

Add Project Title



Traffic Engineer's Statement

The attached 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.

Jeffrey R. Planck, P.E., PE #53006

August 13, 2021
Date

Developer's Statement

I, the Developer, have read and will comply with this report.

Revise. Provide PE Stamp with signature and date of signature across the stamp

on my behalf within

Ms. Kelly Nelson
Pikes Peak Investments LLC
c/o The Equity Group
90 South Cascade Avenue
Suite 1500
Colorado Springs, Colorado 80903

Date

August 13, 2021

Ms. Kelly Nelson
Pikes Peak Investments LLC
c/o The Equity Group
90 South Cascade Avenue
Suite 1500
Colorado Springs, Colorado 80903

Re: Crossroads Mixed Use Traffic Study Letter (PCD File No. P208 and SP2011)
SWC of Meadowbrook Parkway and Newt Drive
El Paso County, Colorado

Dear Ms. Nelson:

This traffic study letter has been prepared for a proposed mixed-use development, Crossroads Mixed Use, to be located on the southwest corner of the Meadowbrook Parkway and Newt Drive intersection in El Paso County, Colorado. This letter is an addendum to the *Crossroads-Meadowbrook-Reagan Ranch Master Traffic Impact Study* (MTIS) to provide a site-specific analysis for the Crossroads Mixed Use development. For the purposes of this analysis, full buildout of Crossroads Mixed Use is expected to include 306 multifamily housing units, 10,000 square feet of retail, a 14,000 square foot pharmacy, 8,000 square feet of sit down restaurant, 11,000 square feet of fast food restaurant, and a 2,500 square foot coffee shop. The retail portion of the project is located on the east side of the site while the residential portion is located on the west side of the site. A conceptual site plan of the project is attached. Consistent with the original MTIS, an initial phase of development was evaluated in a 2026 horizon while full buildout was evaluated in the long-term 2040 horizon.

A vicinity map illustrating the location of the property is attached as **Figure 1**. The surrounding area primarily consists of vacant land, industrial uses, and residential use. The existing site is comprised of undeveloped land while residential and industrial uses are located north and northeast of the project site, respectively. The site area is shown in the aerial of attached **Figure 2**.

The purpose of this study is to identify project traffic generation characteristics and potential project traffic related impacts on the local street system, as well as to develop mitigation measures required for identified impacts. The intersection of Meadowbrook Parkway and Newt Drive was incorporated into this traffic study in accordance with El Paso County standards and requirements. In addition, one private driveway access and two private street accesses located on the south side of the future Meadowbrook Parkway extension were also included for evaluation.

Existing Roadway Network and Traffic Counts

Regional access to the project is provided by Interstate 25 (I-25) and US-24 while primary access to the project will be provided by Meadowbrook Parkway, State Highway 94 (SH-94), and Newt Drive. Direct access will be provided by three accesses located along the south side of Meadowbrook Parkway. The east private street access along Meadowbrook Parkway will be restricted to right-in/right-out movements.

Meadowbrook Parkway is an El Paso County Urban Non-Residential Collector roadway that provides one lane of travel in each direction, with a 35 mile per hour speed limit through the study area. Newt Drive extends northwest and southeast with one through lane of travel in each direction.

The Meadowbrook Parkway and Newt Drive intersection is a T-intersection with stop control on the northwestbound and southeastbound approaches of Newt Drive. The northwestbound approach of

Newt Drive consists of one through lane and a right turn lane while the southeastbound approach includes a left turn lane and one through lane. The southwestbound approach of Meadowbrook Parkway includes a two-way left turn lane and a right turn lane. With the construction of the Crossroads Mixed Use project, a southwest leg will be constructed at this intersection as an extension of Meadowbrook Parkway adjacent to the development area. Existing intersection lane configurations and control for the key study area intersection are shown in attached **Figure 3**.

Existing peak hour turning movement counts were conducted and at the intersection of Meadowbrook Parkway and Newt Drive on Tuesday, June 2, 2020. The turning movement counts were grown based on data obtained from hourly counts from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS) and additional historical CDOT traffic information provided to Kimley-Horn to account for a COVID-19 adjustment for this area. Based on this information and through coordination with CDOT, the morning and afternoon peak hour counts were increased by 35 percent to account for normal traffic conditions prior to the COVID-19 pandemic. Existing turning movement counts are shown in attached **Figure 4** while the adjusted turning movement counts are shown in **Figure 5** with count sheets and COVID-19 count adjustment data attached.

Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. Project generated traffic volumes are identified on a weekday daily as well as on a morning peak hour and afternoon peak hour basis. The morning peak hour is the highest one-hour time period of adjacent street traffic during four consecutive 15-minute intervals during the morning peak hour, between 7:00 am and 9:00 am. The afternoon peak hour is the highest one-hour time period of four consecutive 15-minute intervals between the hours of 4:00 pm and 6:00 pm representing the afternoon peak hour.

As mentioned previously, the projects were evaluated with a Phase 1 2026 horizon and a full buildout 2040 horizon. For this study, Kimley-Horn used the ITE Trip Generation Manual average rates and fitted curve equations that apply to Mid-Rise Multifamily Housing (ITE 221), Shopping Center (ITE 820), Pharmacy (ITE 881), Sit-Down Restaurant (ITE 932), Fast-Food Restaurant with Drive Through (ITE 934), and Coffee/Donut Shop with Drive Through (ITE 937) for traffic associated the project.

Since the project is proposed to contain a mix of uses, internal capture trips are expected to occur on site as well. These internal capture trips are shared trips from vehicles already within the internal street network. These shared trips reduce the number of total external trips and were calculated directly per the ITE procedure but were capped based on thresholds set forth by CDOT. Based on the CDOT access code, internal trip reductions cannot not exceed two percent for the AM peak or eight percent for PM peaks unless clearly justified and documented by actual studies. As such, an internal capture rate of two (2) percent was used during the morning peak hour and a rate of eight (8) percent during the afternoon peak for areas that apply. Phase 1 development of Crossroads Mixed Use in 2026 is expected to generate approximately 9,756 daily weekday external vehicle trips with 944 of these trips occurring during the morning peak hour and 678 trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE Trip Generation Manual, 10th Edition – Volume 1: User’s Guide and Handbook, 2017. **Table 1** provides the estimated trip generation for Phase 1 of the project. The trip generation calculations are attached.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

Table 1 – Crossroads Mixed Use Phase 1 Traffic Generation

Use	Quantity	Daily	Weekday Vehicle Trips					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Crossroads Mix Use								
Mid-Rise Multifamily Housing (ITE 221)	306 Units	1,666	27	75	102	79	51	130
Shopping Center (ITE 820)	10,000 SF	1,256	97	60	157	48	51	99
Sit Down Restaurant (ITE 932)	4,000 SF	450	22	18	40	24	15	39
Fast Food Restaurant (ITE 934)	11,000 SF	5,182	225	217	442	187	172	359
Coffee Shop (ITE 937)	2,500 SF	2,050	113	109	222	55	55	110
Total Crossroads Mix Use Trips		10,604	484	479	963	393	344	737
Crossroads Mix Use Trips after Internal Capture		9,756	475	469	944	361	316	678

With full project buildout of Crossroads Mixed Use, the project is expected to generate approximately 11,574 daily weekday external vehicle trips with 1,036 of these trips occurring during the morning peak hour and 846 trips occurring during the afternoon peak hour. **Table 2** provides the estimated trip generation for full buildout of the project.

Table 2 – Crossroads Mixed Use Buildout Traffic Generation

Use	Quantity	Daily	Weekday Vehicle Trips					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Crossroads Mix Use								
Mid-Rise Multifamily Housing (ITE 221)	306 Units	1,666	27	75	102	79	51	130
Shopping Center (ITE 820)	10,000 SF	1,256	97	60	157	48	51	99
Pharmacy (ITE 881)	14,000 SF	1,528	29	25	54	72	72	144
Sit Down Restaurant (ITE 932)	8,000 SF	898	44	36	80	48	30	78
Fast Food Restaurant (ITE 934)	11,000 SF	5,182	225	217	442	187	172	359
Coffee Shop (ITE 937)	2,500 SF	2,050	113	109	222	55	55	110
Total Crossroads Mix Use Trips		12,580	535	522	1,057	489	431	920
Crossroads Mix Use Trips after Internal Capture		11,574	524	512	1,036	450	397	846

Distribution, Assignment, and Total Traffic

Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, and the proposed access system for the project. Separate distributions were prepared for the retail and residential portions of the site. Further, separate distributions were prepared for the short-term horizon and long-term horizons to account for the future connection of Meadowbrook Parkway to Peterson Road expected to occur by the 2040 horizon. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The residential project trip distribution is illustrated in **Figure 6** for both the short term and long-term horizons. Likewise, the retail project trip distribution is illustrated in **Figure 7** for both the short term and long-term horizons.

Traffic assignment was obtained by applying the project trip distribution to the estimated project traffic generation of the development shown in the trip generation tables. The traffic assignment is shown in **Figure 8** for 2026 and **Figure 9** for 2040.

Total traffic volumes from the Crossroads-Meadowbrook-Reagan Ranch MTIS for years 2026 and 2040 with Crossroads Mixed Use project traffic volumes subtracted were used as a baseline for traffic volumes in this study. However, a portion of traffic volumes in 2040 were rerouted and added to

Meadowbrook Parkway adjacent to the project site to account for the future connection of Meadowbrook Parkway to Peterson Road. Site traffic volumes were added to the 2026 and 2040 baseline traffic volumes to represent estimated short-term and long-term traffic conditions. These total traffic volumes for 2026 and 2040 are illustrated in **Figure 10** and **Figure 11**, respectively. Traffic volume information from original MTIS are attached.

Traffic Operations Analysis

Kimley-Horn’s analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies at the project key intersections for the 2026 short term and 2040 long term horizons. The acknowledged source for determining overall capacity is the *Highway Capacity Manual*².

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). El Paso County has an overall intersection, approach and movement LOS D as the minimum threshold for acceptable operations. The following **Table 3** shows the definition of level of service for signalized and unsignalized intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Study area intersections were analyzed based on average total control delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized, roundabout, and four-way stop controlled intersections are defined for the overall intersection.

Calculations for the level of service at the key intersection and project accesses for the study area are attached. Synchro traffic analysis software was used to analyze the study area access intersections while Arcady software was utilized with the future roundabout intersection of Meadowbrook Parkway and Newt Drive. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

Meadowbrook Parkway and Newt Drive

The existing intersection of Meadowbrook Parkway and Newt Drive is a three-leg stop-controlled intersection with the northwest and southeast legs along Newt Drive providing stop control. With the construction of the project, a southwest leg of Meadowbrook Parkway will be constructed and extended to the west limits of the Crossroads Mixed Use property. By 2040, it is anticipated that Meadowbrook Parkway will connect with Peterson Road to the west. A single lane roundabout is currently planned at the intersection of Meadowbrook Parkway and Newt Drive. It is anticipated that the intersection will operate acceptably with LOS A during the peak hours throughout the 2040 horizon as a single lane roundabout. **Table 4** provides the results of the level of service at this intersection.

Table 4 – Meadowbrook Parkway and Newt Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)	LOS
2026 Total Traffic Volumes (Roundabout Control)	6.9	A	5.9	A
2040 Total Traffic Volumes (Roundabout Control)	9.3	A	9.7	A

Project Access Spacing Requirements and Internal Roadway Classifications

With completion of the Crossroads Mixed Use project, one private driveway access and two private street accesses are proposed to be located on the south side of the future extension of Meadowbrook Parkway west of Newt Drive. The east access along Meadowbrook Parkway will be a private street providing access to the retail area and will be restricted to right-in/right out movements. The middle access along Meadowbrook Parkway will be a private street and will allow full turning movements. The west access along Meadowbrook Parkway will allow full turning movements and provide private driveway access to the multifamily residential area.

The east access along Meadowbrook Parkway is proposed to be located approximately 435 feet west of Newt Drive and 360 feet east of the middle access (measured centerline to centerline). The west access along Meadowbrook Parkway is proposed to be located approximately 330 feet west of the middle access. These distances meet the El Paso County Urban Non-Residential Collector spacing standards of 660 feet to other collectors and 330 feet to intersections with a local street. The west and east accesses along Meadowbrook Parkway meet El Paso County average daily traffic threshold standard of 3,000 vehicles per day for an Urban Local street. The middle access along Meadowbrook Parkway meets the El Paso County average daily threshold standard of 10,000 and 20,000 vehicles per day for both Urban Residential and Urban Nonresidential Collectors, respectively. With the west side of the middle access street fronting the multifamily residential site, this roadway could meet the characteristics of an Urban Residential Collector. However, the project is requesting a deviation to allow for the middle access street be constructed to a local street cross section. The middle access roadway will only extend approximately 850 feet south of Meadowbrook Parkway and will terminate prior to US-24. There is only one access (to the residential area) along the middle north-south street south of the east-west roadway on site; therefore, there will minimal conflicting movements at the east-west roadway intersection with the middle access roadway. Attached **Figure 12** illustrates the circulation plan and street classification map for roadways internal to Crossroads Mixed Use.

Per criteria this warrants exclusive left and right turn lanes. Revise the preliminary plan street layout to allow restriping for a second outgoing lane or submit deviation request for consideration.

Unresolved.

A deviation request was not included with the 4th submittal.

In reviewing the private road there appears to be room to reconfigure the cross section to fit the two separate turn lanes on the 36' pavement width (3x 12' lanes).

If you rescind the deviation request, then update the TIS narrative by identifying the phasing for the left turn lane. Include the following:

- 1. Identify in the short range horizon lane configuration such as either to a) chevron stripe the left turn lane or b) stripe per the standard cross section provided. (Add the cross section in the preliminary plan if you are going with "a")**
- 2. Identify the long range horizon lane configuration to include how long this separate lane should be (provide the cross section in the preliminary plan).**
- 3. Identify the trigger/warrant for installing the separate left and right turn lane. Seems likely to be when Marksheffel/Peterson connection is made.**
- 4. Identify who will be responsible to restripe the entrance once it's warranted.**

- An eastbound right turn lane is not warranted for the Meadowbrook Parkway East Right-in/Right-out Access based on projected 2040 total traffic volumes being 30 eastbound right turns during the peak hour and the threshold being 50 vehicles per hour.

Likewise, the El Paso County ECM was used to determine if left turn lanes are warranted at the studied intersections along Meadowbrook Parkway. For minor arterials or lower classifications, a left turn lane is required for any access with a projected peak hour ingress turning volume of 25 vehicles per hour or greater. Therefore, a westbound left turn lane will be required at the west access along Meadowbrook Parkway while a northbound and westbound left turn lane will be required at the middle access along Meadowbrook Parkway. However, the project is requesting a deviation to allow for the middle access street be constructed to a local street cross section and to allow for a single shared lane for the northbound approach of this intersection. El Paso County standards are for ingress movements as this is an egress movement without any opposing movements as a north leg is not constructed at this intersection. Further, as identified below, this intersection is expected to operate with acceptable level of service.

Based on El Paso County standards for a design speed of 40 miles per hour, the west access along Meadowbrook Parkway should provide a westbound left turn lane with a length of 205 feet (50 feet of storage plus 155 feet of deceleration) plus a 160-foot taper. However, there is approximately 280 feet of available space for a westbound left turn lane at the west access due to the proposed location of the middle access. As such, a deviation will be requested, and it is recommended that the westbound left turn lane at the west access along Meadowbrook Parkway provide a length of 180 feet plus a 100-foot taper to accommodate the spacing restriction.

The middle access along Meadowbrook Parkway should provide a westbound left turn lane with a length of 405 feet (250 feet of storage plus 155 feet of deceleration) plus a 160-foot taper. It should be noted the standards for left turn storage in El Paso County show a maximum of 250 feet or more and this length is generally one foot per turning movement during the peak hour. Based on this a storage length of 430 feet (430 vehicles during the peak hour) could be considered; however, with the

95th percentile vehicles queues reporting a length of 50 feet, the maximum length listed in the El Paso County standards of 250 feet is recommended.

With the recommended lane configurations and control of the three proposed accesses along Meadowbrook Parkway, all movements at these accesses are expected to operate acceptably with LOS B or better during the peak hours in 2026. With the expected future connection of Meadowbrook Parkway to Peterson Road, all movements at the project accesses along Meadowbrook Parkway are expected to continue to operate acceptably with LOS D or better during the peak hours in 2040.

Table 5 provides the results of the level of service at the key study area access intersections.

Table 5 – Meadowbrook Parkway Project Accesses LOS Results

Scenario	2026 Total Traffic				2040 Total Traffic			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Meadowbrook Parkway West Access (Residential)								
Northbound Approach	8.5	A	8.4	A	10.3	B	10.6	B
Westbound Left	7.2	A	7.3	A	7.7	A	8.0	A
Meadowbrook Parkway Middle Access								
Northbound Approach	9.3	A	8.9	A	32.5	D	19.5	C
Westbound Left	8.4	A	7.9	A	9.3	A	9.1	A
Meadowbrook Parkway East Access								
Northbound Right	11.8	B	10.2	B	13.5	B	13.0	B

Sight Distance Evaluation

It is recommended that appropriate sight distance triangles be provided at all site access points to give drivers exiting the development areas a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. Intersection sight distances for left turn from stop and right turn from stop were analyzed for the proposed project accesses along Meadowbrook Parkway.

With El Paso County standards and a design speed of 40 miles per hour along Meadowbrook Parkway, the intersection sight distance for a vehicle turning from stop is 445 feet. Therefore, all obstructions for turning vehicles from stop should be clear to the right and left within the triangle created with a vertex point located 13 feet (10 feet from local roads) from the edge of the major road traveled way (typical position of the minor road driver's eye when stopped) and a line of sight distance of 445 feet located in the middle of the eastbound and westbound through lanes along Meadowbrook Parkway. It is believed that the accesses are appropriate at the current locations to provide the necessary sight distance needed but verification should be provided with sight distance triangles incorporated within the design plans.

Queuing Analysis

A queuing analysis was conducted for turn lanes at the access intersections. The queuing analysis was performed using the Synchro analysis software presenting the results of the 95th percentile queue length. Results are shown in the following **Table 6** with calculations provided in the attached level of service operational outputs. Results of the queuing analysis indicate that vehicle queues are expected to be managed and contained within the provided turn lanes of the studied intersections. In

Update to include the required storage length. Per ECM 2.3.7.E.1 and Figure 2-25 the design elements for a left turn lane are the bay taper, lane length, and storage length. What's provided is only the lane length and storage length which makes up the deceleration.

See ECM 2.3.7.E.3 for storage length criteria.

Unresolved. Update the 2040 to match or provide an explanation why the required turn lane in the long range horizon should be reduced from the short range buildout condition.

Intersection Approach / Turn Lane	Turn Lane Length (feet)	Queue Length (feet)	Recommended Turn Lane Length (feet)	Queue Length (feet)	Recommended Turn Lane Length (feet)
Meadowbrook Parkway & Newt Drive					
Northbound Approach		75'	C	50'	C
Southbound Approach		25'	C	25'	C
Eastbound Approach		75'	C	100'	C
Westbound Approach		75'	C	100'	C
Meadowbrook Parkway West Access (Residential)					
Northbound Approach	DNE	25'	C	25'	C
Westbound Left	DNE	25'	\$ 180' + 100' T	25'	155' + 160' T
Meadowbrook Parkway Middle Access					
Northbound Approach	DNE	25'	C	125'	C
Westbound Left	DNE	50'	405' + 160'	50'	155' + 160'
Meadowbrook Parkway East Access					
Northbound Right	DNE	50'	C	50'	C

DNE = Does Not Exist; C = Continuous Lane; T= Taper; \$ = Length deviated from standards due to

Improvement Summary

See the County's redline comment regarding the recommended turn lane for the west access in the deviation request form.

