



LSC TRANSPORTATION CONSULTANTS, INC.  
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## Gleneagle Golf Course Filing No. 2 Traffic Impact Analysis (LSC #154441) PCD File No.: VR1818 February 15, 2019

### **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.

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Date



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February 15, 2019

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  
PCD File No. VR1818

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.

<b>Table 1</b> <b>Intersection Levels of Service Delay Ranges</b>			
<b>Level of Service</b>	<b>Signalized Intersections</b>		<b>Unsignalized Intersections</b>
	<b>Average Control Delay (seconds per vehicle)</b>	<b>V/C<sup>(1)</sup></b>	<b>Average Control Delay (seconds per vehicle)<sup>(2)</sup></b>
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: <i>Transportation Research Circular 212</i>			
(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, 6<sup>th</sup> 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 Struthers/Gleneagle Roundabout will be contributed to by the El Paso County Transportation Impact Fee rather than a pro rata share.

\* \* \* \* \*

Please contact me if you have any questions.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

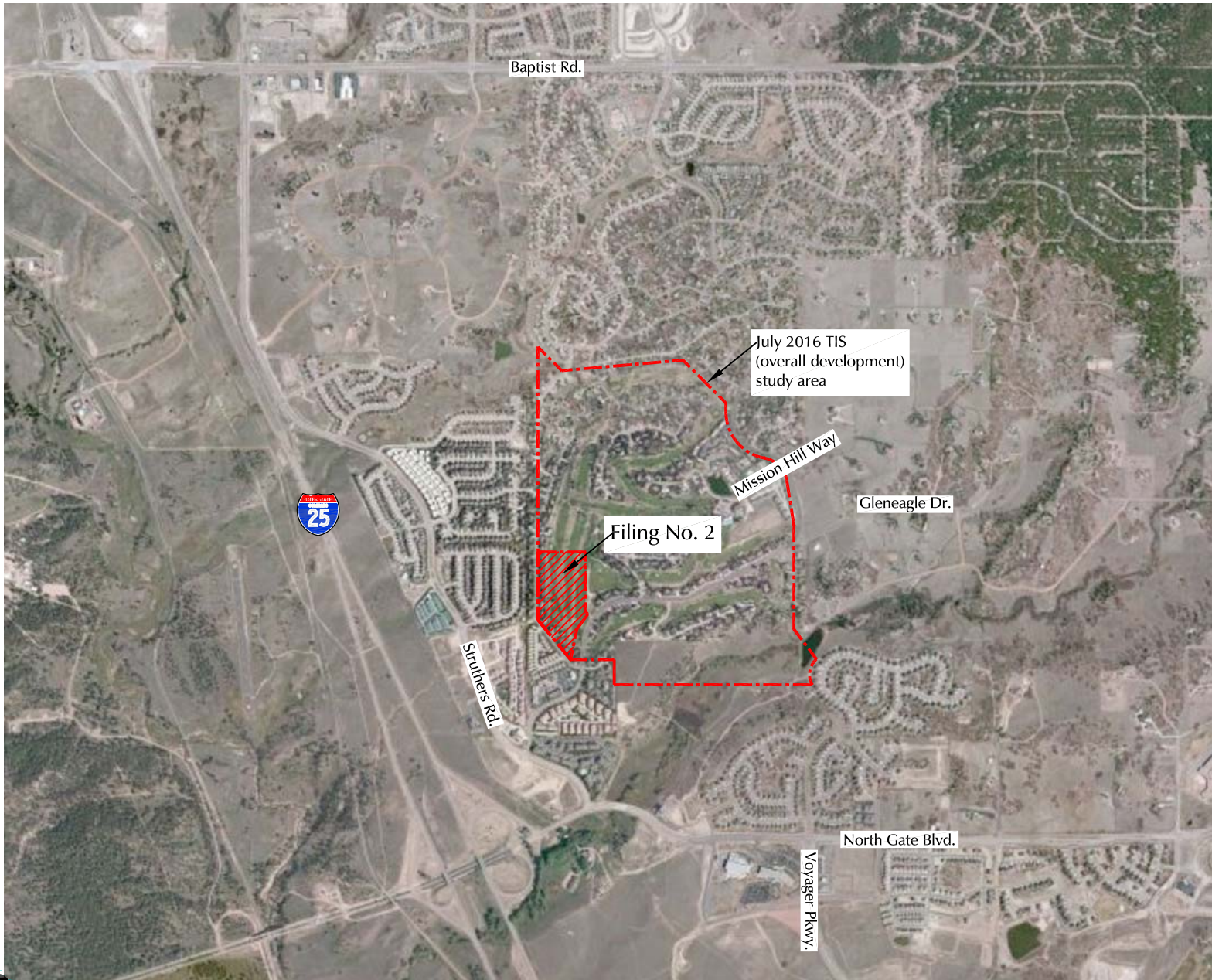
By: Jeffrey C. Hodsdon, P.E., PTOE  
Principal

JCH:KDF:bjwb

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

<p style="text-align: center;"> <b>Table 2</b>  <b>Trip Generation Estimate</b>  <b>Gleneagle Golf Course Filing No. 2</b> </p>
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Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>					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 <sup>(2)</sup>	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.														

