%	13%	0%	100%	0%	100%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	235	260	67	106	13	25	115
LT Vol	242	0	45	0	8	0	25	0
Through Vol	0	205	215	0	98	0	0	59
RT Vol	0	30	0	67	0	13	0	56
Lane Flow Rate	263	255	283	73	128	16	30	139
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.509	0.452	0.541	0.123	0.261	0.029	0.064	0.262
Departure Headway (Hd)	6.963	6.364	6.894	6.094	7.357	6.601	7.662	6.801
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	562	520	583	490	545	470	531
Service Time	4.756	4.156	4.691	3.89	5.065	4.309	5.372	4.511
HCM Lane V/C Ratio	0.513	0.454	0.544	0.125	0.261	0.029	0.064	0.262
HCM Control Delay	16.8	14.4	17.6	9.8	12.6	9.5	10.9	11.9
HCM Lane LOS	C	B	C	A	B	A	B	B
HCM 95th-tile Q	2.9	2.3	3.2	0.4	1	0.1	0.2	1

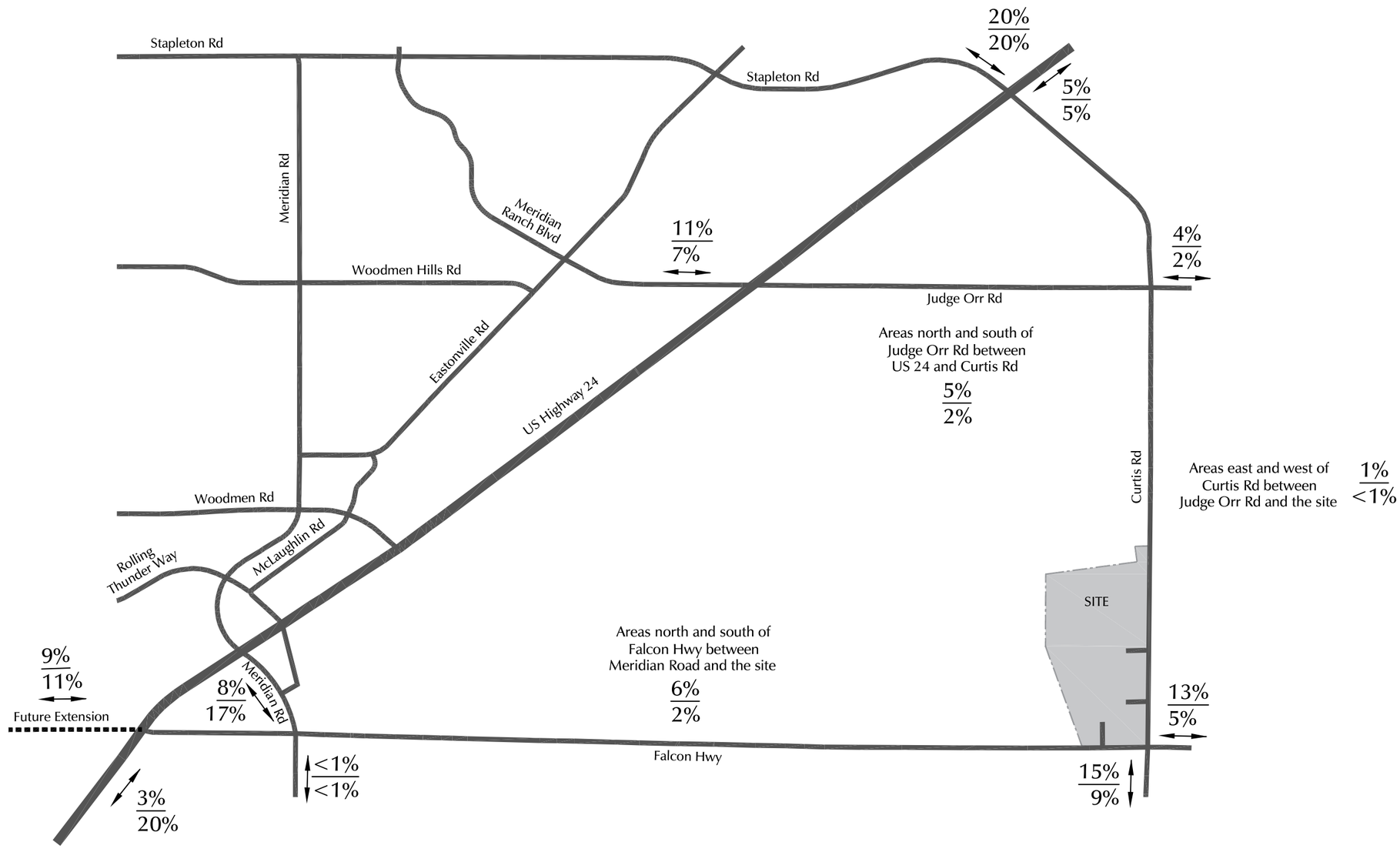
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	38	147	330	22
Future Vol, veh/h	8	10	38	147	330	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	385	-	-	235
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	83	83	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	11	46	177	359	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	628	359	383	0	-	0
Stage 1	359	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	447	685	1175	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	430	685	1175	-	-	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1175	-	430	685	-	-
HCM Lane V/C Ratio	0.039	-	0.021	0.017	-	-
HCM Control Delay (s)	8.2	-	13.6	10.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-



Appendix A

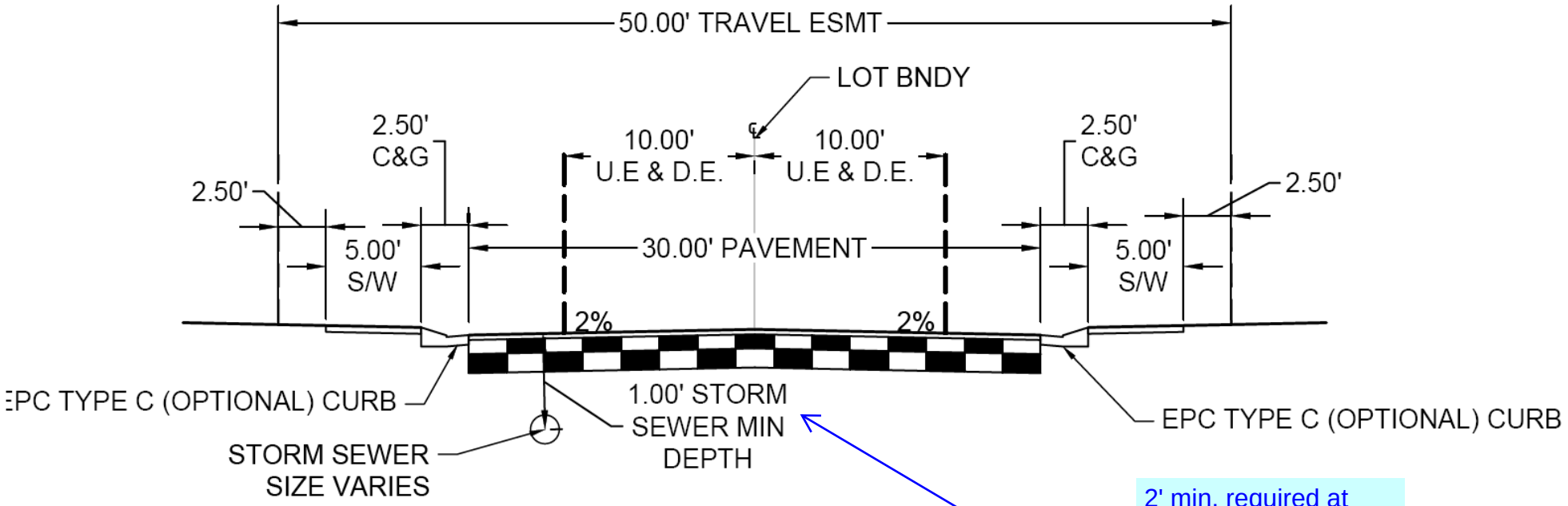
Figure 5

Long-Term Directional Distribution - Primary Trips

Meadow Lake Commercial Park (LSC #S214950)

LSC TRANSPORTATION CONSULTANTS, INC.

$$\frac{XX\%}{XX\%} = \frac{\text{Directional Distribution for Primary Trips to/from Commercial Land Uses}}{\text{Directional Distribution for Primary Trips to/from Industrial Land Uses}}$$



URBAN, LOCAL (PRIVATE)

SCALE: 1"=10'
DESIGN SPEED: 30MPH
SPEED LIMIT: 25MPH
(ROADS USING THIS SECTION: WILD IRIS WY, MARIPOSA LILY CT, WILDFLOWER CT)
U.E.: UTILITY EASEMENT
D.E.: DRAINAGE EASEMENT

2' min. required at beneath roadways per criteria. Comments have been provided on prelim. plan. update detail accordingly.