Intersection operational and queuing analysis, the recommended lane the key study area intersections are shown in **Figure 13** for both 2026 providing roundabout control at the intersection of Newt Drive and be constructed with the project. In addition to the key intersections in this movements as identified in the Crossroads-Meadowbrook-Reagan Ranch with the completion of the Crossroads Mix Use development. These two originating northbound dual left turn lanes with 850 feet of length plus a the eastbound to southwest bound right-turn acceleration lane from 760 feet to 960 feet at the Newt Drive/SH-94 and US-24 intersection. The recommended improvements are based on the global analysis provided for this area of Colorado Springs and El Paso County considering existing traffic volumes, background traffic volume growth from other development projects, and four project areas of Crossroads Mix Use, Crossroads North, Meadowbrook Park, and Reagan Ranch. The improvements identified are not solely needed to accommodate Crossroads Mix Use, as it is the existing and background traffic volume growth that contribute to the improvement needs as well. As such project traffic contribution percentages are provided for these three improvements. Project traffic is expected to contribute approximately 67 percent (942 / 1,405) of the peak hour movements in 2026 at the intersection of Newt Drive and Meadowbrook Parkway. Likewise, the project is expected to contribute approximately 51.9 percent (257 / 495) and 61.2 percent (260 / 425) of the eastbound right turn movements and northbound left turn movements during the peak hour in 2026 at the intersection of Newt Drive/SH-94 and US-24, respectively.

Conclusions and Recommendations

In summary, this traffic study provides project traffic generation estimates to identify potential project traffic related impacts on the local street system with the proposed Crossroads Mixed Use project. Based on the analysis presented in this study, Kimley-Horn believes the proposed Crossroads Mixed Use development will be successfully incorporated into the existing and future roadway network.

With completion of the Crossroads Mixed Use project, one private driveway access and two private street accesses are proposed to be located on the south side of the future extension of Meadowbrook Parkway west of Newt Drive. The east access along Meadowbrook Parkway will be a private street providing access to the retail area and will be restricted to right-in/right out movements. The middle access along Meadowbrook Parkway will be a private street and will allow full turning movements. The west access along Meadowbrook Parkway will allow full turning movements and provide access to a private driveway to the multifamily residential area. All three project accesses along Meadowbrook Parkway are recommended to provide stop control and have R1-1 "STOP" signs installed for the exiting northbound approaches. To provide signage for restricting left turn movements at the proposed right-in/right-out east access, it is recommended that a R3-2 No Left Turn sign be placed underneath the STOP sign. A R6-1(R) "ONE WAY" sign should also be installed within the raised center median of Meadowbrook Parkway.

The west access along Meadowbrook Parkway should provide a westbound left turn lane with a length of 205 feet (50 feet of storage plus 155 feet of deceleration) plus a 160-foot taper. However, there is approximately 280 feet of available space for a westbound left turn lane at the west access due to the proposed location of the middle access. As such, a deviation will be requested, and it is recommended that the westbound left turn lane at the west access along Meadowbrook Parkway provide a length of 180 feet plus a 100-foot taper to accommodate the spacing restriction.

The middle access along Meadowbrook Parkway should provide a westbound left turn lane with a length of 405 feet (250 feet of storage plus 155 feet of deceleration) plus a 160-foot taper.

The west and east accesses along Meadowbrook Parkway meet El Paso County average daily traffic threshold standard of 3,000 vehicles per day for an Urban Local street. The middle access along meets the El Paso County average daily threshold standard of 10,000 and 20,000 vehicles per day for both Urban Residential and Urban Nonresidential Collectors, respectively. With the west side of the middle access street fronting the multifamily residential site, this roadway could meet the characteristics of an Urban Residential Collector. However, the project is requesting a deviation to allow for the middle access street be constructed to a local street cross section and to allow for a single shared lane for the northbound approach of the intersection with Meadowbrook Parkway.

A single lane roundabout is currently planned at the intersection of Meadowbrook Parkway and Newt Drive. A design documentation package for the proposed roundabout will be included separately with the design submittal.

If you have any questions or require anything further, please feel free to call me at (720) 943-9962.

Sincerely,

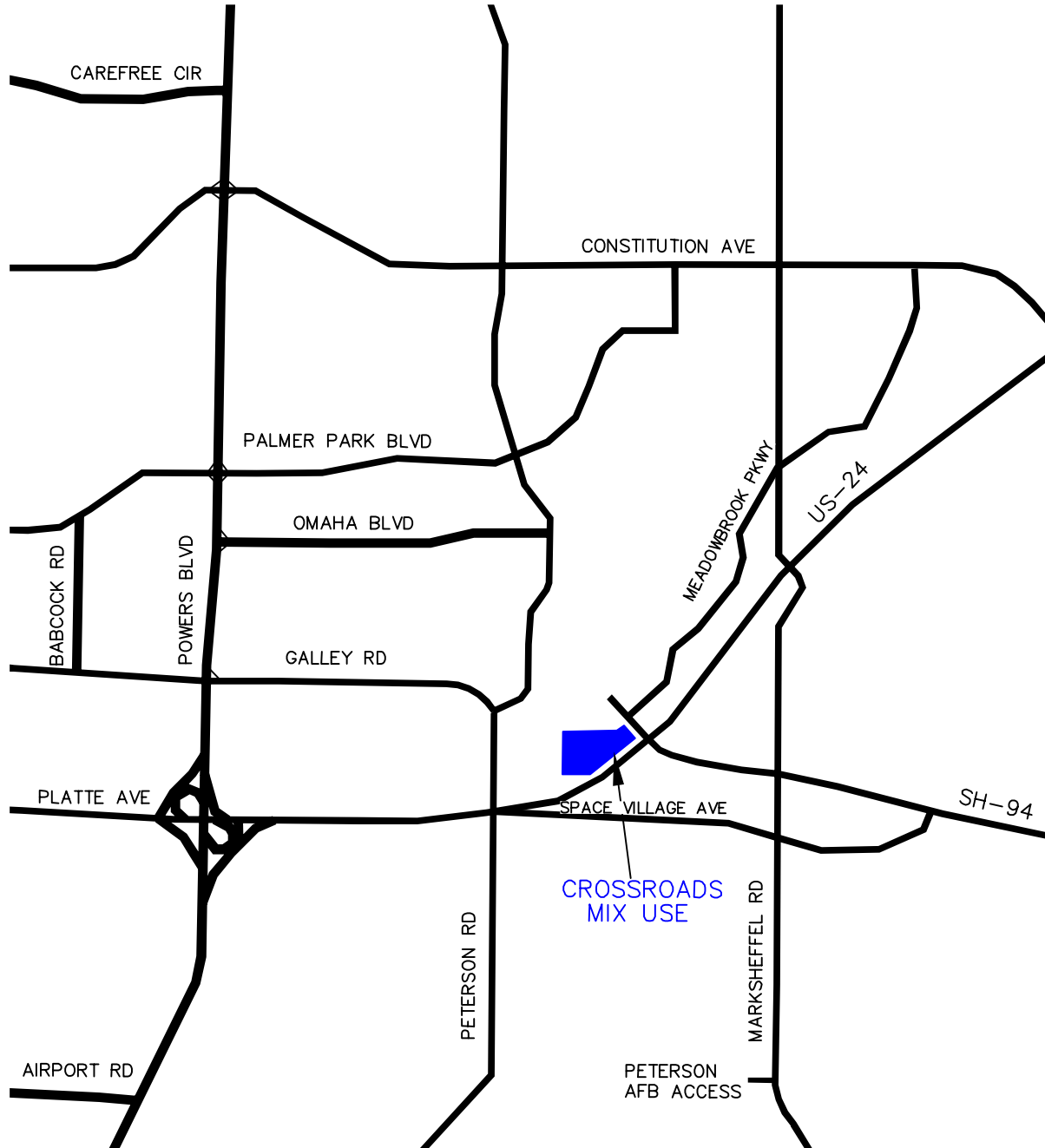
KIMLEY-HORN AND ASSOCIATES, INC.



Jeffrey R. Planck, P.E.
Project Manager

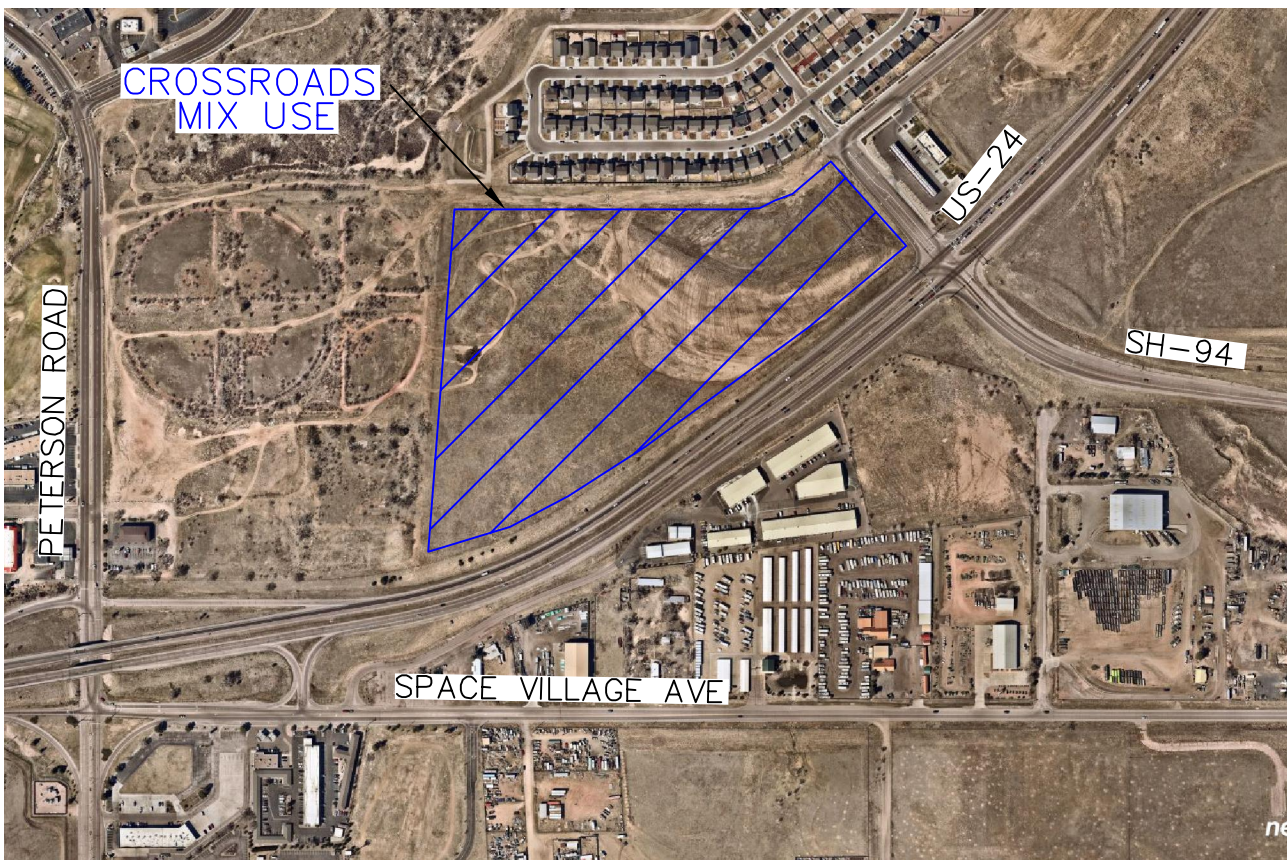


Figures



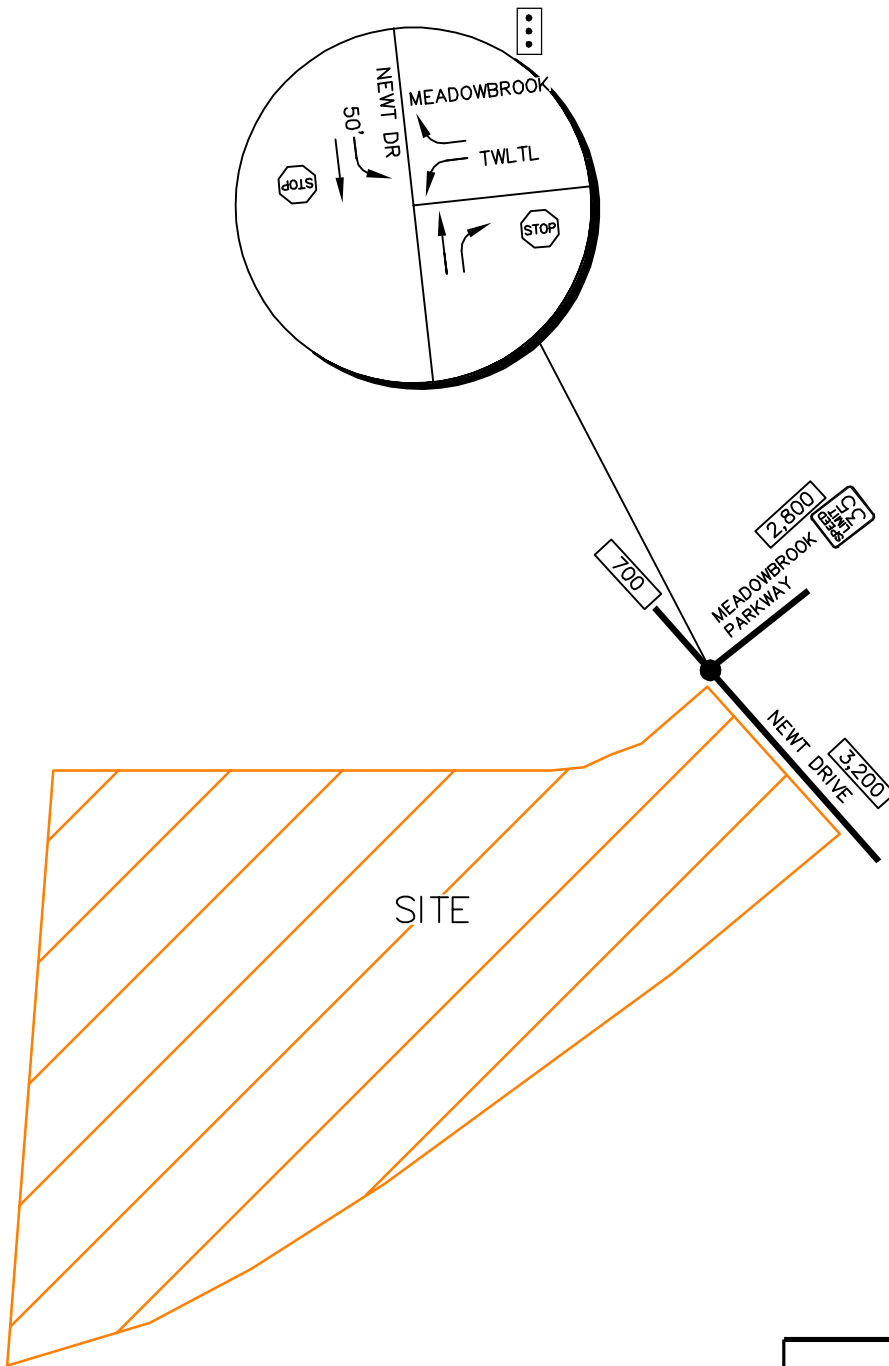
CROSSROADS MIX USE
VICINITY MAP

FIGURE 1



CROSSROADS MIX USE
SITE AREA

FIGURE 2

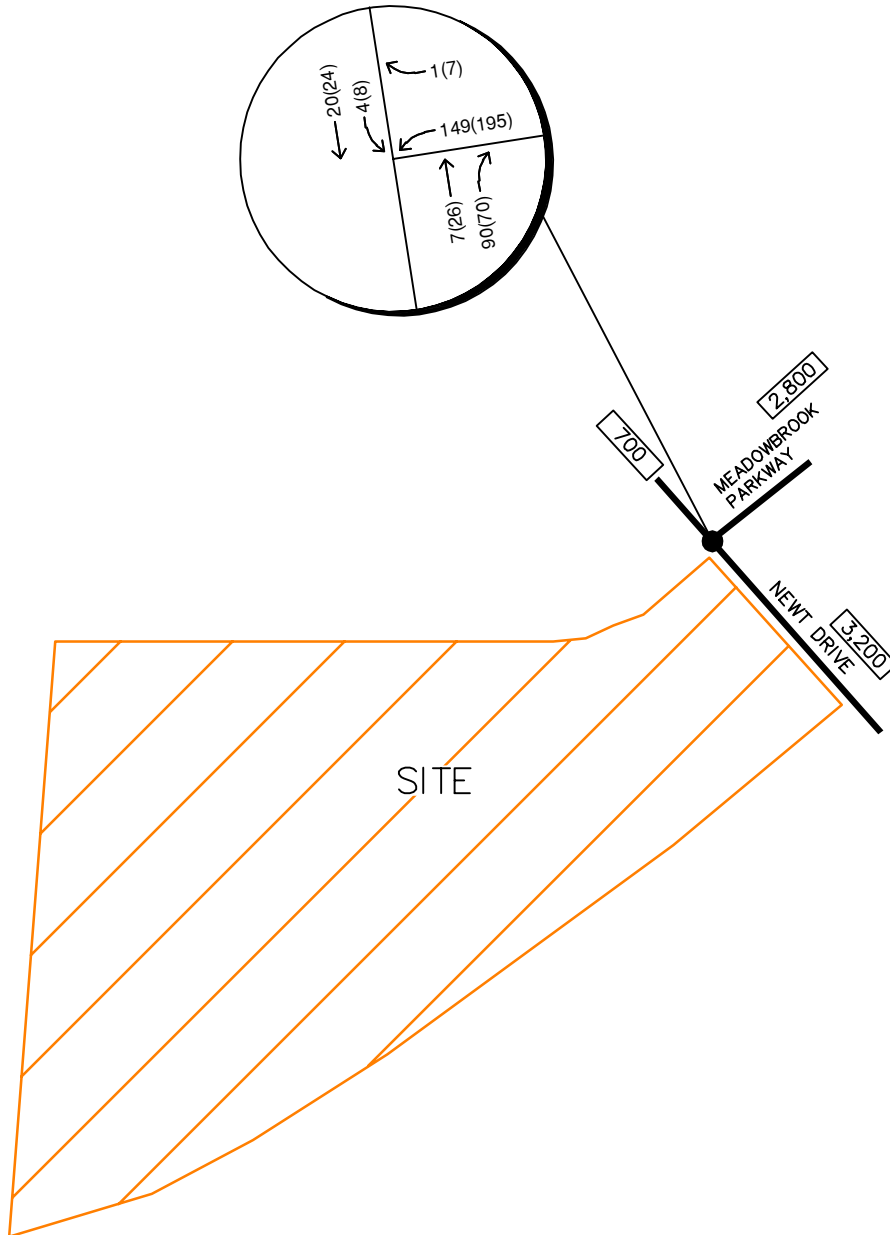


LEGEND	
●	Existing Key Intersection
STOP	Stop Controlled Approach
XX	Roadway Speed Limit
TWLTL	Two-Way Left Turn Lane
↪	100' Turn Lane Length (feet)