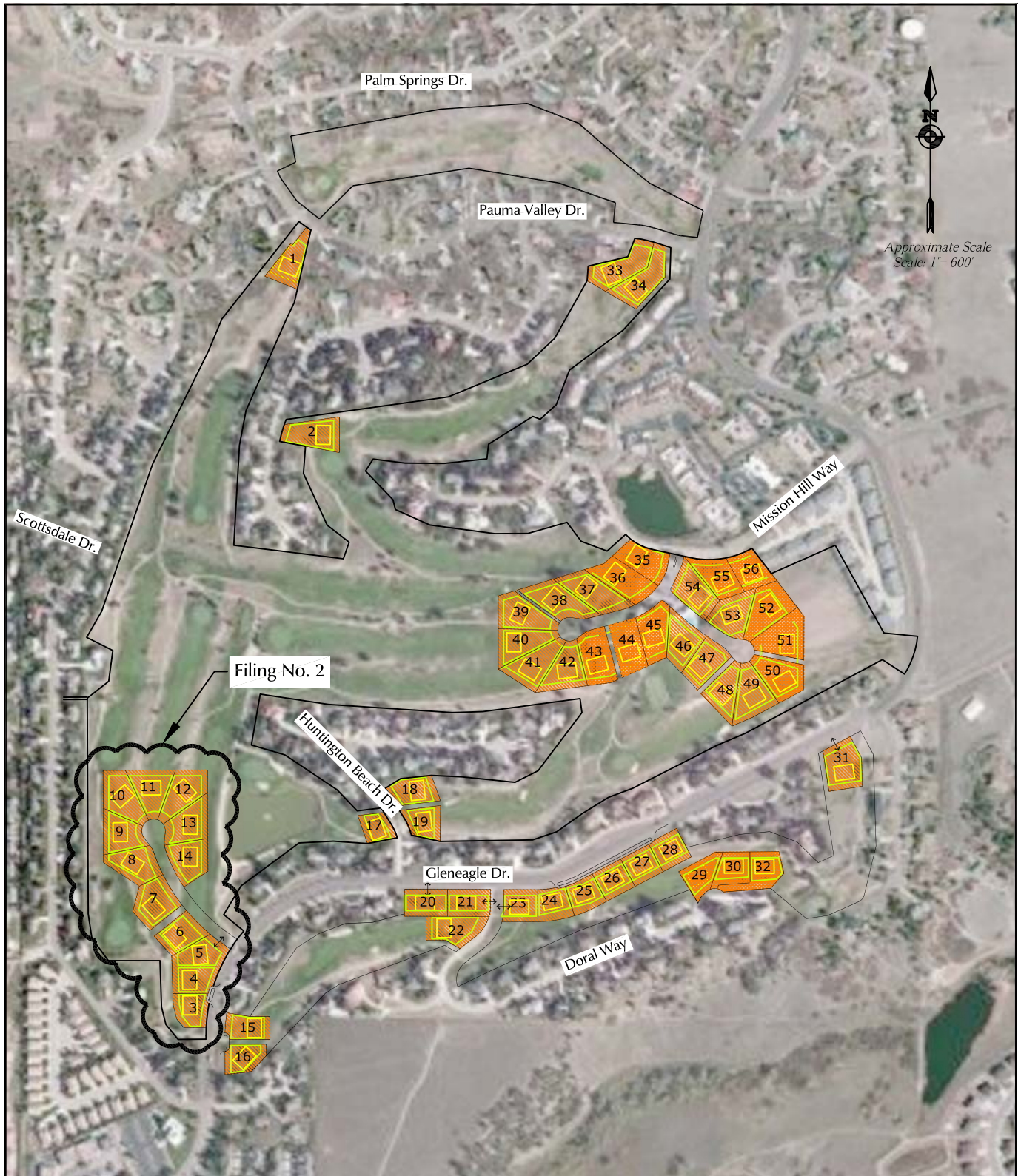


Approximate Scale  
Scale: 1" = 2,000'

