



LSC TRANSPORTATION CONSULTANTS, INC.

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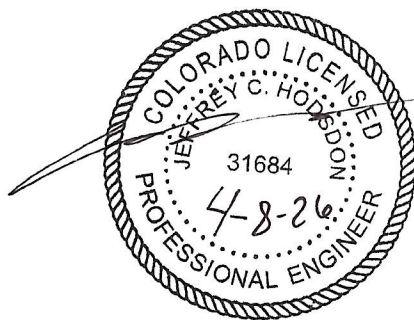
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Sterling Ranch East Community Park
Transportation Memorandum
EPC PCD File No.: PPR2536
(LSC #S254210)
April 7, 2026

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.

 v.p.


Date

Sterling Ranch East

Community Park

Transportation Memorandum

Prepared for:
Loren J. Moreland
Vice President/Project Manager
Classic SRJ
2138 Flying Horse Club Drive
Colorado Springs, CO 80921

APRIL 7, 2025

LSC Transportation Consultants
Prepared by: Kirstin D. Ferrin, P.E.
Reviewed by: Jeffrey C. Hodsdon, P.E.

LSC #S254210



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April 7, 2026

Loren J. Moreland
Vice President/Project Manager
Classic SRJ
2138 Flying Horse Club Drive
Colorado Springs, CO 80921

RE: Sterling Ranch East
Community Park
Transportation Memorandum
El Paso County, Colorado
LSC #S254210

Dear Mr. Moreland:

LSC Transportation Consultants, Inc. has prepared this updated transportation memorandum for the proposed Sterling Ranch East community park. As shown in Figure 1, the site is located west of Sterling Ranch Road and south of Briargate Parkway in El Paso County, Colorado.

REPORT CONTENTS

The preparation of this report included the following:

- A list of previous Sterling Ranch traffic reports and the context of this project;
- The existing roadway and traffic conditions in the site's vicinity, including the roadway widths, surface conditions, lane geometries, traffic controls, and posted speed limits.
- A summary of the proposed land use and access plan;
- Estimates of projected baseline traffic volumes;
- The projected average weekday and peak-hour vehicle trips to be generated by the proposed future development;
- The assignment of the projected site-generated traffic volumes to the area roadways;
- The projected long-term total traffic volumes on the area roadways;
- The projected levels of service at the site access point;
- A queueing analysis at the study area intersections and
- Findings and recommendations.

RECENT TRAFFIC REPORTS

Appendix Table 1, which includes a list of other traffic studies within Sterling Ranch and in the vicinity of area of study completed within the past five years (that LSC is aware of), is attached for reference.

Land Use

Figure 2 shows the proposed 27.43-acre Sterling Ranch East Community Park Plan. Phase 1 is planned to include development of about 12.3 acres — including a playground, sports court, and amphitheater. The second phase is planned to include a clubhouse, a pool, and two pickleball courts.

Pedestrian Plan

Figure 2 shows the planned sidewalks in the vicinity of the site. A detached sidewalk is planned adjacent to Sterling Ranch Road and the planned sidewalks within the park connect to the regional trail just west of the site and to the planned sidewalks within Sterling Ranch East Filing 1 located east of the site.

The multi-use paved shoulder on Sterling Ranch Road will accommodate bicycles.

There are no existing schools within two miles of the site. However, there are multiple future school sites in the area, including a future K-8 school site north of the site on the southwest corner of Briargate Parkway/Sterling Ranch Road and a future elementary school located southwest of the intersection of Sterling Ranch Road/Lubbock Trail. No information or plans are available for the school sites and a separate site-specific traffic impact study including pedestrian plans will be required to be approved prior to school site development.

Proposed Access Points

Figure 2 shows the proposed access plan for the Community Park. As part of Phase 1, a full-movement access point is proposed to Sterling Ranch Road (Non-Residential Collector) about 450 feet northeast of Lubbock Trail and 340 feet southwest of Laguna Niguel Way. A full-movement access to Laguna Niguel Way, aligning with Palo Alto Trail, is proposed to be added as part of the second phase.

Sight Distance Analysis

Figure 3 shows a sight-distance analysis at the proposed site access to Sterling Ranch Road (Urban Residential Collector). Based on a speed limit of 35 miles per hour (mph) and the criteria contained in Table 2-35 of the *Engineering Criteria Manual (ECM)*, the required intersection sight distance at the future intersection is 455 feet. As shown in Figure 3, this intersection will meet the criteria.

Figure 3 also shows the required sight-distance along the roadway at the site-access point to Sterling Ranch Road (Urban Residential Collector). Based on a posted speed of 35 miles per hour and the criteria contained in Table 2-33 of the *Engineering Criteria Manual (ECM)*, the required sight distance along the roadway at the access points is 250 feet. As shown in Figure 3, this can be met at the proposed access point.

EXISTING ROAD AND TRAFFIC CONDITIONS

The adjacent streets are shown in Figure 1 and are described below. Excerpts from the 2024 *El Paso County Major Transportation Corridors Plan (MTCP) 2045 Roadway Functional Classifications (Figure 22)* and *2065 Corridor Preservation Plan (Figure 39)* with the site location identified on them have been attached to this report. The *2045 and 2065 Through Lane Requirements (Figures 23 and 40, respectively)* are also reflected in this report.

Sterling Ranch Road is an Urban Non-Residential Collector shown extending through the Sterling Ranch development between Marksheffel Road and the north end of the Sketch Plan area (Arroya Road). Sterling Ranch Road has been constructed between Marksheffel Road and Dines Boulevard. A segment between Dines Boulevard and Briargate Parkway is currently under construction as part of Sterling Ranch East Filing No.1. Sections north of Briargate Parkway are planned in the short term as part of Four Square at Sterling Ranch and Sterling Ranch East Filing No. 6.

TRIP GENERATION

The site-generated vehicle trips were estimated using the nationally-published trip-generation rates from *Trip Generation, 12th Edition, 2025* by the Institute of Transportation Engineers (ITE). Table 1 shows the trip-generation estimates.

The ITE data for Land Use 411: Public Park is highly variable, especially for smaller parks. To be conservative, the projected average peak-hour traffic generated by the Phase 1 area of the park was estimated based on data collected at a 4-acre park in 2008 and at a 36-acre park in 2009. Trip-generation rates for Land Use 495: Recreational Community Center were used to estimate trips related to the club house and outdoor pool. To be conservative, the area of the outdoor pool was included in the floor area used in the calculation. Trips related to the pickleball courts were estimated using trip-generation rates for Land Use 489: Pickleball Courts. Note that trips generated by all of the proposed land uses are anticipated to vary by season.

Following Phase 1 the Sterling Ranch Community Park is projected to generate about 96 new external vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 10 vehicles would enter and 6 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 22 vehicles would enter and 17 vehicles would exit the site.

At buildout, the Sterling Ranch Community Park is projected to generate about 768 new external vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, about 39 vehicles would enter and 23 vehicles would exit the site. During the afternoon peak hour, about 56 vehicles would enter and 52 vehicles would exit the site.

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of the site-generated traffic volumes on the street and roadway system serving the site is an important factor in determining the site's traffic impacts. The distribution estimates for the site-generated traffic are shown in Figure 4. The directional-distribution estimates are based on the location of the site with respect to the existing and planned residential uses within the overall Sterling Ranch development, the planned access system for the site, the street and roadway system serving the site, and the land uses proposed for the site.

When the distribution percentages are applied to the trip-generation estimates (from Table 1), the resulting site-generated traffic volumes can be determined. Figure 5 shows site-generated traffic volumes following buildout of Phase 1. These volumes assume only park access is to Sterling Ranch Road.

Figure 6 shows the site-generated traffic following built out Community Park including the site access to Laguna Niguel Way.

BACKGROUND TRAFFIC

Background traffic is the traffic estimated to be on the adjacent roadways and at adjacent intersections without the proposed development's trip generation of site-generated traffic volumes. Background traffic includes through traffic and the traffic generated by nearby developments (existing and planned, including traffic generated by existing and planned developments within the greater Sterling Ranch overall development) but assumes zero traffic generated by the proposed community park.

Figures 7 and 8a show the projected short-term and 2045 background traffic volumes at the study-area intersections, respectively. The estimates by LSC are primarily based on the approved TIS for Sterling Ranch East Filing No. 3 ([SF2428](#)), dated January 7, 2025. Figure 8b shows the intersection lane geometry, intersection traffic control, and level of service analysis results for the study-area intersections.

TOTAL TRAFFIC

Figure 9 shows the sum of the short-term background traffic volume (from Figure 7) plus the Phase 1 site-generated traffic volumes (from Figure 5) at the proposed site-access point to Sterling Ranch Road. Figure 9 also shows the intersection lane geometry, intersection traffic control and level of service analysis results for the site-access point to Sterling Ranch Road.

Figure 10a shows the sum of the 2045 background traffic volume (from Figure 8a) plus the buildout site-generated traffic volumes (from Figure 6) at the study-area intersections. Figure 10b shows the intersection lane geometry, intersection traffic control and level of service analysis results for the study-area intersections.

LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from “A” to “F.” LOS A represents control delay of less than 10 seconds for unsignalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections. Table 2 shows the level of service delay ranges.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	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.		

The study-area intersections have been analyzed to determine the projected intersection levels of service for the 2045 background, short-term total, and 2045 total traffic scenarios for the morning and afternoon peak-hour periods using Synchro Version 11. The study-area intersections have been analyzed, based on the unsignalized-intersection analysis procedures from the *Highway Capacity Manual 6th Edition*. Figures 8b, 9, and 10b show the level of service analysis results. The level of service reports are attached.

The proposed Community Park access to Sterling Ranch is projected to operate at LOS C or better for all movements as a stop-sign-controlled intersection, based on the projected short-term and 2045 total traffic volumes.

The proposed Community Park access to Laguna Niguel Way is projected to operate at LOS A on all approaches as a stop-sign-controlled intersection, based on the projected 2045 total traffic volumes.

The northbound and southbound approaches at the stop-sign-controlled intersection of Sterling Ranch Road/Laguna Niguel Way are projected to operate at LOS D or better during the peak hours based on the projected 2045 total traffic volumes.

The northbound approach at the stop-sign-controlled intersection of Sterling Ranch Road/Lubbock Trail is projected to operate at LOS D during the morning peak hour and LOS B during the afternoon peak hour, based on the projected 2045 total traffic volumes.

QUEUING ANALYSIS

A queuing analysis was performed using Synchro/SimTraffic for the study area intersections to determine the projected queue lengths, based on the 2045 total traffic volumes. The simulation was run five times. The queuing reports are attached. These queuing results have been used to develop auxiliary turn-lane recommendations.

The projected maximum eastbound left-turn queue on Sterling Ranch Road approaching the proposed park access and Laguna Niguel Way is 31 feet. The projected maximum westbound left-turn queue on Sterling Ranch Road approaching Lubbock Trail is 62 feet.

AUXILIARY TURN LANES

Based on the 2045 total traffic volumes shown in Figure 10a and the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, a northeast-bound left-turn lane will not be required on Sterling Ranch Road approaching the proposed community park access. However, the Non-Residential Collector cross-section of Sterling Ranch Road provides sufficient width for left-turn movements from the striped center median. Based on the centerline spacing of 370 feet between the proposed park site access and Lubbock Trail (Filing No. 3) as shown in Figure 3, back-to-back, full-length deceleration, storage, and shared taper (as required per the criteria contained in the *ECM*) would exceed the available distance between the intersections. As such, this section should be striped with a center two-way, left-turn lane in lieu of exclusive, back-to-back left-turn bays

Notes regarding the school site located just west of the currently-proposed Sterling Ranch East Filing 3 (west of Lubbock Trail): the development of a school on this site is not currently planned. The school district will determine the use and timing of future development on this site. As such, the school site plan, layout, circulation, as well as bus and parent drop-off and pick-up loop configurations are unknown at this time. School districts generally prefer to separate bus traffic from parent drop-off/pick-up traffic, so (with a future school site-development plan), there is the potential for the school to show a dedicated school access to Sterling Ranch Road, while also utilizing Lubbock Trail for some component of school operations/access/circulation. Lubbock Trail is proposed, with Filing No. 3, as an Urban Local street.