CROSSROADS MIX USE
 EXISTING LANE CONFIGURATIONS

FIGURE 3

Tuesday, June 2, 2020
 7:00 to 8:00 AM (4:30 to 5:30 PM)

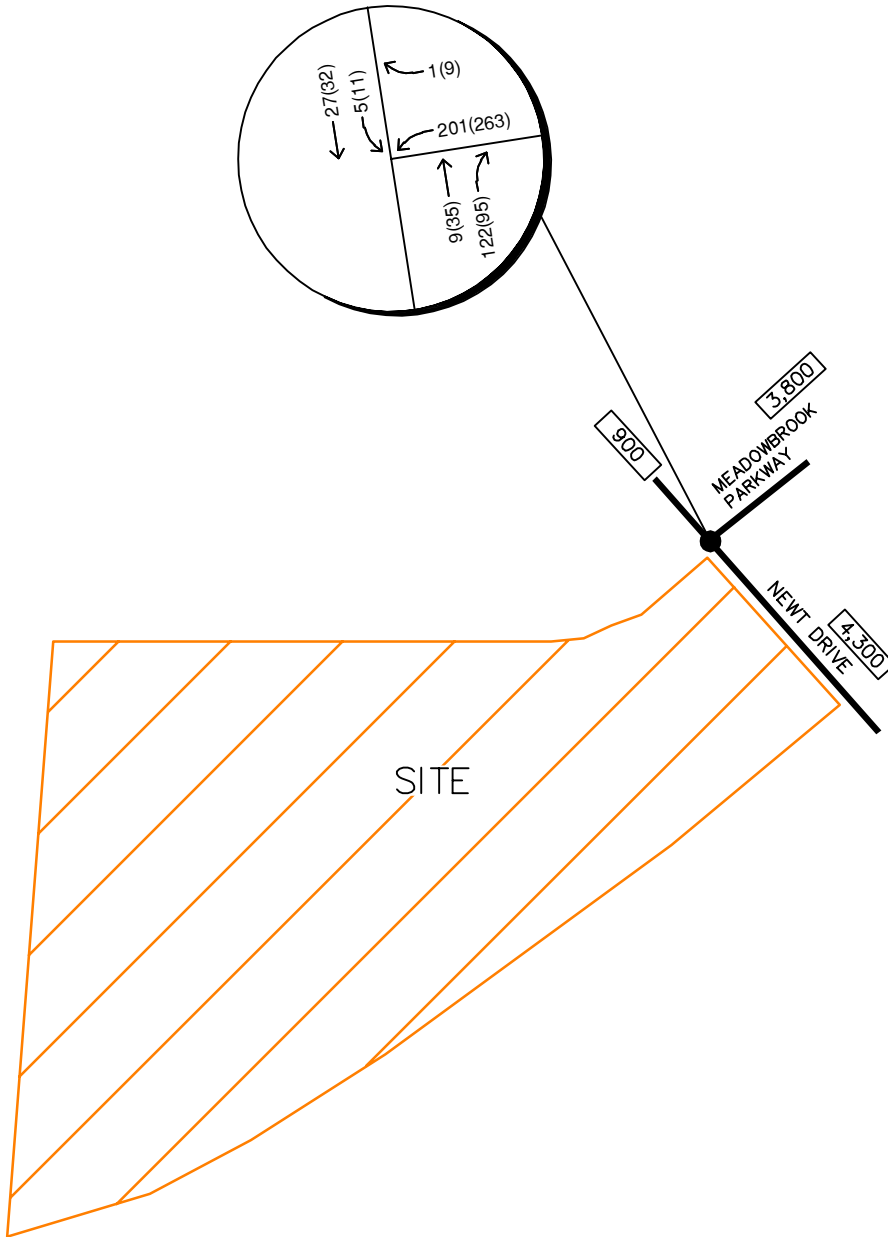


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

CROSSROADS MIX USE
 2020 EXISTING TRAFFIC VOLUMES

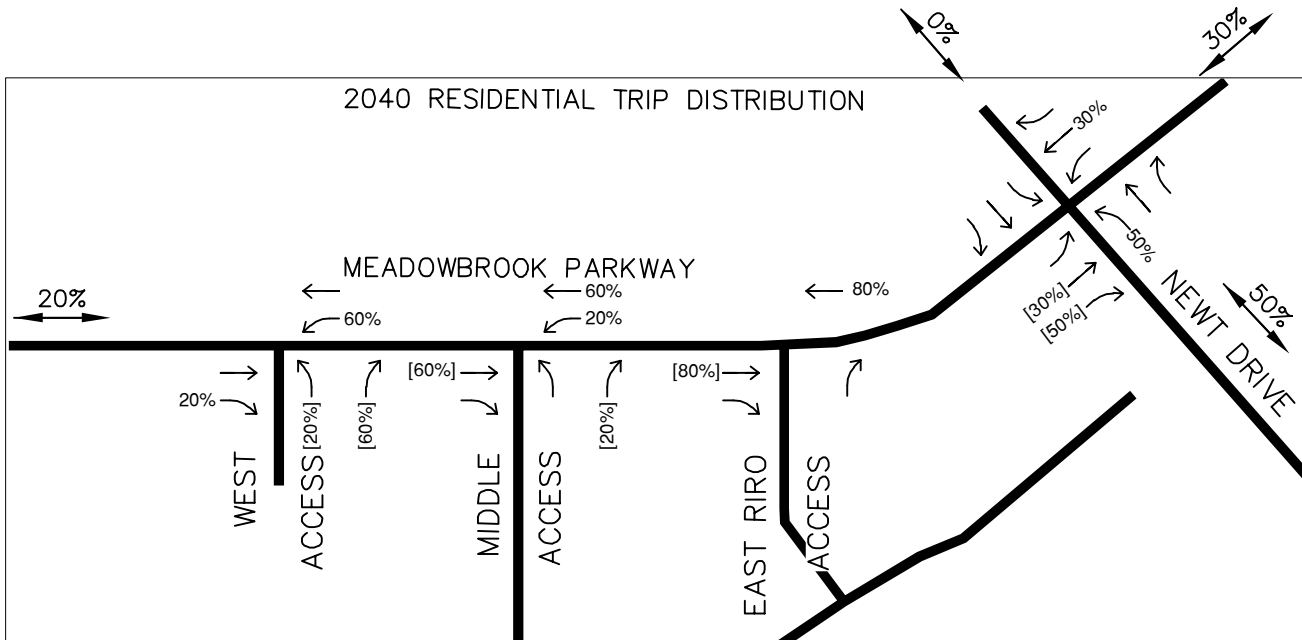
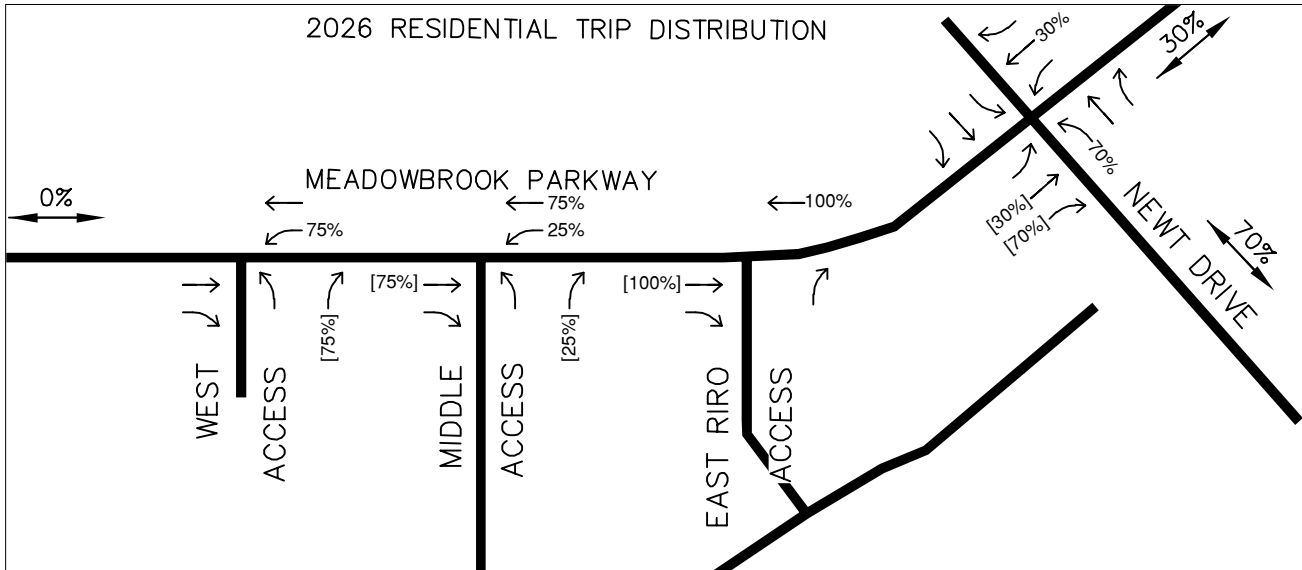
FIGURE 4



LEGEND	
●	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

CROSSROADS MIX USE
 ADJUSTED EXISTING TRAFFIC VOLUMES

FIGURE 5

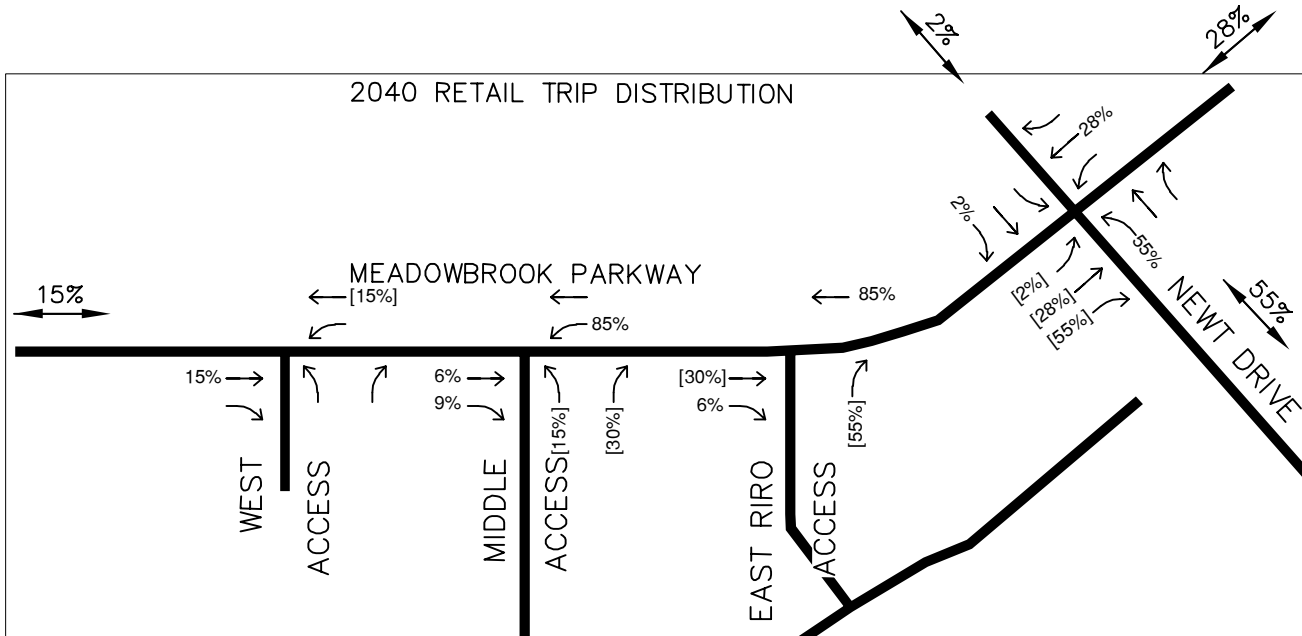
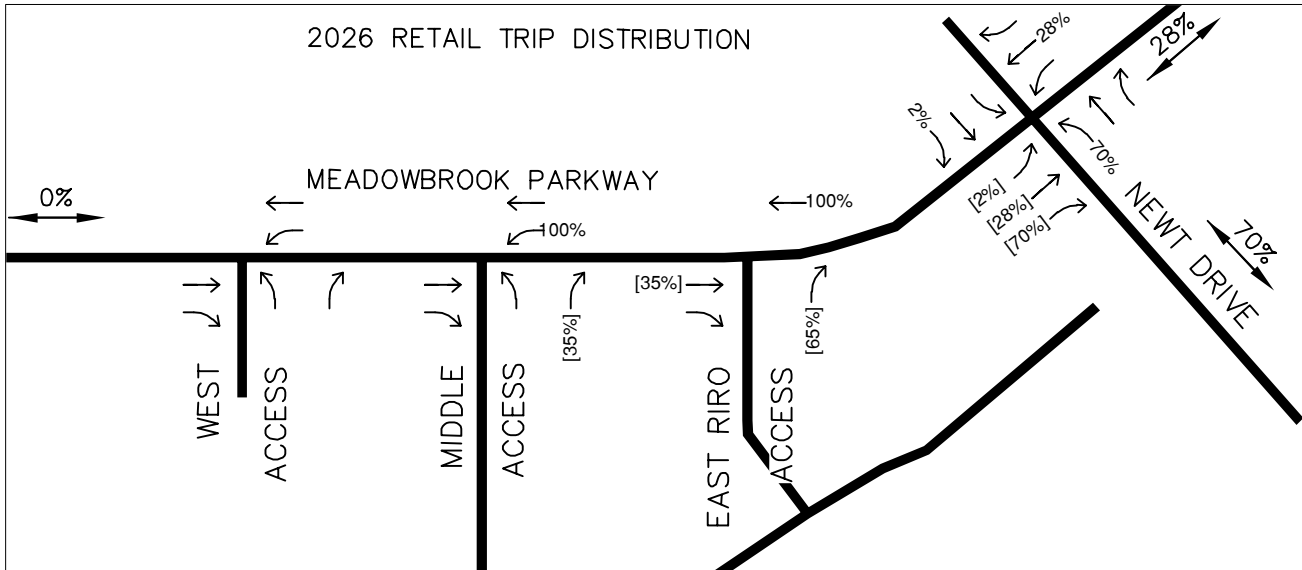