Figure 1  
**Vicinity  
Map**

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





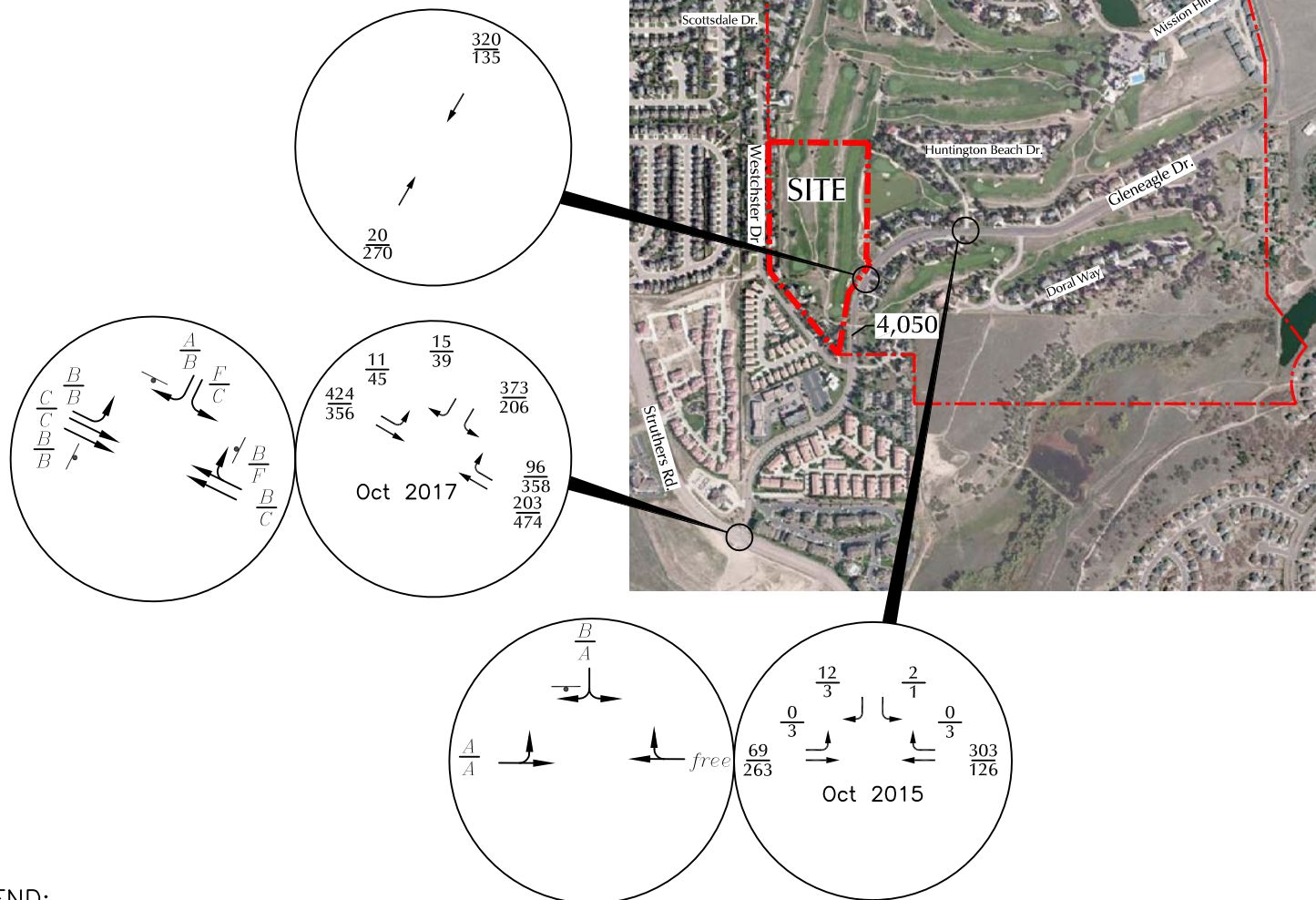
**LEGEND:**

XX = Proposed New Lots for Single Family Homes

Figure 2

# Filing No. 2 Site

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



Approximate Scale  
Scale: 1" = 1,200'

#### LEGEND:

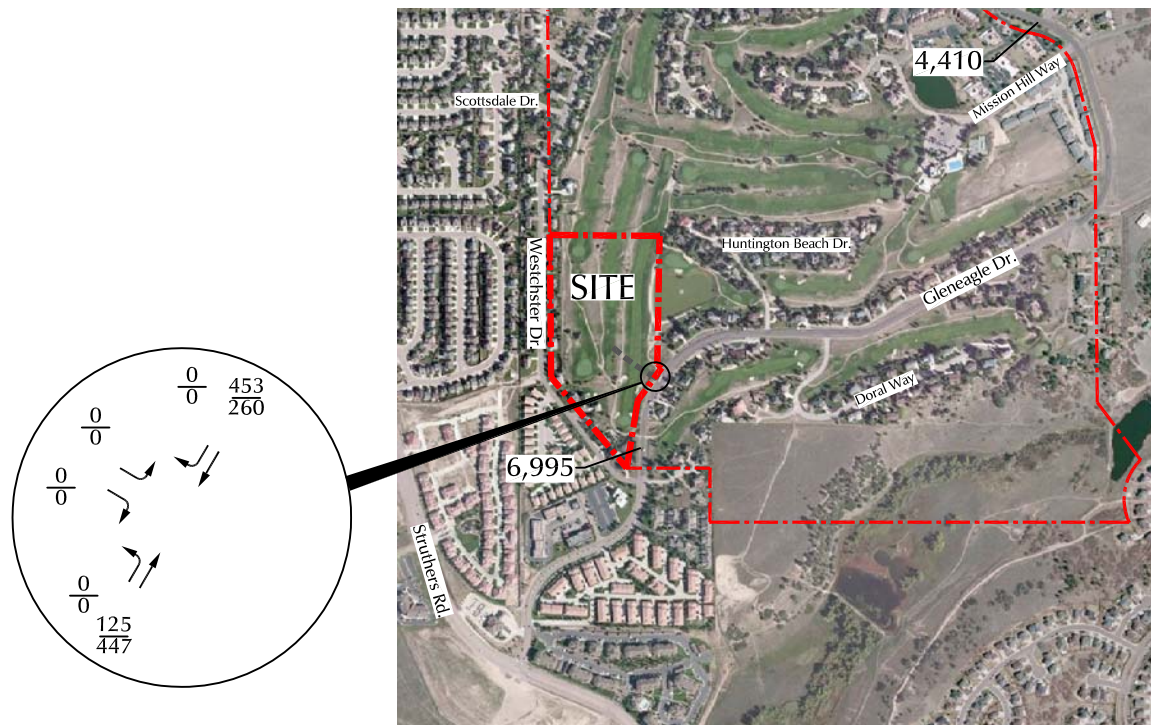
- $\downarrow$  = Stop Sign  
 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
 $\frac{A}{B}$  = PM Individual Movement Peak-Hour Level of Service  
 XXX = Average Weekday Traffic (vehicles per day)

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

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

Figure 3





#### LEGEND:

- $\perp$  = Stop Sign
- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
PM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
PM Individual Movement Peak-Hour Level of Service
- XXX = Average Weekday Traffic (vehicles per day)


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

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

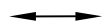
Figure 4





  
 Approximate Scale  
 Scale: 1" = 2,000'

LEGEND:

