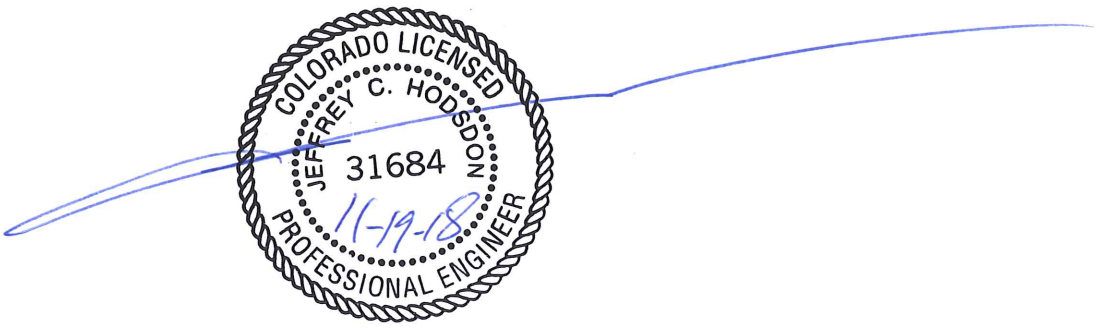
LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: http://www.lsctrans.com

Gleneagle Golf Course Filing No. 2
Traffic Impact Analysis
(LSC #154441)
November 19, 2018

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.

G&S Development

Digitally signed by G&S Development
DN: C=US, E=sgratrix@gandsdevelopment.com, O="G&S Development, Inc.", OU="G&S Development, Inc.", CN=G&S Development
Date: 2018.11.30 11:26:21-07'00'

November 30, 2018
Date

LSC TRANSPORTATION CONSULTANTS, INC.
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Colorado Springs, CO 80903
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November 19, 2018

Mr. Bill Guman
William Guman & Associates, Ltd.
731 North Weber Street, Suite 10
Colorado Springs, CO 80903

RE: Gleneagle Golf Course Filing No. 2
El Paso County, CO
Traffic Impact Analysis
LSC #154441

Dear Mr. Guman:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Gleneagle Golf Course Filing No. 2 residential development. The site is located north of Gleneagle Drive about one-half mile east of Struthers Road in El Paso County, Colorado. LSC prepared a traffic impact study (TIS) for the entire Gleneagle Golf Course site dated July 7, 2016. This report is intended as a site-specific, final plat traffic report for the currently proposed Filing No 2.

REPORT CONTENTS

The report contains the following:

- The existing street and traffic conditions for streets that would serve the proposed new lots, including the intersection lane geometries, traffic controls, posted speed limits, street classifications, etc.
- Existing traffic volumes on Gleneagle Drive adjacent to the site and estimates of future background traffic volumes.
- The projected average weekday and peak-hour vehicle-trips to be generated by the new single-family homes.
- The assignment of the projected trips to the site access point and to the adjacent and nearby streets.
- The resulting total traffic volumes.
- The resulting traffic impacts.
- Findings and recommendations.

The traffic impacts have been quantified by determining relative increase in existing traffic volumes to the future levels of service at the proposed Filing No. 2 access point to Gleneagle Drive.

LAND USE AND ACCESS

The Gleneagle Golf Course Filing No 2 is planned to include 12 lots for single-family homes north of Gleneagle Drive about one-half mile east of Struthers Road. Full-movement access for ten of the lots is proposed to Gleneagle Drive about 875 feet west of Huntington Beach Drive. Access for Lots 2 and 3 is proposed to an "eyebrow" on Gleneagle Drive just south of the proposed access.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The key roadways in the study area shown on Figure 1 and are described below.

- **Gleneagle Drive** is a two-lane Major Collector extending north from Struthers Road to Baptist Road. The posted speed limit on Gleneagle Drive is 30 miles per hour (mph).

- **Struthers Road** is a four-lane, median-divided road that extends north from North Gate Boulevard to the intersection of Baptist Road and Jackson Creek Parkway. The street continues to the north as Jackson Creek Parkway in the Town of Monument. Struthers Road is classified as a four-lane Urban Minor Arterial on the El Paso County Major Transportation Corridors Plan and has a speed limit of 40 miles per hour (mph).

Existing Traffic Volumes

Figure 3 shows the results of morning and afternoon peak-hour traffic volume counts at the intersections of Gleneagle Drive/Struthers Road and Gleneagle Drive/Huntington Beach Drive. The traffic volumes are from the attached raw peak-hour traffic counts conducted by LSC in October 2015 and October 2017.

Existing Level of Service

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 AA@ to AF.@ LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

Table 1
Intersection Levels of Service Delay Ranges

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

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

The intersections of Gleneagle Drive/Struthers Road and Gleneagle Drive/Huntington Beach Drive were analyzed based on the unsignalized method of analysis procedures from the *Highway Capacity Manual, 6th Edition* by the Transportation Research Board. The results of the analysis are shown in Figure 3. The level of service reports are attached.

The intersection of Struthers/Gleneagle is currently all-way Stop-sign controlled. The southwest left-turn lane is currently operating at LOS F during the morning peak hour and the northwest shared through and right-turn lane is operating at LOS F during the afternoon peak hour. This intersection is planned to be reconstructed as a modern two-lane roundabout.

The intersection of Gleneagle Drive/Huntington Beach Drive is currently operating at an acceptable level of service (LOS B or better) as a Stop-sign-controlled intersection.

BACKGROUND TRAFFIC

Figure 4 shows the projected 2040 background traffic volumes. Background traffic is the traffic projected to be on Gleneagle Drive and Gleneagle Drive intersections without consideration of the proposed development. The background traffic volumes include through traffic and traffic generated by other existing and potential future developments in the area, but assumes that zero traffic is generated by the proposed lots in Filing No 2. The background traffic volumes were developed using previous work completed in the area by LSC. The 2040 background traffic volumes assume buildout of the Morningview Subdivision currently under construction south of the intersection of Gleneagle Drive/Doral Way, buildout of the vacant parcels on Mission Hill Way east of Gleneagle Drive, and buildout of the remaining single-family homes assumed in the *Gleneagle Golf Course Site Updated Traffic Impact Analysis* by LSC dated July 7, 2016.

TRIP GENERATION

Estimates of the vehicle-trips to be generated by the proposed new lots have been estimated using trip generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 2 shows the average weekday and peak-hour trip generation estimates.

The 12 additional homes are projected to generate about 113 new vehicle-trips on the average weekday, with about half entering and half exiting in a 24-hour period. During the morning peak hour, which occurs for one hour between 7:00 and 8:00 a.m., the trip generation of the proposed new lots would be two entering vehicle-trips and seven exiting vehicle-trips. During the afternoon peak hour, which generally occurs for one hour between 4:30 and 5:45 p.m., the trip generation of the proposed new lots would be seven entering vehicle-trips and four exiting vehicle-trips.

TRIP DISTRIBUTION AND ASSIGNMENT

The estimated directional distribution of the project-generated traffic volumes on the adjacent roadways is an important factor in determining the project=s traffic impacts. Figure 5 shows the directional distribution estimates for the project-generated traffic volumes. The estimates represent the percentages of the project-generated trips projected to be oriented to and from the roadway connections to the study area. The directional distribution estimates were based on the following factors: existing area development, the area roadway system, the project=s proposed land use, and the existing traffic counts.

PROJECT-GENERATED TRAFFIC

When the directional distribution percentages (from Figure 5) were applied to the trip generation estimates (from Table 2), the resulting project-generated traffic volumes were determined. Figure 6 shows the project-generated traffic volumes.

EXISTING PLUS PROJECT-GENERATED TRAFFIC

Figure 7 shows the sum of the project-generated traffic volumes (from Figure 6) and the existing traffic volumes (from Figure 3). These volumes represent the short-term impacts of the development.

2040 TOTAL TRAFFIC

Figure 8 shows the projected total traffic volumes for the year 2040. The 2040 total traffic volumes are the sum of the project-generated traffic volumes (from Figure 6) and the 2040 background traffic volumes (from Figure 4).

PROJECTED LEVELS OF SERVICE

The proposed full-movement site access to Gleneagle Drive is projected to operate at a satisfactory level of service (LOS B or better) during peak hours as a Stop-sign-controlled intersection based on the estimated existing-plus-project-generated and 2040 total traffic volumes.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- The Gleneagle Golf Course Filing No 2 development is projected to generate about 113 new vehicle-trips on the average weekday, with about half entering and half exiting in a 24-hour period. During the morning peak hour, the trip generation of the proposed new lots would be two entering vehicle-trips and seven exiting vehicle-trips. During the afternoon peak hour, the trip generation of the proposed new lots would be seven entering vehicle-trips and four exiting vehicle-trips.

Intersection Level of Service

- The proposed new full-movement intersection at Gleneagle Drive just west of Huntington Beach Drive is projected to operate at a satisfactory level of service as a Stop-sign-controlled intersection based on the projected existing plus site-generated and 2040 total traffic volumes.

Auxiliary Turn Lanes

- Based on the projected 2040 total traffic volumes no auxiliary (right or left) turn lanes would be required on Gleneagle Drive approaching the proposed new intersection.

Deviation to ECM Criteria

- A deviation has been approved for lots 3 and 4 for access via “eyebrows”/ mini frontage roads to Gleneagle Drive as the *El Paso County Engineering Criteria Manual* does not allow for single-family residential direct access to Collector streets.