LEGEND

- Study Area Key Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

CROSSROADS MIX USE
 RESIDENTIAL TRIP DISTRIBUTION

FIGURE 6

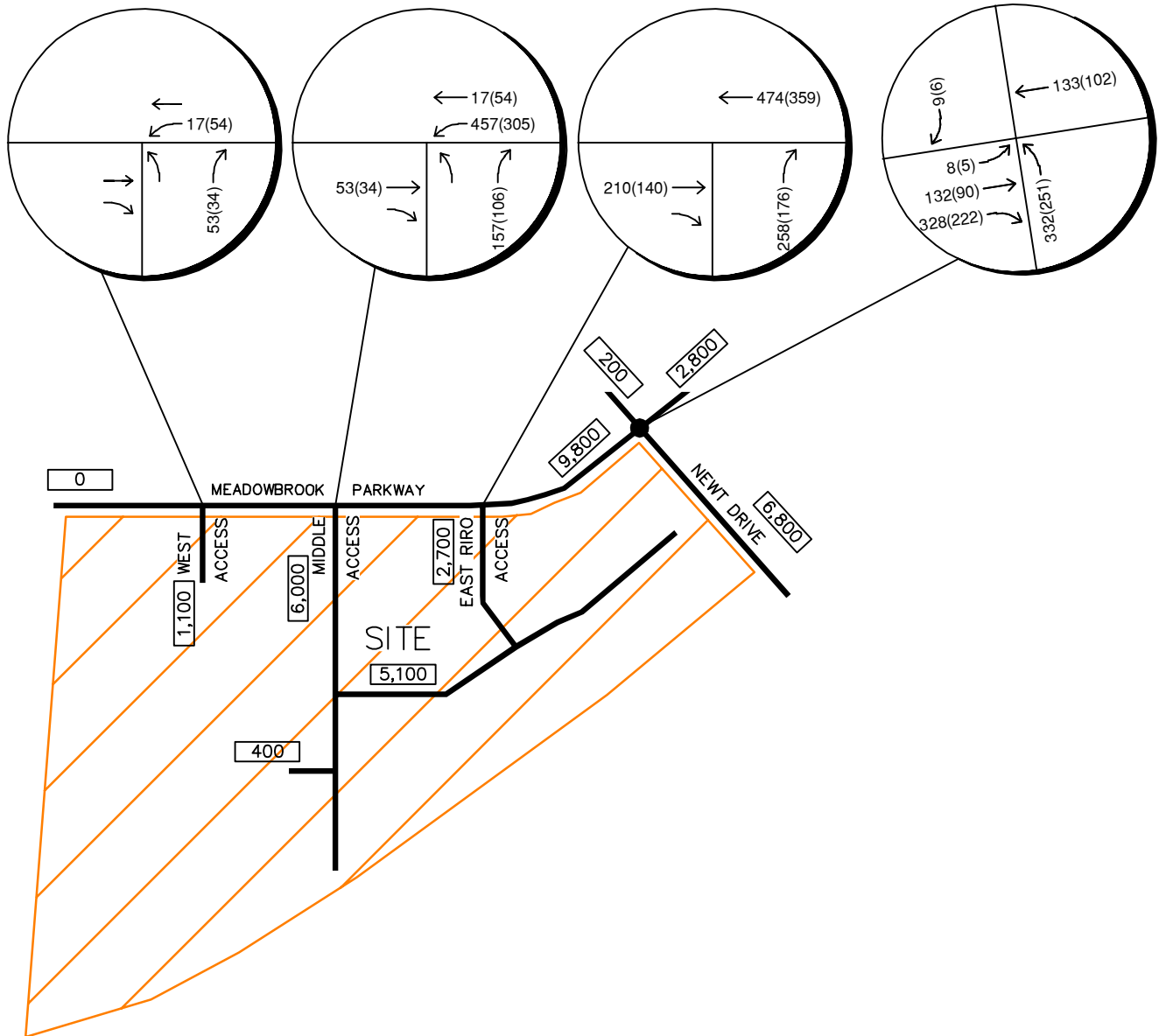


LEGEND

- Study Area Key Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

CROSSROADS MIX USE
 RETAIL TRIP DISTRIBUTION

FIGURE 7

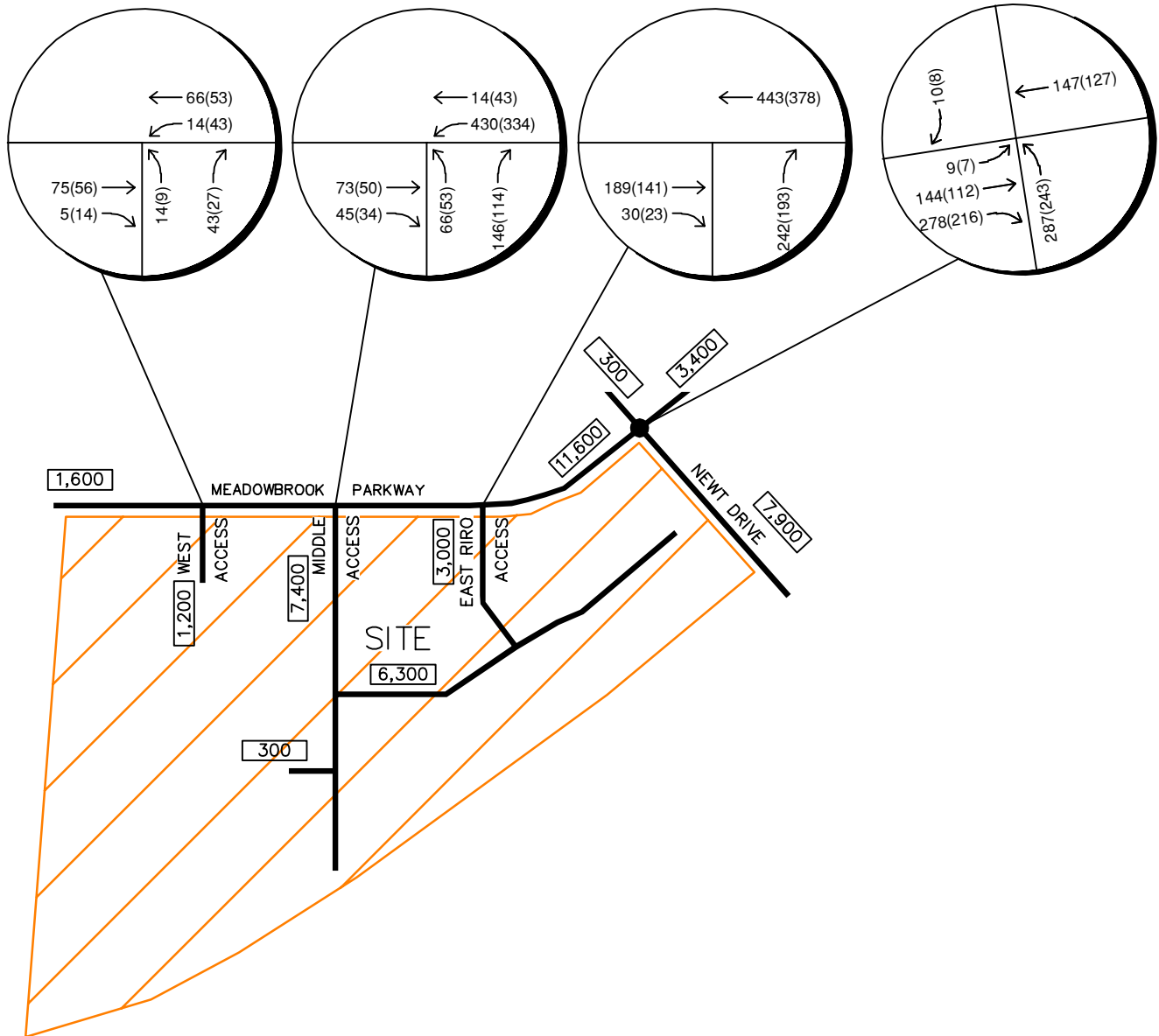


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

CROSSROADS MIX USE
 2026 PROJECT TRAFFIC ASSIGNMENT

FIGURE 8

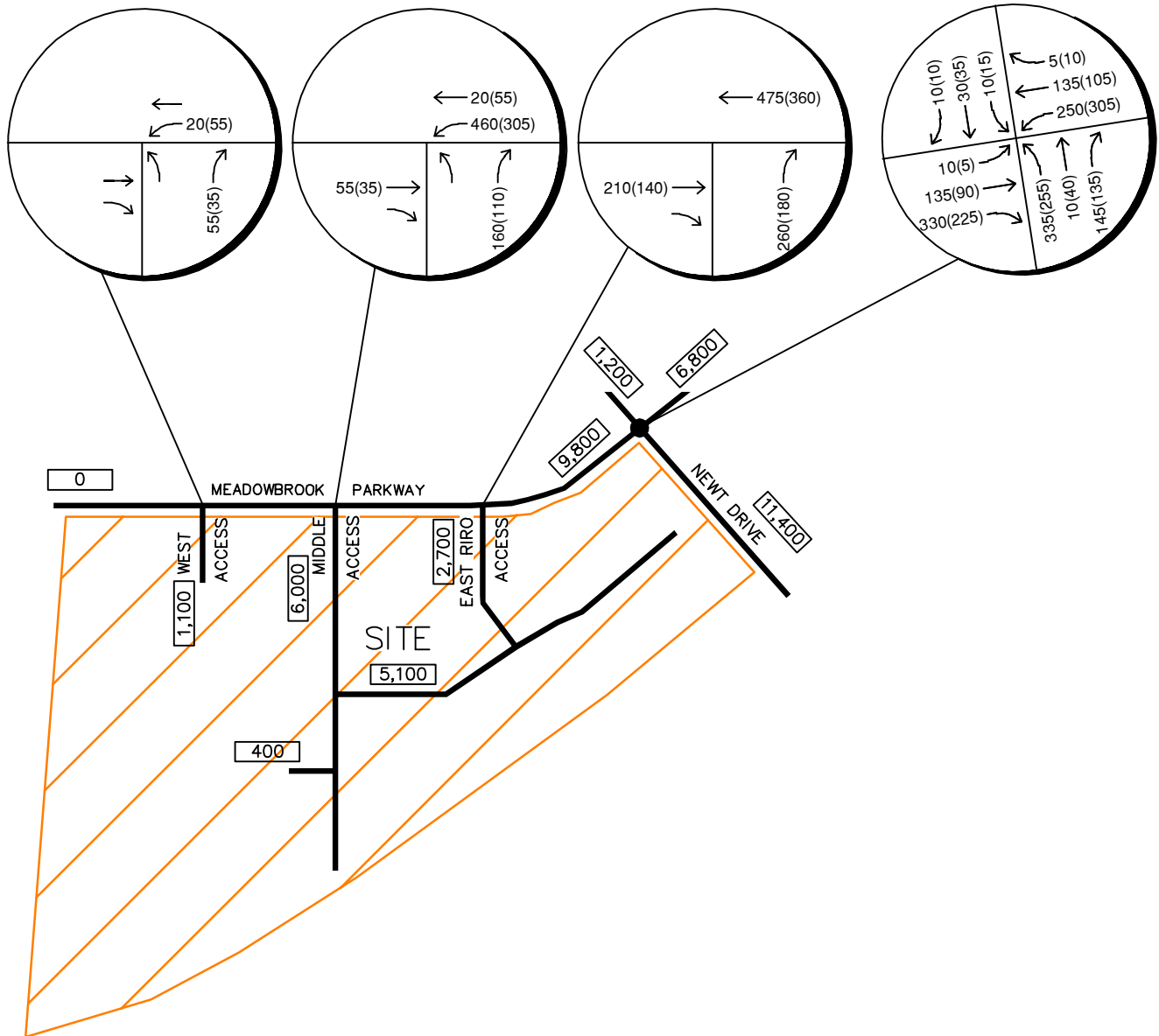


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

CROSSROADS MIX USE
 2040 PROJECT TRAFFIC ASSIGNMENT

FIGURE 9

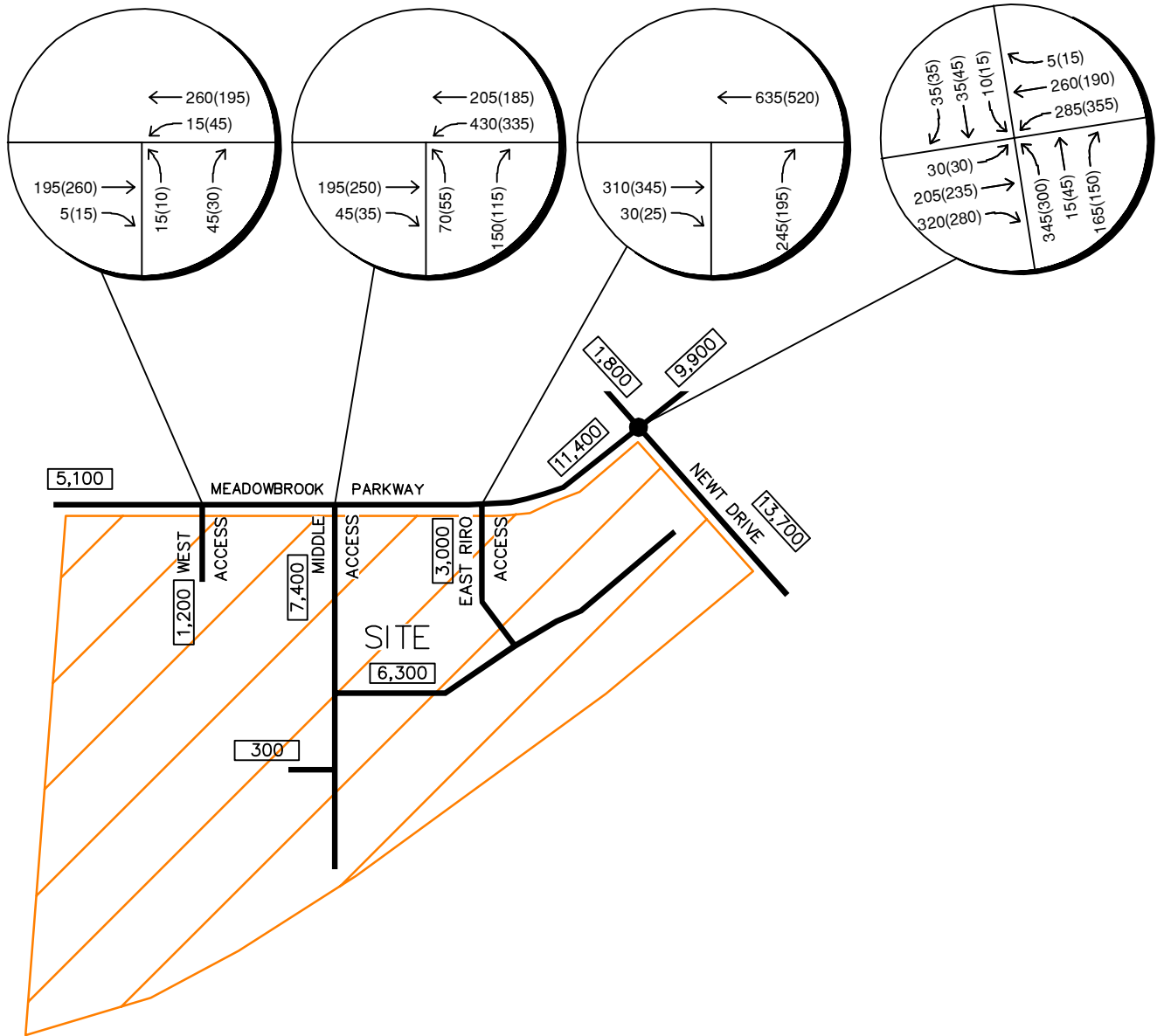


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

CROSSROADS MIX USE
 2026 TOTAL TRAFFIC VOLUMES

FIGURE 10

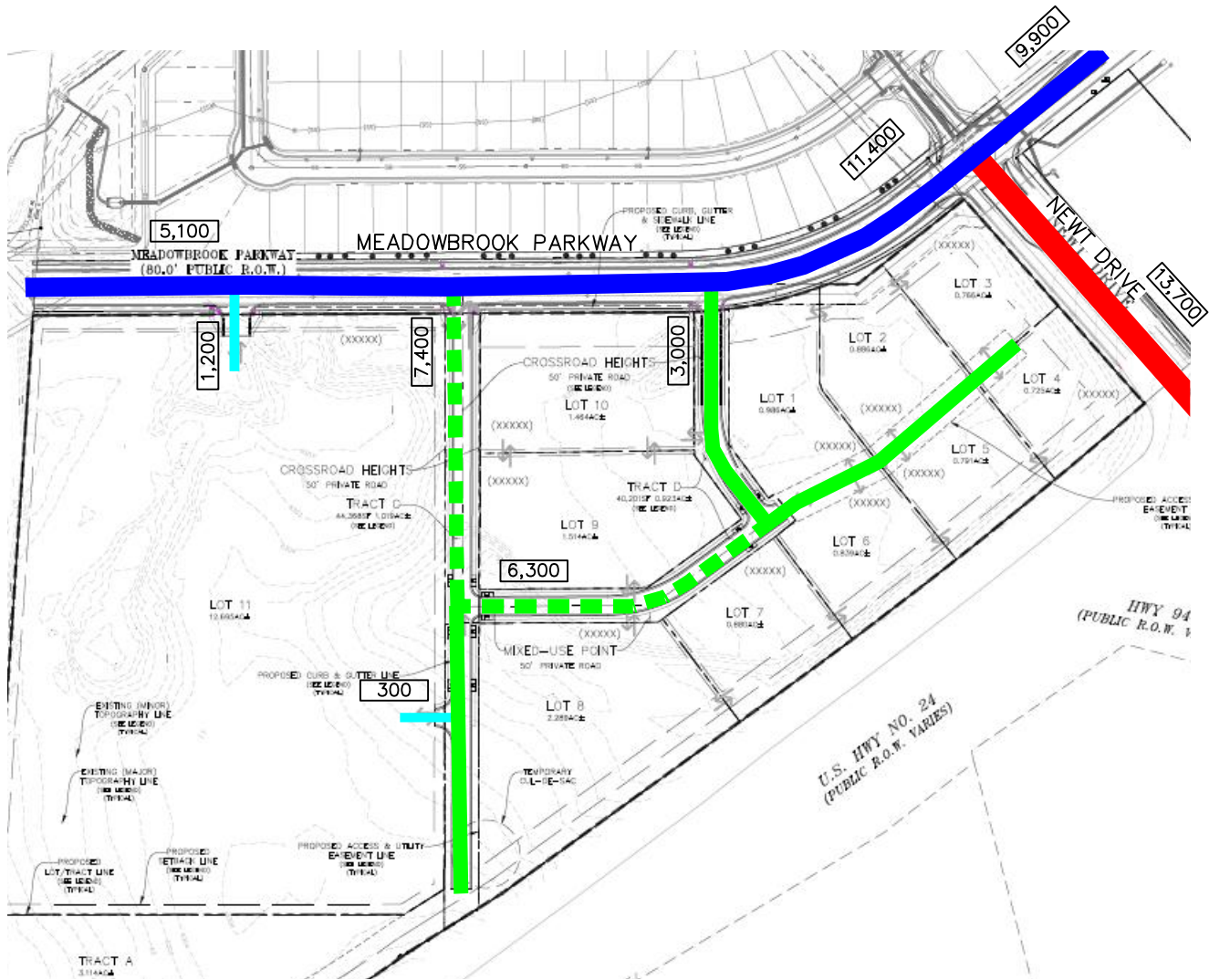


LEGEND

- Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

CROSSROADS MIX USE
 2040 TOTAL TRAFFIC VOLUMES

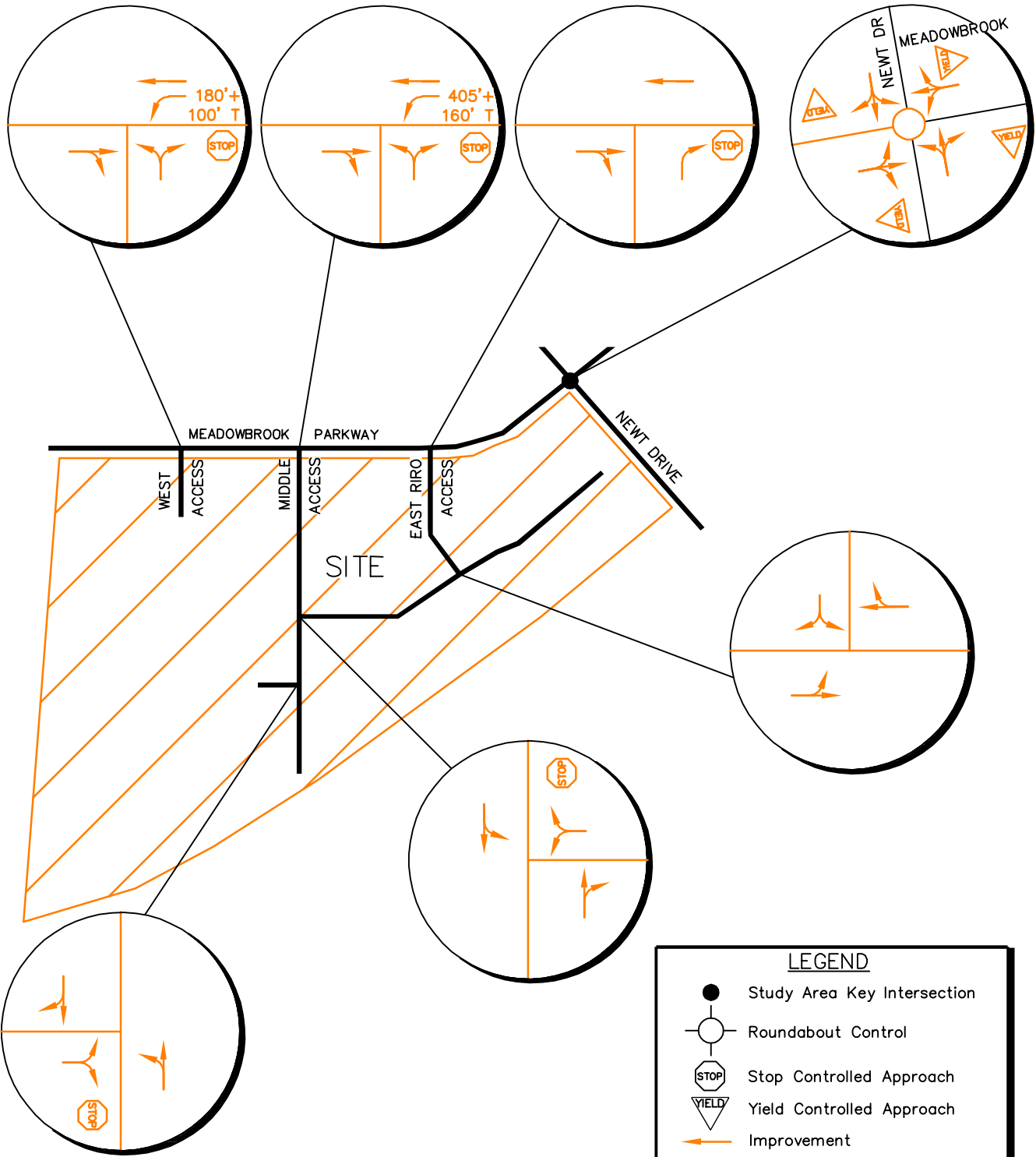
FIGURE 11



LEGEND	
■	URBAN MINOR ARTERIAL
■	URBAN NON-RESIDENTIAL COLLECTOR
■	URBAN LOCAL
- - -	DEVIATION REQUEST FROM URBAN NON-RESIDENTIAL COLLECTOR TO URBAN LOCAL
—	PRIVATE ACCESS
XX,X00	ESTIMATED 2040 DAILY TRAFFIC VOLUME