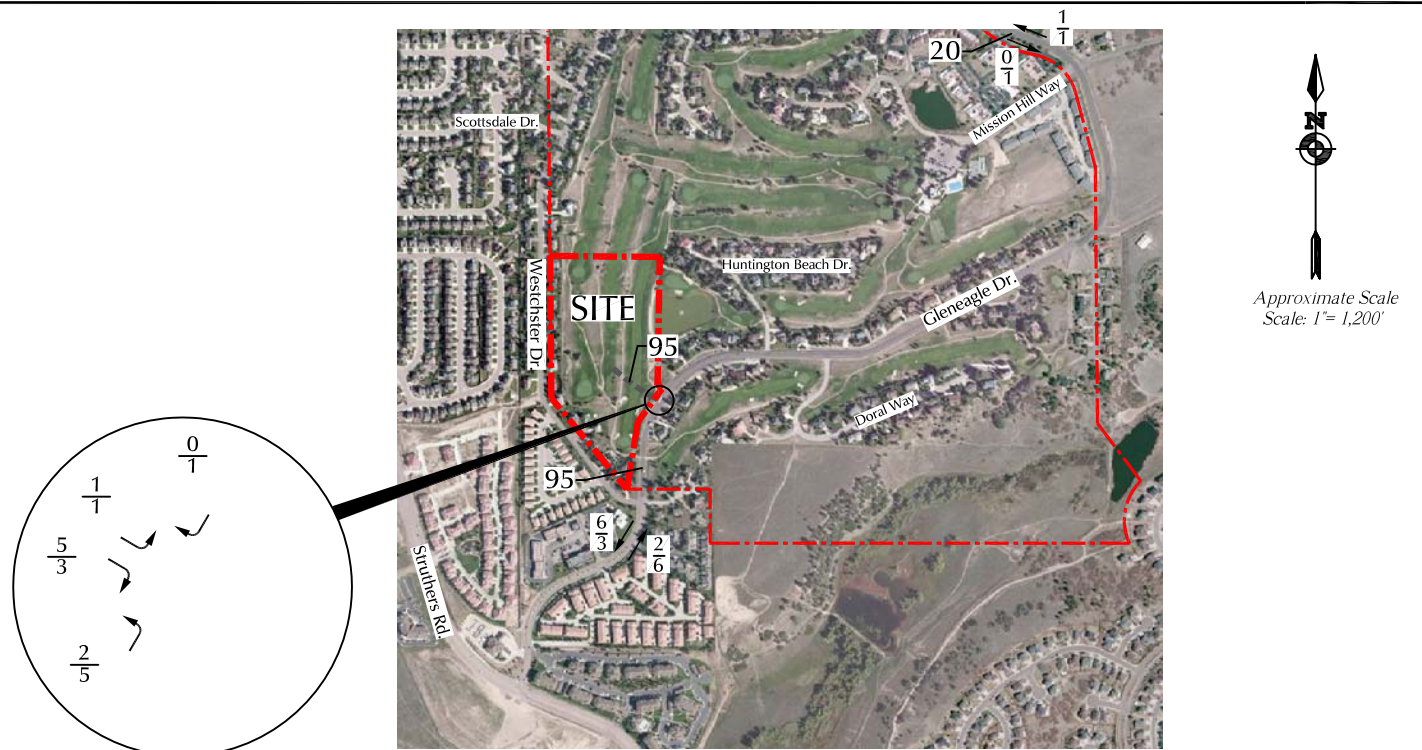


65% = Percent Directional Distribution

Figure 5

## Directional Distribution of Site-Generated Traffic

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



LEGEND:

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

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

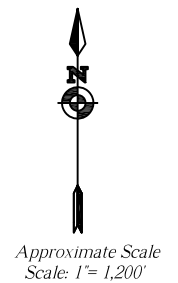
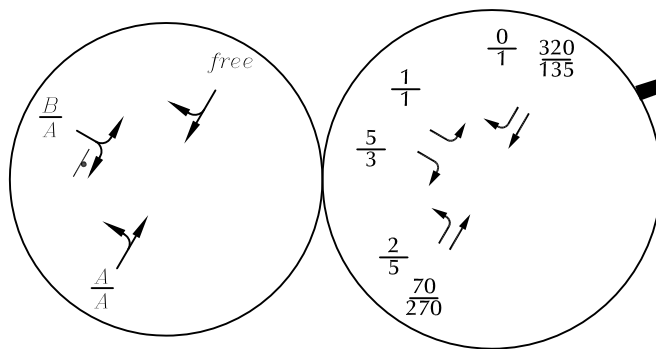
XXX = Average Weekday Traffic (vehicles per day)

Figure 6

# Assignment of Site-Generated Traffic

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





LEGEND:

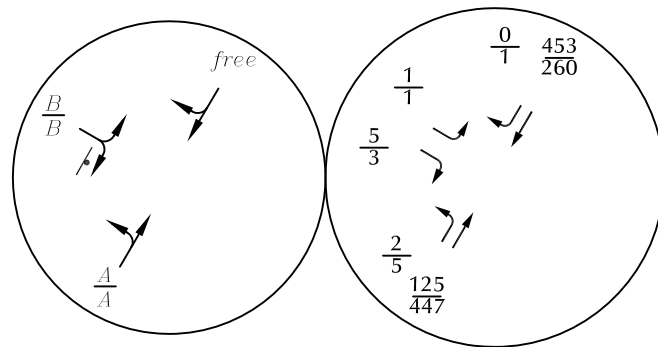
- $\downarrow$  = Stop Sign  
 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
 $\frac{A}{B}$  = PM Individual Movement Peak-Hour Level of Service  
 XXX = Average Weekday Traffic (vehicles per day)



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

Figure 7

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



Approximate Scale  
Scale: 1" = 1,200'

#### LEGEND:

- $\perp$  = Stop Sign  
 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
 $\frac{A}{B}$  = PM Individual Movement Peak-Hour Level of Service  
 XXX = Average Weekday Traffic (vehicles per day)