As mentioned in the Filing 3 TIS, the Lubbock Trail street length will be very short and will only serve adjacent parcels. However, the future school site-development plan, in order to meet the needs of school circulation and operations, may show access to Lubbock Trail and may utilize this street segment and the Lubbock/Sterling Ranch Road intersection as part of the school circulation plan. The potential future south-westbound left-turn-movement volumes at the intersection of Lubbock/Sterling Ranch Road will be a function of the future school traffic circulation plan. Depending on possible use of Lubbock Trail as part of that plan, there is the potential for significant school-peak turning volume and associated left-turn school-peak-period queuing to occur in the future within the center, striped median between Lubbock Trail and the proposed park access.

It should also be noted that the trips generated by both the currently-proposed community park and the future school site will vary by season. The high-use season for the currently-proposed community park will likely occur between Memorial Day and Labor Day when the future school will likely not be in session.

DEVIATION REQUEST

Based on the 2045 total traffic volumes shown in Figure 10a and the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, a northeast-bound, left-turn lane will not be required on Sterling Ranch Road approaching the proposed community park access. However, Sterling Ranch Road has been striped with a center median. At the proposed access location, the striped median includes two sets of dual 4" solid yellow stripes. These will need modification to accommodate the proposed access.

A deviation to the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)* to allow for modification to the design standards of an Urban Non-Residential Collector Street is being required. Please refer to the deviation request prepared by LSC. The deviation request form is a separate document.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- Following Phase 1 the Sterling Ranch Community Park is projected to generate about 96 new external vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, about 10 vehicles would enter and 6 vehicles would exit the site. During the afternoon peak about 22 vehicles would enter and 17 vehicles would exit the site.
- At buildout, the Sterling Ranch Community Park is projected to generate about 768 new external vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, about 39 vehicles would enter and 23 vehicles would exit the site. During the afternoon peak hour, about 56 vehicles would enter and 52 vehicles would exit the site.

- The vehicle trips generated by both the currently-proposed community park and the future school site to be located southwest of the intersection of Sterling Ranch Road/Lubbock Trail will vary by season. The high-use season for the community park will likely occur between Memorial Day and Labor Day when the future school will likely not be in session.

Level of Service

- The proposed site-access points to Sterling Ranch Road and Laguna Niguel Way are projected to operate at an acceptable level of service as stop-sign-controlled, full-movement intersections.

Recommended Improvements

Based on the 2045 total traffic volumes shown in Figure 10a and the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, a northeast-bound, left-turn lane will not be required on Sterling Ranch Road approaching the proposed community park access. However, Sterling Ranch Road has been striped with a center median. At the proposed access location, the striped median includes two sets of dual 4" solid yellow stripes. These will need modification to accommodate the proposed access. Please refer to the deviation request prepared by LSC. The deviation request form is a separate document.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By Jeffrey C. Hodsdon, P.E.
Principal

JCH/KDF:jas

Enclosures: Table 1
Figures 1-10b
Level of Service Reports
Queuing Reports
Appendix Table 1
MTCP Maps

Table 1

Table 1
Trip Generation Estimate
Sterling Ranch East Community Park

Existing Station East Community Center													
ITE Code	ITE Land Use	Quantity	Unit	Daily	Trip Generation Rates ⁽¹⁾				Daily	Total Trips Generated			
					AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
					In	Out	In	Out		In	Out	In	Out
Initial Phase													
411	Public Park ⁽²⁾	12.30	acres	7.83	0.81	0.49	1.79	1.38	96	10	6	22	17
Future Phase													
495	Recreational Community Center	20.62	KSF ⁽³⁾	28.82	1.33	0.69	1.39	1.50	594	27	15	29	31
489	Pickleball	2.00	courts	39.22	1.00	0.93	2.68	1.71	78	2	2	5	4
Future Phase Total									672	29	17	34	35
Grand Total									768	39	23	56	52
Notes:													
(1) Source: "Trip Generation, 12th Edition, 2025" by the Institute of Transportation Engineers (ITE)													
(2) The ITE trip generation data collected for public park show a high variability, especially for small parks.													
The peak hour tripgeneration rates shown are based on two data points, a 4-acre park counted in 2008 and a 36 acre park counted in 2009													
(3) KSF = thousand square feet of floor space. Note to be conservative the outdoor pool area was included in the floor space area.													
Source: LSC Transportation Consultants, Inc.													
Nov-25													

Figures 1-10b



Not to
scale

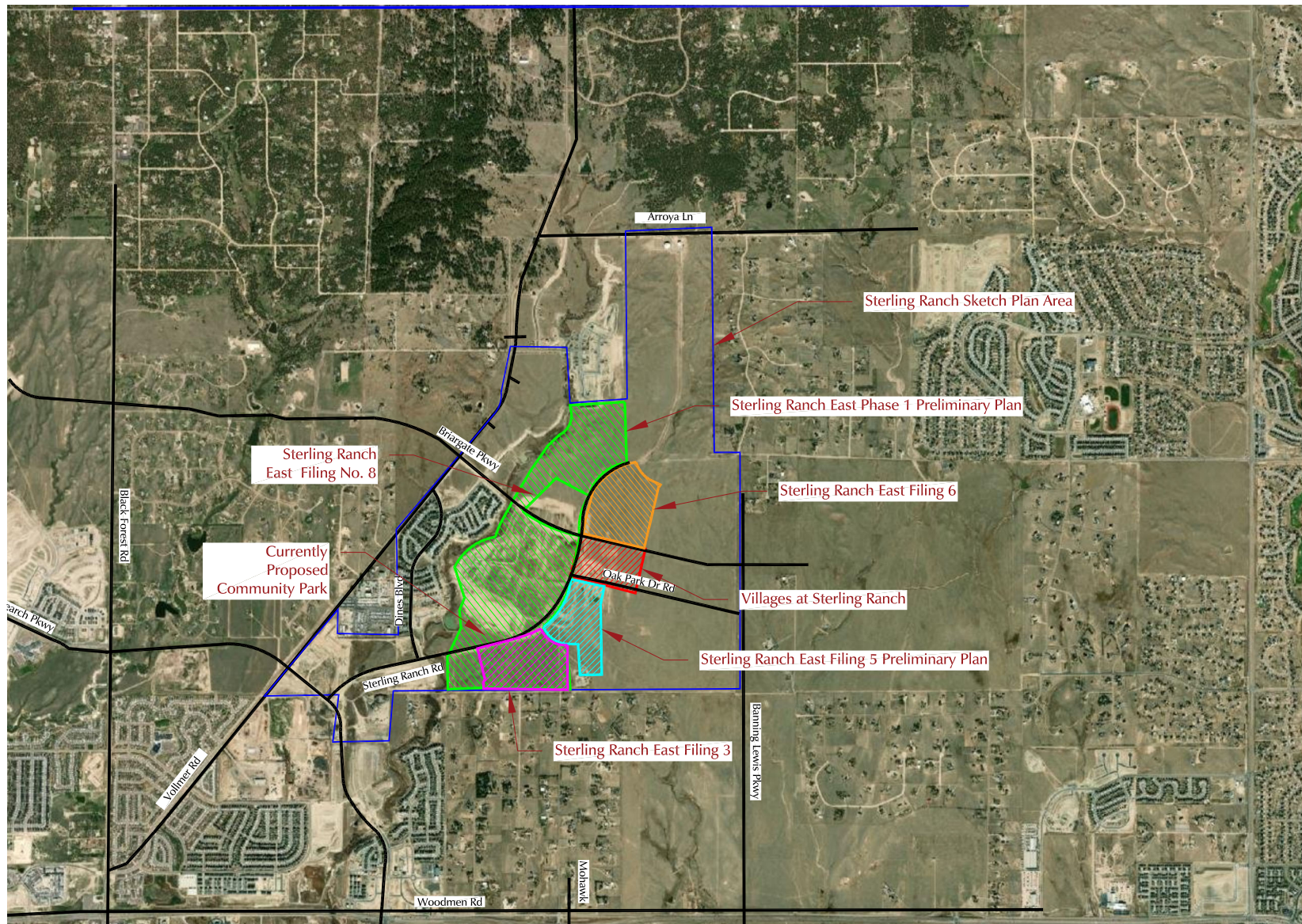


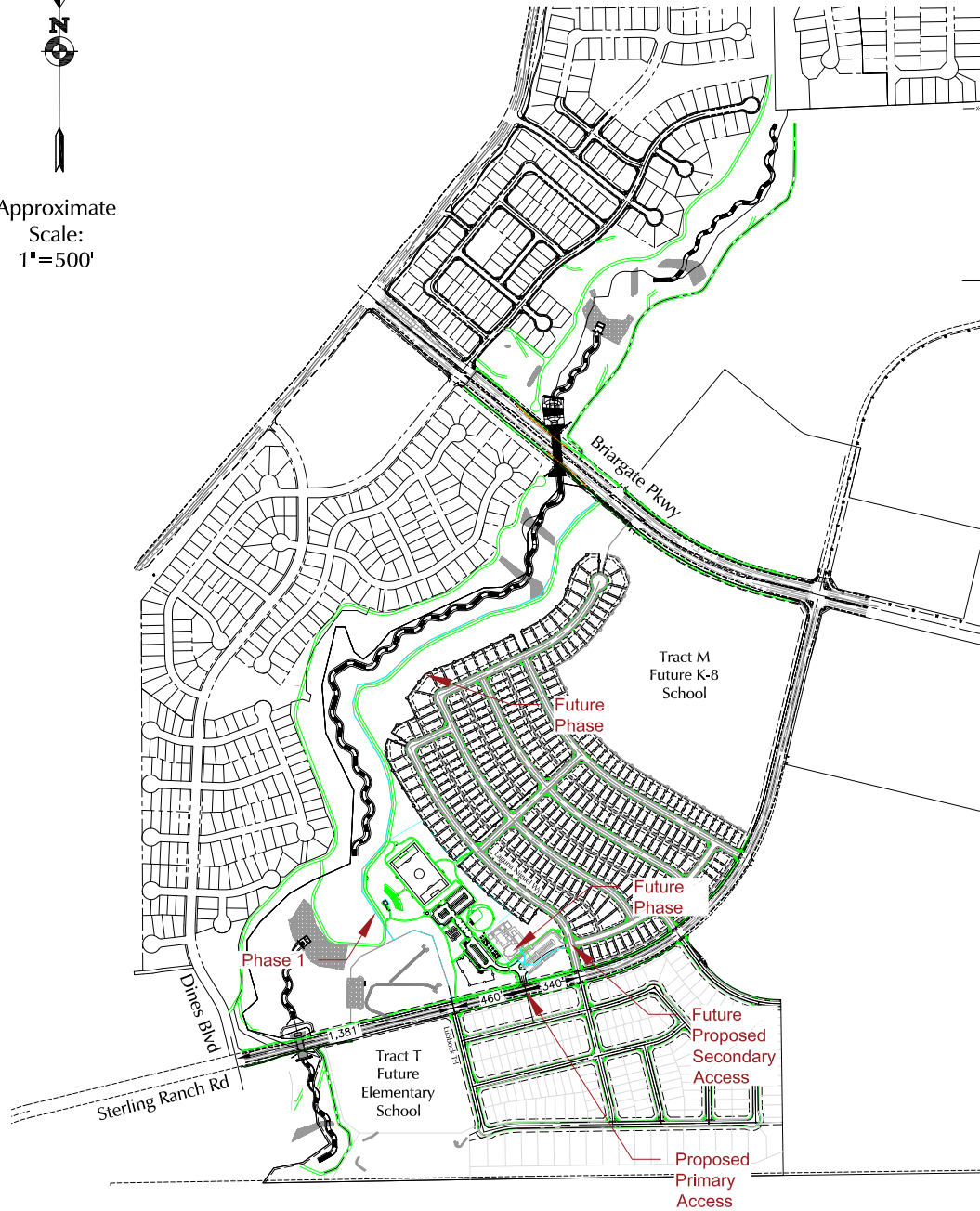
Figure 1

Vicinity Map

Sterling Ranch East Community Park (LSC #S254210)