CROSSROADS MIX USE
 CIRCULATION PLAN

FIGURE 12



CROSSROADS MIX USE
 2026 & 2040 RECOMMENDED
 LANE CONFIGURATIONS AND CONTROL

FIGURE 13

Traffic Counts

COVID-19 Adjustment Calculations

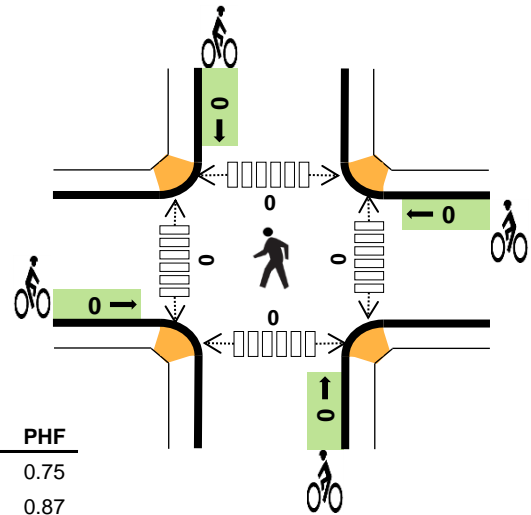
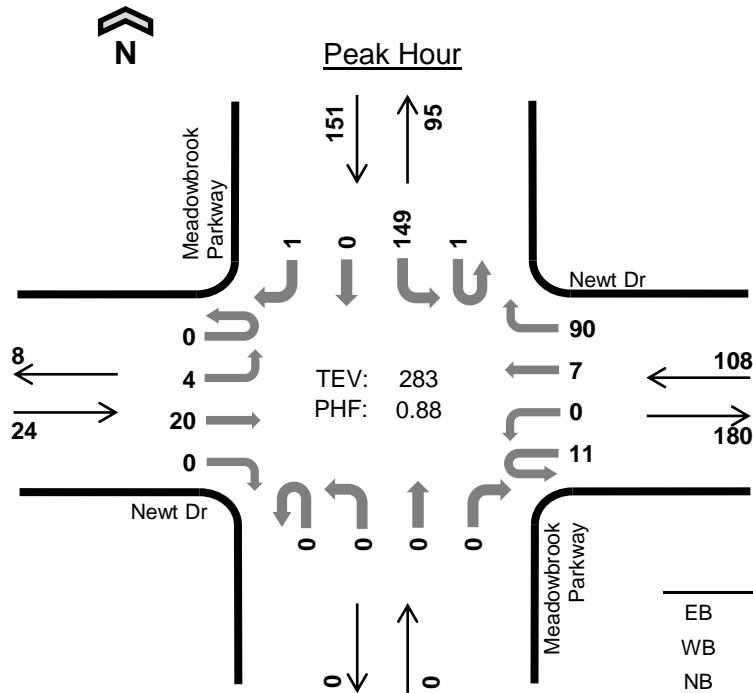
Meadowbrook Parkway Newt Dr



Date: Tue, Jun 02, 2020

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	0.0%	0.75
WB	1.9%	0.87
NB	-	-
SB	6.0%	0.74
TOTAL	3.9%	0.88

Two-Hour Count Summaries

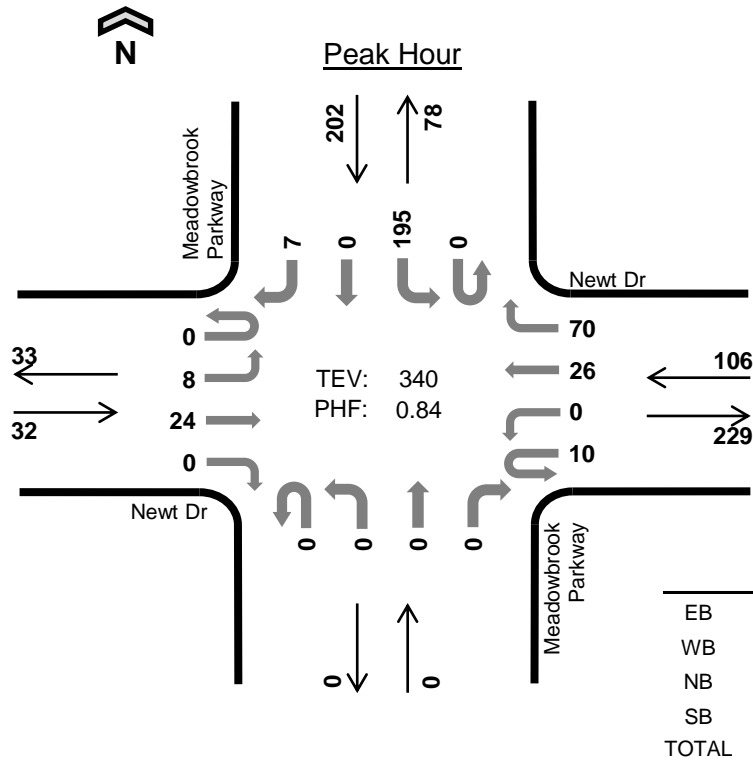
Interval Start	Newt Dr				Newt Dr				Meadowbrook Parkway				Meadowbrook Parkway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	5	0	4	0	1	21	0	0	0	0	0	41	0	1	76	0
7:15 AM	0	0	5	0	4	0	0	22	0	0	0	0	1	31	0	0	63	0
7:30 AM	0	1	3	0	2	0	4	19	0	0	0	0	0	51	0	0	80	0
7:45 AM	0	0	7	0	1	0	2	28	0	0	0	0	0	26	0	0	64	283
8:00 AM	0	4	2	0	4	0	3	24	0	0	0	0	0	32	0	0	69	276
8:15 AM	0	0	4	0	0	0	3	11	0	0	0	0	0	34	0	0	52	265
8:30 AM	0	0	4	0	4	0	2	18	0	0	0	0	0	25	0	0	53	238
8:45 AM	0	1	5	0	4	0	2	17	0	0	0	0	0	30	0	0	59	233
Count Total	0	9	35	0	23	0	17	160	0	0	0	0	1	270	0	1	516	0
Peak Hour	0	4	20	0	11	0	7	90	0	0	0	0	1	149	0	1	283	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

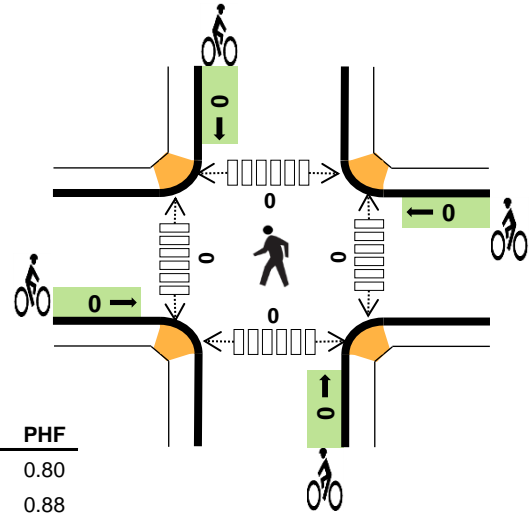
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	6	0	15	21	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	2	0	9	11	0	0	0	0	0	0	0	0	0	0



Meadowbrook Parkway Newt Dr



Date: Tue, Jun 02, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	6.3%	0.80
WB	7.5%	0.88
NB	-	-
SB	1.5%	0.71
TOTAL	3.8%	0.84

Two-Hour Count Summaries

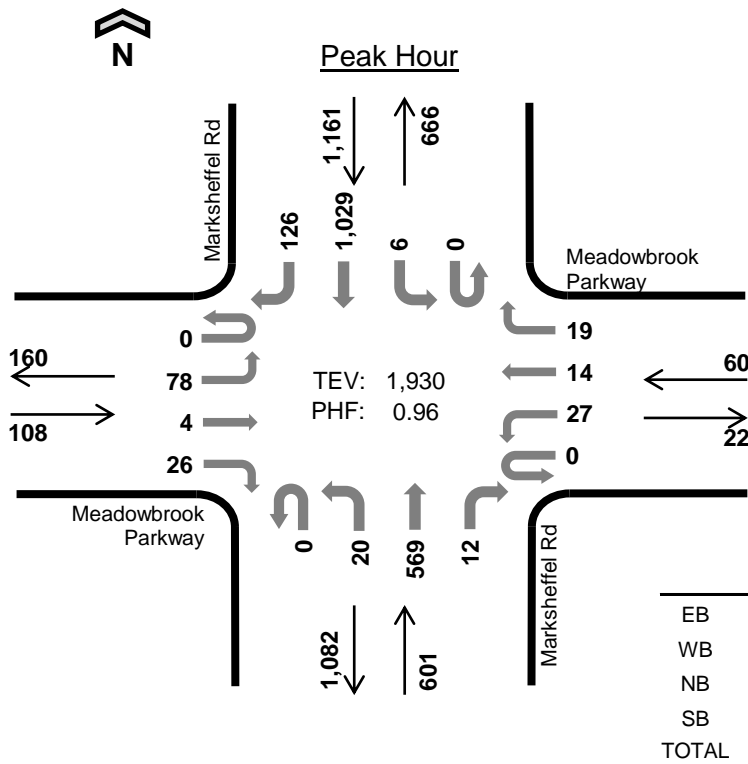
Interval Start	Newt Dr Eastbound				Newt Dr Westbound				Meadowbrook Parkway Northbound				Meadowbrook Parkway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	2	2	0	4	0	6	26	0	0	0	0	0	38	0		
4:15 PM	0	2	3	0	4	0	6	15	0	0	0	0	0	44	0	1	75	0
4:30 PM	0	2	6	0	2	0	3	23	0	0	0	0	0	42	0	4	82	0
4:45 PM	0	1	8	0	2	0	7	21	0	0	0	0	0	41	0	0	80	315
5:00 PM	0	2	3	0	4	0	12	9	0	0	0	0	0	70	0	1	101	338
5:15 PM	0	3	7	0	2	0	4	17	0	0	0	0	0	42	0	2	77	340
5:30 PM	0	0	4	0	6	0	4	8	0	0	0	0	0	27	0	0	49	307
5:45 PM	0	1	4	0	2	0	6	7	0	0	0	0	0	29	0	1	50	277
Count Total	0	13	37	0	26	0	48	126	0	0	0	0	0	333	0	9	592	0
Peak Hour	0	8	24	0	10	0	26	70	0	0	0	0	0	195	0	7	340	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

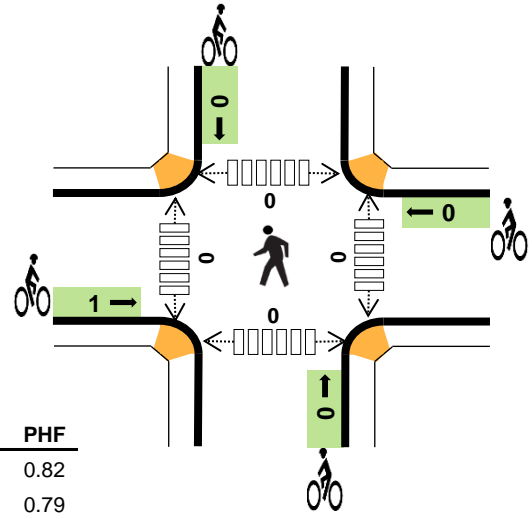
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	2	10	0	5	17	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	8	0	3	13	0	0	0	0	0	0	0	0	0	0



Marksheffel Rd Meadowbrook Parkway



Date: Thu, Jun 04, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	10.2%	0.82
WB	0.0%	0.79
NB	6.7%	0.87
SB	5.7%	0.92
TOTAL	6.1%	0.96

Two-Hour Count Summaries

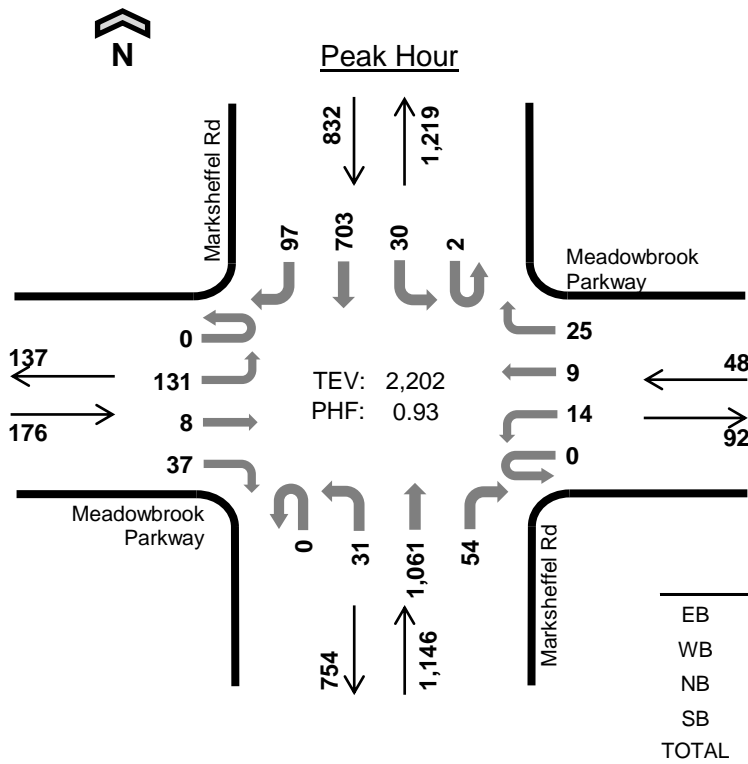
Interval Start	Meadowbrook Parkway				Meadowbrook Parkway				Marksheffel Rd				Marksheffel Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	12	2	7	0	11	3	5	0	3	167	2	0	0	268	24	504	0
7:15 AM	0	24	1	5	0	5	3	2	0	4	144	4	0	0	256	26	474	0
7:30 AM	0	18	1	5	0	5	4	6	0	8	130	3	0	3	276	38	497	0
7:45 AM	0	24	0	9	0	6	4	6	0	5	128	3	0	3	229	38	455	1,930
8:00 AM	0	25	2	9	0	3	4	6	0	9	100	7	0	5	219	24	413	1,839
8:15 AM	0	21	1	3	0	4	2	8	0	2	98	3	1	3	159	25	330	1,695
8:30 AM	0	7	2	4	0	8	4	5	0	4	127	5	0	2	200	27	395	1,593
8:45 AM	0	24	1	4	0	11	2	6	0	4	103	4	0	2	158	30	349	1,487
Count Total	0	155	10	46	0	53	26	44	0	39	997	31	1	18	1,765	232	3,417	0
Peak Hour	0	78	4	26	0	27	14	19	0	20	569	12	0	6	1,029	126	1,930	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

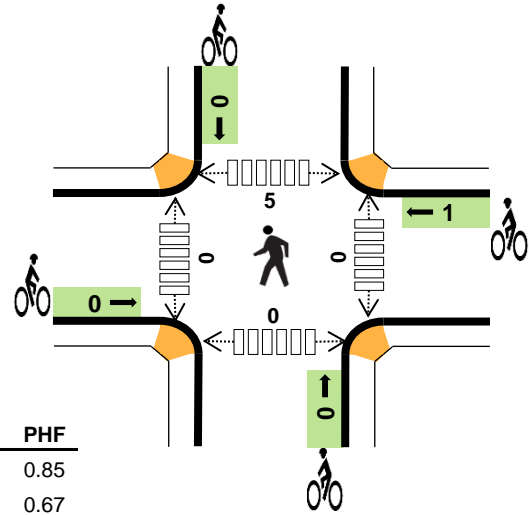
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	8	21	31	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	9	14	26	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	0	10	16	30	1	0	0	0	1	0	0	0	0	0
7:45 AM	2	0	13	15	30	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	12	10	25	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	0	4	12	20	0	0	0	0	0	0	0	1	0	1
8:30 AM	2	0	6	7	15	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	9	12	22	0	0	0	0	0	0	0	0	0	0
Count Total	20	1	71	107	199	1	0	0	0	1	0	0	1	0	1
Peak Hour	11	0	40	66	117	1	0	0	0	1	0	0	0	0	0



Marksheffel Rd Meadowbrook Parkway



Date: Thu, Jun 04, 2020
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.7%	0.85
WB	0.0%	0.67
NB	1.5%	0.90
SB	3.8%	0.87
TOTAL	2.4%	0.93

Two-Hour Count Summaries

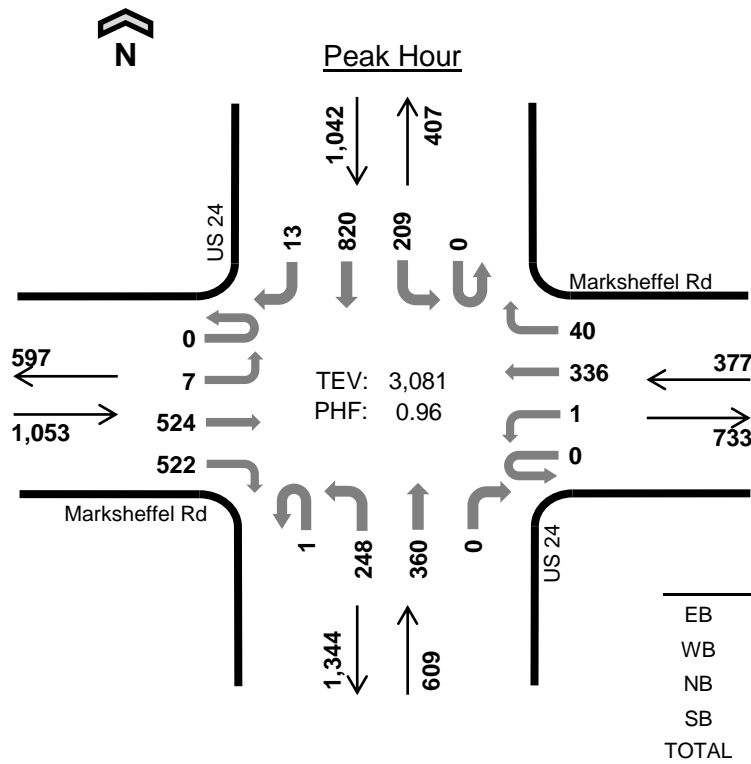
Interval Start	Meadowbrook Parkway				Meadowbrook Parkway				Marksheffel Rd				Marksheffel Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	43	0	5	0	5	3	10	0	12	227	7	0	5	183	21	521	0
4:15 PM	0	29	3	9	0	5	2	6	0	8	294	16	1	6	164	25	568	0
4:30 PM	0	39	2	11	0	1	1	5	0	5	260	11	1	10	150	27	523	0
4:45 PM	0	20	3	12	0	3	3	4	0	6	280	20	0	9	206	24	590	2,202
5:00 PM	0	42	5	10	0	6	0	5	0	5	226	12	0	10	173	13	507	2,188
5:15 PM	0	29	3	10	0	4	0	9	0	3	260	14	0	7	193	23	555	2,175
5:30 PM	0	18	3	9	0	4	1	5	0	3	214	13	0	12	200	29	511	2,163
5:45 PM	0	24	0	4	0	3	0	8	1	4	194	10	0	7	123	12	390	1,963
Count Total	0	244	19	70	0	31	10	52	1	46	1,955	103	2	66	1,392	174	4,165	0
Peak Hour	0	131	8	37	0	14	9	25	0	31	1,061	54	2	30	703	97	2,202	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	5	12	17	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	3	6	11	0	1	0	0	1	0	0	2	0	2
4:30 PM	0	0	4	7	11	0	0	0	0	0	0	0	3	0	3
4:45 PM	1	0	5	7	13	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	2	6	10	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	5	6	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	2	8	12	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
Count Total	7	0	28	57	92	0	1	0	0	1	0	0	5	0	5
Peak Hour	3	0	17	32	52	0	1	0	0	1	0	0	5	0	5