Street Classifications

- The Filing No 2 street would have volumes in the range of Urban Local Low Volume streets.

Struthers/Gleneagle

- The intersection of Gleneagle Drive/Struthers Road is planned to be converted to a modern roundabout. The county may require pro-rata share participation by this development in the cost of the roundabout construction. A fair and equitable contribution for this site would be about 0.065 percent of the cost of the improvement. This was determined by dividing the sum of the site-generated traffic volumes on Gleneagle Drive west of the site during both the morning and afternoon peak hours from Figure 6 (17 trips) by the sum of the existing morning and afternoon peak-hour approach volumes from Figure 2 (2,600 trips). Based on the estimated total cost of $1,340,629.20 for the roundabout intersection as shown on the attached excerpt of the TIS redlines, this site should contribute $8,714.09.

* * * * *

Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By_____
Jeffrey C. Hodsdon, P.E., PTOE
Principal

JCH:KDF:bjwb

Enclosures: Table 2
Figures 1-8
Excerpt of the TIS Redlines
Traffic Count Reports
Levels of Service Reports

Table 2
Trip Generation Estimate
Gleneagle Golf Course Filing No. 2

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates [1]					Total Trips Generated						
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	In	Out		In	Out	Total	In	Out	Total
210	Single-Family Detached Housing	12 DU[2]	9.44	0.19	0.56	0.62	0.37	113	2	7	9	7	4	11

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

Source: LSC Transportation Consultants, Inc.

N

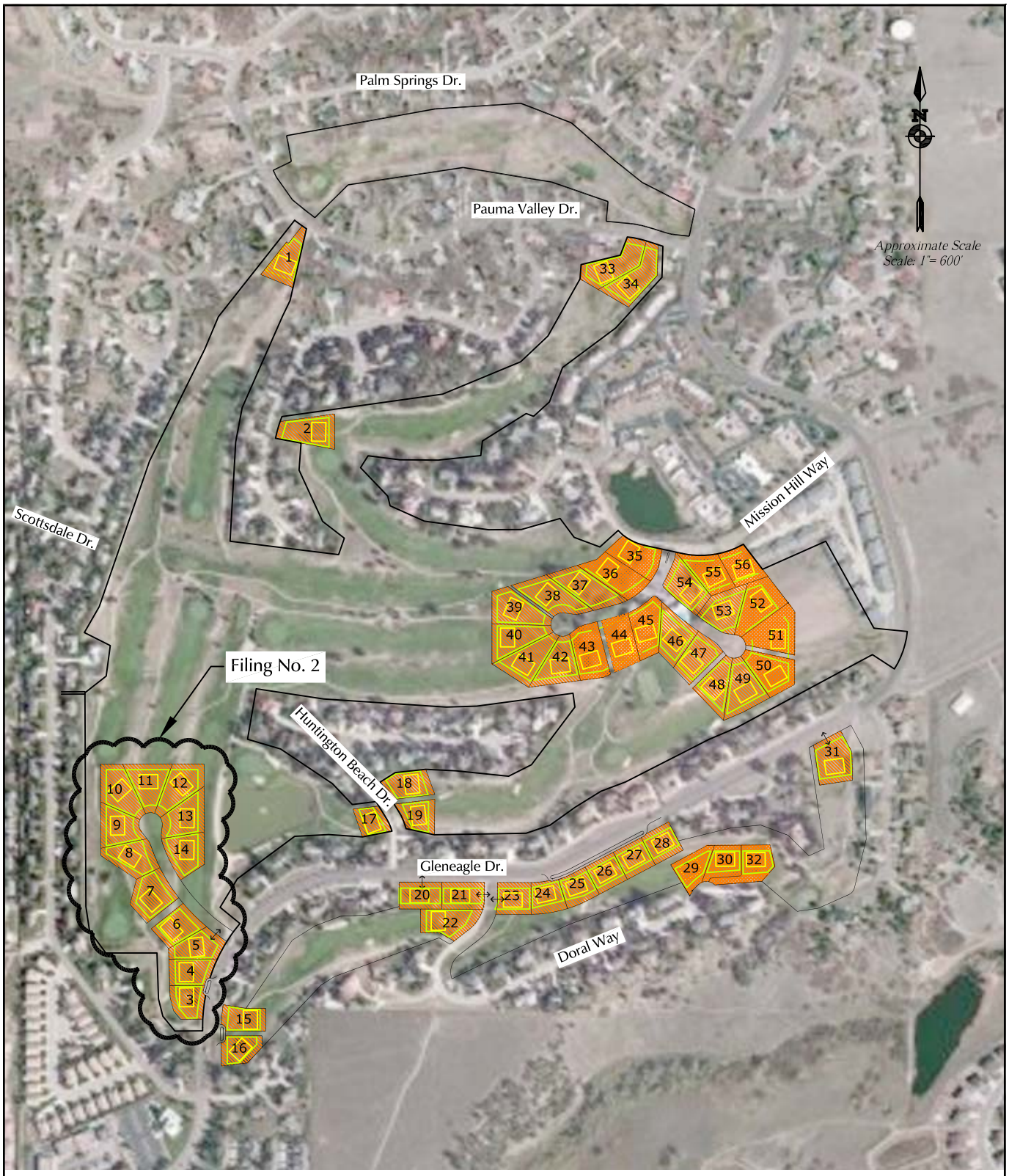
Approximate Scale
Scale: 1"= 2,000'

Figure 1

Vicinity Map

Gleneagle Golf Club Filing No. 2 (LSC #154441)

LSC TRANSPORTATION CONSULTANTS, INC.



LEGEND:

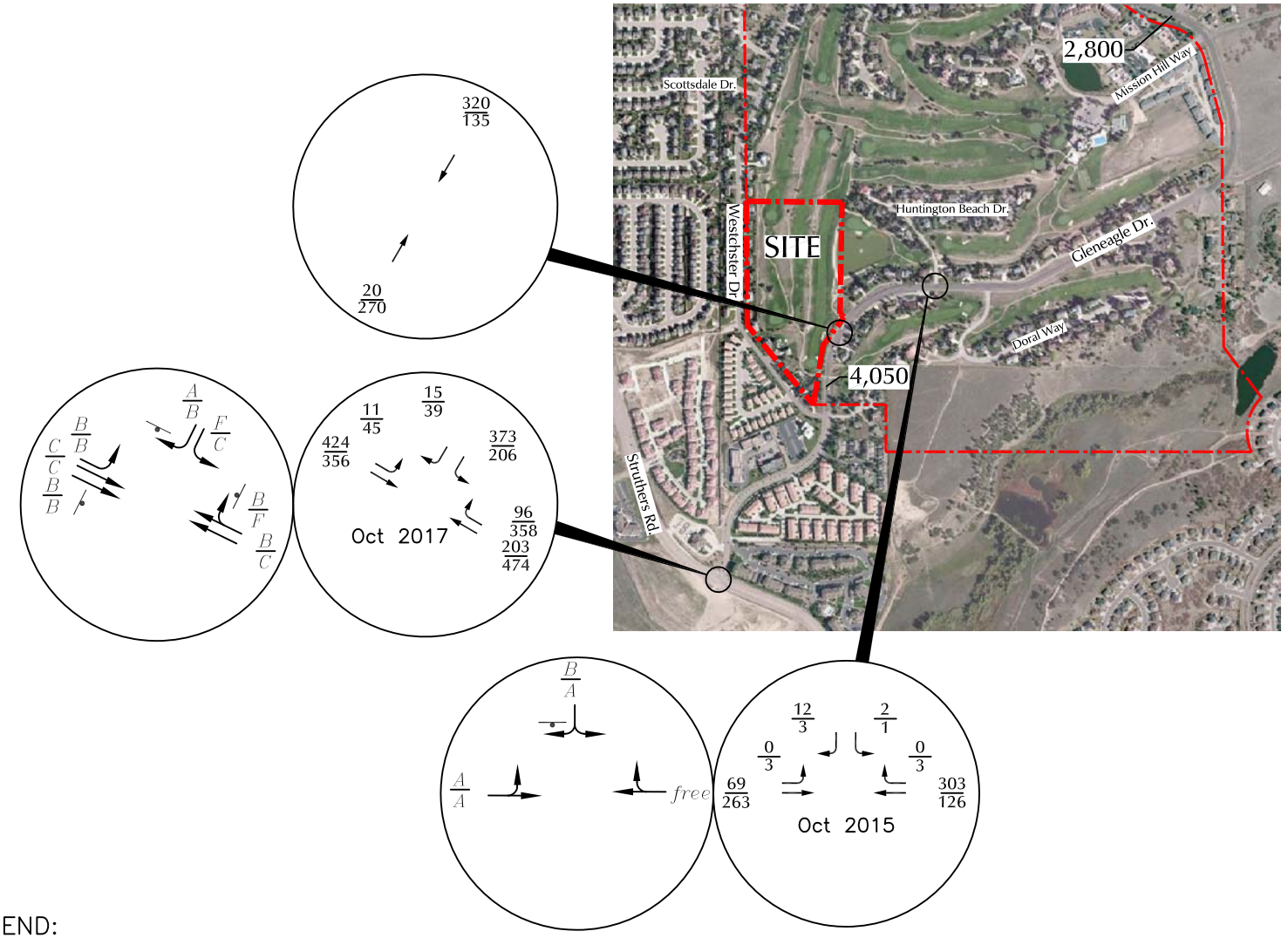
XX = Proposed New Lots for Single Family Homes

TRANSPORTATION CONSULTANTS, INC.