Appendix B

PRELIMINARY PLAN

MEADOW LAKE INDUSTRIAL FILING NO. 1

A PART OF THE EAST HALF OF SECTION 9, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF
THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO

VICINITY MAP
(NOT TO SCALE)

PROJECT DESCRIPTION:
Property is to be subdivided into 27 parcels to be used for an industrial park.

KNOW ALL MEN BY THESE PRESENTS:
That the undersigned, Meadowlake Developments LLC, being the owner of the following described tract of land:

SURVEYED DESCRIPTION:
A tract of land in the East Half of Section 9, Township 13 South, Range 64 West of the Sixth Principal Meridian, El Paso County, Colorado described as follows:

Beginning at a point that is S 00°06'00" W 93.65 feet from the Northeast Corner of the Northeast Quarter of said Section 9; thence
S 00°06'00" W 3864.51 feet along the East Line of said Section 9; thence
S 89°17'36" W 622.94 feet; thence
N 00°29'28" E 3422.09 feet; thence
N 82°12'06" E 313.87 feet; thence
N 07°45'48" W 400.00 feet; thence
N 88°06'51" E 343.54 feet to the point of beginning, containing 51.3 acres.

Subject to easements and restrictions of record.

GEOLOGIC HAZARD NOTE:
THE FOLLOWING LOTS HAVE BEEN FOUND TO BE IMPACTED BY GEOLOGIC HAZARDS. MITIGATION MEASURES AND A MAP OF THE HAZARD AREA CAN BE FOUND IN THE SOILS & GEOLOGY STUDY BY RMG - ROCKY MOUNTAIN GROUP DATED JULY 13, 2023, REVISED JULY 24, 2023, IN FILE AVAILABLE AT THE EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT.

- DOWNSLOPE CREEP: N/A
- ROCKFALL SOURCE: N/A
- ROCKFALL RUNOUT ZONE: N/A
- POTENTIALLY SEASONALLY HIGH GROUNDWATER: N/A
- OTHER HAZARD:
  - FLOOD PRONE AREAS: N/A FOR FILING NO. 1. FLOOD PRONE AREAS ARE OUTSIDE THE LIMITS OF FILING NO. 1
  - FAULTS: ALL LOTS
  - SEISMICITY: ALL LOTS
  - RADON: ALL LOTS

GENERAL NOTES:

1. NO EASEMENTS, RESTRICTIONS, SETBACKS, OR OTHER MATTER OF RECORD, IF ANY, AFFECTING THE TITLE OF THIS PROPERTY ARE SHOWN , EXCEPT AS PLATTED, AS PER AGREEMENT WITH THE LANDOWNER.
2. NO GAPS OR OVERLAPS EXIST.
3. THERE ARE NO LINES OF POSSESSION THAT AFFECT THIS SURVEY.
4. PARENT TRACT IS RECORDED AS INSTRUMENT #221072372, CLERK & RECORDER'S OFFICE, EL PASO COUNTY, COLORADO.
5. ALL BUILDING SETBACK REQUIREMENTS SHALL BE DETERMINED BY THE ZONING DISTRICT, UNLESS OTHERWISE NOTED.
6. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY SMH CONSULTANTS, TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR INFORMATION REGARDING EASEMENTS, AND RIGHT OF WAY, SMH CONSULTANTS RELIED UPON THE TITLE POLICY PREPARED BY LAND TITLE GUARANTEE COMPANY, DATED MARCH 23, 2021.
7. BASIS OF BEARINGS IS THE SEAST LINE OF SECTION 9, TOWNSHIP 13 SOUTH, RANGE 64 WEST, MONUMENTED AS SHOWN AND ASSUMED TO BEAR SOUTH 00 DEGREES, 06 MINUTES 00 SECONDS WEST, 93.65 FEET.
8. SEWAGE TREATMENT IS THE RESPONSIBILITY OF EACH INDIVIDUAL PROPERTY OWNER. THE EL PASO COUNTY PUBLIC HEALTH DEPARTMENT MUST APPROVE EACH SYSTEM AND, IN SOME CASES, THE DEPARTMENT MAY REQUIRE AN ENGINEER-DESIGNED SYSTEM PRIOR TO PERMITTING APPROVAL.
9. ALL PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTAINING PROPER STORMWATER DRAINAGE IN AND THROUGH THEIR PROPERTY. PUBLIC DRAINAGE EASEMENTS AS SPECIFICALLY NOTED ON THE PLAT SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS UNLESS OTHERWISE INDICATED. STRUCTURES, FENCES, MATERIALS OR LANDSCAPING THAT COULD IMPEDE THE FLOW OF RUNOFF SHALL NOT BE PLACED IN DRAINAGE EASEMENTS.
10. NO STRUCTURES OR MAJOR MATERIAL STORAGE ACTIVITIES ARE PERMITTED WITHIN THE DESIGNATED DRAINAGE EASEMENTS, EXCEPT FENCES. FENCES SHALL NOT IMPEDE RUNOFF FROM REACHING DRAINAGE SWALES.
11. INDIVIDUAL WELLS ARE THE RESPONSIBILITY OF EACH PROPERTY OWNER. PERMITS FOR INDIVIDUAL WELLS MUST BE OBTAINED FROM THE STATE ENGINEER WHO BY LAW HAS THE AUTHORITY TO SET CONDITIONS FOR THE ISSUANCE OF THESE PERMITS.
12. WATER IN THE DENVER WATER BASIN AQUIFERS IS ALLOCATED BASED ON A 100-YEAR AQUIFER LIFE; HOWEVER, FOR EL PASO COUNTY PLANNING PURPOSES, WATER IN THE DENVER BASIN AQUIFERS IS ELEVATED BASED ON A 300-YEAR AQUIFER LIFE. APPLICANTS, THE HOME OWNERS ASSOCIATION, AND ALL FUTURE OWNERS IN THE SUBDIVISION SHOULD BE AWARE THAT THE ECONOMIC LIFE OF A WATER SUPPLY BASED ON WELLS IN A GIVEN DENVER BASIN AQUIFER MAY BE LESS THAN EITHER THE 100 YEARS OR 300 YEARS INDICATED DUE TO ANTICIPATED WATER LEVEL DECLINES. FURTHERMORE, THE WATER SUPPLY PLAN SHOULD NOT RELY SOLELY UPON NON-RENEWABLE AQUIFERS. ALTERNATIVE RENEWABLE WATER RESOURCES SHOULD BE ACQUIRED AND INCORPORATED IN A PERMANENT WATER SUPPLY PLAN THAT PROVIDES FUTURE GENERATIONS WITH A WATER SUPPLY.
13. ACCESS TO ALL LOTS SHALL BE THROUGH THE SHOWN TRAVEL EASEMENTS. THE RESPONSIBILITY AND MAINTENANCE OF SAID EASEMENTS ARE SUBJECT TO THE MAINTENANCE AGREEMENT AND ALL COVENANTS AND RESTRICTIONS CONTAINED THEREIN, THAT WILL BE RECORDED WITH THE FINAL PLAT.
14. NO DRIVEWAY SHALL BE ESTABLISHED UNLESS AN ACCESS PERMIT HAS BEEN GRANTED BY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT. INDIVIDUAL LOT PURCHASERS ARE RESPONSIBLE FOR CONSTRUCTING DRIVEWAYS.
15. ALL STRUCTURAL FOUNDATIONS ON THE LOTS IN THIS SUBDIVISION SHALL BE LOCATED AND DESIGNED BY A PROFESSIONAL ENGINEER, CURRENTLY REGISTERED IN THE STATE OF COLORADO. NATURAL DRAINAGE LOCATIONS SHALL BE AVOIDED BY CONSTRUCTION AND SITE-SPECIFIC FOUNTATION/SEPTIC INVESTIGATIONS SHALL BE REQUIRED.
16. PROPERTY WITHIN THIS SUBDIVISION IS SUBJECT TO THE TERMS AND PROVISIONS OF THE EL PASO COUNTY ROAD IMPACT FEE PROGRAM (RESOLUTION 19-471) AND ANY SUBSEQUENT AMENDMENTS. FEES FOR EACH LOT WITHIN THIS SUBDIVISION SHALL BE PAID IN FULL AT THE TIME OF BUILDING PERMIT ISSUANCE.
17. MAILBOXES SHALL BE INSTALLED IN ACCORDANCE WITH ALL EL PASO COUNTY DEPARTMENT OF TRANSPORTATION AND THE UNITED STATES POSTAL SERVICE REGULATIONS.
18. THE FOLLOWING REPORTS HAVE BEEN SUBMITTED IN ASSOCIATION WITH THE FINAL PLAT FOR THIS SUBDIVISION AND ARE ON FILE AT THE EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT: DRAINAGE REPORT, WATER RESOURCES REPORT, WASTEWATER DISPOSAL REPORT, GEOLOGY AND SOILS REPORT, FIRE PROTECTION REPORT, AND ONSITE WASTEWATER TREATMENT SYSTEM REPORT.
19. CONTOURS ARE DERIVED FROM TOPOGRAPHIC SURVEY PERFORMED BY SMH CONSULTANTS.
20. THERE SHALL BE NO DIRECT LOT ACCESS TO CURTIS RD.
21. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO C.R.S. § 18-4-508".
22. ALL FUTURE LOT OWNERS SHALL SUBMIT AN ENGINEERED SITE PLAN AT TIME OF BUILDING PERMIT.
23. THE PRIVATE ROADS AS SHOWN ON THIS PLAT WILL NOT BE MAINTAINED BY EL PASO COUNTY UNTIL AND UNLESS THE STREETS ARE CONSTRUCTED IN CONFORMANCE WITH EL PASO COUNTY STANDARDS IN EFFECT AT THE DATE OF THE REQUEST FOR DEDICATION AND MAINTENANCE.
24. THE SUBDIVIDER(S) AGREES ON BEHALF OF HIM/HERSELF AND ANY DEVELOPER OR BUILDER SUCCESSORS AND ASSIGNEES THAT SUBDIVIDER AND/OR SAID SUCCESSORS AND ASSIGNS SHALL BE REQUIRED TO PAY TRAFFIC IMPACT FEES IN ACCORDANCE WITH EL PASO COUNTY ROAD IMPACT FEE PROGRAM RESOLUTION (RESOLUTION NO. 19-471), OR ANY AMENDMENTS THERETO, AT OR PRIOR TO THE TIME OF BUILDING PERMIT SUBMITTALS. THE FEE OBLIGATION, IF NOT PAID AT FINAL PLAT RECORDING, SHALL BE DOCUMENTED ON ALL SALES DOCUMENTS AND PLAT NOTES TO ENSURE THAT A TITLE SEARCH WOULD FIND THE FEE OBLIGATION BEFORE SALE OF THE PROPERTY.