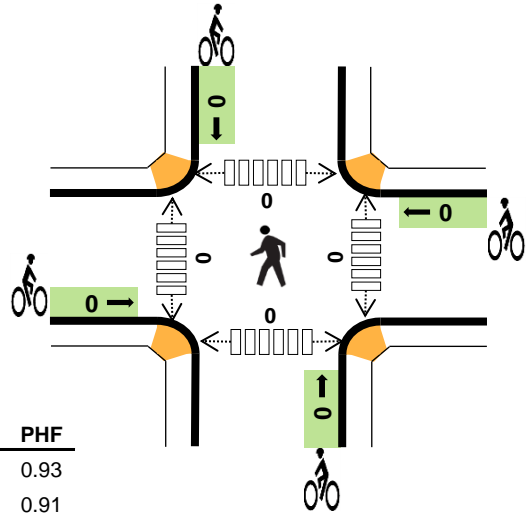


US 24 Marksheffel Rd



Date: Thu, Jun 04, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM

	HV %:	PHF
EB	5.5%	0.93
WB	3.2%	0.91
NB	10.5%	0.93
SB	3.9%	0.94
TOTAL	5.7%	0.96

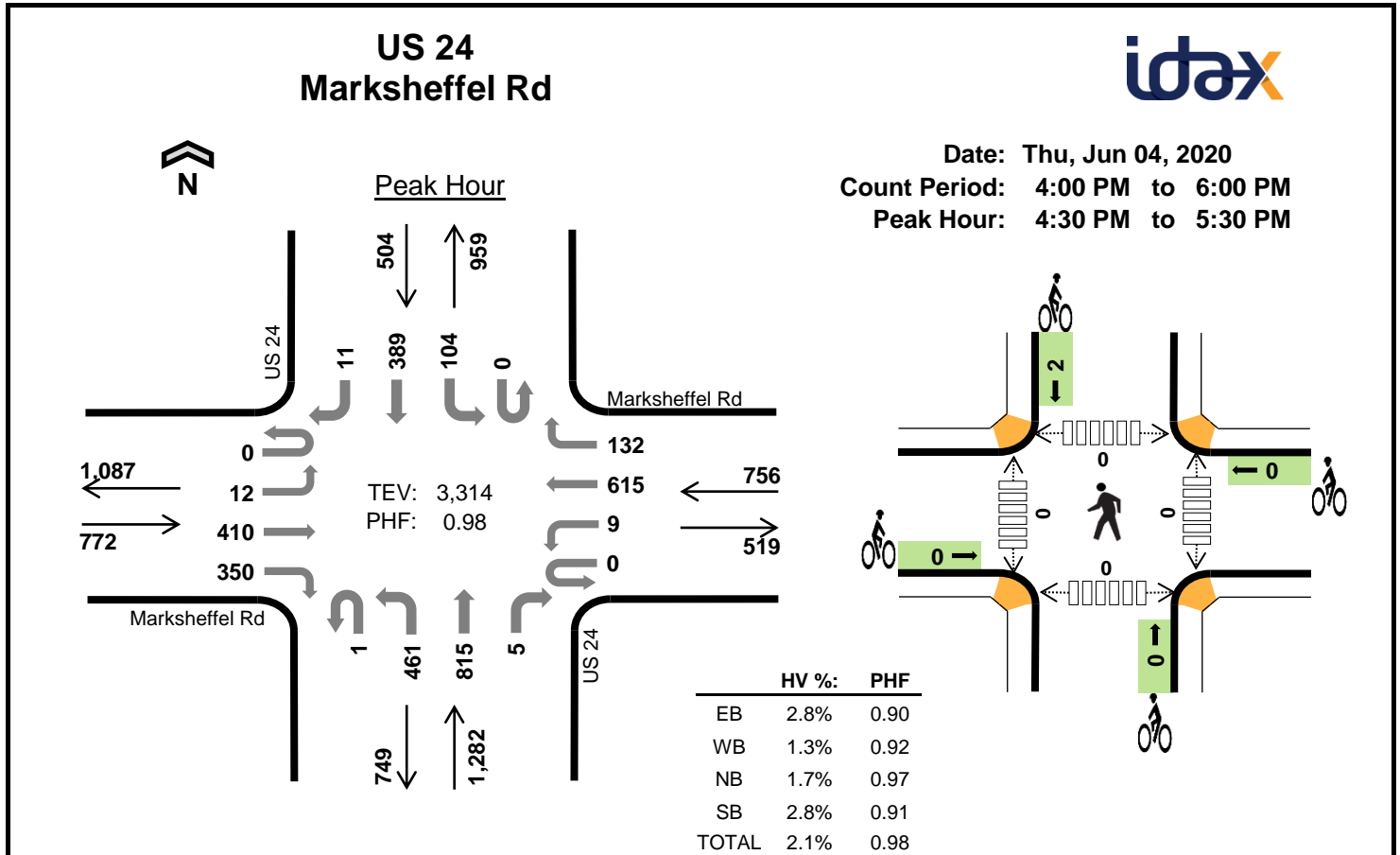


Two-Hour Count Summaries

Interval Start	Marksheffel Rd Eastbound				Marksheffel Rd Westbound				US 24 Northbound				US 24 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	0	122	138	0	0	94	6	0	68	96	0	0	50	203		
7:15 AM	0	0	155	127	0	0	96	8	1	59	96	0	0	43	213	3	801	0
7:30 AM	0	3	123	142	0	1	80	14	0	62	78	0	0	59	214	5	781	0
7:45 AM	0	4	124	115	0	0	66	12	0	59	90	0	0	57	190	4	721	3,081
8:00 AM	0	8	106	109	0	2	57	17	0	50	75	0	0	37	125	7	593	2,896
8:15 AM	0	1	87	90	0	0	48	16	0	50	73	1	0	42	138	1	547	2,642
8:30 AM	0	3	83	105	0	1	84	13	0	48	71	0	0	30	155	1	594	2,455
8:45 AM	0	0	92	85	0	2	58	8	0	52	91	0	0	39	162	5	594	2,328
Count Total	0	19	892	911	0	6	583	94	1	448	670	1	0	357	1,400	27	5,409	0
Peak Hour	0	7	524	522	0	1	336	40	1	248	360	0	0	209	820	13	3,081	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	18	3	10	8	39	0	0	0	0	0	0	0	0	0	0
7:15 AM	12	3	17	10	42	0	0	0	0	0	0	0	0	0	0
7:30 AM	14	4	21	13	52	0	0	0	0	0	0	0	0	0	0
7:45 AM	14	2	16	10	42	0	0	0	0	0	0	0	0	0	0
8:00 AM	9	3	18	11	41	0	0	0	0	0	0	0	0	0	0
8:15 AM	9	1	12	7	29	0	0	0	0	0	0	0	0	0	0
8:30 AM	9	2	10	9	30	0	0	0	0	0	0	0	0	0	0
8:45 AM	11	4	22	21	58	0	0	0	0	0	0	0	0	0	0
Count Total	96	22	126	89	333	0	0	0	0	0	0	0	0	0	0
Peak Hour	58	12	64	41	175	0	0	0	0	0	0	0	0	0	0

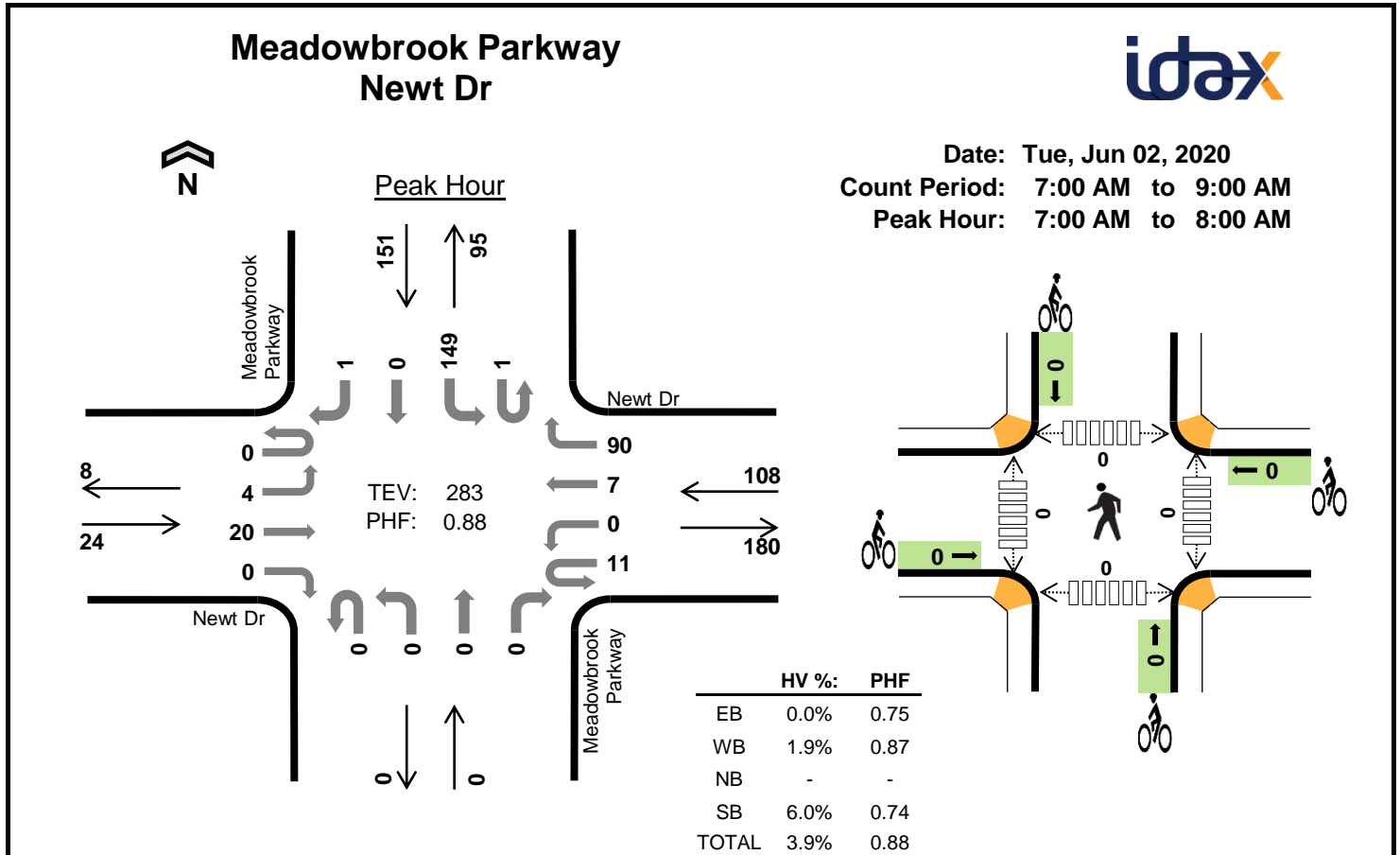


Two-Hour Count Summaries

Interval Start	Marksheffel Rd				Marksheffel Rd				US 24				US 24				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	102	84	0	3	163	33	0	78	159	0	1	21	132	0	778	0
4:15 PM	0	7	82	73	0	1	172	39	2	131	166	1	0	32	121	4	831	0
4:30 PM	0	4	92	73	0	4	165	37	0	119	207	0	0	23	100	2	826	0
4:45 PM	0	5	117	92	0	1	162	34	0	128	185	4	0	17	90	5	840	3,275
5:00 PM	0	3	96	92	0	2	140	34	1	96	210	1	0	27	101	1	804	3,301
5:15 PM	0	0	105	93	0	2	148	27	0	118	213	0	0	37	98	3	844	3,314
5:30 PM	0	3	111	87	0	1	115	29	0	108	178	1	0	15	109	2	759	3,247
5:45 PM	0	3	78	62	0	6	110	20	0	96	122	0	0	24	91	1	613	3,020
Count Total	0	27	783	656	0	20	1,175	253	3	874	1,440	7	1	196	842	18	6,295	0
Peak Hour	0	12	410	350	0	9	615	132	1	461	815	5	0	104	389	11	3,314	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	12	3	7	8	30	0	0	0	0	0	0	0	0	0	0
4:15 PM	6	2	10	5	23	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	4	6	6	20	0	0	0	1	1	0	0	0	0	0
4:45 PM	6	2	6	1	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	2	6	3	18	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	2	4	4	15	0	0	0	1	1	0	0	0	0	0
5:30 PM	6	0	5	5	16	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	2	3	2	9	0	0	0	1	1	0	0	0	0	0
Count Total	48	17	47	34	146	0	0	0	3	3	0	0	0	0	0
Peak Hour	22	10	22	14	68	0	0	0	2	2	0	0	0	0	0



Two-Hour Count Summaries

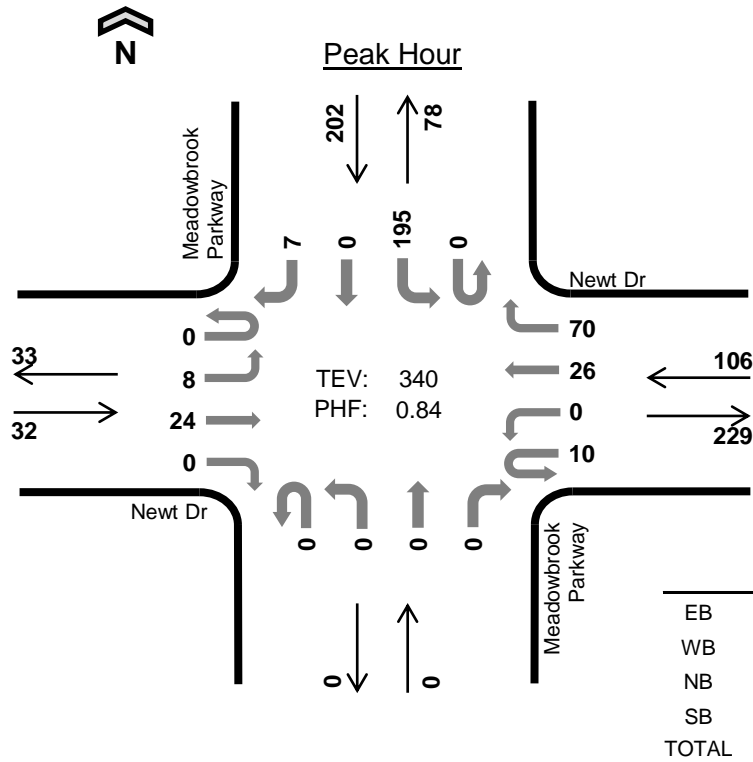
Interval Start	Newt Dr				Newt Dr				Meadowbrook Parkway				Meadowbrook Parkway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	5	0	4	0	1	21	0	0	0	0	0	41	0	1	76	0
7:15 AM	0	0	5	0	4	0	0	22	0	0	0	0	1	31	0	0	63	0
7:30 AM	0	1	3	0	2	0	4	19	0	0	0	0	0	51	0	0	80	0
7:45 AM	0	0	7	0	1	0	2	28	0	0	0	0	0	26	0	0	64	283
8:00 AM	0	4	2	0	4	0	3	24	0	0	0	0	0	32	0	0	69	276
8:15 AM	0	0	4	0	0	0	3	11	0	0	0	0	0	34	0	0	52	265
8:30 AM	0	0	4	0	4	0	2	18	0	0	0	0	0	25	0	0	53	238
8:45 AM	0	1	5	0	4	0	2	17	0	0	0	0	0	30	0	0	59	233
Count Total	0	9	35	0	23	0	17	160	0	0	0	0	1	270	0	1	516	0
Peak Hour	0	4	20	0	11	0	7	90	0	0	0	0	1	149	0	1	283	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

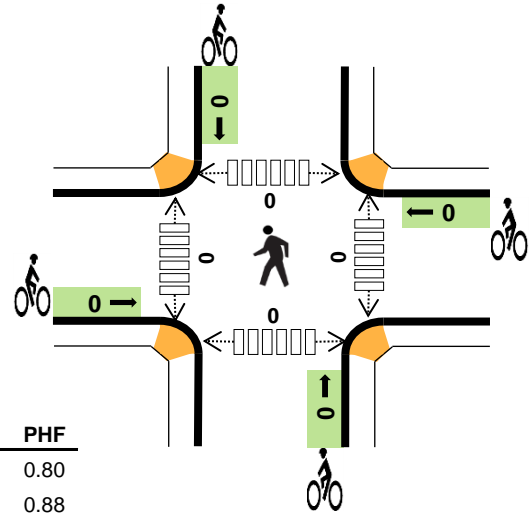
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	6	0	15	21	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	2	0	9	11	0	0	0	0	0	0	0	0	0	0



Meadowbrook Parkway Newt Dr



Date: Tue, Jun 02, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

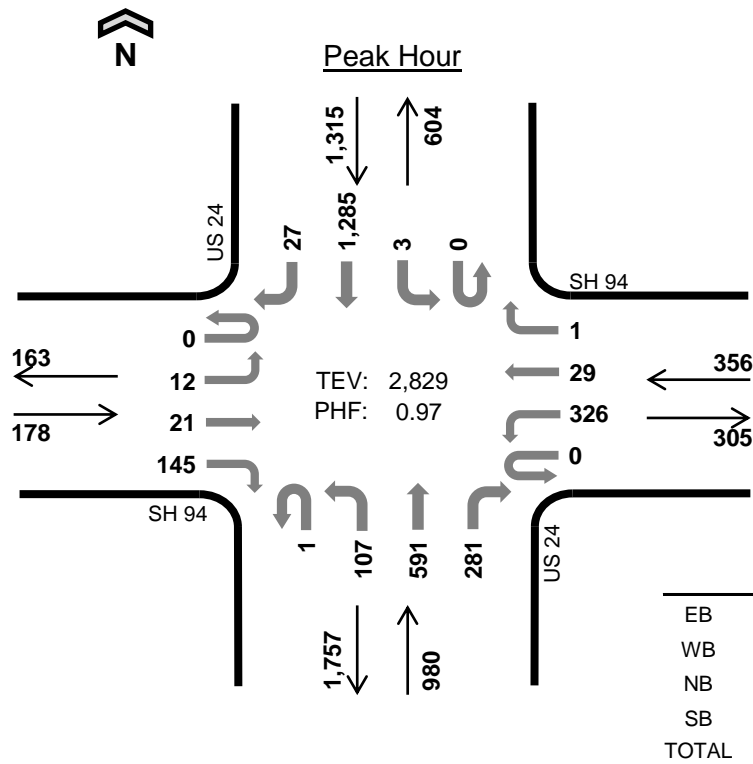
Interval Start	Newt Dr				Newt Dr				Meadowbrook Parkway				Meadowbrook Parkway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	2	0	4	0	6	26	0	0	0	0	0	38	0	0	78	0
4:15 PM	0	2	3	0	4	0	6	15	0	0	0	0	0	44	0	1	75	0
4:30 PM	0	2	6	0	2	0	3	23	0	0	0	0	0	42	0	4	82	0
4:45 PM	0	1	8	0	2	0	7	21	0	0	0	0	0	41	0	0	80	315
5:00 PM	0	2	3	0	4	0	12	9	0	0	0	0	0	70	0	1	101	338
5:15 PM	0	3	7	0	2	0	4	17	0	0	0	0	0	42	0	2	77	340
5:30 PM	0	0	4	0	6	0	4	8	0	0	0	0	0	27	0	0	49	307
5:45 PM	0	1	4	0	2	0	6	7	0	0	0	0	0	29	0	1	50	277
Count Total	0	13	37	0	26	0	48	126	0	0	0	0	0	333	0	9	592	0
Peak Hour	0	8	24	0	10	0	26	70	0	0	0	0	0	195	0	7	340	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	2	10	0	5	17	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	8	0	3	13	0	0	0	0	0	0	0	0	0	0