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

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

Counts by LSC

**LSC Transportation Consultants, Inc.**

**File Name : Struthers Rd - Gleneagle AM**

**Site Code : 00174790**

**Start Date : 10/25/2017**

**Page No : 1**

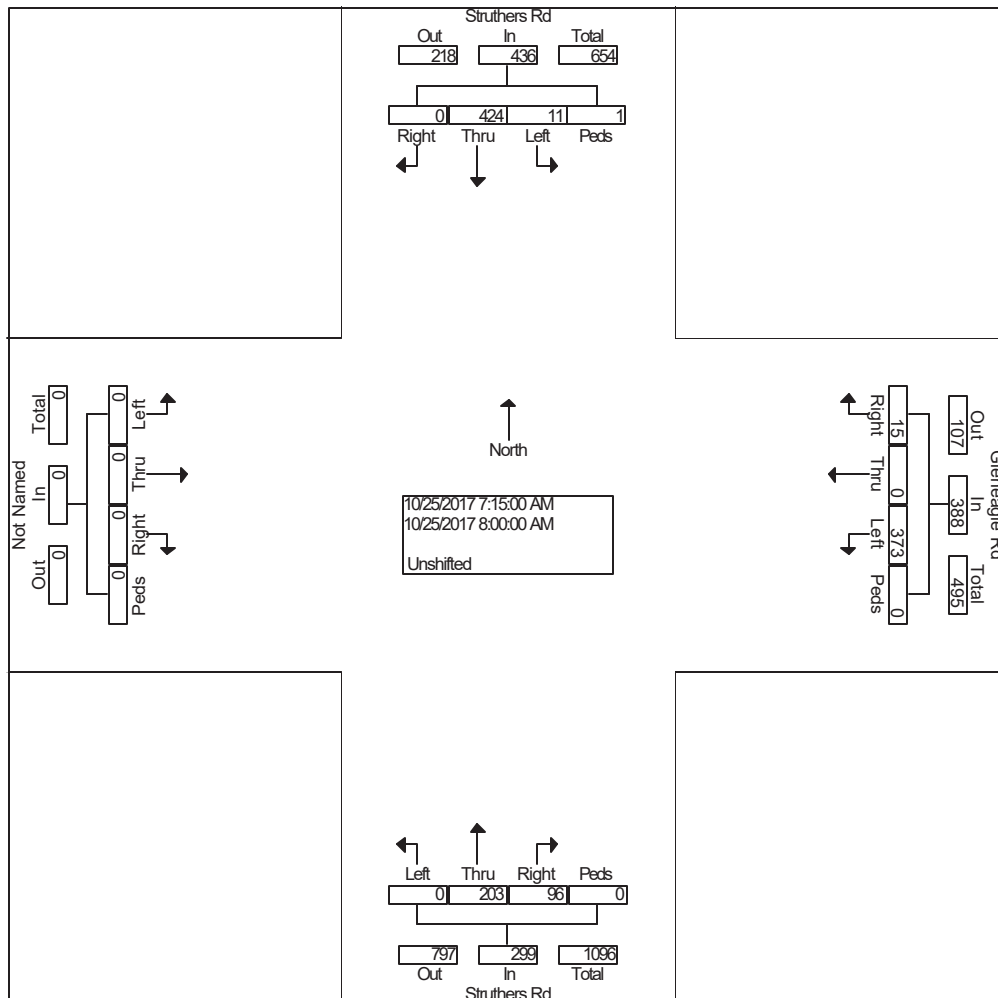
Groups Printed- Unshifted

	Struthers Rd From North				Gleneagle Rd From East				Struthers Rd From South				From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	42	11	1	436	15	0	37	0	388	96	20	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	14	4	1	152	8	0	11	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	14	4	1	152	8	0	11	0	126	30	68	0	0	98						
Peak Factor					0.71					0.77					0.76						
					7					0					3						