Figure 2

Filing No. 2 Site

Gleneagle Golf Club Filing No. 2 (LSC #154441)



LEGEND:

| = Stop Sign

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

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

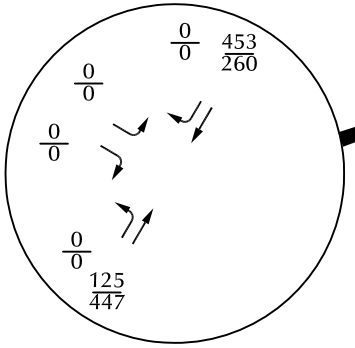
XXX = Average Weekday Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Figure 3

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

Gleneagle Golf Club Filing No. 2 (LSC #154441)



Approximate Scale
Scale: 1"= 1,200'

LEGEND:

| = Stop Sign

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

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

XXX = Average Weekday Traffic (vehicles per day)

Figure 4

Year 2040 Background Traffic, Lane Geometry, Traffic Control and Level of Service

Gleneagle Golf Club Filing No. 2 (LSC #154441)

LSC TRANSPORTATION CONSULTANTS, INC.

N

Approximate Scale
Scale: 1"= 2,000'

LEGEND:

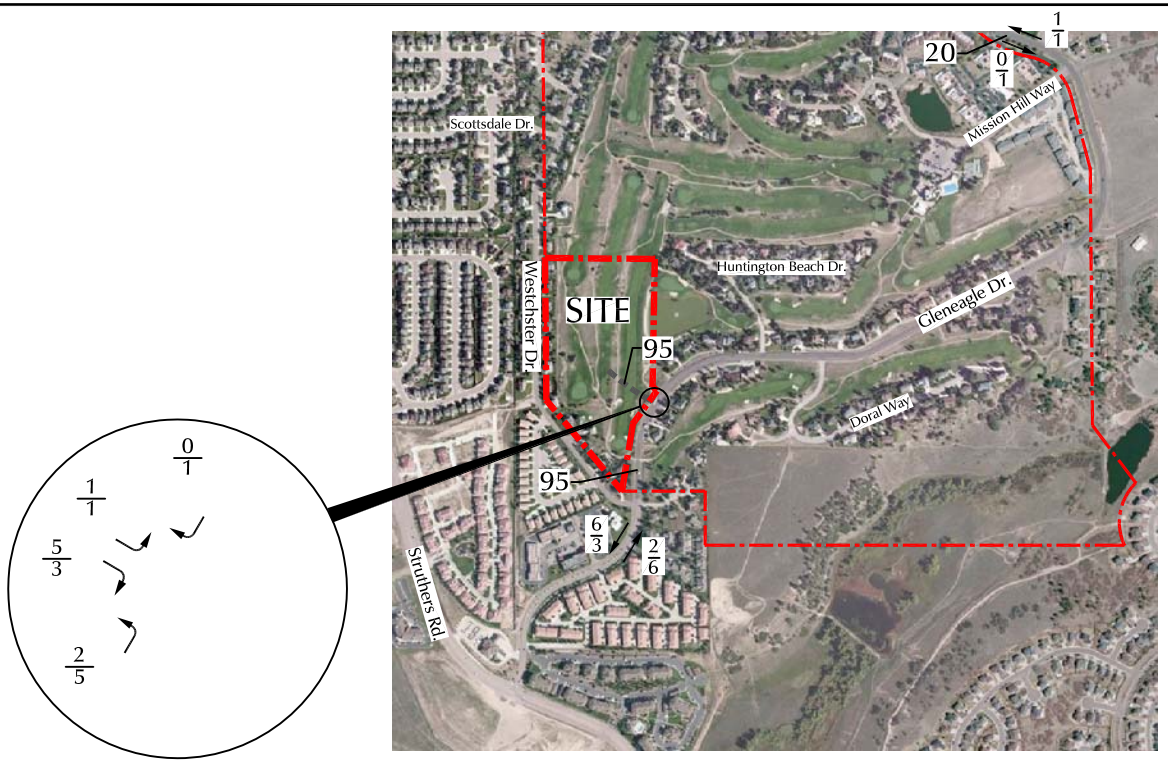
65% = Percent Directional Distribution

TRANSPORTATION CONSULTANTS, INC.

Figure 5

Directional Distribution of Site-Generated Traffic

Gleneagle Golf Club Filing No. 2 (LSC #154441)



Approximate Scale
Scale: 1"= 1,200'

LEGEND:

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

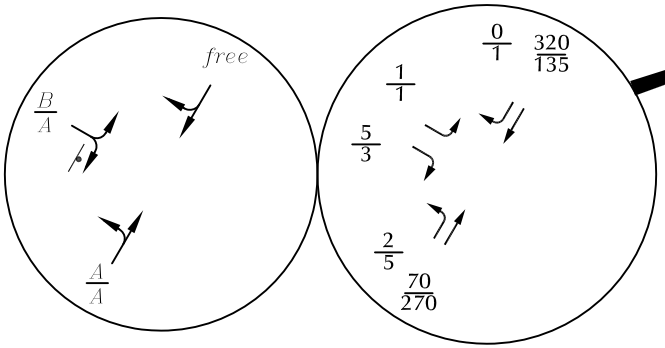
XXX = Average Weekday Traffic (vehicles per day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 6

Assignment of Site-Generated Traffic

Gleneagle Golf Club Filing No. 2 (LSC #154441)



Approximate Scale
Scale: 1"= 1,200'

LEGEND:

| = Stop Sign

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

A/B = AM Individual Movement Peak–Hour Level of Service / PM Individual Movement Peak–Hour Level of Service

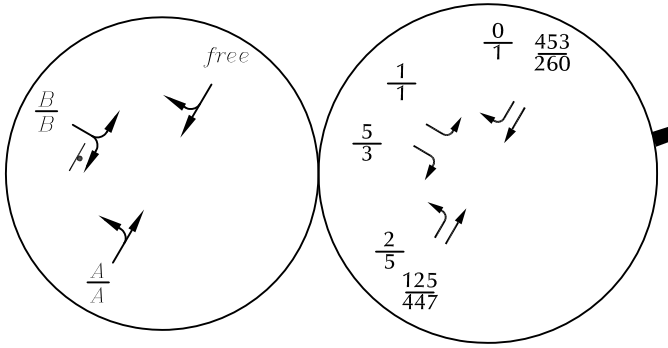
XXX = Average Weekday Traffic (vehicles per day)

Figure 7

Existing plus Site-Generated Traffic, Lane Geometry, Traffic Control and Level of Service

Gleneagle Golf Club Filing No. 2 (LSC #154441)

LSC TRANSPORTATION CONSULTANTS, INC.



Approximate Scale
Scale: 1"= 1,200'

LEGEND:

| = Stop Sign

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

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak–Hour Level of Service}}{\text{PM Individual Movement Peak–Hour Level of Service}}$

XXX = Average Weekday Traffic (vehicles per day)

Figure 8

Year 2040 Total Traffic, Lane Geometry, Traffic Control and Level of Service

Gleneagle Golf Club Filing No. 2 (LSC #154441)

LSC TRANSPORTATION CONSULTANTS, INC.

Excerpt from TIS Redlines

total fee prior to issuance of a building permit. The fee rate is $2,933 per each 1,000 square feet. Based on a 4,238-square-foot office building, the fee amount will be **$12,430.**

8. The county may require pro-rata-share participation by this development in the cost of the roundabout construction at the Gleneagle/Struthers intersection.

* * * * *

Please contact me if you have any questions or need further assistance.

Address percentage of new site traffic that will use the intersection. Provide calculation for fair share as per Academy Gateway (copied below).

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH:KDF:bjwb

Enclosures: Table 2
Figures 1-8
Site Plan
Traffic Count Reports
Levels of Service Reports

- $268,125.84 based on **twenty percent** of the estimated total cost of $1,340,629.20 as shown on the attached cost estimate for the roundabout intersection.

- Twenty percent represents the site buildout traffic percentage of the projected total existing-plus-site morning plus afternoon peak hour intersection approach volumes (all approaches) from Figures 3 and 7 of the TIS. The sum of the existing intersection turning movements (AM plus PM) shown in Figure 3 is 2,624 trips and the sum of the projected buildout site generated turning movements in Figure 7 is 642 trips. Six hundred forty-two divided by 3,266 (the sum of 2,624 and 642) is 0.2 or 20 percent.