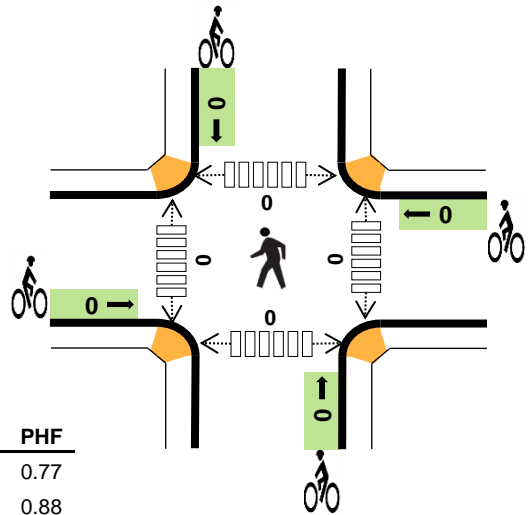


**US 24
SH 94**



Date: Tue, Jun 02, 2020
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:00 AM to 8:00 AM

	HV %:	PHF
EB	5.1%	0.77
WB	3.9%	0.88
NB	10.4%	0.97
SB	5.5%	0.96
TOTAL	7.0%	0.97



Two-Hour Count Summaries

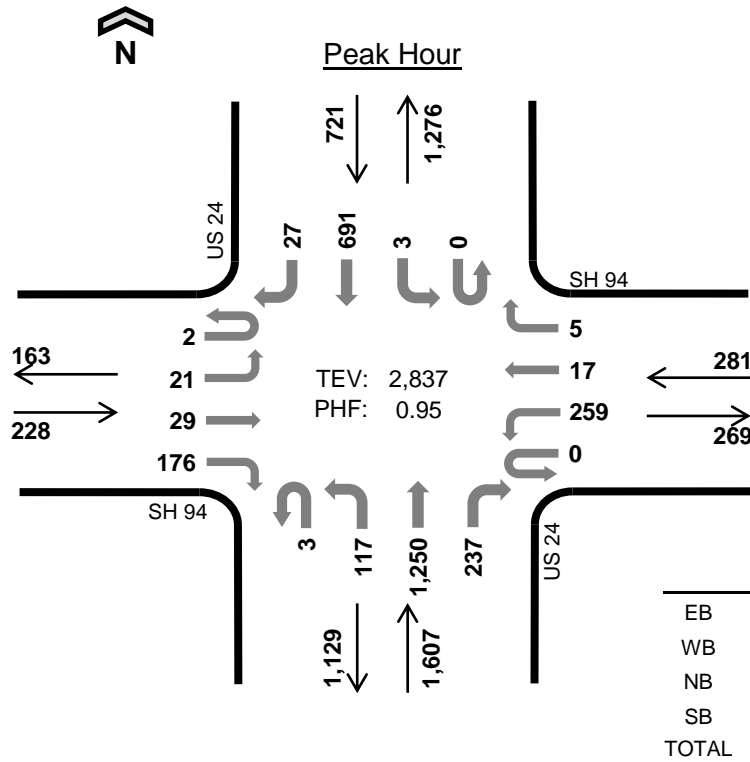
Interval Start	SH 94 Eastbound				SH 94 Westbound				US 24 Northbound				US 24 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	1	6	45	0	81	10	0	0	27	147	65	0	1	319		
7:15 AM	0	6	7	21	0	90	10	1	0	25	145	79	0	0	336	8	728	0
7:30 AM	0	5	6	47	0	85	5	0	0	20	152	80	0	0	310	6	716	0
7:45 AM	0	0	2	32	0	70	4	0	1	35	147	57	0	2	320	6	676	2,829
8:00 AM	0	4	4	25	0	51	7	1	0	28	120	54	0	3	230	5	532	2,652
8:15 AM	0	4	4	34	0	51	6	0	1	17	107	64	0	1	207	10	506	2,430
8:30 AM	0	1	4	26	0	66	2	0	0	25	128	55	0	0	223	4	534	2,248
8:45 AM	0	3	7	29	0	48	6	1	1	23	131	44	0	1	197	9	500	2,072
Count Total	0	24	40	259	0	542	50	3	3	200	1,077	498	0	8	2,142	55	4,901	0
Peak Hour	0	12	21	145	0	326	29	1	1	107	591	281	0	3	1,285	27	2,829	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

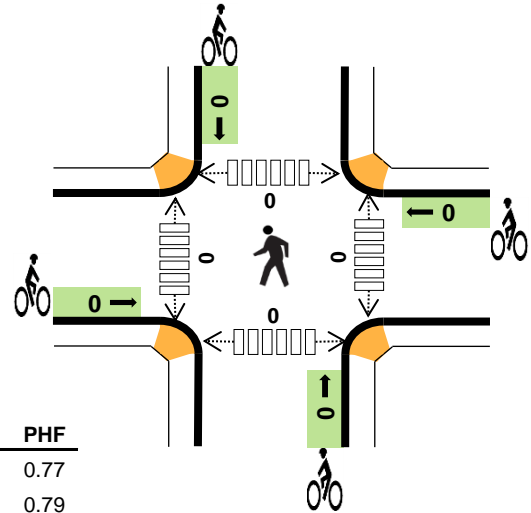
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	1	19	20	44	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	5	27	16	48	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	3	31	15	53	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	5	25	21	52	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	8	20	15	44	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	2	24	9	38	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	7	27	13	47	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	5	15	18	40	0	0	0	0	0	0	0	0	0	0
Count Total	15	36	188	127	366	0	0	0	0	0	0	0	0	0	0
Peak Hour	9	14	102	72	197	0	0	0	0	0	0	0	0	0	0



**US 24
SH 94**



Date: Tue, Jun 02, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

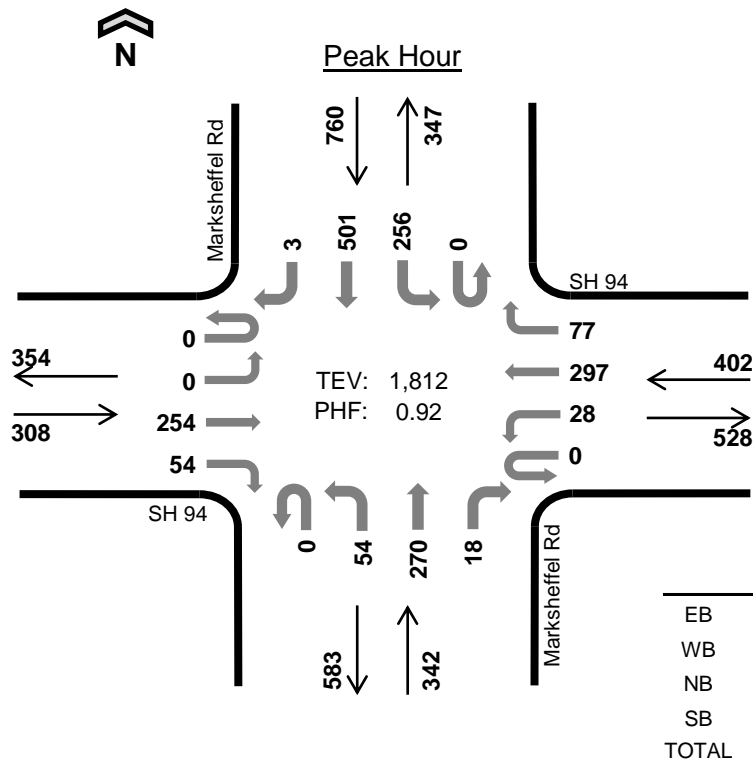
Interval Start	SH 94 Eastbound				SH 94 Westbound				US 24 Northbound				US 24 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	5	4	32	0	73	7	0	1	31	284	80	1	2	177		
4:15 PM	0	5	4	45	0	51	2	2	1	30	327	62	0	3	153	7	692	0
4:30 PM	0	4	13	33	0	66	7	0	1	29	300	46	0	0	194	7	700	0
4:45 PM	0	9	1	40	0	83	5	1	0	31	307	53	0	0	158	7	695	2,791
5:00 PM	2	3	11	58	0	59	3	2	1	27	316	76	0	0	186	6	750	2,837
5:15 PM	0	8	7	36	0	49	8	0	0	19	299	80	0	0	170	8	684	2,829
5:30 PM	0	5	4	29	0	44	7	1	0	19	267	85	0	0	183	4	648	2,777
5:45 PM	0	3	8	24	0	38	4	1	0	12	252	62	0	0	142	10	556	2,638
Count Total	2	42	52	297	0	463	43	7	4	198	2,352	544	1	5	1,363	56	5,429	0
Peak Hour	2	21	29	176	0	259	17	5	3	117	1,250	237	0	3	691	27	2,837	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

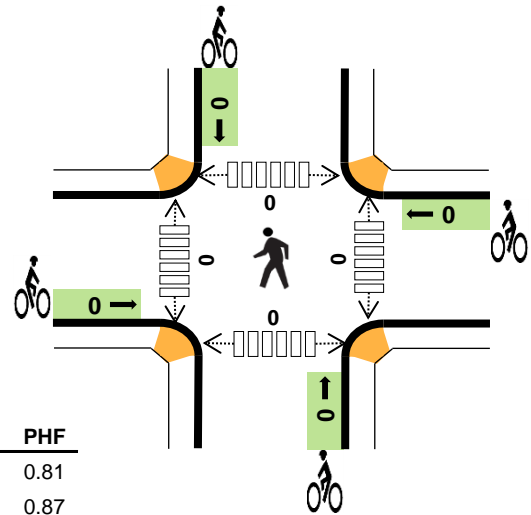
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	4	16	12	32	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	3	11	12	26	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	1	20	12	34	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	14	5	21	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	4	7	14	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	10	6	19	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	1	7	11	21	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	2	3	7	13	0	0	0	0	0	0	0	0	0	0
Count Total	6	17	85	72	180	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	8	49	36	95	0	0	0	0	0	0	0	0	0	0



Marksheffel Rd SH 94



Date: Tue, Jun 02, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



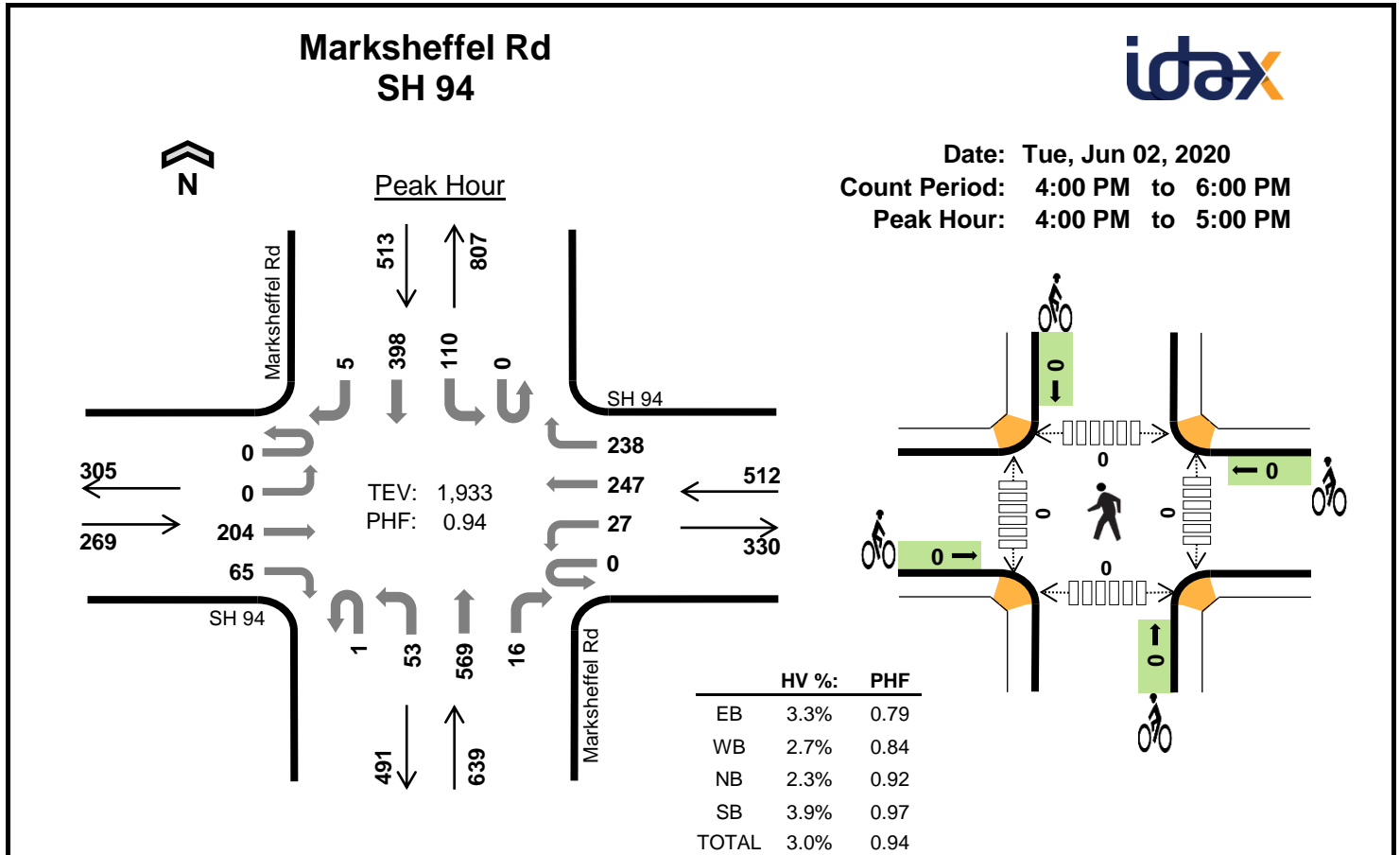
	HV %:	PHF
EB	8.1%	0.81
WB	5.5%	0.87
NB	4.7%	0.82
SB	2.6%	0.87
TOTAL	4.6%	0.92

Two-Hour Count Summaries

Interval Start	SH 94 Eastbound				SH 94 Westbound				Marksheffel Rd Northbound				Marksheffel Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	0	57	8	0	2	73	22	0	11	71	7	0	79	110		
7:15 AM	0	0	79	16	0	7	87	21	0	10	51	3	0	74	143	1	492	0
7:30 AM	0	0	61	21	0	8	69	13	0	24	76	4	0	67	133	1	477	0
7:45 AM	0	0	57	9	0	11	68	21	0	9	72	4	0	36	115	1	403	1,812
8:00 AM	0	4	39	14	0	2	43	12	0	10	50	2	0	47	115	1	339	1,711
8:15 AM	0	0	61	11	0	2	49	21	0	8	59	2	0	32	89	0	334	1,553
8:30 AM	0	1	50	15	0	6	67	25	0	9	52	4	0	32	85	1	347	1,423
8:45 AM	0	0	36	14	0	4	44	17	0	14	49	1	0	21	85	2	287	1,307
Count Total	0	5	440	108	0	42	500	152	0	95	480	27	0	388	875	7	3,119	0
Peak Hour	0	0	254	54	0	28	297	77	0	54	270	18	0	256	501	3	1,812	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	5	5	16	0	0	0	0	0	0	0	0	0	0
7:15 AM	6	4	4	4	18	0	0	0	0	0	0	0	0	0	0
7:30 AM	9	6	4	8	27	0	0	0	0	0	0	0	0	0	0
7:45 AM	6	10	3	3	22	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	7	2	9	21	0	0	0	0	0	0	0	0	0	0
8:15 AM	10	5	2	4	21	0	0	0	0	0	0	0	0	0	0
8:30 AM	8	5	8	7	28	0	0	0	0	0	0	0	0	0	0
8:45 AM	8	6	1	5	20	0	0	0	0	0	0	0	0	0	0
Count Total	54	45	29	45	173	0	0	0	0	0	0	0	0	0	0
Peak Hour	25	22	16	20	83	0	0	0	0	0	0	0	0	0	0



Two-Hour Count Summaries

Interval Start	SH 94				SH 94				Marksheffel Rd				Marksheffel Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	58	27	0	7	63	49	0	14	140	2	0	24	94	1	479	0
4:15 PM	0	0	57	15	0	10	65	78	1	10	142	6	0	28	102	1	515	0
4:30 PM	0	0	42	13	0	6	47	62	0	12	159	2	0	25	105	1	474	0
4:45 PM	0	0	47	10	0	4	72	49	0	17	128	6	0	33	97	2	465	1,933
5:00 PM	1	1	72	14	0	5	52	48	0	8	107	2	0	20	84	2	416	1,870
5:15 PM	1	0	73	13	0	5	37	44	0	18	112	3	0	29	110	0	445	1,800
5:30 PM	0	0	69	19	0	1	40	31	0	12	75	3	0	28	115	0	393	1,719
5:45 PM	0	0	47	21	0	0	32	31	0	7	122	2	0	28	110	0	400	1,654
Count Total	2	1	465	132	0	38	408	392	1	98	985	26	0	215	817	7	3,587	0
Peak Hour	0	0	204	65	0	27	247	238	1	53	569	16	0	110	398	5	1,933	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	5	4	7	17	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	3	4	4	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	4	5	8	19	0	0	0	0	0	0	0	0	0	0
4:45 PM	4	2	2	1	9	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	2	2	4	9	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	1	3	2	8	0	0	1	0	1	0	0	0	0	0
5:30 PM	3	0	2	1	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	3	4	9	0	0	0	0	0	0	0	0	0	0
Count Total	16	18	25	31	90	0	0	1	0	1	0	0	0	0	0
Peak Hour	9	14	15	20	58	0	0	0	0	0	0	0	0	0	0

Traffic Data Resources

Location: Marksheffel @ Space Village Village Name : MARKSHEFFEL @ SPACE VILLAGE-THUR-WSP-3-20
 Turning Movement Count Site Code : 00000000
 Weather: Clear Start Date : 3/12/2020
 Comments: Heavy truck traffic Page No : 1