Counts by LSC

**LSC Transportation Consultants, Inc.**

**File Name : Struthers Rd - Gleneagle PM**

**Site Code : 00174790**

**Start Date : 10/24/2017**

**Page No : 1**

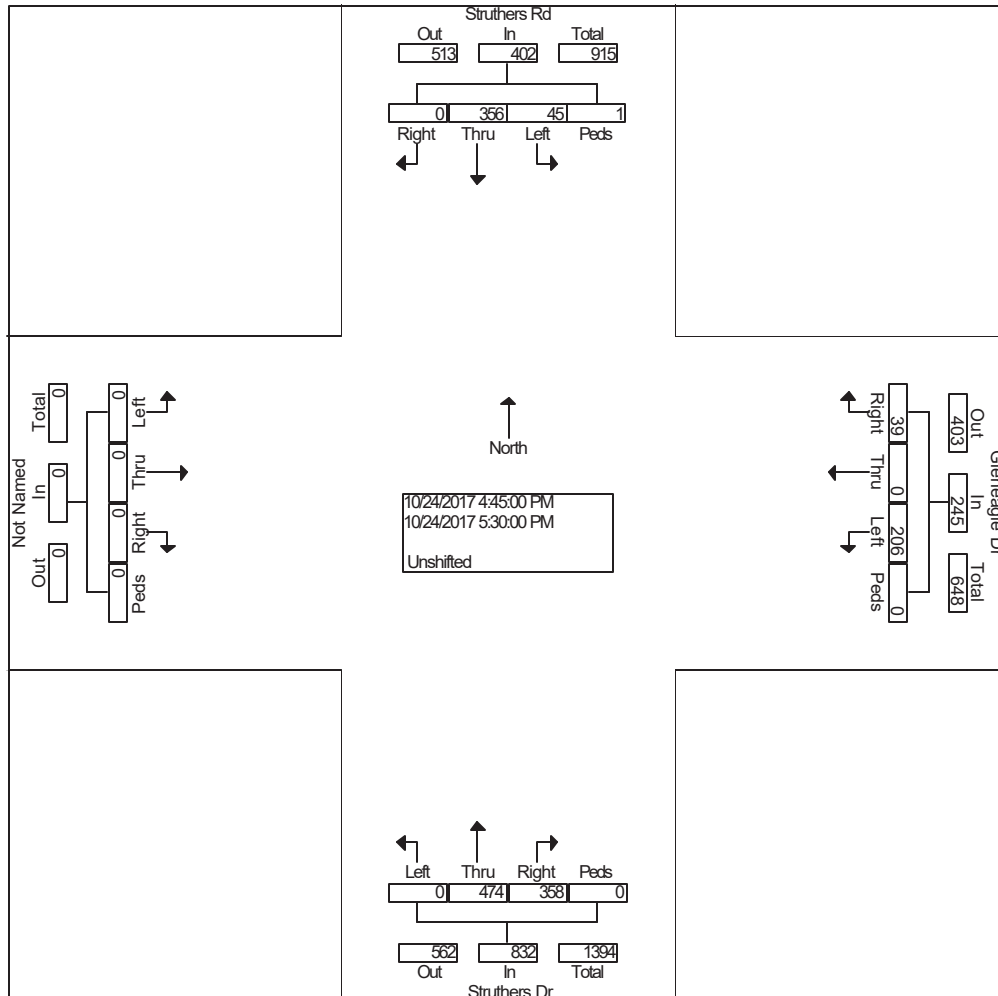
Groups Printed- Unshifted

	Struthers Rd From North				Gleneagle Dr From East				Struthers Dr From South				From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	35	45	1	402	39	0	20	0	245	35	47	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	11	12	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	10	13	0	115	10	0	57	0	67	11	12	0	0	231						
Peak Factor		2			0.87					0.91	0	1			0.90						
					4					4					0						





516 N. Tejon St.

LSC Transportation Consultants, Inc.

Colorado Springs, CO

(719) 633-2868

Site 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				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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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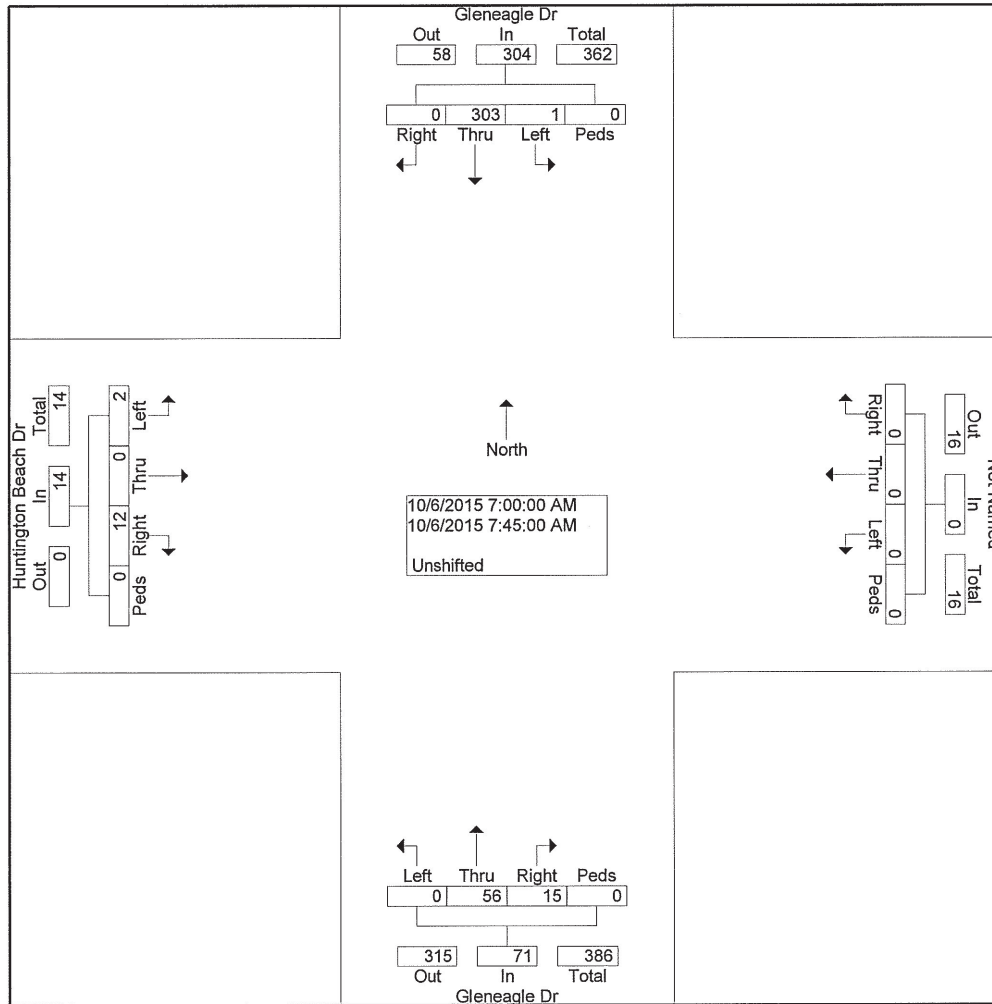
File Name : Gleneagle Dr - Huntington Beach AM

Site Code : 00154440

Start Date : 10/06/2015

Page No : 2

	Gleneagle Dr From North					From East					Gleneagle Dr From South					Huntington Beach Dr From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	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				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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

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	Huntington Beach Dr From North					Glen Eagle Dr From East					From South					Glen Eagle Dr From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	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																					0.820