* * * * *

Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Struthers Rd - Gleneagle AM
Site Code : 00174790
Start Date : 10/25/2017
Page No : 1

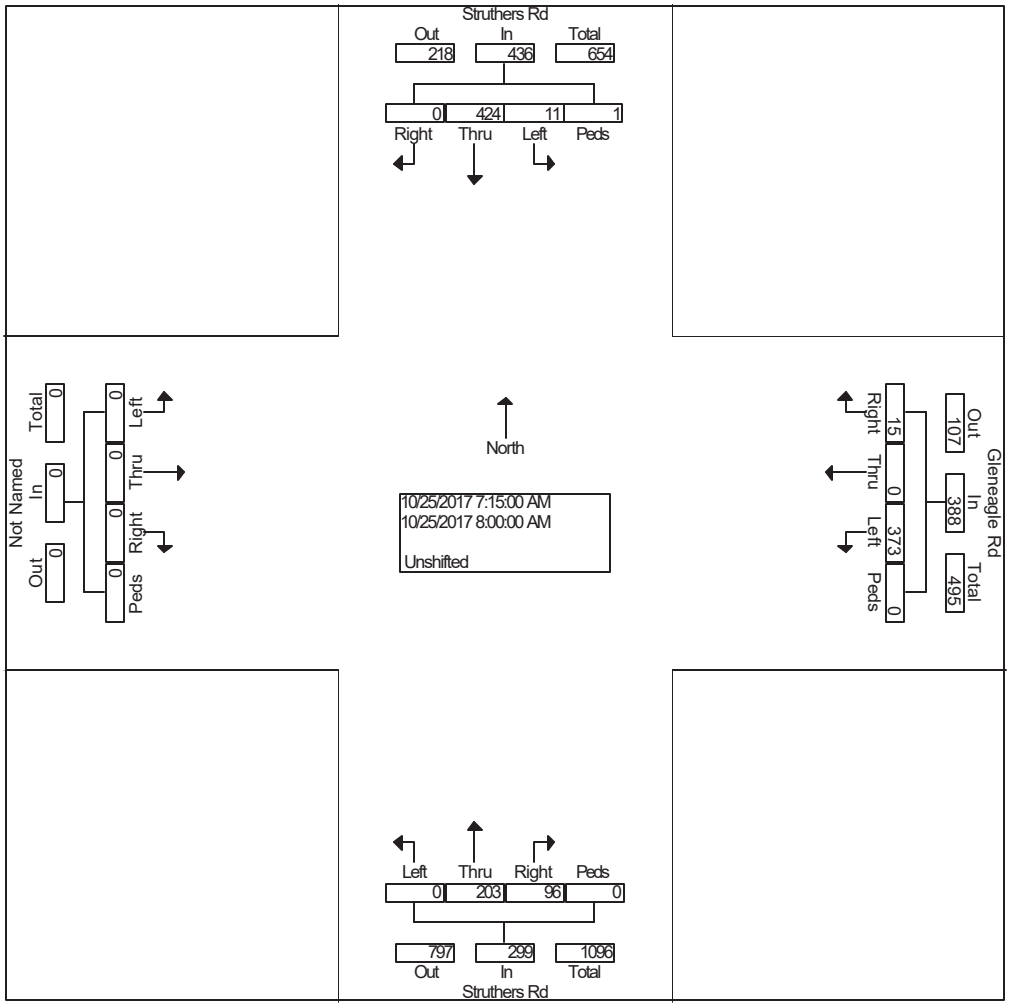
Groups Printed- Unshifted

	Struthers Rd From North				Gleneagle Rd From East				Struthers Rd From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	50	2	0	2	0	44	0	5	13	0	0	0	0	0	0	116
06:45 AM	0	60	0	0	0	0	78	0	6	21	0	0	0	0	0	0	165
Total	0	110	2	0	2	0	122	0	11	34	0	0	0	0	0	0	281
07:00 AM	0	104	2	0	3	0	90	0	8	24	0	0	0	0	0	0	231
07:15 AM	0	147	4	1	8	0	118	0	9	28	0	0	0	0	0	0	315
07:30 AM	0	105	2	0	5	0	101	0	29	55	0	0	0	0	0	0	297
07:45 AM	0	85	2	0	1	0	86	0	28	52	0	0	0	0	0	0	254
Total	0	441	10	1	17	0	395	0	74	159	0	0	0	0	0	0	1097
08:00 AM	0	87	3	0	1	0	68	0	30	68	0	0	0	0	0	0	257
08:15 AM	0	77	3	0	9	0	81	0	50	55	0	0	0	0	0	0	275
Grand Total	0	715	18	1	29	0	666	0	165	316	0	0	0	0	0	0	1910
Apprch %	0.0	97.4	2.5	0.1	4.2	0.0	95.8	0.0	34.3	65.7	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	37.4	0.9	0.1	1.5	0.0	34.9	0.0	8.6	16.5	0.0	0.0	0.0	0.0	0.0	0.0	

Counts by LSC

File Name : Struthers Rd - Gleneagle AM
Site Code : 00174790
Start Date : 10/25/2017
Page No : 2

	Struthers Rd From North					Gleneagle Rd From East					Struthers Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	424	11	1	436	15	0	373	0	388	96	203	0	0	299	0	0	0	0	0	1123
Percent	0.0	97.2	2.5	0.2		3.9	0.0	96.1	0.0		32.1	67.9	0.0	0.0		0.0	0.0	0.0	0.0		
07:15 Volume	0	147	4	1	152	8	0	118	0	126	9	28	0	0	37	0	0	0	0	0	315
Peak Factor																					0.891
High Int.	07:15 AM					07:15 AM					08:00 AM					6:15:00 AM					
Volume	0	147	4	1	152	8	0	118	0	126	30	68	0	0	98						
Peak Factor					0.717					0.770					0.763						



Counts by LSC

LSC Transportation Consultants, Inc.

File Name : Struthers Rd - Gleneagle PM
Site Code : 00174790
Start Date : 10/24/2017
Page No : 1

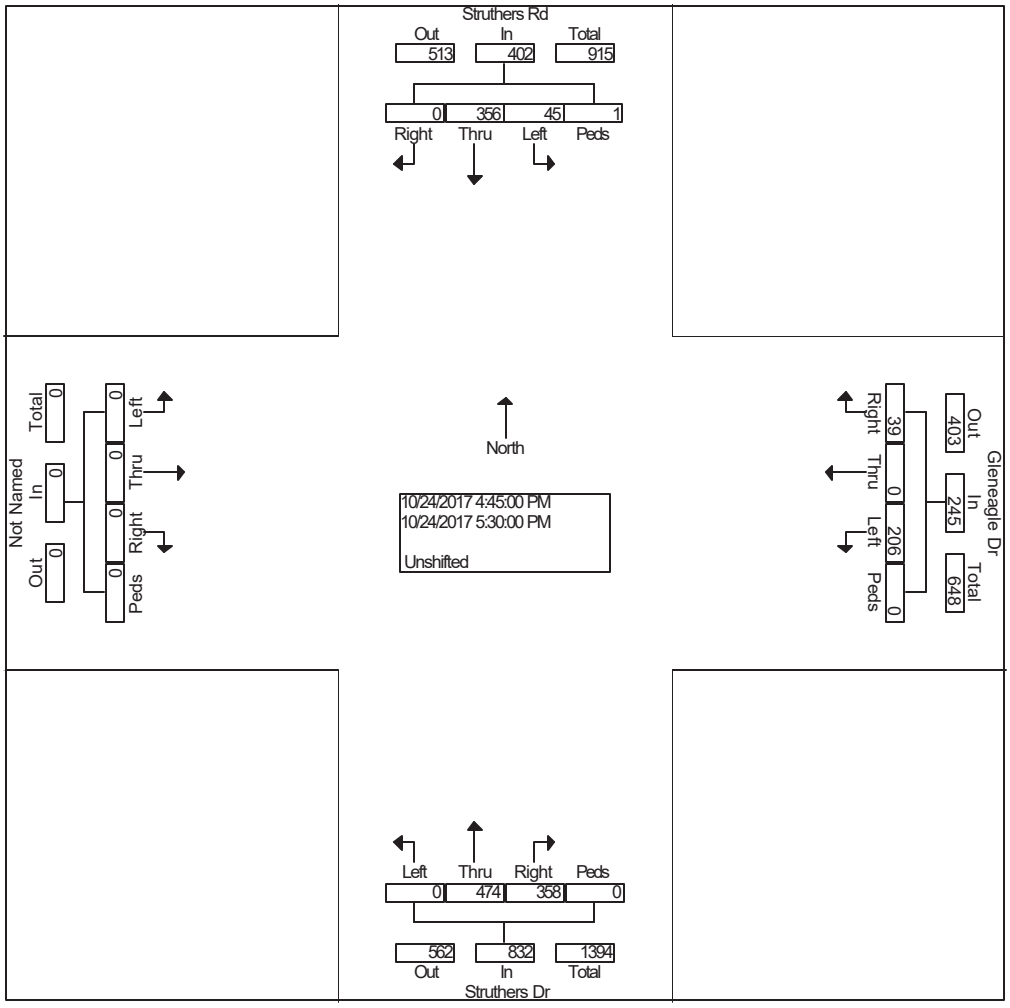
Groups Printed- Unshifted

	Struthers Rd From North				Gleneagle Dr From East				Struthers Dr From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	83	9	0	11	0	30	0	79	98	0	1	0	0	0	0	311
04:15 PM	0	94	10	0	12	0	40	0	84	107	0	0	0	0	0	0	347
04:30 PM	0	74	12	0	7	0	59	0	73	99	0	0	0	0	0	0	324
04:45 PM	0	86	14	0	6	0	50	0	81	134	0	0	0	0	0	0	371
Total	0	337	45	0	36	0	179	0	317	438	0	1	0	0	0	0	1353
05:00 PM	0	91	8	1	10	0	57	0	86	115	0	0	0	0	0	0	368
05:15 PM	0	77	10	0	10	0	54	0	110	121	0	0	0	0	0	0	382
05:30 PM	0	102	13	0	13	0	45	0	81	104	0	0	0	0	0	0	358
05:45 PM	0	93	12	0	11	0	42	0	78	101	0	0	0	0	0	0	337
Total	0	363	43	1	44	0	198	0	355	441	0	0	0	0	0	0	1445
Grand Total	0	700	88	1	80	0	377	0	672	879	0	1	0	0	0	0	2798
Apprch %	0.0	88.7	11.2	0.1	17.5	0.0	82.5	0.0	43.3	56.6	0.0	0.1	0.0	0.0	0.0	0.0	
Total %	0.0	25.0	3.1	0.0	2.9	0.0	13.5	0.0	24.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	