Approximate
Scale:
1"=500'



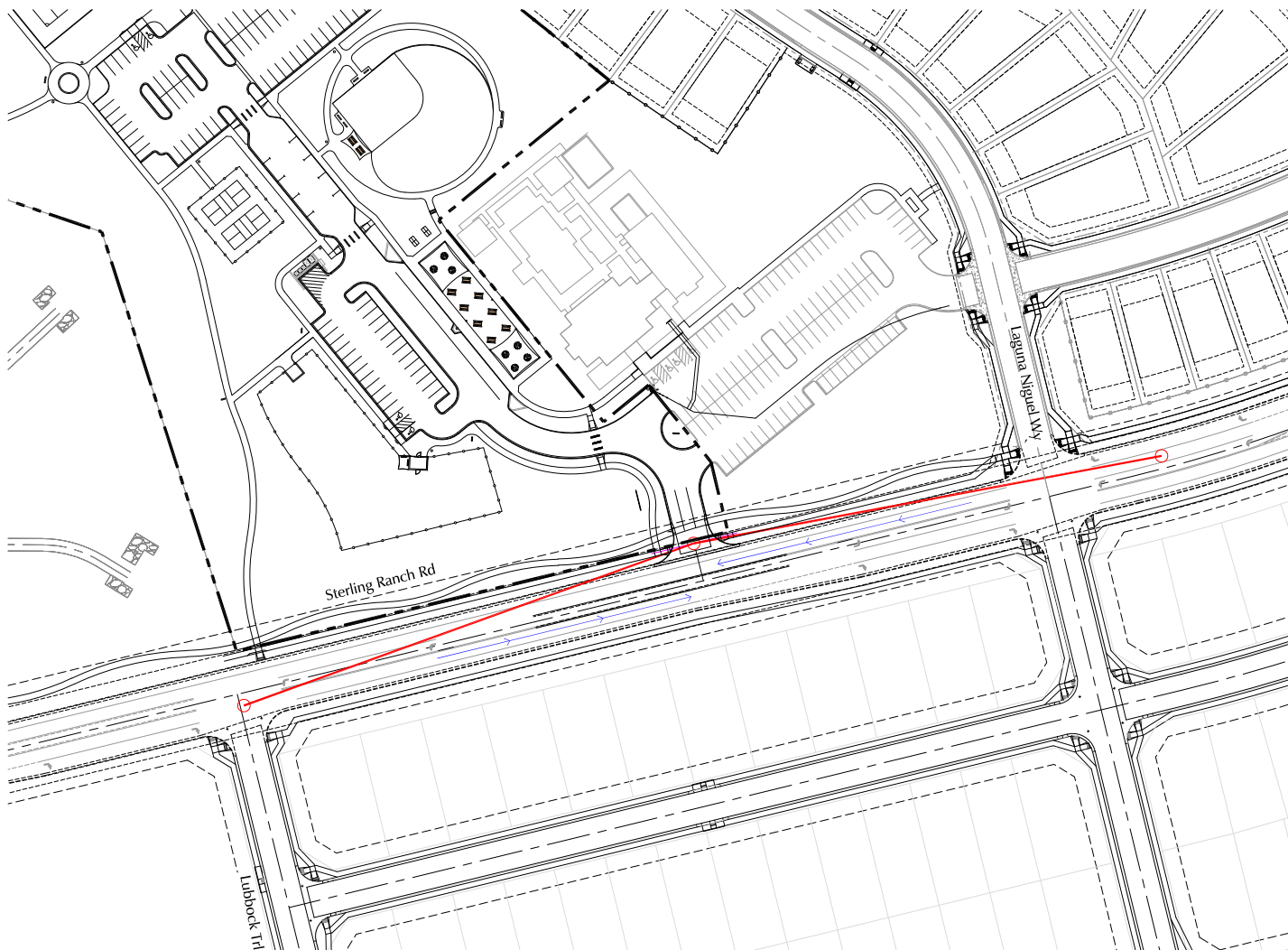
LEGEND:

-  Trail & Sidewalks
-  XXX' Centerline spacing between the access and the adjacent intersections



Figure 2
Site Plan

Sterling Ranch East Community Park (LSC #S254210)

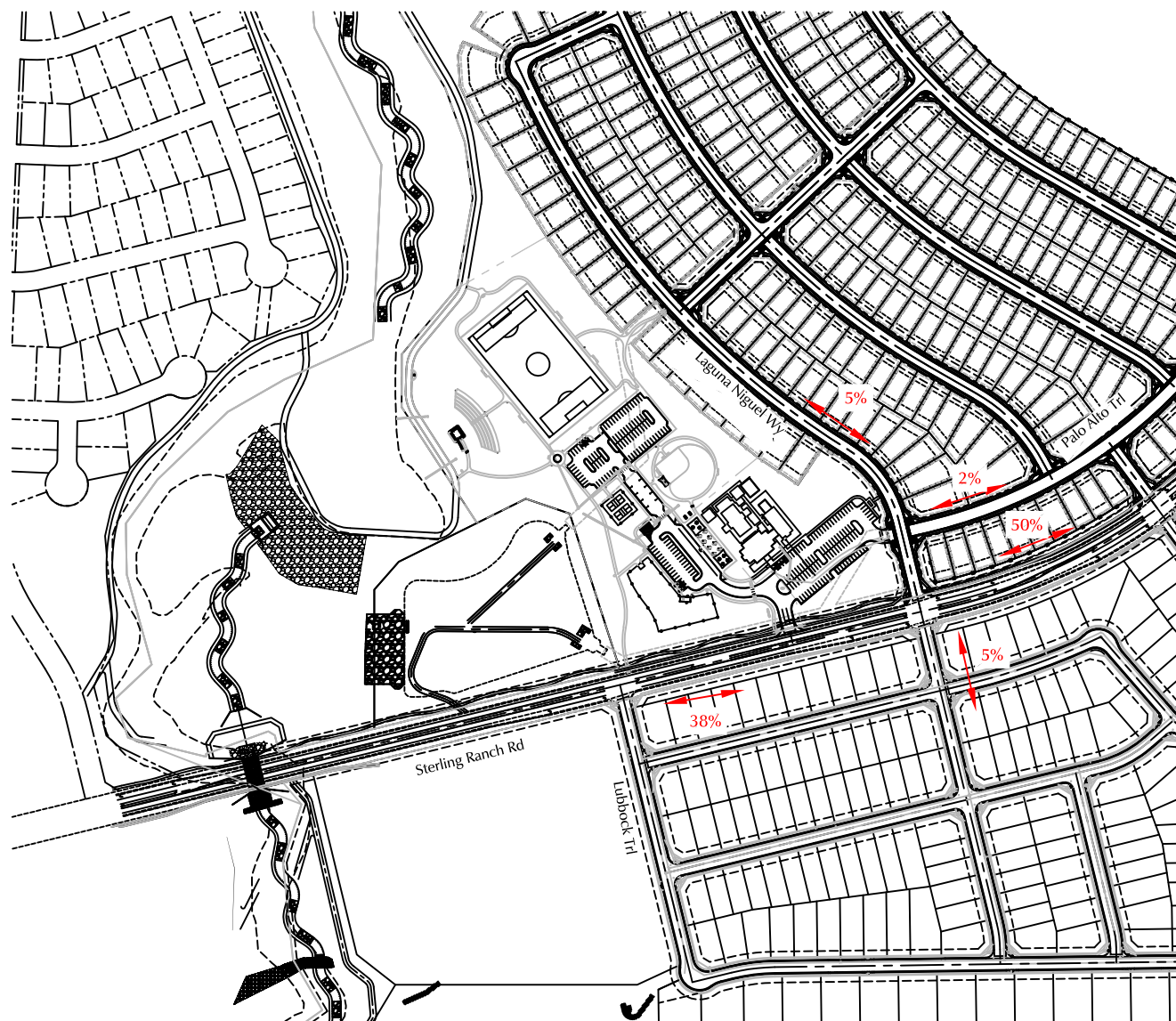


Approximate Scale
1' = 100'

- ECM Required Entering Sight Distance (455' from Table 2-35 based on a Posted Speed Limit of 35 mph)
- ECM Required Sight Distance Along Roadway (250' from Table 2-33 based on a Posted Speed Limit of 35 mph)



Figure 3
Sight Distance Analysis
Sterling Ranch East Community Park (LSC #S254210)

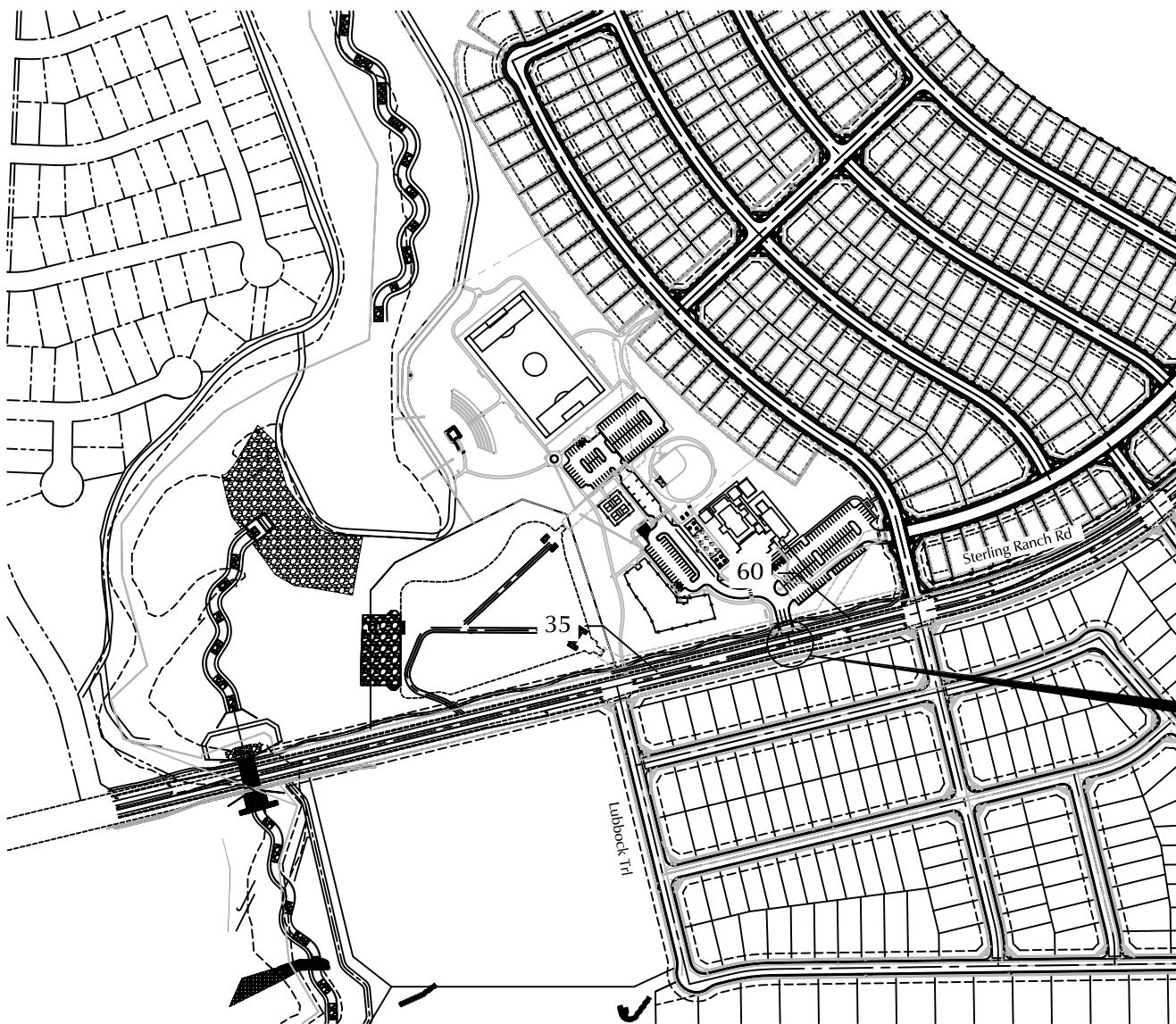


LEGEND: XX% = Percent of Trips



Not to scale

Figure 4
Directional Distribution
Sterling Ranch East Community Park Phase 1 (LSC #S254210)