SHEET INDEX

1	PRELIMINARY PLAN COVER SHEET
2	PRELIMINARY OVERALL SITE PLAN
3	PRELIMINARY ENLARGED SITE PLAN
4	PRELIMINARY ENLARGED SITE PLAN
SP01	PRELIMINARY PLAN SITE PLAN
SP02	PRELIMINARY PLAN SITE PLAN

OWNER:
MEADOWLAKE DEVELOPMENTS LLC
PO BOX 1385
COLORADO SPRINGS, CO 80901
719-445-5050

SURVEYOR:
TIM SLOAN, VICE-PRESIDENT
SMH CONSULTANTS, P.A.
411 S. TEJON ST., STE. I
COLORADO SPRINGS, CO 80903
719-465-2145

CIVIL ENGINEER:
HR GREEN - COLORADO SPRINGS
1975 RESEARCH PKWY., STE. 230
COLORADO SPRINGS, CO 80920
719-394-2440

TOTAL ACREAGE:

TOTAL TRACT ACREAGE =	3.10 ACRES
TOTAL PARCEL ACREAGE =	36.56 ACRES
TOTAL ROW ACREAGE =	11.64 ACRES
TOTAL:	51.3 ACRES

SERVICE PROVIDERS:
FALCON FIRE PROTECTION DISTRICT
MOUNTAIN VIEW ELECTRIC ASSOC.
BLACK HILLS ENERGY
DOMESTIC WELLS
INDIVIDUAL SEWAGE DISPOSAL SYSTEMS

SITE DATA:

ZONING:	I-2
TAX SCHEDULE NUMBER:	4300000637, 4300000638, 4300000640, 4300000641, 4300000642
LAND USE:	INDUSTRIAL PARK
SITE AREA:	51.3 ACRES
PROPERTY ADDRESSES:	PROPERTIES DO NOT CURRENTLY HAVE ASSIGNED ADDRESSES

DENSITY AND DIMENSIONAL STANDARDS FOR INDUSTRIAL DISTRICT I-2

ZONING DISTRICT	ZONING DISTRICT AREA MINIMUM	MINIMUM LOT SIZE	FRONT	REAR	SIDE	MAXIMUM LOT COVERAGE	MAXIMUM HEIGHT
I-2	20 ACRES	1 ACRE	50 Ft	50 Ft	30 Ft	35%	45Ft

DATE SUBMITTED: 09/13/2023
REVISIONS:
1

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Survey Prepared April 4, 2022
Drawn By:JAM Project #2212-0483 TDS #88

SEPTEMBER 2023

PRELIMINARY OVERALL SITE PLAN

MEADOW LAKE INDUSTRIAL FILING NO. 1

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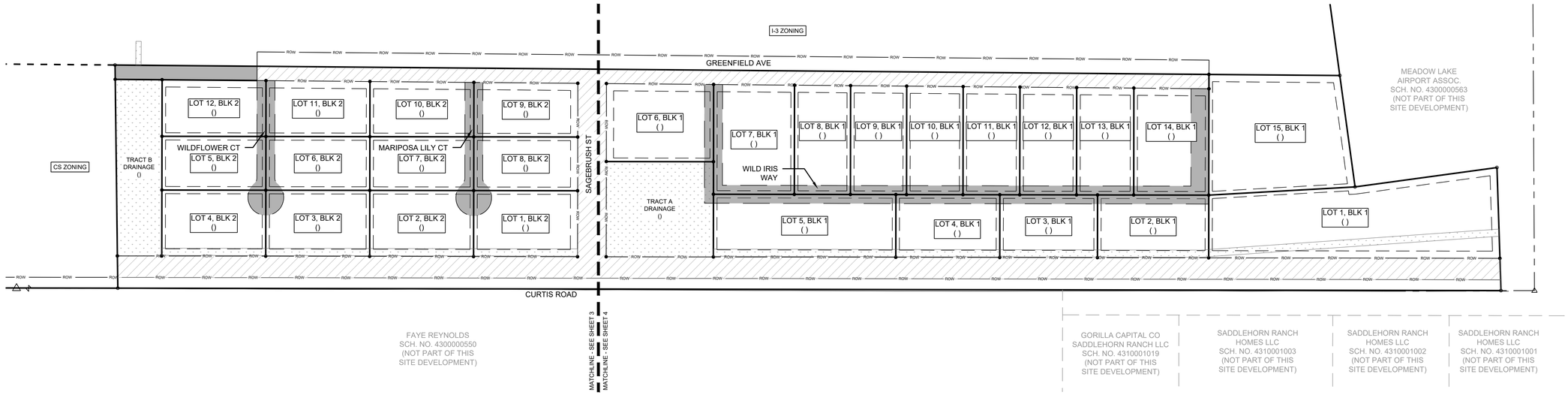
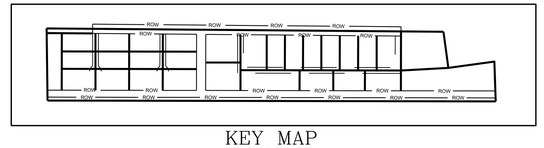
THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO