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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				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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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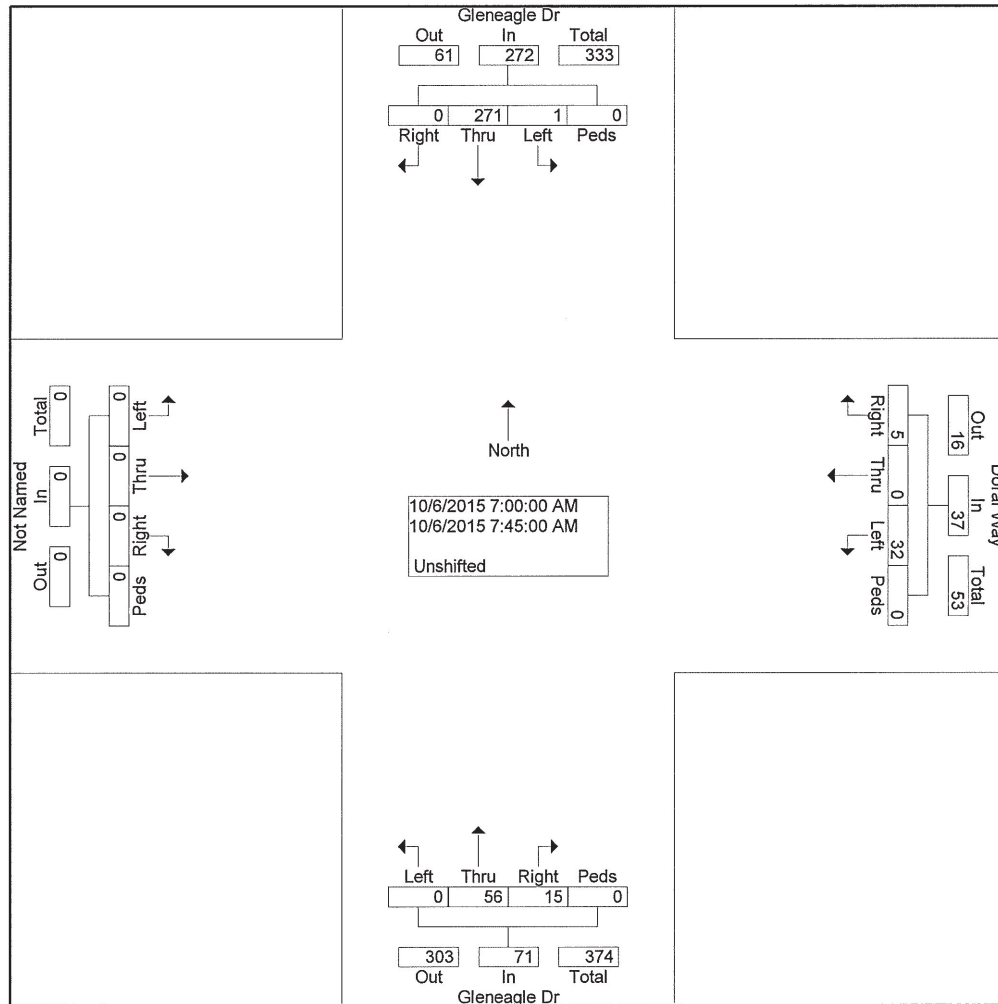
File Name : Gleneagle Dr - Doral Way AM

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	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	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					



## Groups Printed- Unshifted

	From North				Glen Eagle Dr From East				Doral Way From South				Glen Eagle Dr From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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	



	From North					Glen Eagle Dr From East					Doral Way From South					Glen Eagle Dr From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	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																					