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scale

LEGEND:

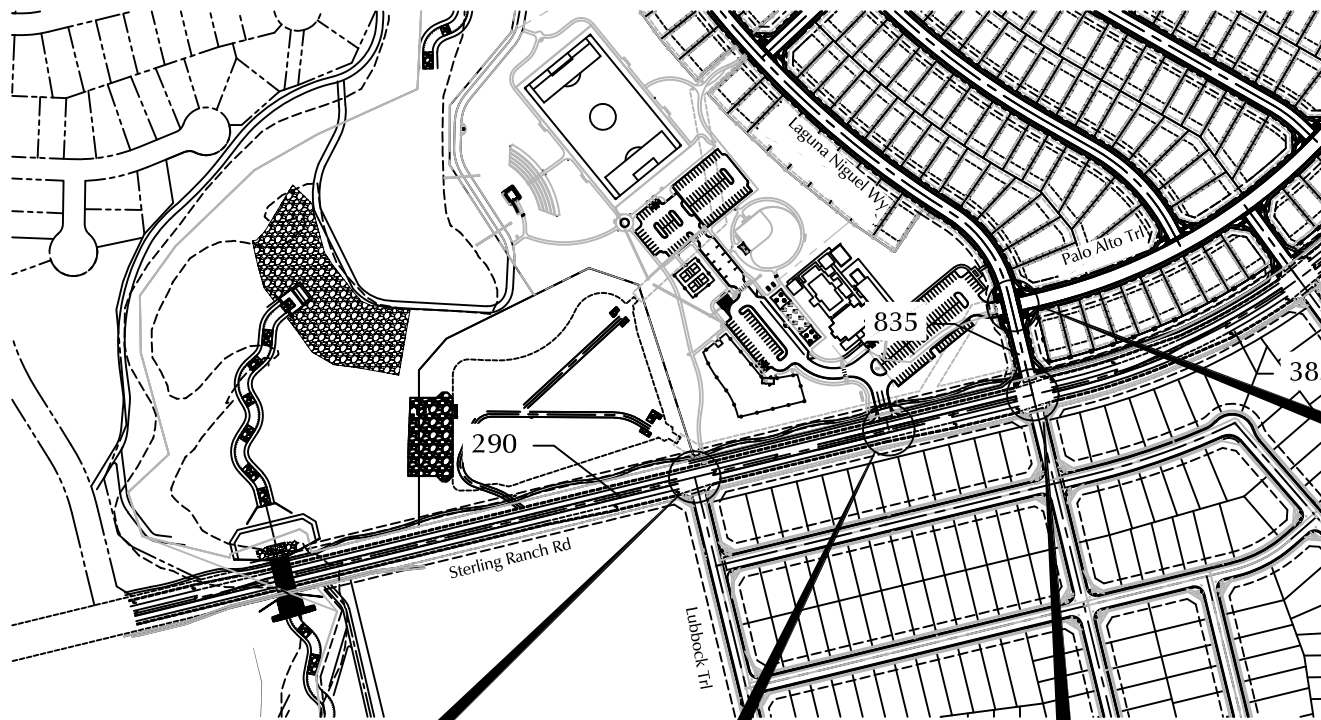
XX = AM Peak-Hour Traffic (veh/hr)
 XX = PM Peak-Hour Traffic (veh/hr)
 X,XXX= Average Daily Traffic (vehicles per day)



Phase 1 Site-Generated Traffic

Sterling Ranch East Community Park (LSC #S254210)

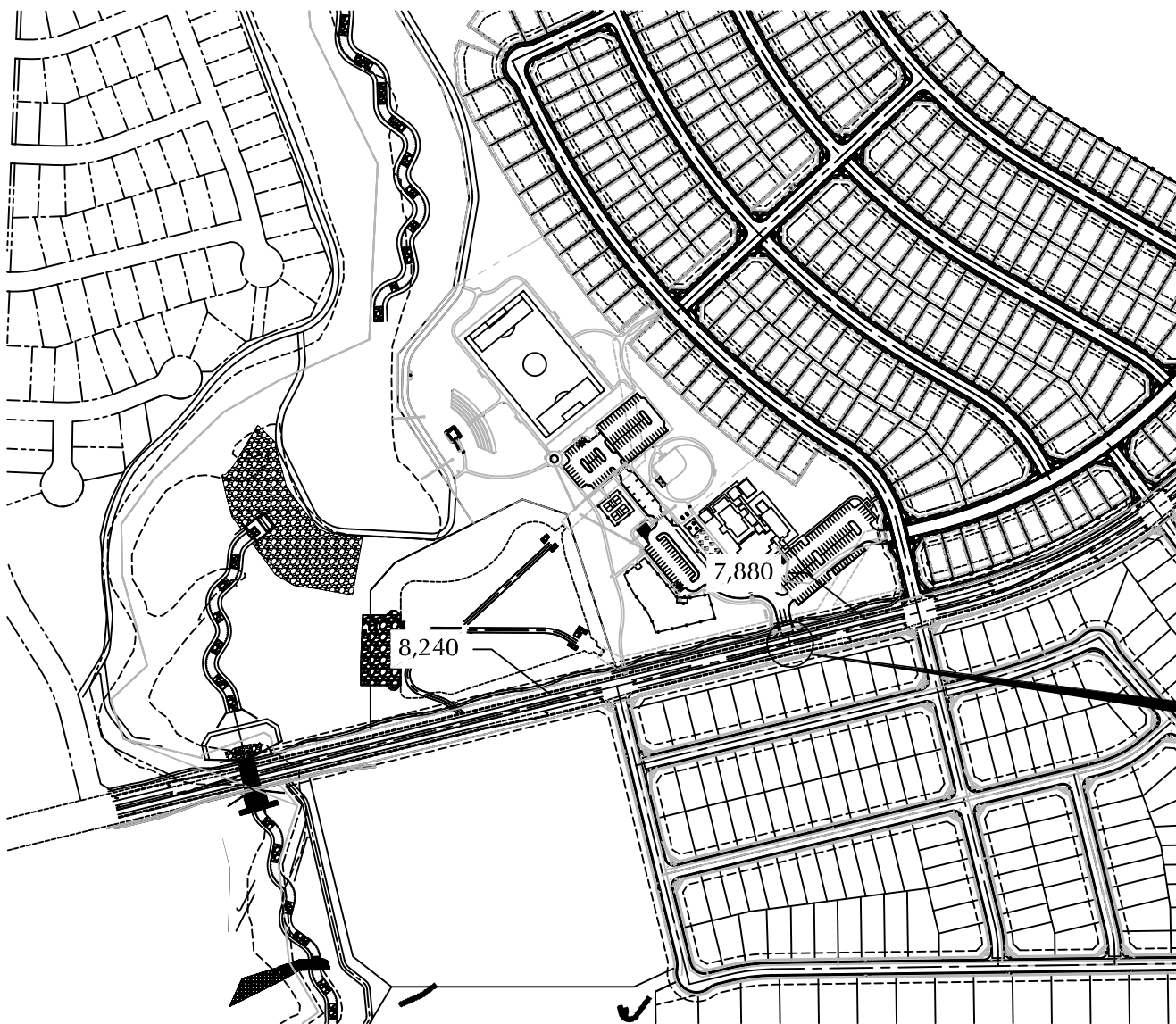
Figure 5



Not to scale

LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)
 X,XXX= Average Daily Traffic (vehicles per day)

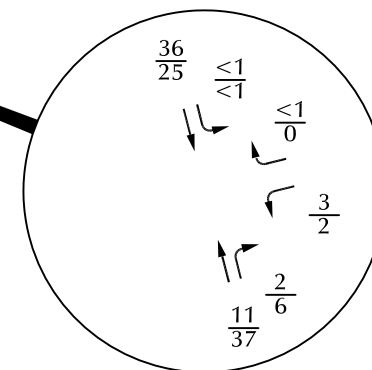
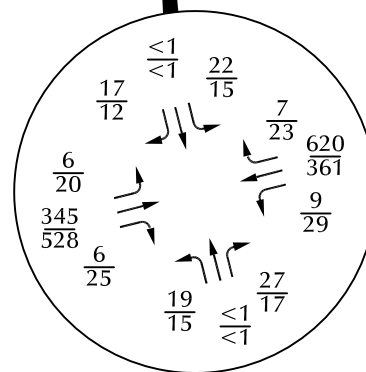
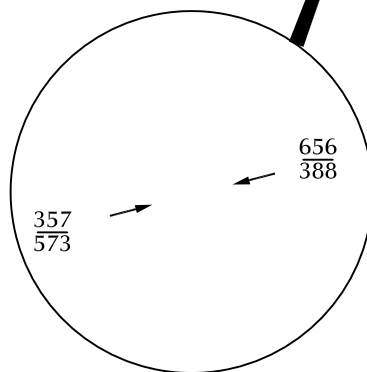
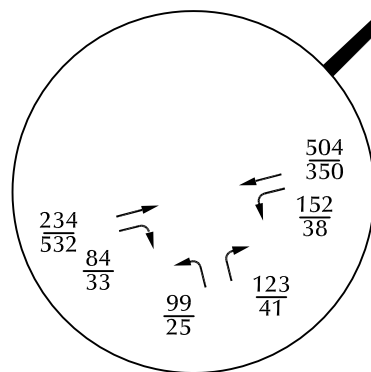
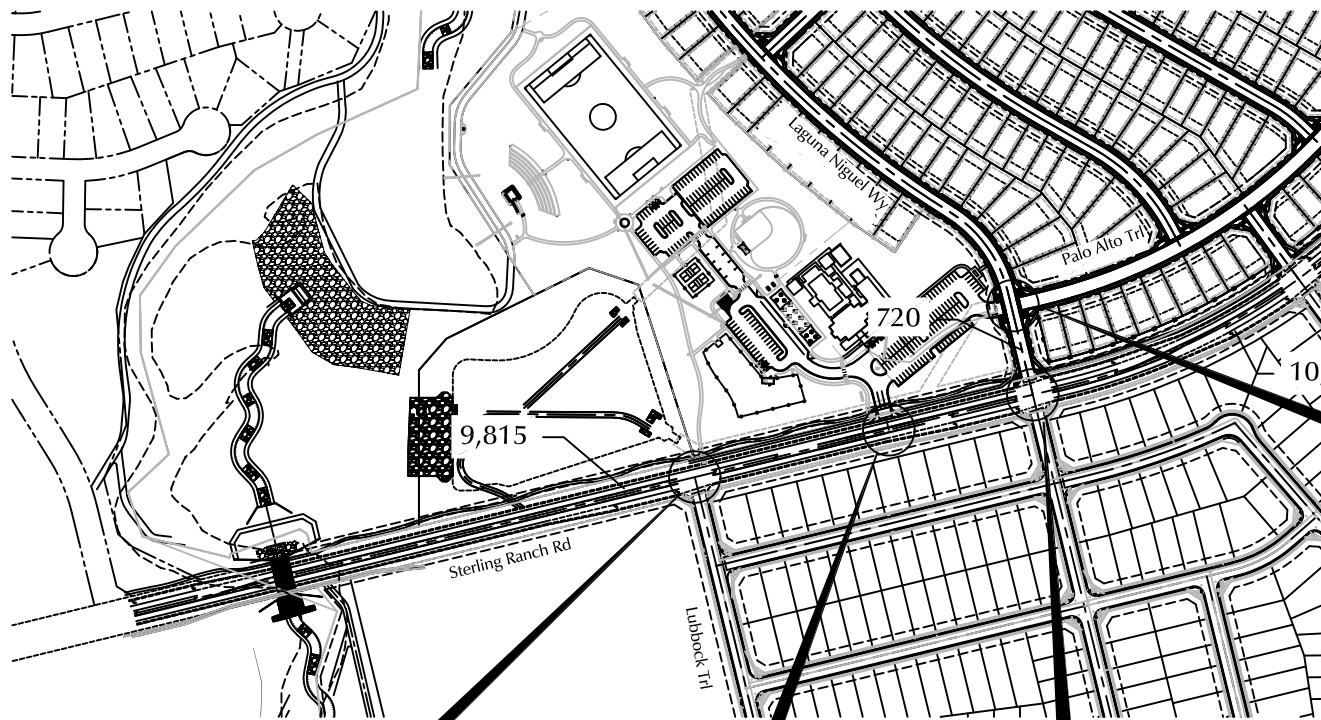
Figure 6
Buildout Site-Generated Traffic
 Sterling Ranch East Community Park (LSC #S254210)