PARCEL AREA TABLE			
LOT #	BLOCK #	AREA (FT)	ACRES
1	BLOCK 1	167003	3.83
2	BLOCK 1	54378	1.25
3	BLOCK 1	47771	1.10
4	BLOCK 1	50820	1.17
5	BLOCK 1	89220	2.05
6	BLOCK 1	64859	1.49
7	BLOCK 1	69096	1.59
8	BLOCK 1	47699	1.10
9	BLOCK 1	47533	1.09
10	BLOCK 1	47663	1.09
11	BLOCK 1	47792	1.10
12	BLOCK 1	47620	1.09
13	BLOCK 1	47747	1.10
14	BLOCK 1	62431	1.43
15	BLOCK 1	125648	2.88

PARCEL AREA TABLE			
LOT #	BLOCK #	AREA (FT)	ACRES
1	BLOCK 2	53445	1.23
2	BLOCK 2	53445	1.23
3	BLOCK 2	53445	1.23
4	BLOCK 2	53445	1.23
5	BLOCK 2	43560	1.00
6	BLOCK 2	43560	1.00
7	BLOCK 2	43560	1.00
8	BLOCK 2	43560	1.00
9	BLOCK 2	43848	1.01
10	BLOCK 2	44425	1.02
11	BLOCK 2	45001	1.03
12	BLOCK 2	45576	1.05



KEY MAP
(NOT TO SCALE)

LEGEND

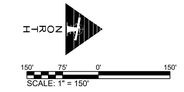
- ○ MONUMENT FOUND (1/2" REBAR) W/PLS38374 CAP
- ● 1/2"x24" REBAR W/PLS38374 Cap Set
- △ SECTION CORNER, NOTE: ALL SECTION CORNER MONUMENT ORIGINS ARE UNKNOWN UNLESS OTHERWISE NOTED.
- * ASSUMED BEARING
- (D) DEED DIMENSION
- (S) SURVEYED DIMENSION
- D.E. DRAINAGE EASEMENT
- U.E. UTILITY EASEMENT
- T.E. TRAVEL EASEMENT
- DRAINAGE EASEMENT HATCH
- TRAVEL EASEMENT HATCH
- RIGHT OF WAY HATCH

LINETYPE LEGEND

- ADJACENT PROPERTY LINE
- PROPERTY LINE
- SECTION LINE
- TRAVEL EASEMENT
- UTILITY EASEMENT
- ROW RIGHT OF WAY
- MATCHLINE

TRACT AREA TABLE		
TRACT	AREA (FT)	ACRES
A	79584	1.83
B	62761	1.44

DATE SUBMITTED: 09/13/2023
REVISIONS:
1



SCALE: 1" = 150'

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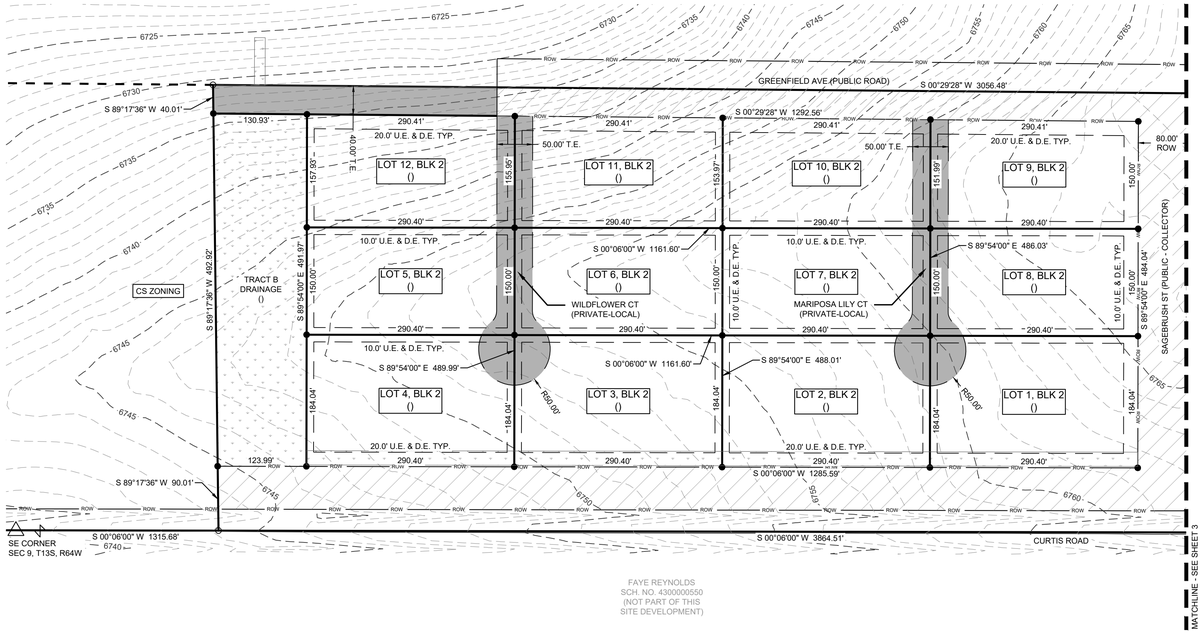
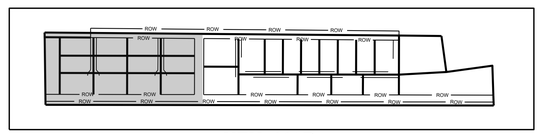


FAYE REYNOLDS
SCH. NO. 4300000550
(NOT PART OF THIS
SITE DEVELOPMENT)



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- (S) SURVEYED DIMENSION
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- T.E. TRAVEL EASEMENT
- DRAINAGE EASEMENT HATCH
- TRAVEL EASEMENT HATCH
- RIGHT OF WAY HATCH

LINETYPE LEGEND

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LOT #	BLOCK #	AREA (FT)	ACRES
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12	BLOCK 2	45576	1.05

TRACT AREA TABLE		
TRACT	AREA (FT)	ACRES
B	62761	1.44

DATE SUBMITTED: 09/13/2023
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NORTH

100' 50' 0' 100'
SCALE: 1" = 100'