Counts by LSC

File Name : Struthers Rd - Gleneagle PM
Site Code : 00174790
Start Date : 10/24/2017
Page No : 2

	Struthers Rd From North					Gleneagle Dr From East					Struthers Dr From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	356	45	1	402	39	0	206	0	245	358	474	0	0	832	0	0	0	0	0	1479
Percent	0.0	88.6	11.2	0.2		15.9	0.0	84.1	0.0		43.0	57.0	0.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	0	77	10	0	87	10	0	54	0	64	110	121	0	0	231	0	0	0	0	0	382
Peak Factor																					0.968
High Int.	05:30 PM					05:00 PM					05:15 PM					3:45:00 PM					
Volume	0	102	13	0	115	10	0	57	0	67	110	121	0	0	231						
Peak Factor					0.874					0.914					0.900						



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File Name : Gleneagle Dr - Huntington Beach AM
Site Code : 00154440
Start Date : 10/06/2015
Page No : 1

Groups Printed- Unshifted

	Gleneagle Dr From North				From East				Gleneagle Dr From South				Huntington Beach Dr From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	47	0	0	0	0	0	0	0	3	0	0	1	0	1	0	52
06:45 AM	0	58	0	0	0	0	0	0	0	7	1	0	0	0	0	0	66
Total	0	105	0	0	0	0	0	0	0	10	1	0	1	0	1	0	118
07:00 AM	0	87	0	0	0	0	0	0	1	7	0	0	3	0	0	0	98
07:15 AM	0	66	0	0	0	0	0	0	2	10	0	0	3	0	0	0	81
07:30 AM	0	72	0	0	0	0	0	0	2	17	0	0	5	0	1	0	97
07:45 AM	0	78	1	0	0	0	0	0	10	22	0	0	1	0	1	0	113
Total	0	303	1	0	0	0	0	0	15	56	0	0	12	0	2	0	389
08:00 AM	0	46	0	0	0	0	0	0	4	18	2	0	0	0	0	0	70
08:15 AM	0	45	4	0	0	0	0	0	6	35	3	0	2	0	0	0	95
Grand Total	0	499	5	0	0	0	0	0	25	119	6	0	15	0	3	0	672
Apprch %	0.0	99.0	1.0	0.0	0.0	0.0	0.0	0.0	16.7	79.3	4.0	0.0	83.3	0.0	16.7	0.0	
Total %	0.0	74.3	0.7	0.0	0.0	0.0	0.0	0.0	3.7	17.7	0.9	0.0	2.2	0.0	0.4	0.0	

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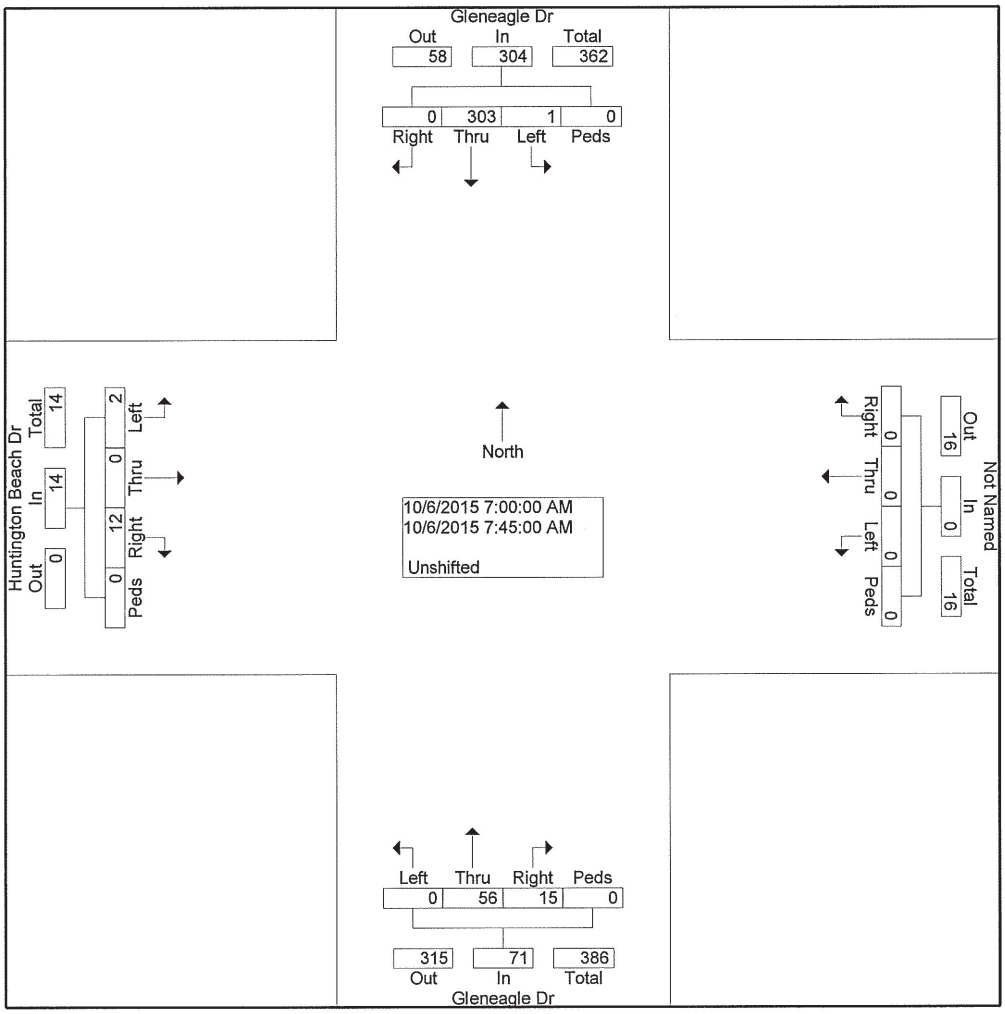
LSC Transportation Consultants, Inc.

File Name : Gleneagle Dr - Huntington Beach AM
Site Code : 00154440
Start Date : 10/06/2015

	Gleneagle Dr From North					From East					Gleneagle Dr From South					Huntington Beach Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	303	1	0	304	0	0	0	0	0	15	56	0	0	71	12	0	2	0	14	389
Percent	0.0	99.7	0.3	0.0		0.0	0.0	0.0	0.0		21.1	78.9	0.0	0.0		85.7	0.0	14.3	0.0		
07:45 Volume	0	78	1	0	79	0	0	0	0	0	10	22	0	0	32	1	0	1	0	2	113
Peak Factor																					0.861
High Int.	07:00 AM					6:15:00 AM					07:45 AM					07:30 AM					
Volume	0	87	0	0	87	0	0	0	0	0	10	22	0	0	32	5	0	1	0	6	
Peak Factor					0.874										0.555					0.583	



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File Name : Gleneagle Dr - Huntington Beach PM
Site Code : 00154440
Start Date : 10/21/2015
Page No : 1

Groups Printed- Bank 1

	Huntington Beach Dr From North				Glen Eagle Dr From East				From South				Glen Eagle Dr From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	41	0	0	62
04:15 PM	1	0	0	0	2	20	0	0	0	0	0	0	0	45	0	0	68
04:30 PM	1	0	2	0	0	27	0	0	0	0	0	0	0	47	2	0	79
04:45 PM	1	0	0	0	2	35	0	0	0	0	0	0	0	58	0	0	96
Total	3	0	2	0	4	103	0	0	0	0	0	0	0	191	2	0	305
05:00 PM	0	0	0	0	0	25	0	0	0	0	0	0	0	74	1	0	100
05:15 PM	1	0	0	0	1	30	0	0	0	0	0	0	0	56	1	0	89
05:30 PM	1	0	1	0	0	26	0	0	0	0	0	0	0	55	1	0	84
05:45 PM	1	0	0	0	1	20	0	0	0	0	0	0	0	56	0	0	78
Total	3	0	1	0	2	101	0	0	0	0	0	0	0	241	3	0	351
Grand Total	6	0	3	0	6	204	0	0	0	0	0	0	0	432	5	0	656
Apprch %	66.7	0.0	33.3	0.0	2.9	97.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9	1.1	0.0	
Total %	0.9	0.0	0.5	0.0	0.9	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.9	0.8	0.0	