Not to
scale

LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)
 X,XXX= Average Daily Traffic (vehicles per day)

Figure 7
Short-Term Background Traffic
 Sterling Ranch East Community Park Phase 1 (LSC #S254210)



LEGEND:

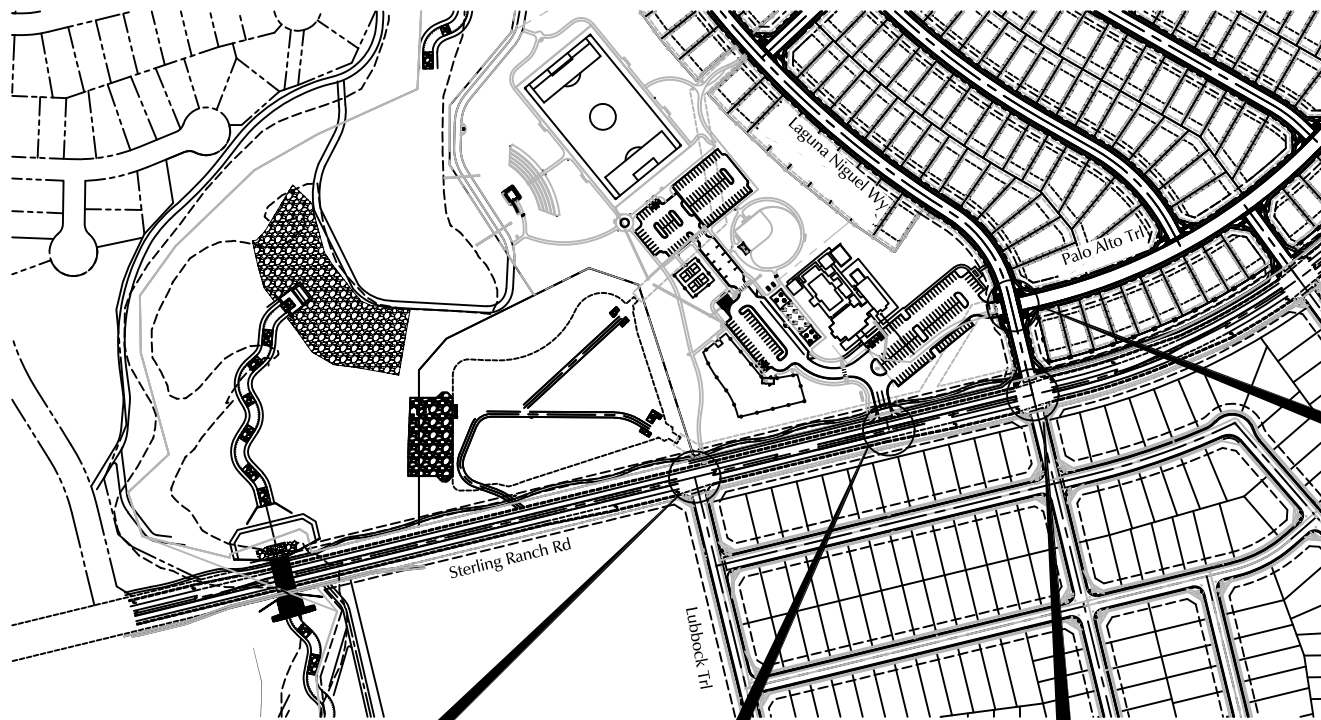
XX = AM Peak-Hour Traffic (veh/hr)
 XX = PM Peak-Hour Traffic (veh/hr)
 X,XXX= Average Daily Traffic (vehicles per day)



Long-Term Background Traffic Volumes

Figure 8a

Sterling Ranch East Community Park (LSC #S254210)