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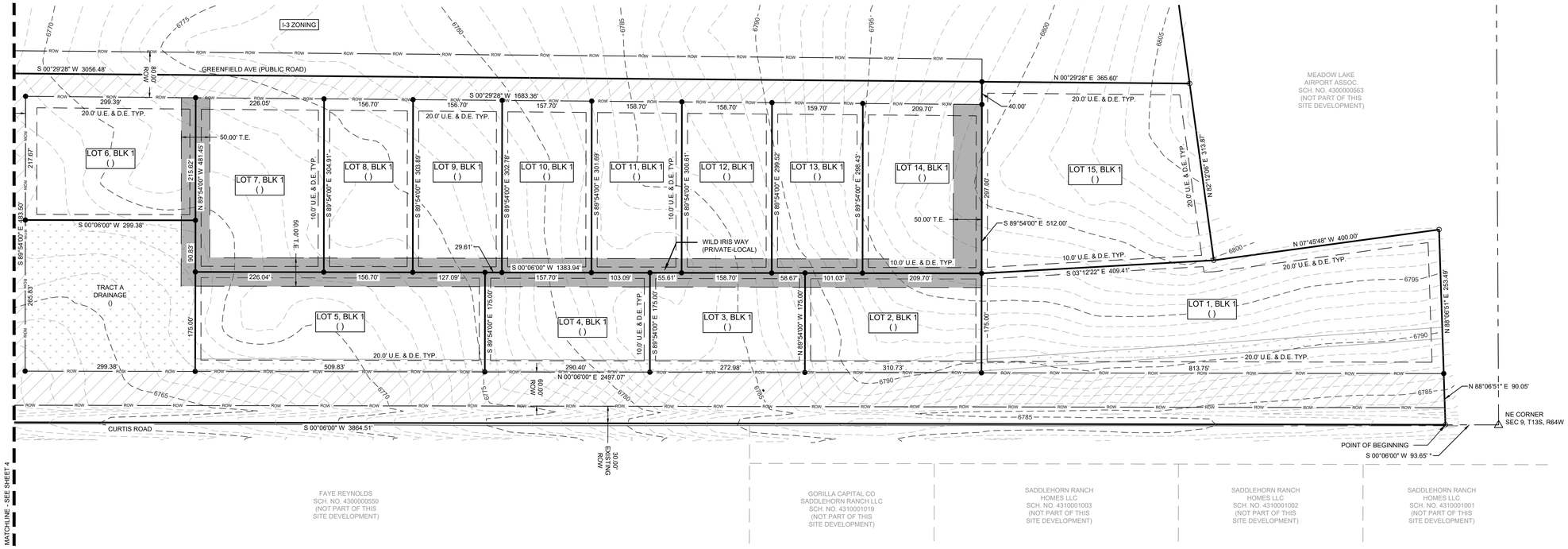

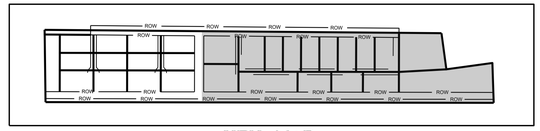

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TRACT	AREA (FT)	ACRES
A	79584	1.83

DATE SUBMITTED: 09/13/2023
REVISIONS:
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100' 50' 0' 100'
SCALE: 1" = 100'

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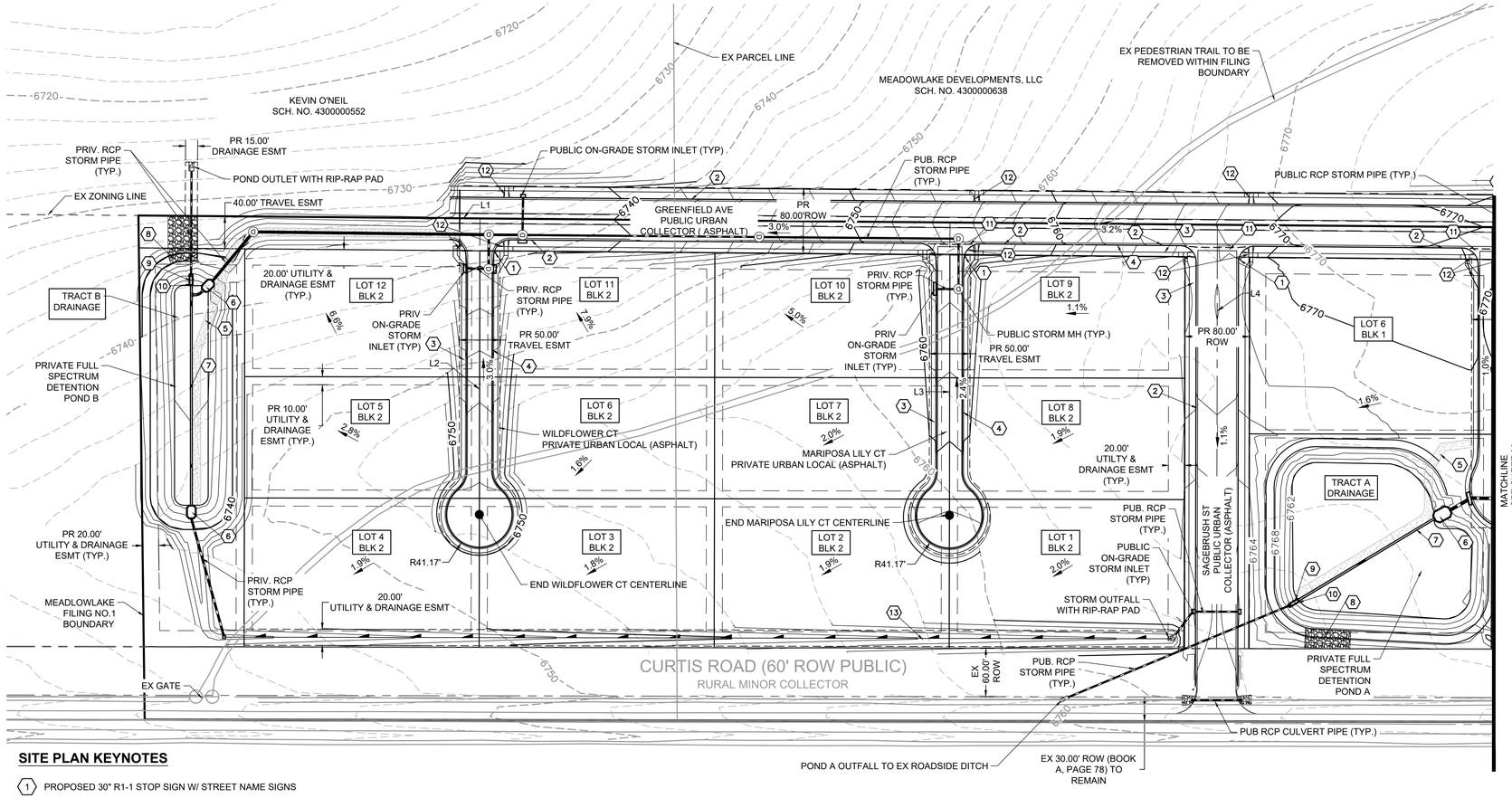
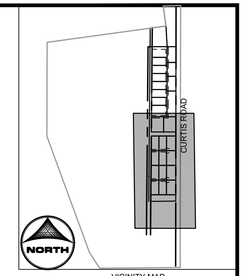


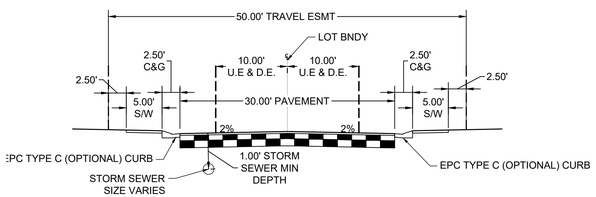


VICINITY MAP
SCALE: NTS

SITE PLAN KEYNOTES

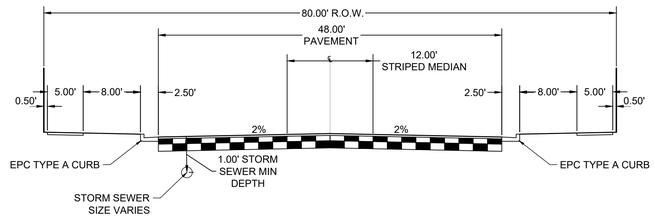
1. PROPOSED 30" R1-1 STOP SIGN W/ STREET NAME SIGNS
2. PROPOSED EPC TYPE "A" NON-MOUNTABLE VERTICAL CURB AND GUTTER
3. PROPOSED 5' CONCRETE SIDEWALK
4. PROPOSED EPC TYPE "C" MOUNTABLE CURB AND GUTTER
5. PROPOSED 15' MAINTENANCE ACCESS ROAD, 6" MINIMUM OF GRAVEL SHALL MEET MATERIAL SPECIFICATIONS PRESENTED ON TABLE D-7 IN THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL
6. PROPOSED FOREBAY (PRIVATE)
7. PROPOSED TRICKLE CHANNEL 4' WIDTH, 1" DEPTH (PRIVATE)
8. PROPOSED EMERGENCY SPILLWAY WITH EMBANKMENT PROTECTION (RIP-RAP)
9. PROPOSED OUTLET STRUCTURE (PRIVATE)
10. PROPOSED MICRO POOL (PRIVATE)
11. PROPOSED 6' CONCRETE CROSS PAN PER DETAIL SD_2-26 IN THE EL PASO COUNTY ENGINEERING MANUAL
12. PROPOSED PEDESTRIAN RAMP PER DETAIL SD_2-40 IN THE EL PASO COUNTY ENGINEERING MANUAL
13. PROPOSED GRASS-LINED SWALE