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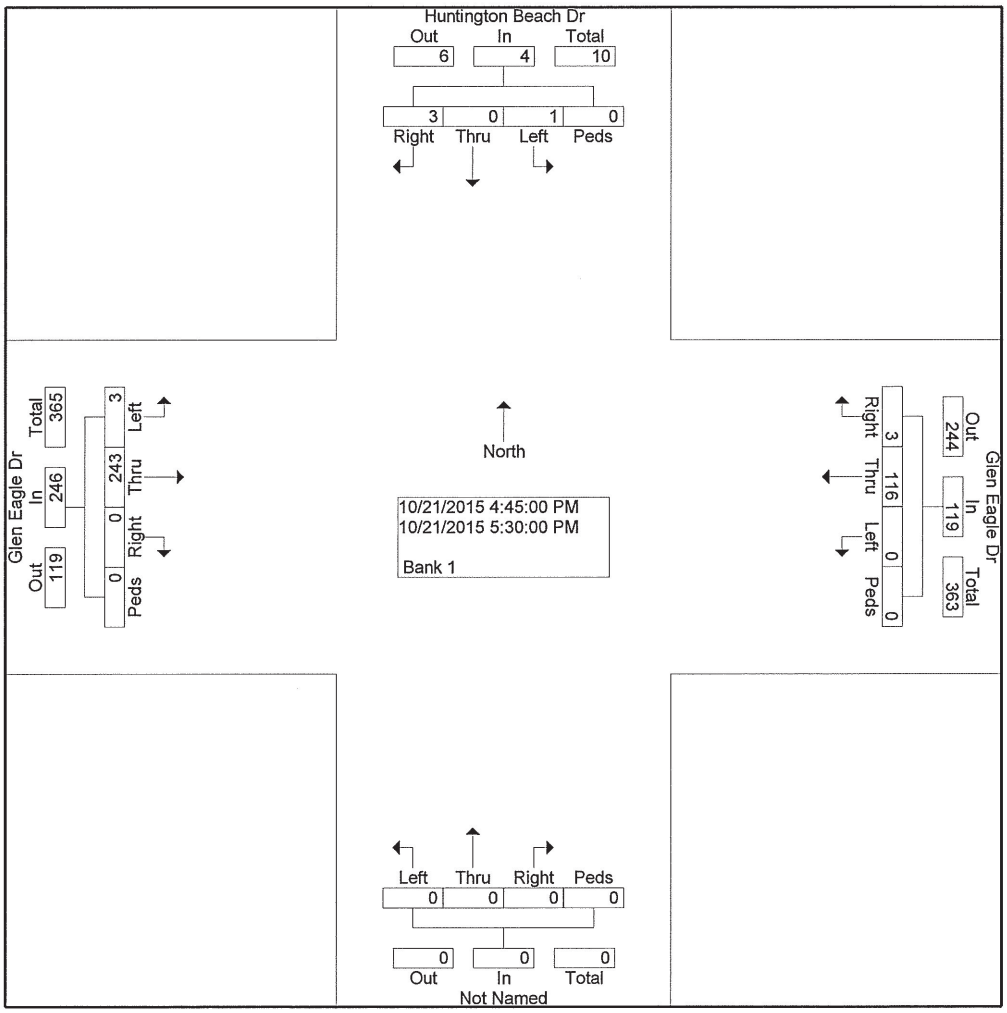
File Name : Gleneagle Dr - Huntington Beach PM
Site Code : 00154440
Start Date : 10/21/2015

	Huntington Beach Dr From North					Glen Eagle Dr From East					From South					Glen Eagle Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	3	0	1	0	4	3	116	0	0	119	0	0	0	0	0	0	243	3	0	246	369
Percent	75.0	0.0	25.0	0.0		2.5	97.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.8	1.2	0.0		
05:00 Volume	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	74	1	0	75	100
Peak Factor																					0.923
High Int.	05:30 PM					04:45 PM					3:45:00 PM					05:00 PM					
Volume	1	0	1	0	2	2	35	0	0	37	0	0	0	0	0	0	74	1	0	75	
Peak Factor					0.500					0.804										0.820	



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File Name : Gleneagle Dr - Doral Way AM
Site Code : 00154440
Start Date : 10/06/2015
Page No : 1

Groups Printed- Unshifted

	Gleneagle Dr From North				Doral Way From East				Gleneagle Dr From South				From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	37	0	0	0	0	10	0	0	5	0	0	0	0	0	0	52
06:45 AM	0	46	0	0	0	0	12	0	0	7	1	0	0	0	0	0	66
Total	0	83	0	0	0	0	22	0	0	12	1	0	0	0	0	0	118
07:00 AM	0	75	0	0	2	0	12	0	1	7	0	0	0	0	0	0	97
07:15 AM	0	60	0	0	2	0	6	0	2	10	0	0	0	0	0	0	80
07:30 AM	0	67	0	0	0	0	5	0	2	17	0	0	0	0	0	0	91
07:45 AM	0	69	1	0	1	0	9	0	10	22	0	0	0	0	0	0	112
Total	0	271	1	0	5	0	32	0	15	56	0	0	0	0	0	0	380
08:00 AM	0	36	0	0	1	0	10	0	4	18	2	0	0	0	0	0	71
08:15 AM	0	39	4	0	1	0	6	0	6	35	3	0	0	0	0	0	94
Grand Total	0	429	5	0	7	0	70	0	25	121	6	0	0	0	0	0	663
Apprch %	0.0	98.8	1.2	0.0	9.1	0.0	90.9	0.0	16.4	79.6	3.9	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	64.7	0.8	0.0	1.1	0.0	10.6	0.0	3.8	18.3	0.9	0.0	0.0	0.0	0.0	0.0	

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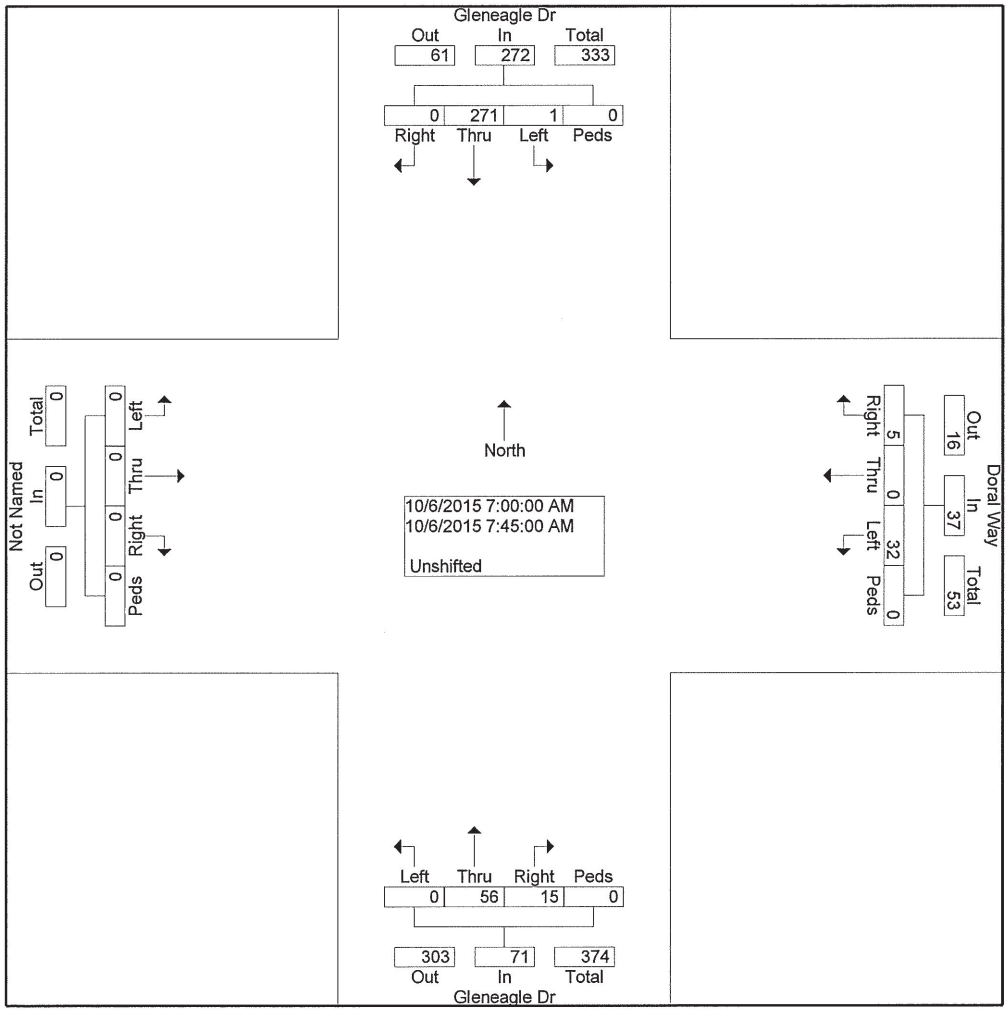
File Name : Gleneagle Dr - Doral Way AM
Site Code : 00154440
Start Date : 10/06/2015
Page No : 2

	Gleneagle Dr From North					Doral Way From East					Gleneagle Dr From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	271	1	0	272	5	0	32	0	37	15	56	0	0	71	0	0	0	0	0	380
Percent	0.0	99.6	0.4	0.0		13.5	0.0	86.5	0.0		21.1	78.9	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	69	1	0	70	1	0	9	0	10	10	22	0	0	32	0	0	0	0	0	112
Peak Factor																					0.848
High Int.	07:00 AM					07:00 AM					07:45 AM					6:15:00 AM					
Volume	0	75	0	0	75	2	0	12	0	14	10	22	0	0	32						
Peak Factor					0.907					0.661					0.555						



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File Name : Gleneagle Dr - Doral Way PM
Site Code : 00154440
Start Date : 10/21/2015
Page No : 1