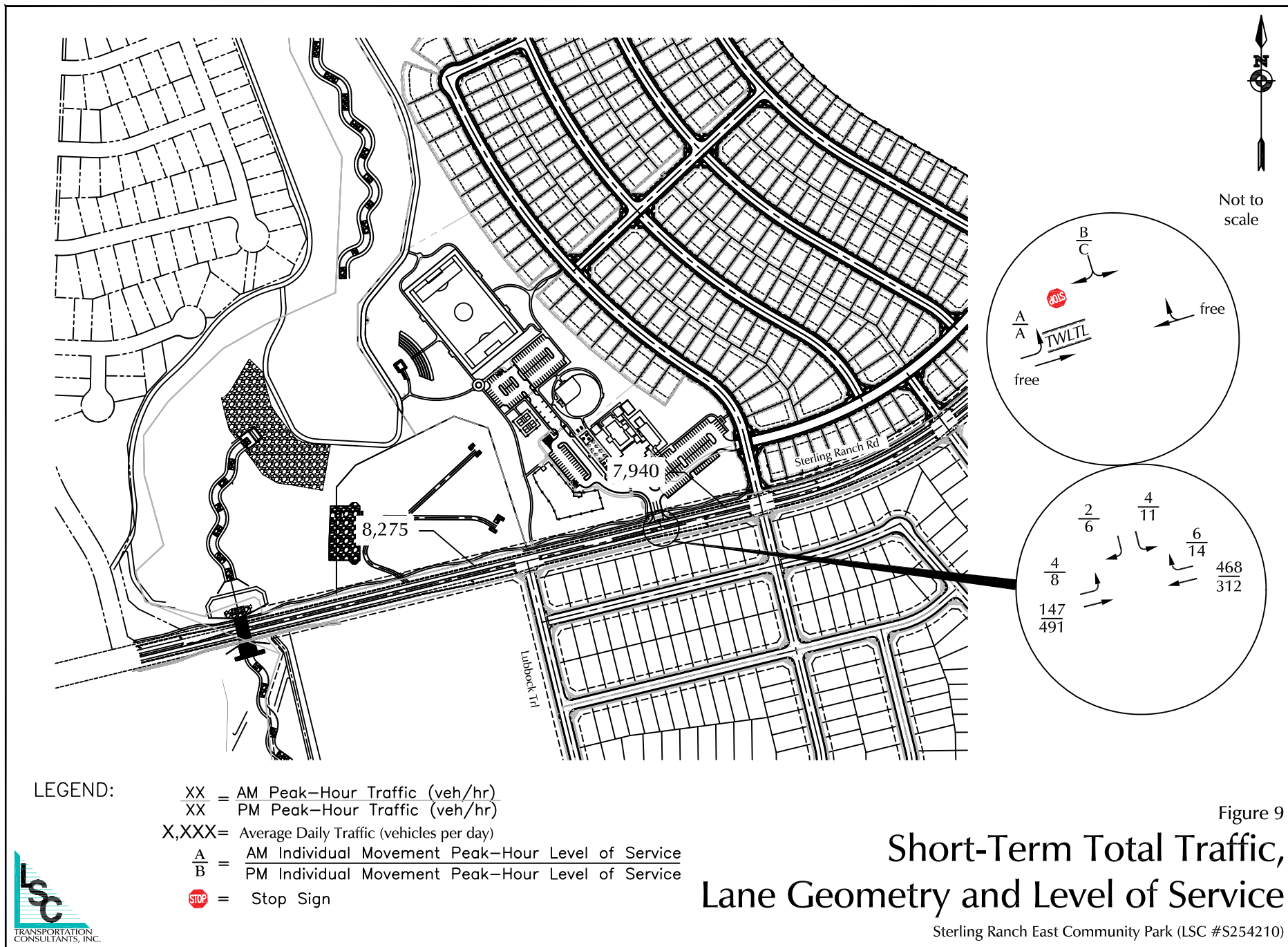


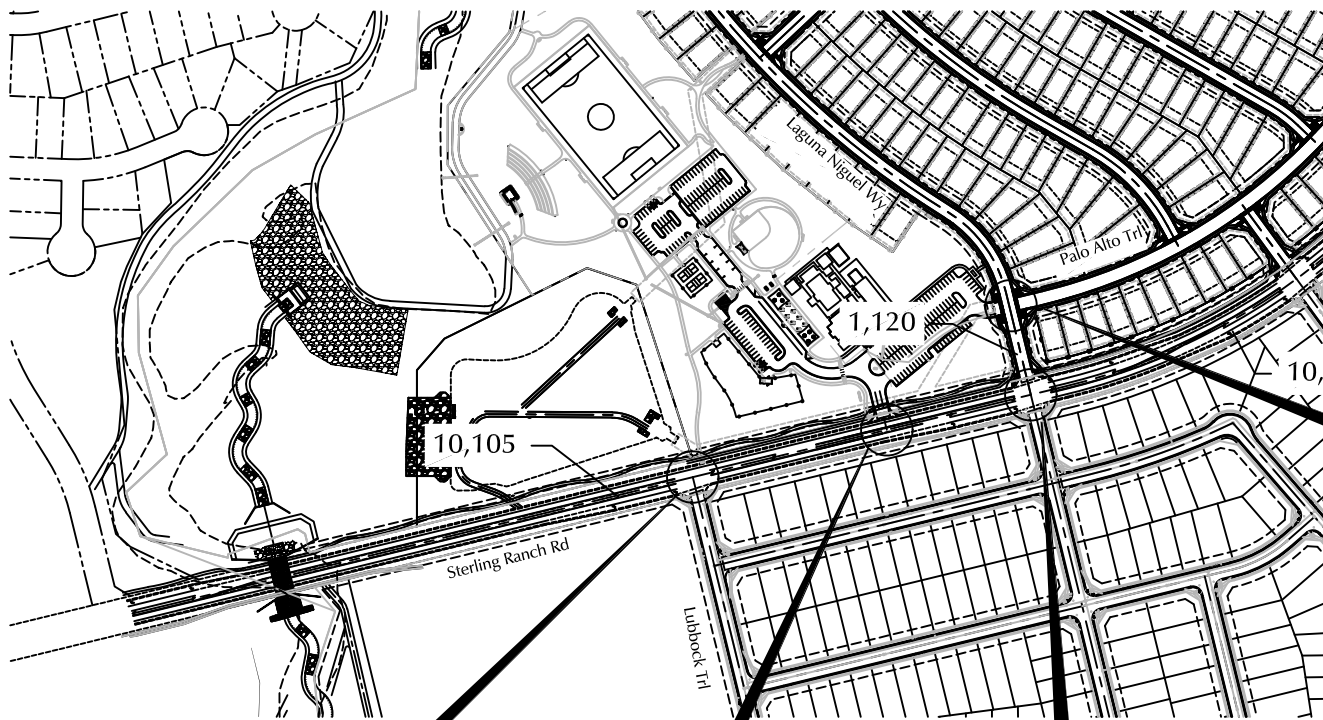
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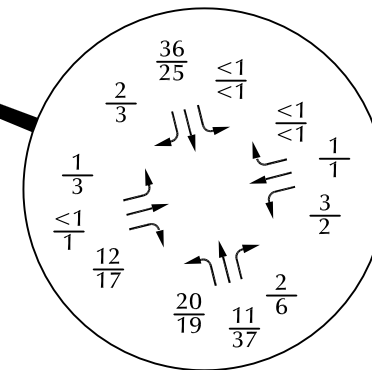
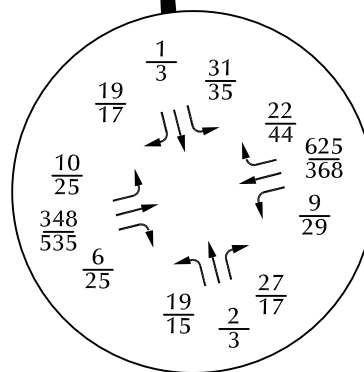
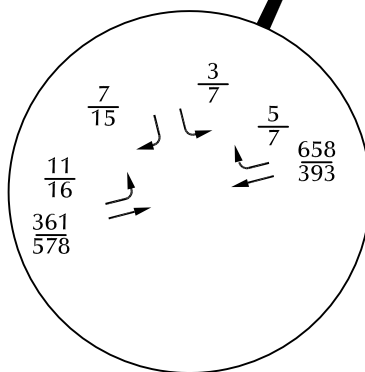
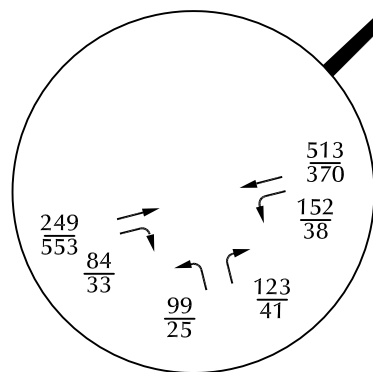
LEGEND: $\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service
 $\frac{A}{B}$ = PM Individual Movement Peak-Hour Level of Service
 = Stop Sign

Figure 8b
Long-Term Background Lane Geometry and Level of Service
 Sterling Ranch East Community Park (LSC #S254210)





Not to
scale



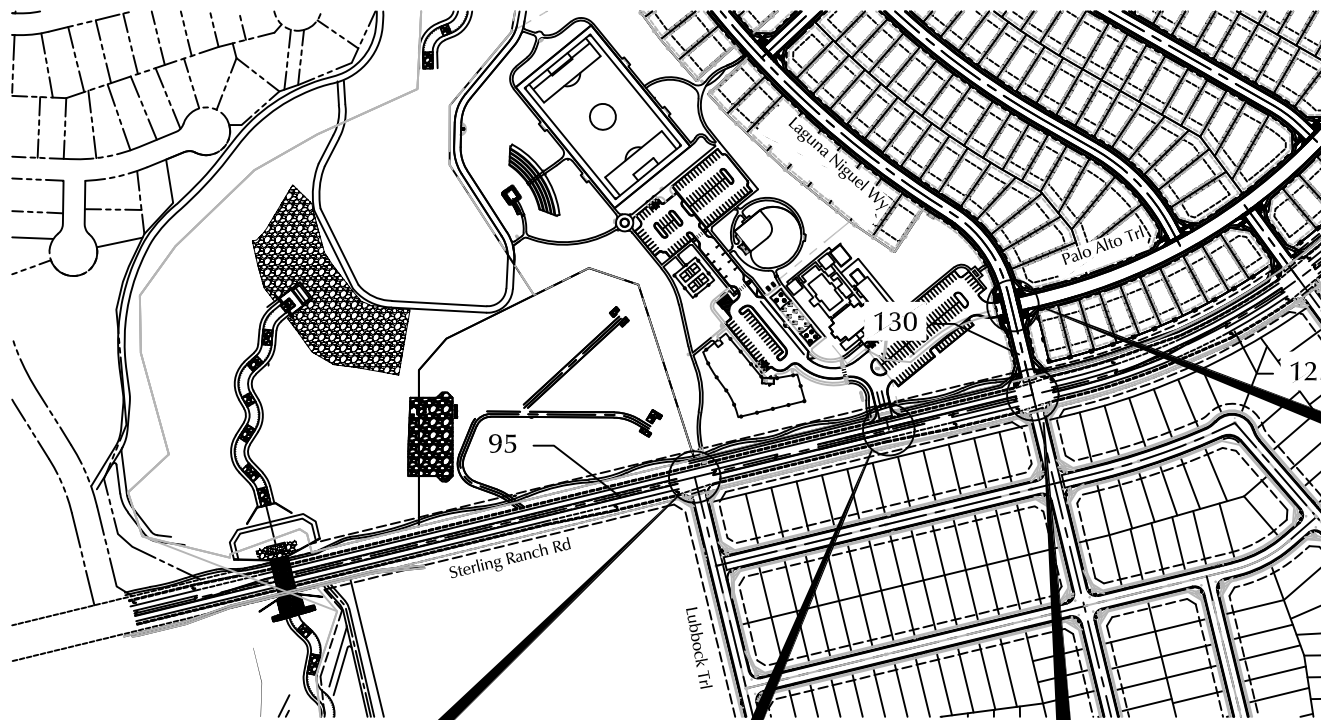
LEGEND:

XX = AM Peak-Hour Traffic (veh/hr)
XX = PM Peak-Hour Traffic (veh/hr)

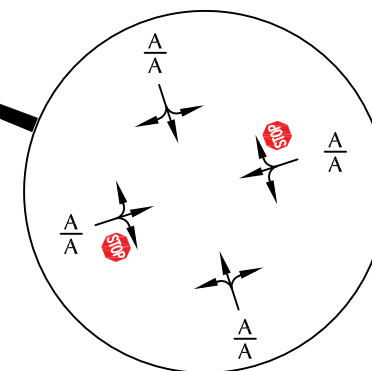
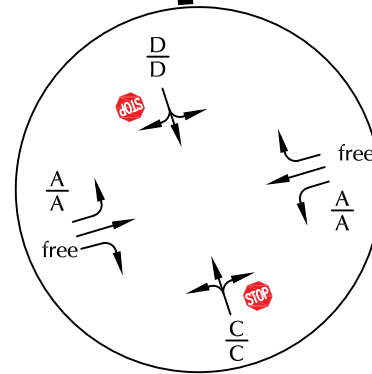
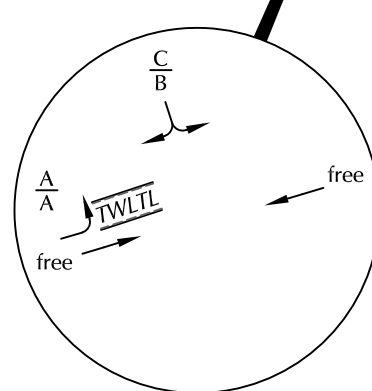
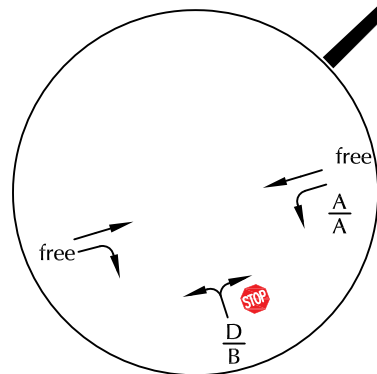
X,XXX= Average Daily Traffic (vehicles per day)

Long-Term Total Traffic Volumes

Sterling Ranch East Community Park (LSC #S254210)



Not to scale



LEGEND:

- XX = AM Peak-Hour Traffic (veh/hr)
- XX = PM Peak-Hour Traffic (veh/hr)
- $\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service
- $\frac{A}{B}$ = PM Individual Movement Peak-Hour Level of Service
- = Stop Sign



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

Figure 10b

Sterling Ranch East Community Park (LSC #S254210)

Level of Service Reports



HCM 6th TWSC
1: Sterling Ranch Road & Community Park Access

Short-Term Total Traffic
AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	147	468	6	4	2
Future Vol, veh/h	4	147	468	6	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	173	551	7	5	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	558	0	0	738	555
Stage 1	-	-	-	555	-
Stage 2	-	-	-	183	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1013	-	-	385	531
Stage 1	-	-	-	575	-
Stage 2	-	-	-	848	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1013	-	-	383	531
Mov Cap-2 Maneuver	-	-	-	383	-
Stage 1	-	-	-	572	-
Stage 2	-	-	-	848	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1013	-	-	-	422
HCM Lane V/C Ratio	0.005	-	-	-	0.017
HCM Control Delay (s)	8.6	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
1: Sterling Ranch Road & Community Park Access

Short-Term Total Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	491	312	14	11	6
Future Vol, veh/h	8	491	312	14	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	578	367	16	13	7
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	383	0	-	0	971	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	596	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1175	-	-	-	280	671
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	278	671
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	550	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		15.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1175	-	-	-	350	
HCM Lane V/C Ratio	0.008	-	-	-	0.057	
HCM Control Delay (s)	8.1	-	-	-	15.9	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
2: Laguna Niguel Way & Sterling Ranch Road

2045 Background Traffic
AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	345	6	9	620	7	19	0	27	22	0	17
Future Vol, veh/h	6	345	6	9	620	7	19	0	27	22	0	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	155	-	155	155	-	155	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	367	6	10	660	7	20	0	29	23	0	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	667	0	0	373	0	0	1072	1066	367	1077	1065	660
Stage 1	-	-	-	-	-	-	379	379	-	680	680	-
Stage 2	-	-	-	-	-	-	693	687	-	397	385	-
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	923	-	-	1185	-	-	198	222	678	197	223	463
Stage 1	-	-	-	-	-	-	643	615	-	441	451	-
Stage 2	-	-	-	-	-	-	434	447	-	629	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	1185	-	-	188	219	678	187	220	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	219	-	187	220	-
Stage 1	-	-	-	-	-	-	638	611	-	438	447	-
Stage 2	-	-	-	-	-	-	414	443	-	598	607	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			17.9			22		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	327	923	-	-	1185	-	-	253				
HCM Lane V/C Ratio	0.15	0.007	-	-	0.008	-	-	0.164				
HCM Control Delay (s)	17.9	8.9	-	-	8.1	-	-	22				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.6				

HCM 6th TWSC
3: Laguna Niguel Way & Palo Alto Trl

2045 Background Traffic
AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	11	2	0	36
Future Vol, veh/h	3	0	11	2	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	12	2	0	38

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	51	13	0
Stage 1	13	-	-
Stage 2	38	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	958	1067	-
Stage 1	1010	-	-
Stage 2	984	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	958	1067	-
Mov Cap-2 Maneuver	958	-	-
Stage 1	1010	-	-
Stage 2	984	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	958	1604
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s)	-	-	8.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
4: Lubbock Trl & Sterling Ranch Road