Line Table						
Line #	Length	Direction	ROADWAY NAME	CLASSIFICATION	PUBLIC/PRIVATE	ROW/ESMT WIDTH
L1	3056.48	S 0°29'28" W	GREENFIELD AVE	URBAN COLLECTOR	PUBLIC	80'
L2	168.01	N 89°54'00" W	WILDFLOWER CT	URBAN LOCAL	PRIVATE	50'
L3	168.01	N 89°54'00" W	MARIPOSA LILY CT	URBAN LOCAL	PRIVATE	50'
L4	523.77	S 89°54'00" E	SAGEBRUSH ST	URBAN COLLECTOR	PUBLIC	80'



URBAN, LOCAL (PRIVATE)

SCALE: 1"=10'
DESIGN SPEED: 30MPH
SPEED LIMIT: 25MPH
(ROADS USING THIS SECTION: WILD IRIS WY, MARIPOSA LILY CT, WILDFLOWER CT)
U.E.: UTILITY EASEMENT
D.E.: DRAINAGE EASEMENT



URBAN NONRESIDENTIAL COLLECTOR (PUBLIC)

SCALE: 1"=10'
DESIGN SPEED: 40 MPH
SPEED LIMIT: 30 MPH
(ROADS USING THIS SECTION: GREENFIELD AVE, SAGEBRUSH ST)

NORTH
0 80
40

LEGEND

	EXISTING	PROPOSED
MATCH LINE		
PHASE LINE		
SECTION LINE		
PROPERTY BOUNDARY		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
CENTERLINE		
WIRE FENCE		
STORM DRAIN		
SWALE		
TRAIL		
CURB & GUTTER		
DRAINAGE BASIN		
INDEX CONTOUR		
INTER. CONTOUR		

STORM SEWER

	EXISTING	PROPOSED
MANHOLE	ST	D
STORM INLET		
FLARED END SECTION		
RIPRAP		

DRAWN BY: AXB	JOB DATE: 8/25/2023	BAR IS ONE INCH ON OFFICIAL DRAWINGS. 0 1"	
APPROVED: CM	JOB NUMBER: 2202774	IF NOT ONE INCH ADJUST SCALE ACCORDINGLY.	
CAD DATE: 8/25/2023			
CAD FILE: J:\2022\2202774\CAD\Dwgs\C\Preliminary Plan\Site_Plan			

NO.	DATE	BY	REVISION DESCRIPTION

HRGreen
HR GREEN - COLORADO SPRINGS
1975 RESEARCH PARKWAY SUITE 230
COLORADO SPRINGS, CO 80920
PHONE: 719.394.2440
FAX: 713.965.0044

MEADOW LAKE INDUSTRIAL FILING NO. 1
MEADOWLAKE DEVELOPMENTS, LLC
EL PASO COUNTY, CO

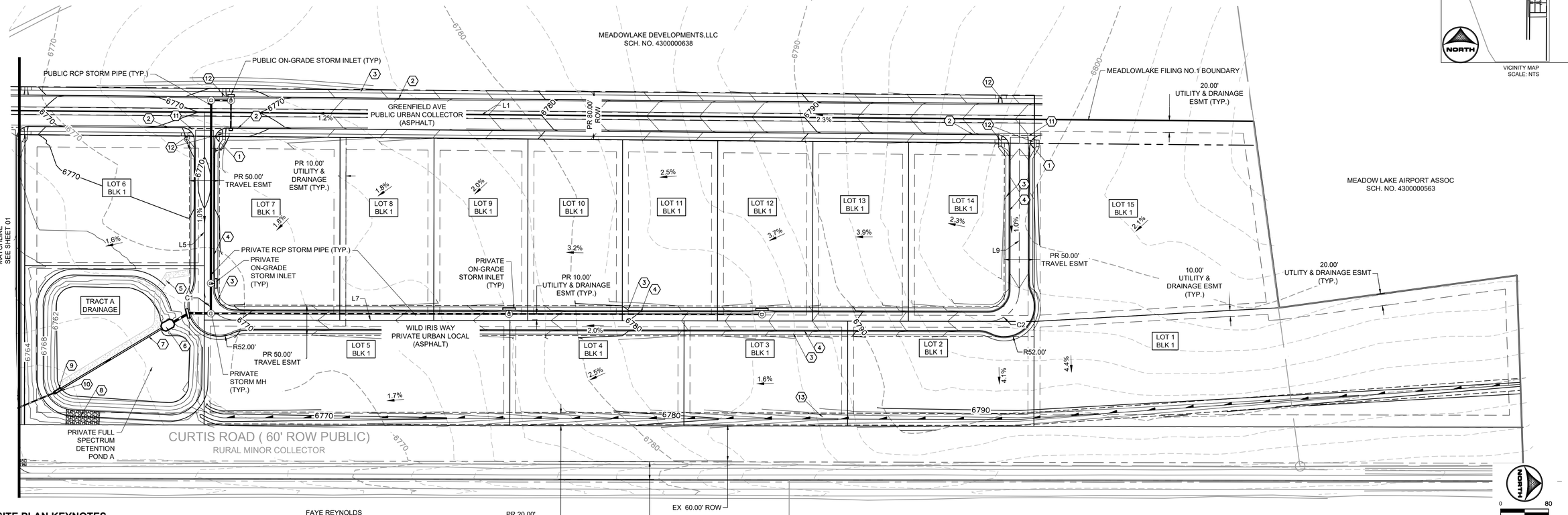
PRELIMINARY PLAN
SITE PLAN

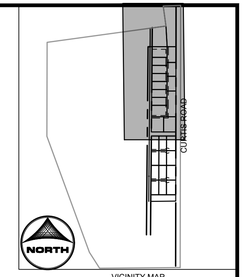
SHEET SP 01

PRELIMINARY PLAN

MEADOW LAKE INDUSTRIAL FILING NO.1

A PART OF THE EAST HALF OF SECTION 9, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO





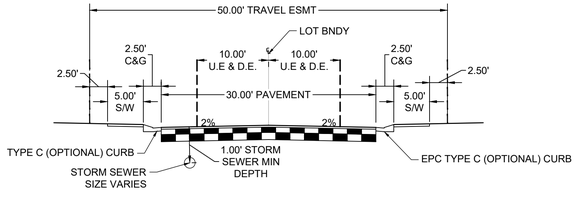
VICINITY MAP
SCALE: NTS

SITE PLAN KEYNOTES

1. PROPOSED 30" R1-1 STOP SIGN W/ STREET NAME SIGNS
2. PROPOSED EPC TYPE "A" NON-MOUNTABLE VERTICAL CURB AND GUTTER
3. PROPOSED 5' CONCRETE SIDEWALK
4. PROPOSED EPC TYPE "C" MOUNTABLE CURB AND GUTTER
5. PROPOSED 15' MAINTENANCE ACCESS ROAD, 6" MINIMUM OF GRAVEL SHALL MEET MATERIAL SPECIFICATIONS PRESENTED ON TABLE D-7 IN THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL
6. PROPOSED FOREBAY (PRIVATE)
7. PROPOSED TRICKLE CHANNEL 4' WIDTH, 1" DEPTH (PRIVATE)
8. PROPOSED EMERGENCY SPILLWAY WITH EMBANKMENT PROTECTION (RIP-RAP)
9. PROPOSED OUTLET STRUCTURE (PRIVATE)
10. PROPOSED MICRO POOL (PRIVATE)
11. PROPOSED 6' CONCRETE CROSS PAN PER DETAIL SD_2-26 IN THE EL PASO COUNTY ENGINEERING MANUAL
12. PROPOSED PEDESTRIAN RAMP PER DETAIL SD_2-40 IN THE EL PASO COUNTY ENGINEERING MANUAL
13. PROPOSED GRASS-LINED SWALE