Groups Printed- Unshifted

	From North				Glen Eagle Dr From East				Doral Way From South				Glen Eagle Dr From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	21	1	0	0	0	0	0	2	41	0	0	65
04:15 PM	0	0	0	0	0	20	1	0	0	0	2	0	1	43	0	0	67
04:30 PM	0	0	0	0	0	29	1	0	1	0	1	0	5	46	0	0	83
04:45 PM	0	0	0	0	0	35	1	0	0	0	2	0	6	56	0	0	100
Total	0	0	0	0	0	105	4	0	1	0	5	0	14	186	0	0	315
05:00 PM	0	0	0	0	0	25	0	0	0	0	5	0	5	69	0	0	104
05:15 PM	0	0	0	0	0	30	0	0	0	0	2	0	10	54	0	0	96
05:30 PM	0	0	0	0	0	27	0	0	1	0	3	0	12	52	0	0	95
05:45 PM	0	0	0	0	0	20	1	0	0	0	3	0	3	53	0	0	80
Total	0	0	0	0	0	102	1	0	1	0	13	0	30	228	0	0	375
Grand Total	0	0	0	0	0	207	5	0	2	0	18	0	44	414	0	0	690
Apprch %	0.0	0.0	0.0	0.0	0.0	97.6	2.4	0.0	10.0	0.0	90.0	0.0	9.6	90.4	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	30.0	0.7	0.0	0.3	0.0	2.6	0.0	6.4	60.0	0.0	0.0	

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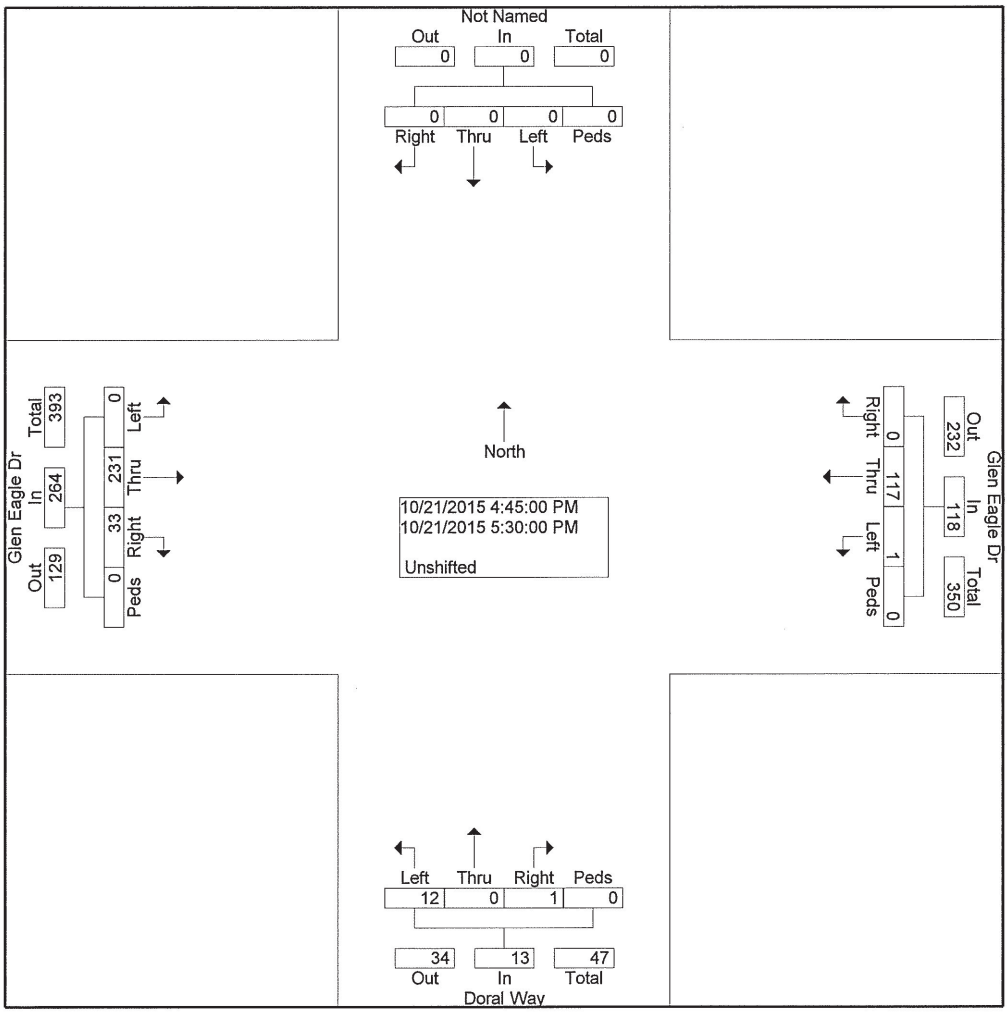
File Name : Gleneagle Dr - Doral Way PM
Site Code : 00154440
Start Date : 10/21/2015
Page No : 2

	From North					Glen Eagle Dr From East					Doral Way From South					Glen Eagle Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	0	0	0	0	0	117	1	0	118	1	0	12	0	13	33	231	0	0	264	395
Percent	0.0	0.0	0.0	0.0		0.0	99.2	0.8	0.0		7.7	0.0	92.3	0.0		12.5	87.5	0.0	0.0		
05:00 Volume	0	0	0	0	0	0	25	0	0	25	0	0	5	0	5	5	69	0	0	74	104
Peak Factor																					0.950
High Int.	3:45:00 PM					04:45 PM					05:00 PM					05:00 PM					
Volume	0	0	0	0	0	0	35	1	0	36	0	0	5	0	5	5	69	0	0	74	
Peak Factor										0.819					0.650					0.892	



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File Name : Gleneagle Dr - S Mission Hill Wy
Site Code : 00154440
Start Date : 03/02/2016
Page No : 1

Groups Printed- Unshifted

	Gleneagle Dr From North				S Mission Hill Wy From East				Gleneagle Dr From South				S Mission Hill Wy From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	26	0	0	0	0	4	0	0	4	0	0	4	0	0	0	39
06:45 AM	0	39	0	0	0	0	2	0	1	5	0	0	3	0	3	0	53
Total	1	65	0	0	0	0	6	0	1	9	0	0	7	0	3	0	92
07:00 AM	0	54	0	0	1	0	8	0	0	2	0	0	2	1	1	0	69
07:15 AM	0	50	0	0	0	0	1	0	0	13	0	0	9	0	3	0	76
07:30 AM	0	53	0	0	0	0	9	0	1	12	0	0	3	0	1	0	79
07:45 AM	0	42	0	0	0	0	4	0	4	17	0	0	1	0	0	0	68
Total	0	199	0	0	1	0	22	0	5	44	0	0	15	1	5	0	292
08:00 AM	2	30	0	0	0	0	1	0	0	24	0	0	2	1	0	0	60
08:15 AM	0	26	0	0	0	0	1	0	2	22	0	0	1	0	1	0	53
Grand Total	3	320	0	0	1	0	30	0	8	99	0	0	25	2	9	0	497
Apprch %	0.9	99.1	0.0	0.0	3.2	0.0	96.8	0.0	7.5	92.5	0.0	0.0	69.4	5.6	25.0	0.0	
Total %	0.6	64.4	0.0	0.0	0.2	0.0	6.0	0.0	1.6	19.9	0.0	0.0	5.0	0.4	1.8	0.0	

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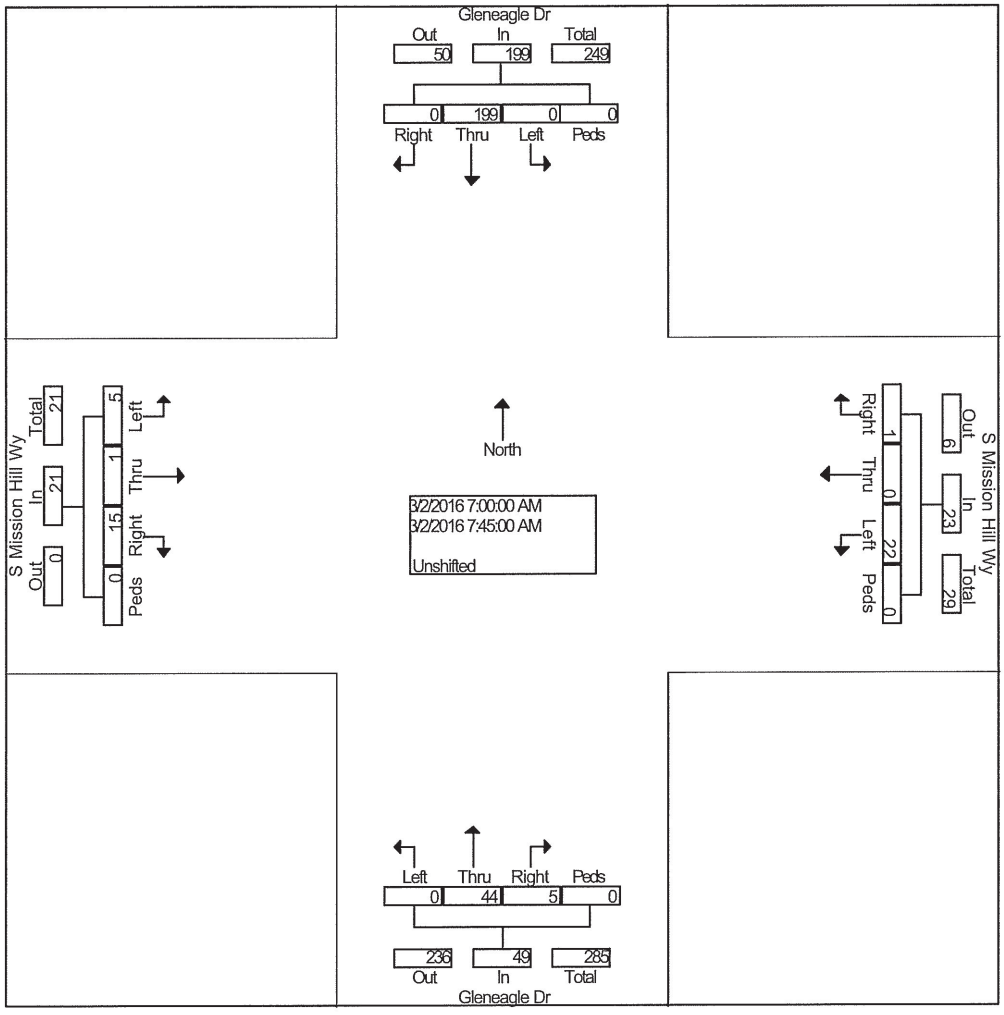
File Name : Gleneagle Dr - S Mission Hill Wy
Site Code : 00154440
Start Date : 03/02/2016
Page No : 2