2045 Background Traffic
AM Peak Hour

Intersection						
Int Delay, s/veh	8.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Vol, veh/h	234	84	152	504	99	123
Future Vol, veh/h	234	84	152	504	99	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	155	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	75	75	94	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	112	203	536	132	164
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	361	0	1191	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	942	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1198	-	207	790
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1198	-	172	790
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	315	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		32.1	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	417	-	-	1198	-	
HCM Lane V/C Ratio	0.71	-	-	0.169	-	
HCM Control Delay (s)	32.1	-	-	8.6	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	5.4	-	-	0.6	-	

HCM 6th TWSC
2: Laguna Niguel Way & Sterling Ranch Road

2045 Background Traffic
PM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	528	25	29	361	23	15	0	17	15	0	12
Future Vol, veh/h	20	528	25	29	361	23	15	0	17	15	0	12
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	155	-	155	155	-	155	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	562	27	31	384	24	16	0	18	16	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	589	0	0	1069	1074	562	1073	1077	384
Stage 1	-	-	-	-	-	-	604	604	-	446	446	-
Stage 2	-	-	-	-	-	-	465	470	-	627	631	-
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	1151	-	-	986	-	-	199	220	526	198	219	664
Stage 1	-	-	-	-	-	-	485	488	-	591	574	-
Stage 2	-	-	-	-	-	-	578	560	-	471	474	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	986	-	-	188	209	526	184	208	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	209	-	184	208	-
Stage 1	-	-	-	-	-	-	476	479	-	580	556	-
Stage 2	-	-	-	-	-	-	549	543	-	447	465	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.6			19.3			19.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	1151	-	-	986	-	-	271
HCM Lane V/C Ratio	0.119	0.018	-	-	0.031	-	-	0.106
HCM Control Delay (s)	19.3	8.2	-	-	8.8	-	-	19.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.4

HCM 6th TWSC
3: Laguna Niguel Way & Palo Alto Trl

2045 Background Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	37	6	0	25
Future Vol, veh/h	2	0	37	6	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	39	6	0	27
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	69	42	0	0	45	0
Stage 1	42	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	936	1029	-	-	1563	-
Stage 1	980	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	936	1029	-	-	1563	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 936		1563	-	
HCM Lane V/C Ratio	-	- 0.002		-	-	
HCM Control Delay (s)	-	- 8.9		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

HCM 6th TWSC
4: Lubbock Trl & Sterling Ranch Road

2045 Background Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	532	33	38	350	25	41
Future Vol, veh/h	532	33	38	350	25	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	155	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	566	35	40	372	27	44
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	601	0	1018	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	452	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	976	-	263	524
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	976	-	252	524
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	615	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		14.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	460	-	-	976	-	
HCM Lane V/C Ratio	0.153	-	-	0.041	-	
HCM Control Delay (s)	14.2	-	-	8.8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

HCM 6th TWSC
1: Sterling Ranch Road & Community Park Access

2045 Total Traffic
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	361	658	5	3	7
Future Vol, veh/h	11	361	658	5	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	384	700	5	3	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	705	0	0 1111 703
Stage 1	-	-	- 703 -
Stage 2	-	-	- 408 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	893	-	- 231 438
Stage 1	-	-	- 491 -
Stage 2	-	-	- 671 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	893	-	- 228 438
Mov Cap-2 Maneuver	-	-	- 228 -
Stage 1	-	-	- 485 -
Stage 2	-	-	- 671 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	893	-	-	-	343
HCM Lane V/C Ratio	0.013	-	-	-	0.031
HCM Control Delay (s)	9.1	-	-	-	15.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
2: Laguna Niguel Way & Sterling Ranch Road

2045 Total Traffic
AM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	348	6	9	625	22	19	2	27	31	1	19
Future Vol, veh/h	10	348	6	9	625	22	19	2	27	31	1	19
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	155	-	155	155	-	155	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	370	6	10	665	23	20	2	29	33	1	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	376	0	0	1099	1100	370	1096	1083	665
Stage 1	-	-	-	-	-	-	392	392	-	685	685	-
Stage 2	-	-	-	-	-	-	707	708	-	411	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	906	-	-	1182	-	-	190	212	676	191	217	460
Stage 1	-	-	-	-	-	-	633	606	-	438	448	-
Stage 2	-	-	-	-	-	-	426	438	-	618	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	1182	-	-	178	208	676	179	213	460
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	208	-	179	213	-
Stage 1	-	-	-	-	-	-	625	599	-	433	444	-
Stage 2	-	-	-	-	-	-	403	434	-	582	596	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			19.1			25.1		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	307	906	-	-	1182	-	-	233				
HCM Lane V/C Ratio	0.166	0.012	-	-	0.008	-	-	0.233				
HCM Control Delay (s)	19.1	9	-	-	8.1	-	-	25.1				
HCM Lane LOS	C	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.9				

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	12	3	1	0	20	11	2	0	36	2
Future Vol, veh/h	1	0	12	3	1	0	20	11	2	0	36	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	13	3	1	0	21	12	2	0	38	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	95	95	39	101	95	13	40	0	0	14	0	0
Stage 1	39	39	-	55	55	-	-	-	-	-	-	-
Stage 2	56	56	-	46	40	-	-	-	-	-	-	-
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	888	795	1033	880	795	1067	1570	-	-	1604	-	-
Stage 1	976	862	-	957	849	-	-	-	-	-	-	-
Stage 2	956	848	-	968	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	878	785	1033	861	785	1067	1570	-	-	1604	-	-
Mov Cap-2 Maneuver	878	785	-	861	785	-	-	-	-	-	-	-
Stage 1	963	862	-	945	838	-	-	-	-	-	-	-
Stage 2	942	837	-	956	862	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.6		9.3		4.4		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1570	-	-	1019	841	1604	-	-				
HCM Lane V/C Ratio	0.014	-	-	0.014	0.005	-	-	-				
HCM Control Delay (s)	7.3	0	-	8.6	9.3	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

HCM 6th TWSC
4: Lubbock Trl & Sterling Ranch Road

2045 Total Traffic
AM Peak Hour

Intersection						
Int Delay, s/veh	8.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	249	84	152	513	99	123
Future Vol, veh/h	249	84	152	513	99	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	155	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	75	75	94	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	265	112	203	546	132	164
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	377	0	1217	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	952	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1181	-	200	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	375	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1181	-	166	774
Mov Cap-2 Maneuver	-	-	-	-	259	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	311	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		33.5	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	410	-	-	1181	-	
HCM Lane V/C Ratio	0.722	-	-	0.172	-	
HCM Control Delay (s)	33.5	-	-	8.7	-	
HCM Lane LOS	D	-	-	A	-	
HCM 95th %tile Q(veh)	5.6	-	-	0.6	-	

HCM 6th TWSC
1: Sterling Ranch Road & Community Park Access

2045 Total Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	578	393	7	7	15
Future Vol, veh/h	16	578	393	7	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	615	418	7	7	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	425	0	0 1071 422
Stage 1	-	-	- 422 -
Stage 2	-	-	- 649 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1134	-	- 244 632
Stage 1	-	-	- 662 -
Stage 2	-	-	- 520 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1134	-	- 240 632
Mov Cap-2 Maneuver	-	-	- 240 -
Stage 1	-	-	- 652 -
Stage 2	-	-	- 520 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	416
HCM Lane V/C Ratio	0.015	-	-	-	0.056
HCM Control Delay (s)	8.2	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
2: Laguna Niguel Way & Sterling Ranch Road

2045 Total Traffic
PM Peak Hour

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	535	25	29	368	44	15	3	17	35	3	17
Future Vol, veh/h	25	535	25	29	368	44	15	3	17	35	3	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	155	-	155	155	-	155	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	569	27	31	391	47	16	3	18	37	3	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	596	0	0	1110	1123	569	1100	1103	391
Stage 1	-	-	-	-	-	-	623	623	-	453	453	-
Stage 2	-	-	-	-	-	-	487	500	-	647	650	-
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	1122	-	-	980	-	-	187	206	522	190	211	658
Stage 1	-	-	-	-	-	-	474	478	-	586	570	-
Stage 2	-	-	-	-	-	-	562	543	-	460	465	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1122	-	-	980	-	-	172	195	522	173	199	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	195	-	173	199	-
Stage 1	-	-	-	-	-	-	463	467	-	572	552	-
Stage 2	-	-	-	-	-	-	526	526	-	430	454	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.6			21.2			26.4		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	259	1122	-	-	980	-	-	226				
HCM Lane V/C Ratio	0.144	0.024	-	-	0.031	-	-	0.259				
HCM Control Delay (s)	21.2	8.3	-	-	8.8	-	-	26.4				
HCM Lane LOS	C	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	1				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	27	2	1	0	29	37	6	0	25	3
Future Vol, veh/h	3	1	27	2	1	0	29	37	6	0	25	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	29	2	1	0	31	39	6	0	27	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	134	136	29	148	134	42	30	0	0	45	0	0
Stage 1	29	29	-	104	104	-	-	-	-	-	-	-
Stage 2	105	107	-	44	30	-	-	-	-	-	-	-
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	838	755	1046	820	757	1029	1583	-	-	1563	-	-
Stage 1	988	871	-	902	809	-	-	-	-	-	-	-
Stage 2	901	807	-	970	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	825	740	1046	785	742	1029	1583	-	-	1563	-	-
Mov Cap-2 Maneuver	825	740	-	785	742	-	-	-	-	-	-	-
Stage 1	968	871	-	884	793	-	-	-	-	-	-	-
Stage 2	882	791	-	942	870	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9.7		2.9		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1583	-	-	1006	770	1563	-
HCM Lane V/C Ratio	0.019	-	-	0.033	0.004	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9.7	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-

HCM 6th TWSC
4: Lubbock Trl & Sterling Ranch Road

2045 Total Traffic
PM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	553	33	38	370	25	41
Future Vol, veh/h	553	33	38	370	25	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	155	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	588	35	40	394	27	44
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	623	0	1062	588
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	958	-	247	509
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	958	-	237	509
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	600	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		14.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	446	-	-	958	-	
HCM Lane V/C Ratio	0.157	-	-	0.042	-	
HCM Control Delay (s)	14.6	-	-	8.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	

Queuing Reports

Queuing and Blocking Report

Intersection: 1: Sterling Ranch Road & Community Park Access

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	35
Average Queue (ft)	6	7
95th Queue (ft)	27	28
Link Distance (ft)		125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	155	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Laguna Niguel Way & Sterling Ranch Road

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	28	60	70
Average Queue (ft)	5	2	23	23
95th Queue (ft)	22	14	46	53
Link Distance (ft)			62	139
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	155	155		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Laguna Niguel Way & Community Park Access/Palo Alto Trl

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	31	18
Average Queue (ft)	10	5	1
95th Queue (ft)	34	25	10
Link Distance (ft)	291	414	139
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Lubbock Trl & Sterling Ranch Road

Movement	EB	WB	NB
Directions Served	R	L	LR
Maximum Queue (ft)	13	62	154
Average Queue (ft)	0	28	72
95th Queue (ft)	5	55	140
Link Distance (ft)			134
Upstream Blk Time (%)			7
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	155	155	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Sterling Ranch Road & Community Park Access

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	43
Average Queue (ft)	5	16
95th Queue (ft)	23	42
Link Distance (ft)		125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	155	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Laguna Niguel Way & Sterling Ranch Road

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	T	LTR	LTR
Maximum Queue (ft)	31	52	4	49	68
Average Queue (ft)	7	14	0	17	22
95th Queue (ft)	28	42	3	40	46
Link Distance (ft)			754	62	139
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)	155	155			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Laguna Niguel Way & Community Park Access/Palo Alto Trl