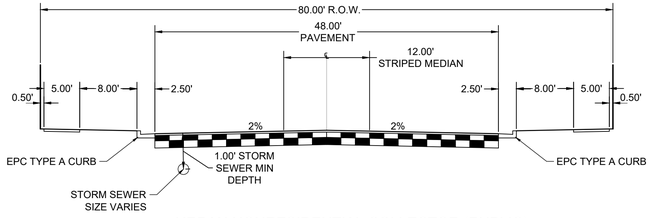
Line Table						
Line #	Length	Direction	ROADWAY NAME	CLASSIFICATION	PUBLIC/PRIVATE	ROW/ESMT WIDTH
L1	3056.48	S 0°29'28" W	GREENFIELD AVE	URBAN COLLECTOR	PUBLIC	80'
L5	294.45	N 89°54'00" W	WILD IRIS WY	URBAN LOCAL	PRIVATE	50'
L7	1181.42	S 0°06'00" W	WILD IRIS WY	URBAN LOCAL	PRIVATE	50'
L9	285.17	S 89°54'00" E	WILD IRIS WY	URBAN COLLECTOR	PRIVATE	50'

Curve Table							
Curve #	Length	Radius	Delta	ROADWAY NAME	CLASSIFICATION	PUBLIC/PRIVATE	ROW/ESMT WIDTH
C1	81.68	52.00	90°00'00"	WILD IRIS WY	URBAN COLLECTOR	PRIVATE	50'
C2	81.68	52.00	90°00'00"	WILD IRIS WY	URBAN COLLECTOR	PRIVATE	50'



URBAN, LOCAL (PRIVATE)

SCALE: 1"=10'
DESIGN SPEED: 30MPH
SPEED LIMIT: 25MPH
(ROADS USING THIS SECTION: WILD IRIS WY, MARIPOSA LILY CT, WILDFLOWER CT)
U.E.: UTILITY EASEMENT
D.E.: DRAINAGE EASEMENT



URBAN NONRESIDENTIAL COLLECTOR (PUBLIC)

SCALE: 1"=10'
DESIGN SPEED: 40 MPH
SPEED LIMIT: 30 MPH
(ROADS USING THIS SECTION: GREENFIELD AVE, SAGEBRUSH ST)

LEGEND

	EXISTING	PROPOSED
MATCH LINE		
PHASE LINE		
SECTION LINE		
PROPERTY BOUNDARY		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
CENTERLINE		
WIRE FENCE		
STORM DRAIN		
SWALE		
TRAIL		
CURB & GUTTER		
DRAINAGE BASIN		
INDEX CONTOUR		
INTER. CONTOUR		

STORM SEWER

	EXISTING	PROPOSED
MANHOLE	ST	D
STORM INLET		
FLARED END SECTION		
RIPRAP		

DRAWN BY: AXB JOB DATE: 8/25/2023
APPROVED: CM JOB NUMBER: 2202774
CAD DATE: 8/25/2023
CAD FILE: J:\2022\2202774\CAD\Dwgs\C\Preliminary Plan\Site_Plan

BAR IS ONE INCH ON OFFICIAL DRAWINGS.
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.

NO.	DATE	BY	REVISION DESCRIPTION

HRGreen
HR GREEN - COLORADO SPRINGS
1975 RESEARCH PARKWAY SUITE 230
COLORADO SPRINGS, CO 80920
PHONE: 719.394.2440
FAX: 713.965.0044

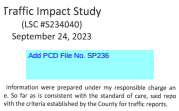
MEADOW LAKE INDUSTRIAL FILING NO. 1
MEADOWLAKE DEVELOPMENTS, LLC
EL PASO COUNTY, CO

PRELIMINARY PLAN
SITE PLAN

SHEET SP 02

V1_Traffic Impact Study.pdf Markup Summary 10-24-2023

Daniel Torres (38)



Author: Daniel Torres
Subject: Text Box
Page Label: 1
Date: 10/23/2023 2:11:59 PM
Status:
Color:
Layer:
Space:

Add PCD File No. SP236

Author: Daniel Torres
Subject: Text Box
Page Label: 1
Date: 10/24/2023 11:00:20 AM
Status:
Color:
Layer:
Space:

due to the nature of the comments provided and information that is missing, additional comments may be generated on the subsequent submittal.

Author: Daniel Torres
Subject: Callout
Page Label: 6
Date: 10/23/2023 3:33:52 PM
Status:
Color:
Layer:
Space:

Please also account for the TIS reports done by LSC for Davis Ranch and Esteban Rodriguez Sketch Plan

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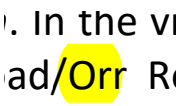

Author: Daniel Torres
Subject: Highlight
Page Label: 7
Date: 10/23/2023 2:28:44 PM
Status:
Color:
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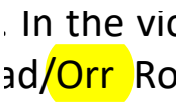
Space:

Or



Author: Daniel Torres
Subject: Highlight
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Date: 10/23/2023 2:28:47 PM
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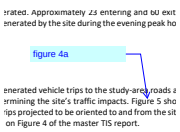
Orr

Author: Daniel Torres
Subject: Callout
Page Label: 8
Date: 10/23/2023 2:49:42 PM
Status:
Color:
Layer:
Space:

please provide a break down of which intersections were included in the analysis and the times that the counts were done.

Also please provide an explanation why the other area intersections studied with the Master TIS were not included. If thresholds per ECM are not met then please state that. See comment below on the trip generation and add study intersections as necessary due to the increase in traffic generation.



Author: Daniel Torres
Subject: Callout
Page Label: 9
Date: 10/23/2023 2:50:55 PM
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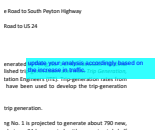
figure 4a



Author: Daniel Torres
Subject: Text Box
Page Label: 9
Date: 10/24/2023 9:55:57 AM
Status:
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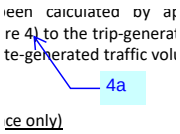
update your analysis accordingly based on the increase in traffic.



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Subject: Callout
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Date: 10/23/2023 2:52:05 PM
Status:
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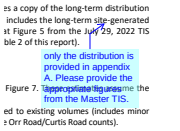
4a



Author: Daniel Torres
Subject: Callout
Page Label: 10
Date: 10/24/2023 9:34:19 AM
Status:
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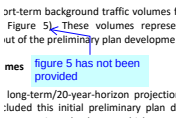
only the distribution is provided in appendix A. Please provide the appropriate figures from the Master TIS.



Author: Daniel Torres
Subject: Callout
Page Label: 10
Date: 10/24/2023 9:38:20 AM
Status:
Color:
Layer:
Space:

figure 5 has not been provided

Author: Daniel Torres
Subject: Callout
Page Label: 11
Date: 10/24/2023 9:49:44 AM
Status:
Color:
Layer:
Space:

figures 3a & 3b do not provide the LOS. Please verify and update all figures so that they correspond to the correct information indicated in the narrative. Add complete titles to each of the figures so that it is clear what condition is being represented.