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

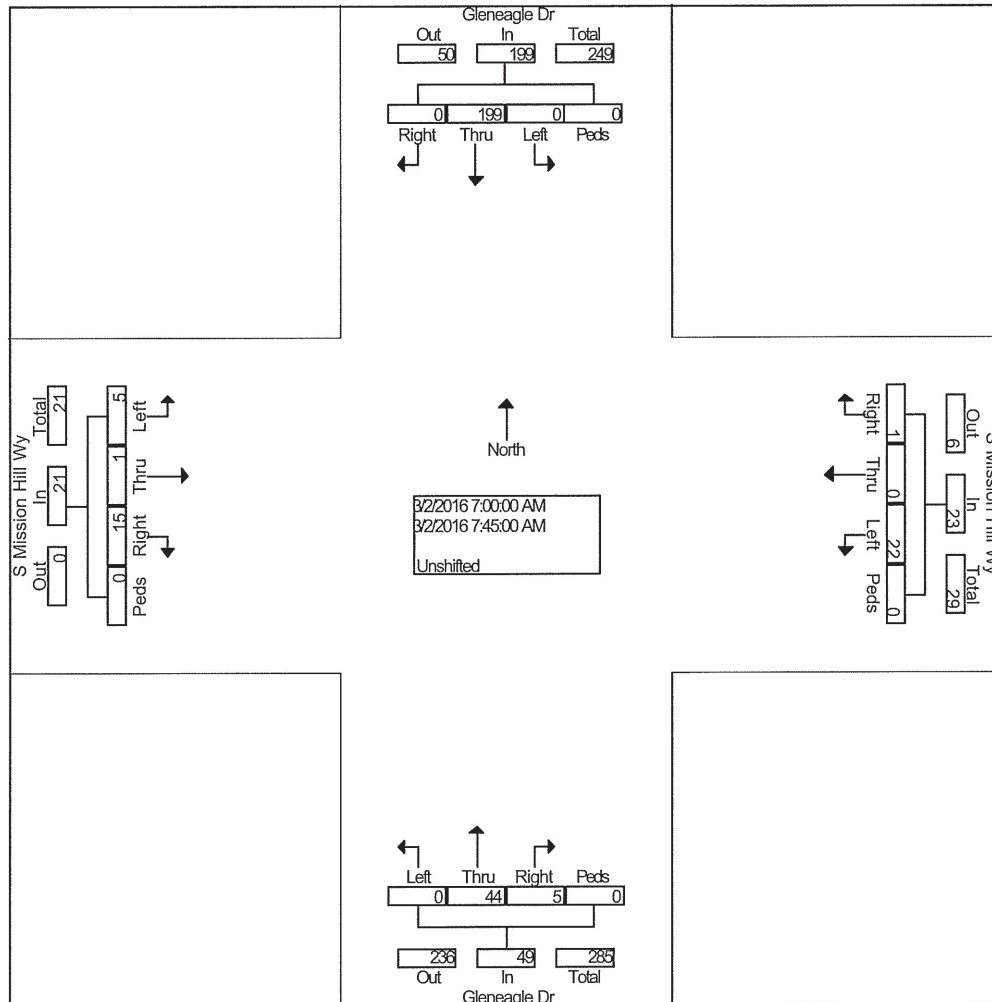
Groups Printed- Unshifted

	Gleneagle Dr From North				S Mission Hill Wy From East				Gleneagle Dr From South				S Mission Hill Wy From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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	Rig ht	Thru	Left	Peds	App. Total	Rig ht	Thru	Left	Peds	App. Total	Rig ht	Thru	Left	Peds	App. Total	Rig ht	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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File Name : Gleneagle Dr - S Mission Hill Wy PM  
 Site Code : 00154440  
 Start Date : 03/01/2016  
 Page No : 1

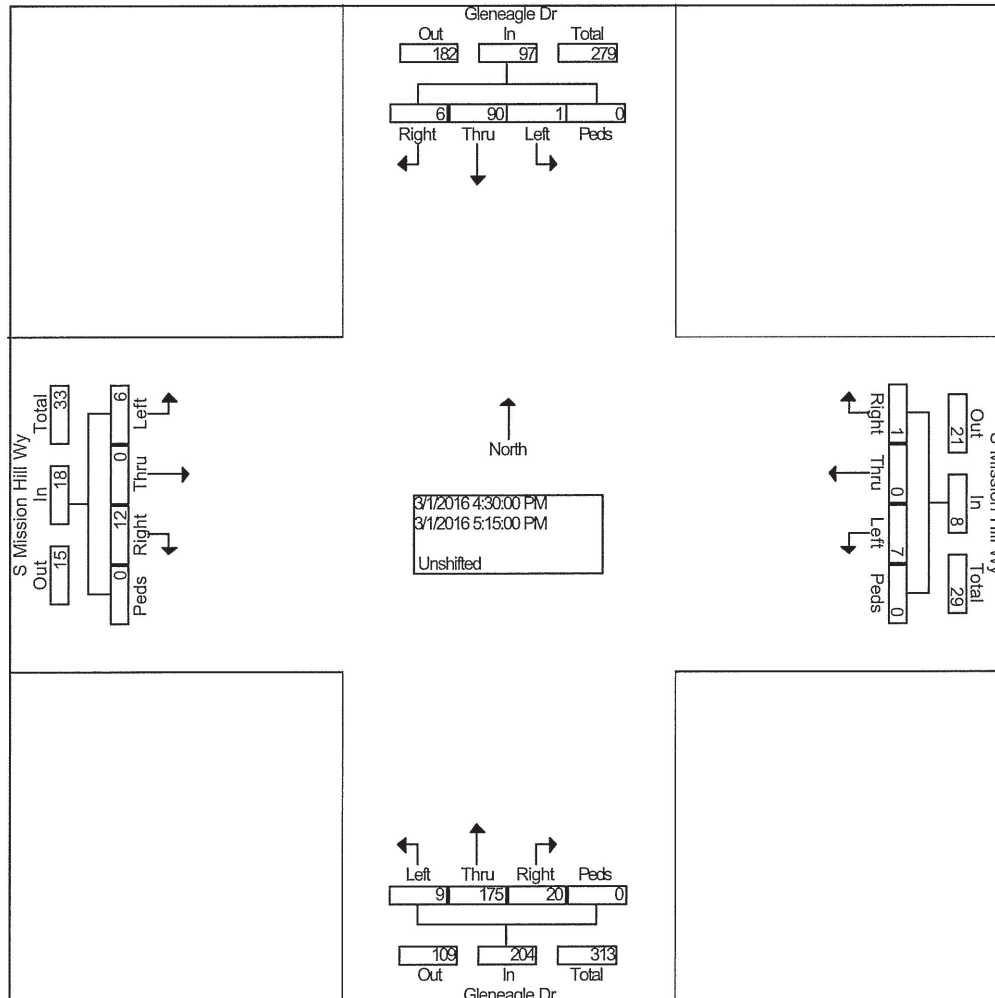
Groups Printed- Unshifted

	Gleneagle Dr From North				S Mission Hill Wy From East				Gleneagle Dr From South				S Mission Hill Wy From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
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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Project Name : Gleneagle Dr - S Mission Hill Wy PM  
 Site Code : 00154440  
 Start Date : 03/01/2016  
 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	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	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.																					
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					






HCM 6th TWSC  
3: Gleneagle Dr & Huntington Beach Dr

Existing Traffic  
AM Peak Hour

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	420
Stage 1	-	-	312
Stage 2	-	-	108
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1248	-	590
Stage 1	-	-	742
Stage 2	-	-	916
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1248	-	590
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

HCM 6th TWSC  
3: Gleneagle Dr & Huntington Beach Dr

Existing Traffic  
PM Peak Hour

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




HCM 6th TWSC  
2: Gleneagle Dr & Lot 5-14 Access

Existing + Site-Generated Traffic  
AM Peak Hour

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	

HCM 6th TWSC  
2: Gleneagle Dr & Lot 5-14 Access

Existing + Site-Generated Traffic  
PM Peak Hour

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	






HCM 6th TWSC  
2: Gleneagle Dr & Lot 5-14 Access

2040 Total Traffic  
AM Peak Hour

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

HCM 6th TWSC  
2: Gleneagle Dr & Lot 5-14 Access

2040 Total Traffic  
PM Peak Hour

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