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	64	31	18
Average Queue (ft)	21	3	1
95th Queue (ft)	50	18	11
Link Distance (ft)	291	414	139
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Lubbock Trl & Sterling Ranch Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	48	66
Average Queue (ft)	15	26
95th Queue (ft)	43	49
Link Distance (ft)		134
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	155	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Appendix Table 1

Appendix Table 1
Area Traffic Impact Studies
Sterling Ranch Community Park

Study	PCD File No ⁽¹⁾	Consultant	Date
Sterling Ranch Reports			
Sterling Ranch Updated Traffic Impact Analysis	SKP07007	LSC Transportation Consultants, Inc	June 5, 2008
Sterling Ranch Phase 1 Traffic Impact Study	P151	LSC Transportation Consultants, Inc	March 16, 2015
Sterling Ranch Phases 1-3 Transportation Memorandum	SP1415	LSC Transportation Consultants, Inc	October 2, 2017
Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 Transportation Memorandum	SF1724 SF1725	LSC Transportation Consultants, Inc	December 19, 2017
Sterling Ranch Filing No. 2 Transportation Memorandum	SF1820	LSC Transportation Consultants, Inc	April 3, 2018
Sterling Ranch Phase 2 Preliminary Plan Traffic Impact Study	SP203	LSC Transportation Consultants, Inc	December 20, 2018
Homestead at Sterling Ranch Filing No. 2 Transportation Memorandum	SF194	LSC Transportation Consultants, Inc	March 3, 2020
Branding Iron at Sterling Ranch Filing No. 2 Transportation Memorandum	SF1918	LSC Transportation Consultants, Inc	May 6, 2020
Sterling Ranch Filing No. 2 and Phase 2 Traffic Impact Study	SF2015 SP191	LSC Transportation Consultants, Inc	June 23, 2021
Sterling Ranch Filing No. 3 Transportation Memorandum	SF2132	LSC Transportation Consultants, Inc	April 19, 2022
Homestead North Phase 1 Updated Transportation Memorandum	SP208	LSC Transportation Consultants, Inc	January 11, 2022
Homestead North Filing No. 1 Traffic Technical Memorandum	SF2213	LSC Transportation Consultants, Inc	February 2, 2022
Homestead North Filing No. 2 Traffic Technical Memorandum	SF2218	LSC Transportation Consultants, Inc	April 15, 2022
Homestead North Filing 3 Traffic Impact Study	SF2229	LSC Transportation Consultants, Inc	June 17, 2022
The Villages at Sterling Ranch East Preliminary Plan/Traffic Generation Analysis	PUDSP226	SM Rocha, LLC	July 1, 2022
Sterling Ranch Sketch Plan Amendment Master Traffic Impact Study	SKP224	LSC Transportation Consultants, Inc	March 17, 2023
Sterling Ranch East - Rezoning & Preliminary Plan Traffic Impact Study	SP-22-004, P-22-012, P-22-013	LSC Transportation Consultants, Inc	March 17, 2023 ⁽²⁾
Foursquare at Sterling Ranch East Transportation Memorandum	PUDSP226 SF2239	LSC Transportation Consultants, Inc	April 20, 2023
Sterling Ranch East Filing Nos 1 & 2 Traffic Technical Memorandum	SF2235 SF2237	LSC Transportation Consultants, Inc	February 10, 2023
Sterling Ranch Filing No. 4 Transportation Memorandum	SF2230	LSC Transportation Consultants, Inc	February 21, 2023
Copper Chase at Sterling Ranch Traffic Impact Study	PUDSP222	LSC Transportation Consultants, Inc	April 28, 2023
Sterling Ranch Filing No. 5 Traffic Impact Study	PUDSP-23-002	LSC Transportation Consultants, Inc	November 15, 2023
Sterling Ranch East - Filing 5 Rezone & Preliminary Plan Traffic Impact Study	P237 & SP235	LSC Transportation Consultants, Inc	January 15, 2024
Sterling Ranch Sketch Plan 2023 Amendment & Rezone Traffic Technical Memorandum	SKP235, P239, P2311	LSC Transportation Consultants, Inc	January 17, 2024
Sterling Ranch Sketch Plan Amendment #4 & Sterling Ranch East Filing No. 7 Rezone Master Traffic Impact Addendum/Technical	SKP241 & P2415	LSC Transportation Consultants, Inc	November 18, 2024
Sterling Ranch East Filing No. 3 Traffic Impact Study	SF2428	LSC Transportation Consultants, Inc	January 7, 2025
Sterling Ranch East - Filing 6 Rezone & Preliminary Plan Traffic Impact Study	P2414 & SP244	LSC Transportation Consultants, Inc	March 20, 2025
Villages at Sterling Ranch East Traffic Impact Study	SF2439	LSC Transportation Consultants, Inc	April 24, 2025
Sterling Ranch East - Filing 8 Traffic Impact Study	PUDSP256	LSC Transportation Consultants, Inc	August 29, 2025
Retreat at PrairieRidge Reports			
Traffic Impact Study for Jaynes Property	SKP225	SM Rocha, LLC	January 19, 2023
Traffic Impact Study for Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones	P2313, P2314, P2316 & SP239	SM Rocha, LLC	June 2024
Retreat at PrairieRidge Filing 1/Transportation Memorandum	SF257	SM Rocha, LLC	July 16, 2025
Retreat at PrairieRidge Filing 2/Transportation Memorandum	SF259	SM Rocha, LLC	August 1, 2025
Retreat at TimberRidge Reports			
The Retreat at TimberRidge Traffic Impact Analysis	PUD173	LSC Transportation Consultants, Inc	January 25, 2018
The Retreat at TimberRidge Preliminary Plan Traffic Technical Memorandum	SP182	LSC Transportation Consultants, Inc	June 29, 2018
The Retreat at TimberRidge Filing No. 1 Traffic Technical Memorandum	SF199	LSC Transportation Consultants, Inc	April 3, 2020
The Retreat at TimberRidge Filing No. 2 Updated Traffic Technical Memorandum	SF2121	LSC Transportation Consultants, Inc	October 4, 2021
The Retreat at TimberRidge Filing No. 3 Traffic Technical Memorandum	SF2241	LSC Transportation Consultants, Inc	November 15, 2023
The Retreat at TimberRidge Filing No. 4 Traffic Technical Memorandum	SF1827	LSC Transportation Consultants, Inc	February 21, 2024
Other Area Reports			
Wolf Ranch School Site Traffic Impact Study	OAR1720	Matrix Design Group, Inc.	May 5, 2017
The Ranch Sketch Plan Traffic Impact Analysis	SKP186	LSC Transportation Consultants, Inc	July 9, 2019
Lodge III Traffic Impact Study	OAR	LSC Transportation Consultants, Inc	December 13, 2019
Continental 613 Traffic Impact Study	OAR2177	LSC Transportation Consultants, Inc	July 16, 2021
Solace at Black Forest Traffic Impact and Access Analysis	OAR2134	LSC Transportation Consultants, Inc	August 13, 2021
Traffic Impact Study Addendum for Percheron	OAR2173	SM Rocha, LLC	October, 2021
Woodmen East Commercial Center Traffic Impact Analysis	OAR2191	LSC Transportation Consultants, Inc	December 8, 2021
Traffic Impact Study for Jaynes Property	SKP225	SM Rocha, LLC	May, 2022
Briargate-Stapleton Corridor Study	briargate-stapleton.com	Wilson & Company	December 7, 2023
Sterling Recycling Facility Transportation Memorandum	PPR2341	LSC Transportation Consultants, Inc	August 24, 2023
Notes:			
(1) Follow the links listed below to obtain the most recent version of each listed study. To obtain a copy of the version of each study used in preparing this report please contact LSC Transportation Consultants, Inc.			
Source: LSC Transportation Consultants, Inc.			Oct-25

MTCP Maps

Figure 22. 2045 Roadway Functional Classifications

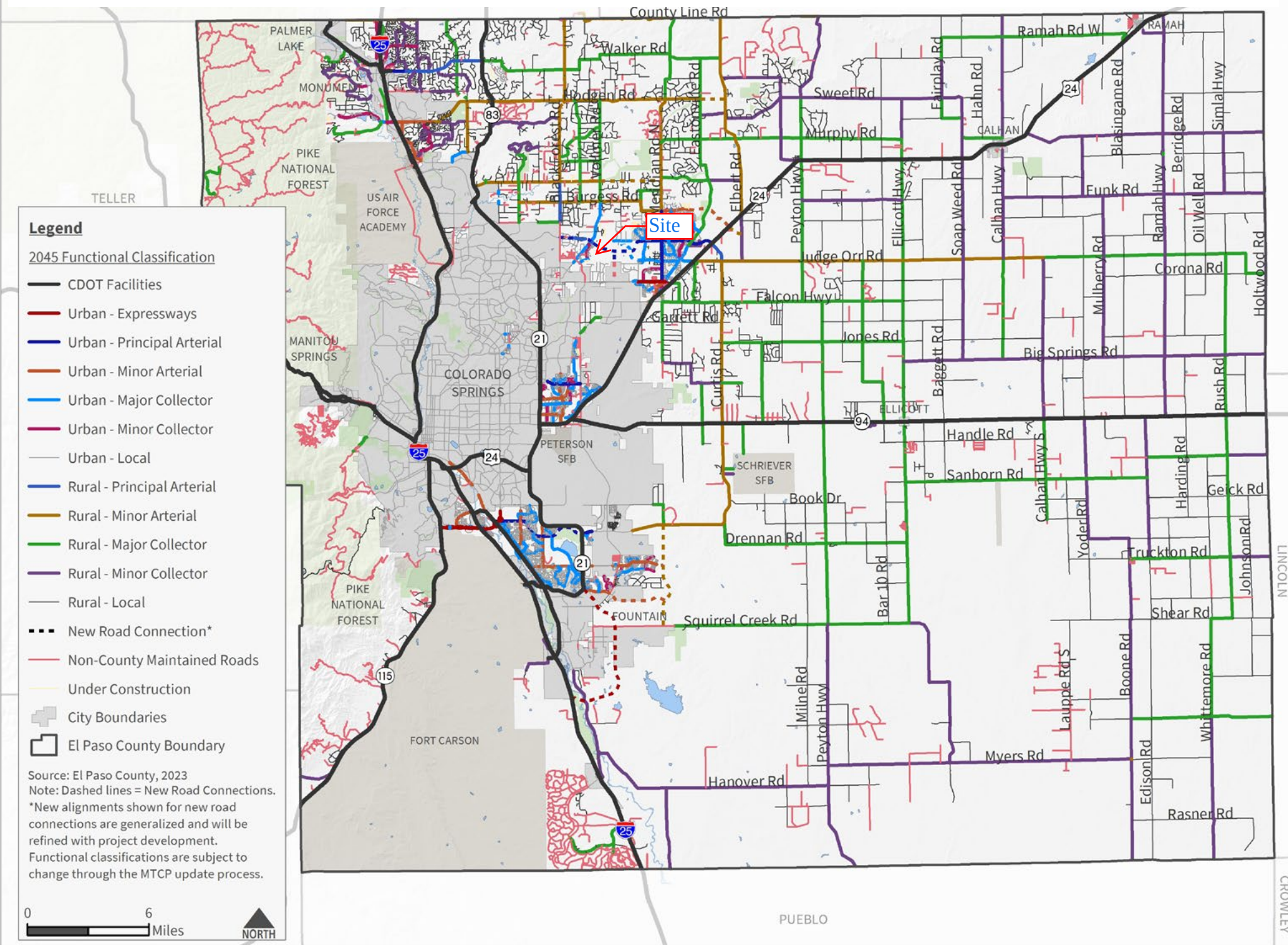


Figure 39. 2065 Corridor Preservation Plan