	Gleneagle Dr From North					S Mission Hill Wy From East					Gleneagle Dr From South					S Mission Hill Wy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	199	0	0	199	1	0	22	0	23	5	44	0	0	49	15	1	5	0	21	292
Percent	0.0	100.0	0.0	0.0		4.3	0.0	95.7	0.0		10.2	89.8	0.0	0.0		71.4	4.8	23.8	0.0		
07:30 Volume	0	53	0	0	53	0	0	9	0	9	1	12	0	0	13	3	0	1	0	4	79
Peak Factor																					0.924
High Int.	07:00 AM					07:00 AM					07:45 AM					07:15 AM					
Volume	0	54	0	0	54	1	0	8	0	9	4	17	0	0	21	9	0	3	0	12	
Peak Factor					0.921					0.639					0.583					0.438	



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LSC Transportation Consultants, Inc.

File Name : Gleneagle Dr - S Mission Hill Wy PM
Site Code : 00154440
Start Date : 03/01/2016
Page No : 1

Groups Printed- Unshifted

	Gleneagle Dr From North				S Mission Hill Wy From East				Gleneagle Dr From South				S Mission Hill Wy From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	4	17	1	0	0	0	1	0	2	42	2	0	2	0	1	0	72
04:15 PM	3	17	1	0	0	0	2	0	3	36	4	0	2	1	1	0	70
04:30 PM	2	27	0	0	0	0	2	0	4	39	4	0	1	0	1	0	80
04:45 PM	0	18	0	0	0	0	0	0	4	40	0	0	6	0	2	0	70
Total	9	79	2	0	0	0	5	0	13	157	10	0	11	1	5	0	292
05:00 PM	1	29	1	0	0	0	2	0	6	57	3	0	4	0	2	0	105
05:15 PM	3	16	0	0	1	0	3	0	6	39	2	0	1	0	1	0	72
05:30 PM	2	22	0	0	0	0	0	0	4	32	5	0	1	0	1	0	67
05:45 PM	4	31	0	0	0	0	0	0	5	28	5	0	5	0	1	0	79
Total	10	98	1	0	1	0	5	0	21	156	15	0	11	0	5	0	323
Grand Total	19	177	3	0	1	0	10	0	34	313	25	0	22	1	10	0	615
Apprch %	9.5	88.9	1.5	0.0	9.1	0.0	90.9	0.0	9.1	84.1	6.7	0.0	66.7	3.0	30.3	0.0	
Total %	3.1	28.8	0.5	0.0	0.2	0.0	1.6	0.0	5.5	50.9	4.1	0.0	3.6	0.2	1.6	0.0	

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Colorado Springs, CO 80903
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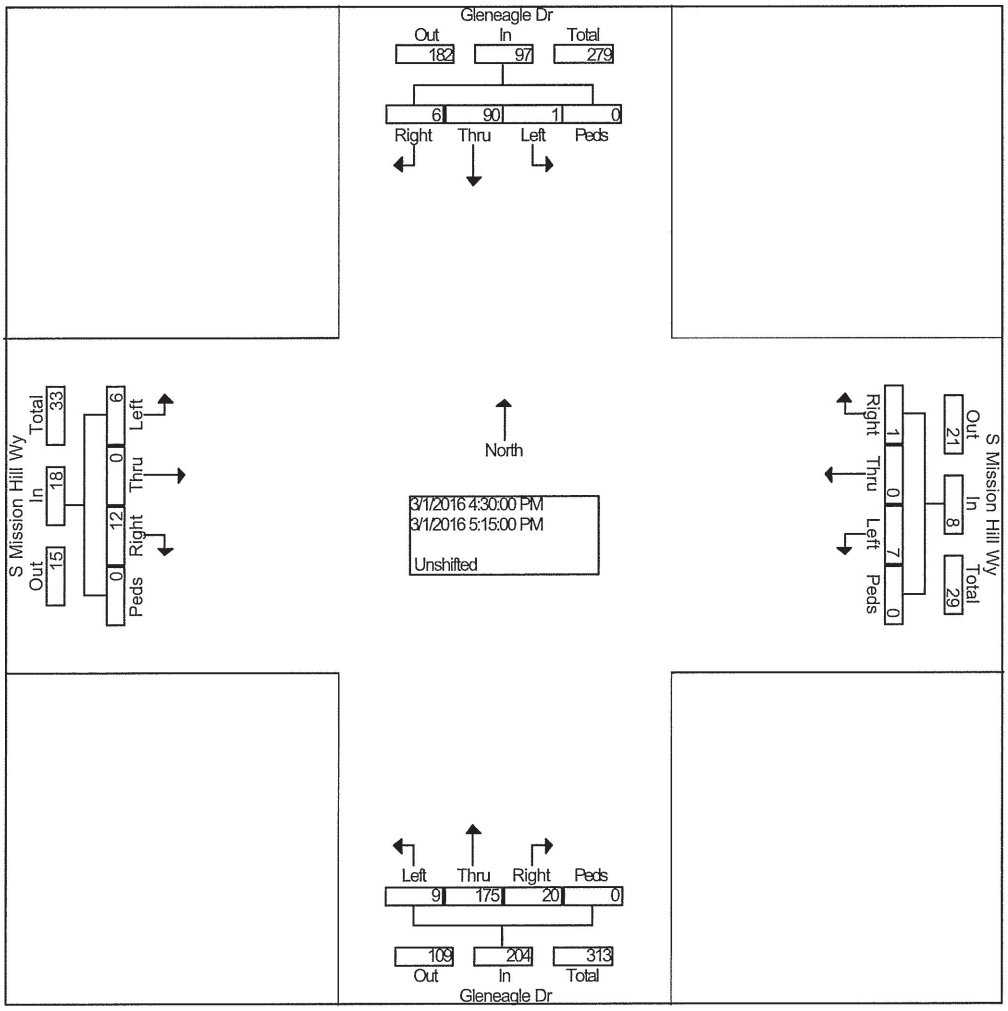
File Name : Gleneagle Dr - S Mission Hill Wy PM
Site Code : 00154440
Start Date : 03/01/2016

	Gleneagle Dr From North					S Mission Hill Wy From East					Gleneagle Dr From South					S Mission Hill Wy From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	6	90	1	0	97	1	0	7	0	8	20	175	9	0	204	12	0	6	0	18	327
Percent	6.2	92.8	1.0	0.0		12.5	0.0	87.5	0.0		9.8	85.8	4.4	0.0		66.7	0.0	33.3	0.0		
05:00 Volume	1	29	1	0	31	0	0	2	0	2	6	57	3	0	66	4	0	2	0	6	105
Peak Factor																					0.779
High Int.	05:00 PM					05:15 PM					05:00 PM					04:45 PM					
Volume	1	29	1	0	31	1	0	3	0	4	6	57	3	0	66	6	0	2	0	8	
Peak Factor					0.782					0.500					0.773					0.563	



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	303	0	2	12
Future Vol, veh/h	0	69	303	0	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	97	97	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	108	312	0	2	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	312	0	-	0	420	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	108	-
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	1248	-	-	-	590	728
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1248	-	-	-	590	728
Mov Cap-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1248	-	-	-	704
HCM Lane V/C Ratio	-	-	-	-	0.02
HCM Control Delay (s)	0	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	263	126	3	1	3
Future Vol, veh/h	3	263	126	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	321	126	3	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	457	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	329	-
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	1457	-	-	-	562	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	560	922
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	794
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	70	320	0	1	5
Future Vol, veh/h	2	70	320	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	76	348	0	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	348	0	-	0	428	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	80	-
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	1211	-	-	-	584	695
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1211	-	-	-	583	695
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1211	-	-	-	673
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	8	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	270	135	1	1	3
Future Vol, veh/h	5	270	135	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	293	147	1	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	148	0	-	0	451	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	303	-
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	1434	-	-	-	566	899
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1434	-	-	-	564	899
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1434	-	-	-	783
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	125	453	0	1	5
Future Vol, veh/h	2	125	453	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	136	492	0	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	492	0	-	0	632	492
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	140	-
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	1071	-	-	-	444	577
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1071	-	-	-	443	577
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1071	-	-	-	549
HCM Lane V/C Ratio	0.002	-	-	-	0.012
HCM Control Delay (s)	8.4	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	447	260	1	1	3
Future Vol, veh/h	5	447	260	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	486	283	1	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	284	0	-	0	780	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	496	-
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	1278	-	-	-	364	755
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1278	-	-	-	362	755
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1278	-	-	-	594
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Control Delay (s)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0