Author: Daniel Torres
Subject: Callout
Page Label: 11
Date: 10/24/2023 9:43:26 AM
Status:
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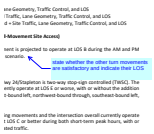
Space:

also provide the short term total lane geometry, traffic control and LOS



Author: Daniel Torres
Subject: Callout
Page Label: 11
Date: 10/24/2023 9:46:28 AM
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state whether the other turn movements are satisfactory and indicate their LOS

Author: Daniel Torres
Subject: Callout
Page Label: 11
Date: 10/24/2023 9:48:04 AM
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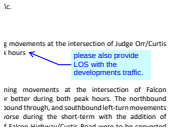
when will this be signalized? Please address.



Author: Daniel Torres
Subject: Callout
Page Label: 11
Date: 10/24/2023 9:49:19 AM
Status:
Color:
Layer:
Space:

please also provide LOS with the developments traffic.

Author: Daniel Torres
Subject: Text Box
Page Label: 12
Date: 10/24/2023 10:14:05 AM
Status:
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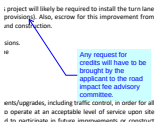
Space:

Discuss any improvements to Stapleton and Hwy 24. Any Aux. turn lane improvements required in the short term due to this development or is the signal imminent? please address.



Author: Daniel Torres
Subject: Callout
Page Label: 13
Date: 10/24/2023 10:00:32 AM
Status:
Color:
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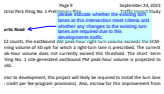
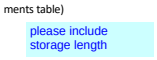
Any request for credits will have to be brought by the applicant to the road impact fee advisory committee.



Author: Daniel Torres
Subject: Callout
Page Label: 13
Date: 10/24/2023 10:03:13 AM
Status:
Color:
Layer:
Space:

please indicate whether the existing turn lanes at this intersection meet criteria and whether any changes to the existing turn lanes are required due to this developments traffic.



Author: Daniel Torres
Subject: Callout
Page Label: 13
Date: 10/24/2023 10:07:46 AM
Status:
Color:
Layer:
Space:

please include storage length

Author: Daniel Torres
Subject: Callout
Page Label: 14
Date: 10/24/2023 10:23:26 AM
Status:
Color:
Layer:
Space:

please indicate whether this development will trigger this improvement or will it be future development within the Meadowlake parcel.

Additionally, state whether or not any improvements are needed to Falcon Hwy segment with due to this developments traffic.

Author: Daniel Torres
Subject: Callout
Page Label: 15
Date: 10/24/2023 10:25:15 AM
Status:
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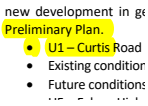
As this is the Preliminary plan and as stated in the Master TIS please indicate which MTCP improvements will need to be constructed with this proposed development. Update the narrative accordingly.



Author: Daniel Torres
Subject: Highlight
Page Label: 15
Date: 10/24/2023 10:24:49 AM
Status:
Color:
Layer:
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Preliminary Plan.
• U1 – Curtis

Author: Daniel Torres
Subject: Highlight
Page Label: 15
Date: 10/24/2023 10:24:56 AM
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Layer:
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– will be determined as part of this Preliminary Plan process. This would also include determination

Author: Daniel Torres
Subject: Highlight
Page Label: 15
Date: 10/24/2023 10:24:59 AM
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of eligible intersection improvements.

Author: Daniel Torres
Subject: Callout
Page Label: 16
Date: 10/24/2023 10:26:19 AM
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please coordinate with CDOT to ensure that they will still be requiring escrow instead of installation of the signal

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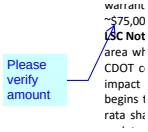

Author: Daniel Torres
Subject: Callout
Page Label: 16
Date: 10/24/2023 10:27:56 AM
Status:
Color:
Layer:
Space:

Please verify amount

Author: Daniel Torres
Subject: Callout
Page Label: 16
Date: 10/24/2023 10:30:18 AM
Status:
Color:
Layer:
Space:

Please indicate that it is the responsibility of the applicant that any credit request shall be brought forth by the applicants to the road impact fee advisory committee.

Author: Daniel Torres
Subject: Callout
Page Label: 16
Date: 10/24/2023 10:32:58 AM
Status:
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Layer:
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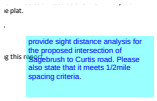
filing 2? CDOT has yet to post comments onto EDARP for this project. Coordinate with them and update the statement(s) as needed.



Author: Daniel Torres
Subject: Text Box
Page Label: 17
Date: 10/24/2023 1:23:51 PM
Status:
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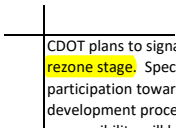
Space:

provide sight distance analysis for the proposed intersection of Sagebrush to Curtis road. Please also state that it meets 1/2mile spacing criteria.



Author: Daniel Torres
Subject: Highlight
Page Label: 19
Date: 10/24/2023 10:54:20 AM
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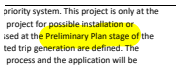
rezone stage



Author: Daniel Torres
Subject: Highlight
Page Label: 19
Date: 10/24/2023 10:54:34 AM
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Color:
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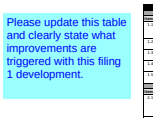

Author: Daniel Torres
Subject: Text Box
Page Label: 19
Date: 10/24/2023 10:57:33 AM
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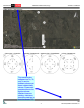
Color:
Layer:
Space:

Please update this table and clearly state what improvements are triggered with this filing 1 development.



Author: Daniel Torres
Subject: Callout
Page Label: 21
Date: 10/24/2023 9:33:14 AM
Status:
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The narrative also indicates that 7a, 7b , and 7c are the buildout volumes yet these indicate base volume. Please add complete titles to the figures to know whether these are existing, short-term, short-term total etc. or from the Master TIS.

Author: Daniel Torres
Subject: Text Box
Page Label: 24
Date: 10/24/2023 9:36:18 AM
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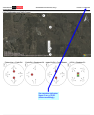
Are these existing base volumes as figures 7a & 7b also indicate base volume. Please clarify.



Author: Daniel Torres
Subject: Callout
Page Label: 33
Date: 10/24/2023 9:44:42 AM
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Color:
Layer:
Space:

the narrative indicates figure 9 as yr 2040. revise accordingly.

Author: Daniel Torres
Subject: Callout
Page Label: 45
Date: 10/24/2023 10:59:10 AM
Status:
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Per ECM appendix B traffic counts shall be no more than a year old from date of application submittal. Provide updated counts.

Author: Daniel Torres
Subject: Callout
Page Label: 91
Date: 10/24/2023 10:11:50 AM
Status:
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2' min. required at beneath roadways per criteria. Comments have been provided on prelim. plan. update detail accordingly.

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lpackman (6)

Author: lpackman
Subject: Callout
Page Label: 9
Date: 10/23/2023 3:42:36 PM
Status:
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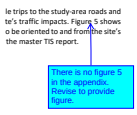
Revise to use industrial park land use code as done in master TIS. The letter of intent nor the preliminary plan mention warehousing will be the use on the site.



Author: lpackman
Subject: Callout
Page Label: 9
Date: 10/18/2023 11:04:58 AM
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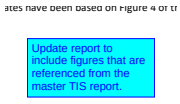
There is no figure 5 in the appendix. Revise to provide figure.



Author: lpackman
Subject: Text Box
Page Label: 9
Date: 10/18/2023 11:13:29 AM
Status:
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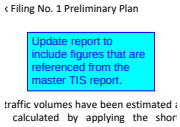
Space:

Update report to include figures that are referenced from the master TIS report.



Author: lpackman
Subject: Text Box
Page Label: 10
Date: 10/18/2023 11:18:35 AM
Status:
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Update report to include figures that are referenced from the master TIS report.

Author: lpackman
Subject: Callout
Page Label: 18
Date: 10/23/2023 3:48:30 PM
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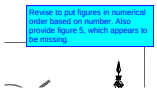
Refer to previous comment and revise accordingly.



Author: lpackman
Subject: Text Box
Page Label: 20
Date: 10/23/2023 3:47:33 PM
Status:
Color:
Layer:
Space:

Revise to put figures in numerical order based on number. Also provide figure 5, which appears to be missing.