

TABLE 21: 2025 TOTAL TRAFFIC LEVELS OF SERVICE

Intersection Location	NB LOS	SB LOS	EB LOS	WB LOS	Intersection LOS
<b>Trekell Road/Rodeo Road – Signalized</b>					
AM Peak Hour	C	B	D	D	C
PM Peak Hour	B	B	D	D	C
<b>Pueblo Drive/Rodeo Road – unsignalized</b>					
AM Peak Hour	C	C	A	A	C
PM Peak Hour	C	B	A	A	C
<b>Colorado Street/Rodeo Road – unsignalized</b>					
AM Peak Hour	C	C	A	A	C
PM Peak Hour	C	B	A	A	C
<b>Brown Avenue/Rodeo Road – unsignalized</b>					
AM Peak Hour	-	B	A	A	B
PM Peak Hour	-	B	A	A	B
<b>Trekell Road/Interior Drive – unsignalized</b>					
AM Peak Hour	A	A	-	F	F
PM Peak Hour	A	A	-	E	E
<b>Trekell Road/Access B</b>					
AM Peak Hour	A	A	-	E	E
PM Peak Hour	A	A	-	D	D
<b>Trekell Road/Access C</b>					
AM Peak Hour	A	A	-	E	E
PM Peak Hour	A	A	-	D	D
<b>Trekell Road/Access D</b>					
AM Peak Hour	A	A	-	B	B
PM Peak Hour	A	A	-	B	B
<b>Access E/Rodeo Road</b>					
AM Peak Hour	B	-	A	A	B
PM Peak Hour	C	-	A	A	C
<b>Access F/Rodeo Road</b>					
AM Peak Hour	B	-	A	A	B
PM Peak Hour	B	-	A	A	B

As can be seen in Table 17 – Table 21, for total traffic conditions in the horizon years of the study, all study area intersections are forecasted to continue to operate at acceptable levels of service, LOS D or better, during the AM and PM peak hours. The exceptions are the unsignalized intersections of Trekell Road/Interior Drive in years 2020 and 2025 and Trekell Road/Access B and Trekell Road/Access C in the year 2025. Due to the minor leg left-turning movement of WB Interior Drive having LOS F, the entire intersection is reported as LOS F even though the major leg (Trekell Road)

is forecasted to be LOS A and experience negligible delay. A separate left-turn lane on westbound Interior Drive at Trekell Road shall be provided to accommodate the potential minor-leg left-turn queue (as shown in Section VI.C).

Left-turning movements on stop-controlled minor roads and driveways that intersect with major streets typically experience unacceptable levels of service for short periods of time in the peak hours due to minimal gaps available on the major street creating a greater average total delay for the minor movements, while the free-flowing major streets experience minimal delay. To account for minor queuing on the minor legs due to the lack of gaps that may occur from time to time, site accesses should be designed with adequate throat lengths to prevent on-site blockages, which may lead to issues on the adjacent roadways. All site accesses driveways shall be provided with a throat length of at least 50 feet.