Groups Printed- Unshifted

Start Time	MARKSHEFFEL From North				SPACE VILLAGE From East				MARKSHEFFEL From South				SPACE VILLAGE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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		
06:00 AM	1	84	0	85	0	0	7	7	0	47	20	67	23	5	1	29	188
06:15 AM	4	140	0	144	0	2	2	4	2	68	33	103	17	9	1	27	278
06:30 AM	4	157	0	161	0	2	0	2	1	92	40	133	19	13	2	34	330
06:45 AM	13	164	0	177	0	6	8	14	2	109	54	165	26	9	4	39	395
Total	22	545	0	567	0	10	17	27	5	316	147	468	85	36	8	129	1191
07:00 AM	18	196	6	220	1	1	3	5	6	121	51	178	35	19	2	56	459
07:15 AM	37	201	0	238	1	4	3	8	1	110	62	173	35	8	2	45	464
07:30 AM	33	235	1	269	0	3	1	4	4	124	83	211	23	9	2	34	518
07:45 AM	31	227	1	259	0	3	1	4	1	117	77	195	21	6	1	28	486
Total	119	859	8	986	2	11	8	21	12	472	273	757	114	42	7	163	1927
*** BREAK ***																	
04:00 PM	7	147	0	154	0	4	4	8	3	210	40	253	55	8	3	66	481
04:15 PM	8	149	0	157	0	3	7	10	5	263	46	314	46	8	2	56	537
04:30 PM	5	122	1	128	0	2	10	12	6	228	56	290	52	10	1	63	493
04:45 PM	3	132	0	135	1	3	9	13	1	213	46	260	62	6	4	72	480
Total	23	550	1	574	1	12	30	43	15	914	188	1117	215	32	10	257	1991
05:00 PM	7	127	0	134	0	2	4	6	5	213	55	273	65	7	1	73	486
05:15 PM	4	155	2	161	0	1	2	3	1	226	48	275	58	10	4	72	511
05:30 PM	5	119	0	124	1	2	6	9	0	153	38	191	53	12	1	66	390
05:45 PM	2	111	0	113	0	3	1	4	0	152	31	183	46	6	2	54	354
Total	18	512	2	532	1	8	13	22	6	744	172	922	222	35	8	265	1741
Grand Total	182	2466	11	2659	4	41	68	113	38	2446	780	3264	636	145	33	814	6850
Apprch %	6.8	92.7	0.4		3.5	36.3	60.2		1.2	74.9	23.9		78.1	17.8	4.1		
Total %	2.7	36	0.2	38.8	0.1	0.6	1	1.6	0.6	35.7	11.4	47.6	9.3	2.1	0.5	11.9	

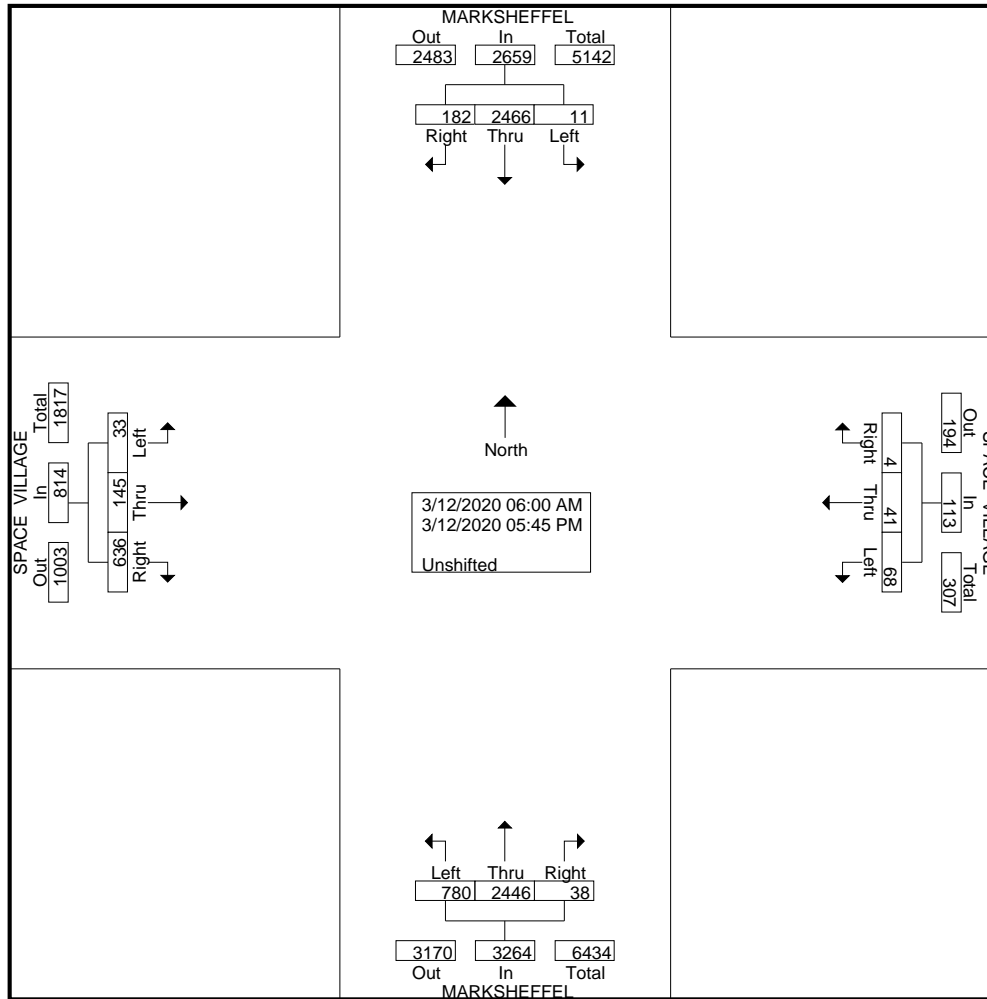
Traffic Data Resources

File Name : MARKSHEFFEL @ SPACE VILLAGE-THUR-WSP-3-20

Site Code : 00000000

Start Date : 3/12/2020

Page No : 2



Start Time	MARKSHEFFEL From North				SPACE VILLAGE From East				MARKSHEFFEL From South				SPACE VILLAGE From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	149	0	157	0	3	7	10	5	263	46	314	46	8	2	56	537
04:30 PM	5	122	1	128	0	2	10	12	6	228	56	290	52	10	1	63	493
04:45 PM	3	132	0	135	1	3	9	13	1	213	46	260	62	6	4	72	480
05:00 PM	7	127	0	134	0	2	4	6	5	213	55	273	65	7	1	73	486
Total Volume	23	530	1	554	1	10	30	41	17	917	203	1137	225	31	8	264	1996
% App. Total	4.2	95.7	0.2		2.4	24.4	73.2		1.5	80.7	17.9		85.2	11.7	3		
PHF	.719	.889	.250	.882	.250	.833	.750	.788	.708	.872	.906	.905	.865	.775	.500	.904	.929

Station ID: 103943
 Date: 7/11/2019
 Route: 094A

Description: SH 94 E/O Marksheffel Rd, Colorado Springs

COUNTDIR	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM			
P	21	16	9	23	82	299	705	500	366	246	211	243	253	246	252	271	391	383	282	193	178	120	99	54			
S	17	6	10	14	45	141	322	359	287	278	237	292	270	272	395	606	824	541	282	153	90	54	40	51			
Marsheffel and SH 94								Peak Hour Counts		528		95%		Marsheffel and SH 94								Peak Hour Counts		330		118%	
								Percent Difference		402		89%										Percent Difference		512		161%	
								Percent Difference		92%										Percent Difference		144%					

Station ID: 100851
 Date: 2/20/2020
 Route: 024G

Description: SH 24 NE/O SH 94, Colorado Springs

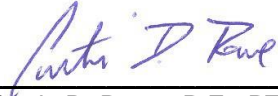
COUNTDIR	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM			
P	55	33	24	26	94	150	465	601	503	409	468	614	622	633	920	1088	1495	1289	704	712	452	268	159	82			
S	36	17	38	95	301	818	1863	1716	1023	715	636	665	609	577	613	655	693	685	369	224	183	124	79	53			
US 24 and SH 94								Peak Hour Counts		604		100%		US 24 and SH 94								Peak Hour Counts		1276		117%	
								Percent Difference		1315		130%										Percent Difference		721		96%	
								Percent Difference		121%										Percent Difference		110%					
US 24 and Marksheffel								Peak Hour Counts		609		99%		US 24 and Marksheffel								Peak Hour Counts		1282		117%	
								Percent Difference		1344		128%										Percent Difference		749		93%	
								Percent Difference		119%										Percent Difference		108%					

Original Traffic Study Documents

T R A F F I C I M P A C T S T U D Y

Traffic Engineer's Statement

The attached 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.



Curtis D. Rowe, P.E., PTOE, PE #36355

April 2, 2021

Date

Developer's Statement

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

Ms. Kelly Nelson
Pikes Peak Investments LLC
c/o The Equity Group
90 South Cascade Avenue, Suite 1500
Colorado Springs, Colorado 80903

Date

Crossroads-Meadowbrook-Reagan Ranch

PCD File No. CR201 & SP207

Colorado Springs, Colorado
El Paso County, Colorado

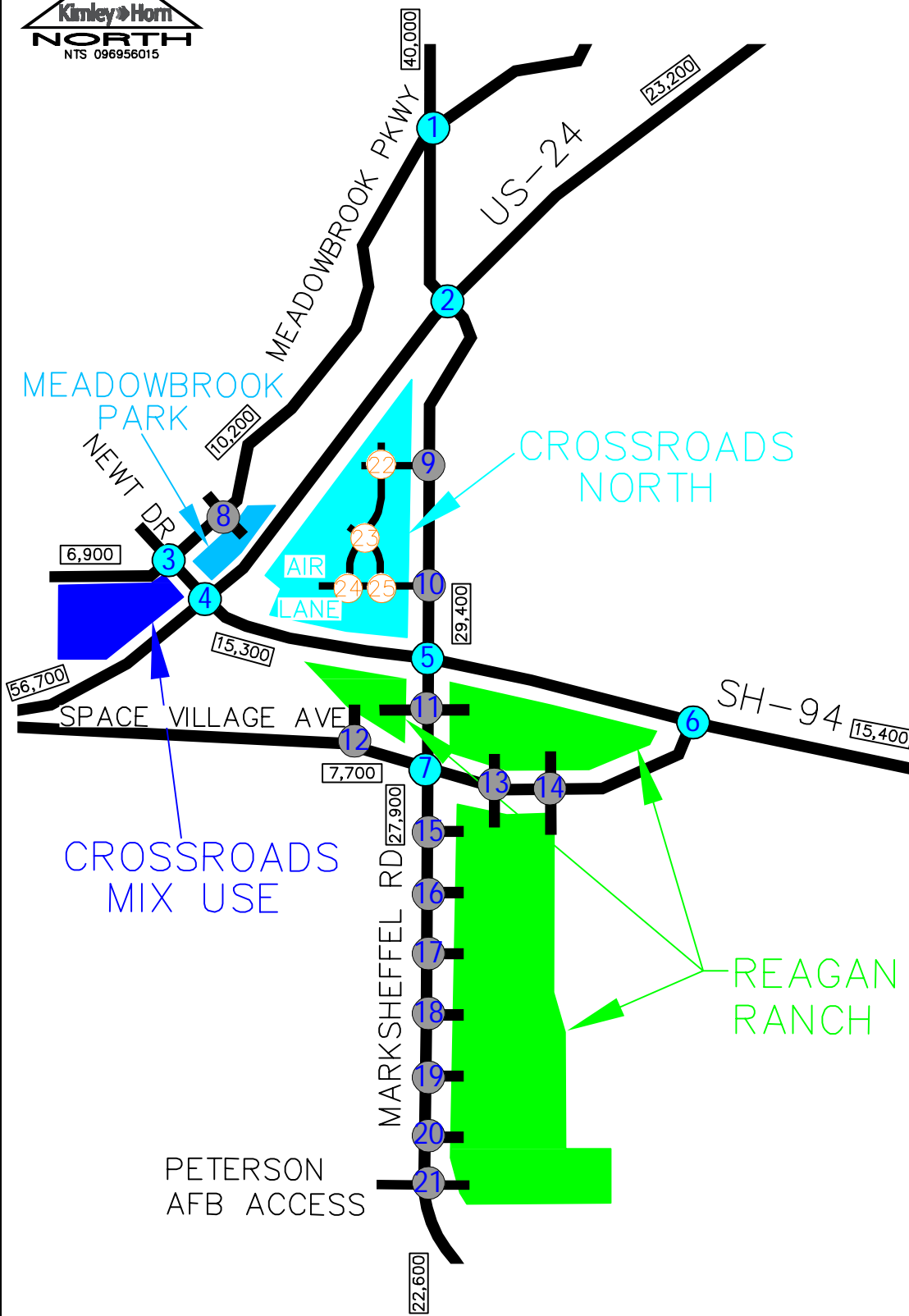
Prepared for
Pikes Peak Investments LLC
c/o The Equity Group
90 South Cascade Avenue
Suite 1500
Colorado Springs, Colorado 80903

Prepared by
Kimley-Horn and Associates, Inc.
Curtis D. Rowe, P.E., PTOE
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



April 2021

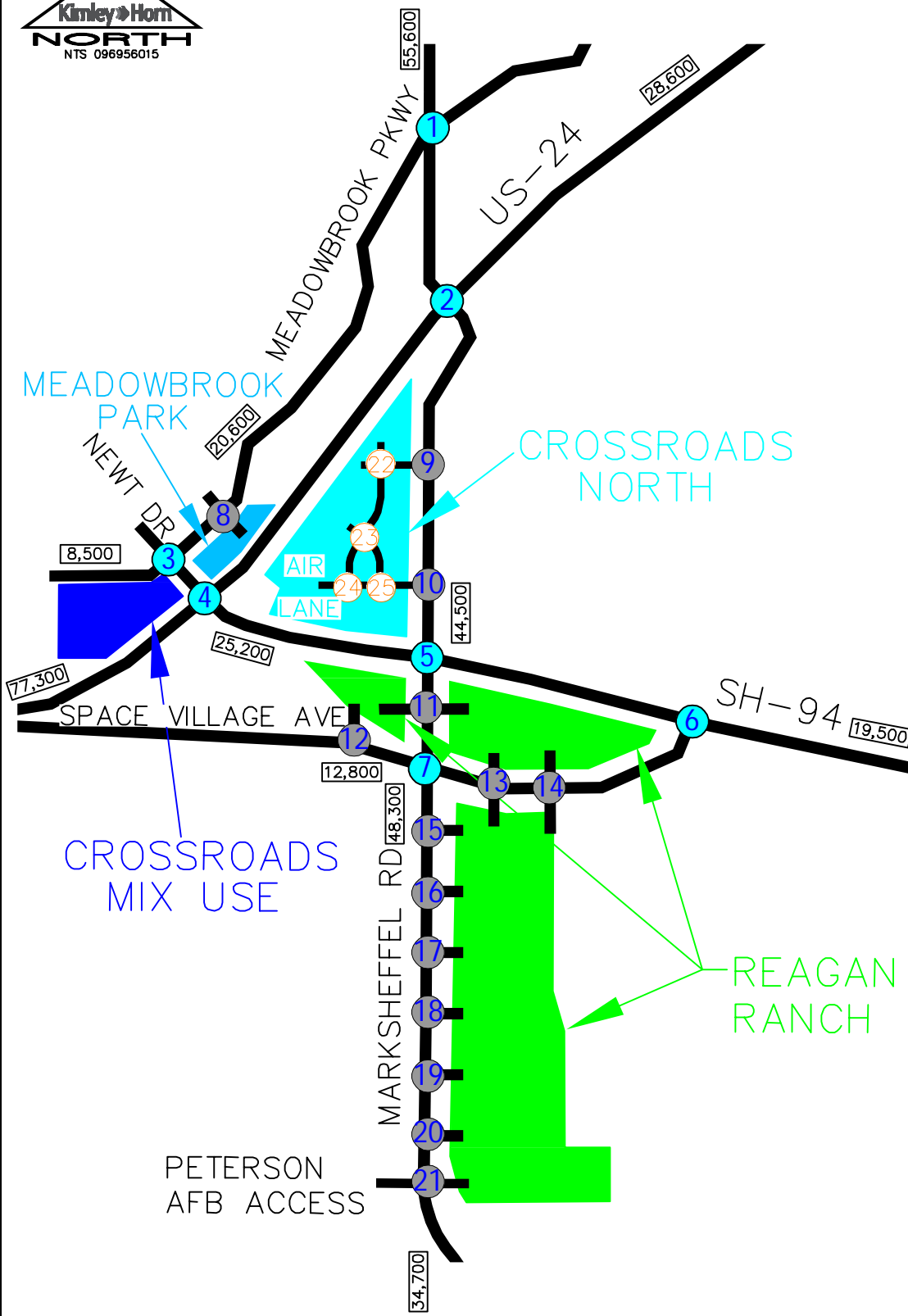
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



CROSSROADS-MEADOWBROOK & REAGAN RANCH
 COLORADO SPRINGS, CO
 2026 TOTAL TRAFFIC VOLUMES

1 335(270) → 1755(1340) → 10(45) → 30(40) ← 25(15) ← 40(25) ← 270(295) → 10(15) → 40(55) → 30(50) → 1090(1835) → 20(80) →	2 MARKSHEFFEL 760(510) → 1025(915) → 10(20) → 20(20) ← 1215(585) ← 350(210) ← 360(670) → 550(1200) → 125(125) → 5(15) → 755(1190) → 105(245) →	3 MEADOWBROOK 5(10) → 145(110) → 250(305) → 145(135) ← 10(40) ← 335(255) ← 10(15) → 30(35) → 140(95) → 330(225) →	4 US-24 65(60) → 1860(1000) → 5(5) → 5(10) ← 95(65) ← 820(740) ← 45(55) → 90(80) → 495(450) → 425(395) → 985(1925) → 635(625) →	5 SH-94 245(255) → 695(845) → 300(200) → 115(395) ← 345(405) ← 35(45) ← 150(140) → 300(340) → 160(265) → 190(225) → 470(1100) → 25(30) →	6 SH-94/SPACE VILLAGE AVENUE 635(790) ← 55(95) ← 815(525) → 5(5) → 5(5) → 115(100) →
7 130(25) → 1095(885) → 70(90) → 40(30) ← 75(80) ← 45(80) ← 40(55) → 80(90) → 135(270) → 325(245) → 770(1265) → 30(45) →	8 MEADOWBROOK 5(5) → 430(550) → 5(15) → 15(10) ← 30(20) ← 5(5) → 5(10) → 385(330) → 10(30) → 10(10) →	9 ACCESS 200(185) → 1300(1045) → 90(90) → 90(90) → 50(50) → 775(1365) →	10 100(95) → 1290(1040) → 70(70) → 200(200) → 150(140) → 755(1345) →	11 35(10) → 1285(980) → 35(55) ←	12 10(30) → 10(30) → 20(5) ← 505(335) ← 25(5) → 235(380) →
13 35(55) → 5(5) → 5(5) → 105(105) ← 5(5) ← 60(55) → 105(145) → 10(25) → 15(20) → 5(5) →	14 65(40) → 10(5) → 5(10) ← 45(70) ← 5(5) ← 20(65) → 85(75) → 5(10) → 10(10) → 5(5) →	15 1265(1225) → 20(20) ← 1100(1525) → 5(5) →	16 1235(1155) → 35(70) → 30(35) ← 1070(1495) → 10(10) →	17 1235(1155) → 40(45) ← 1035(1460) → 10(15) →	18 1200(1075) → 40(80) → 30(35) ← 30(35) ← 1015(1440) → 10(15) →
19 1225(1105) → 20(20) ← 1005(1430) → 10(15) →	20 1190(1025) → 40(80) → 35(45) ← 975(1405) → 5(10) →	21 680(565) → 490(400) → 30(70) → 45(55) ← 25(30) ← 10(10) ← 540(805) → 10(25) → 125(185) → 160(130) → 395(560) → 5(5) →	22 2(2) → 2(2) → 45(45) → 50(50) ← 50(50) ← 150(140) ← 2(2) → 2(2) → 90(90) → 45(45) → 2(2) →	23 50(50) → 70(70) → 25(25) → 5(5) → 45(45) → 25(25) → 50(45) → 2(2) →	24 110(110) → 100(95) ← 50(50) ← 2(2) → 45(45) →
25 5(5) → 110(110) → 100(95) ← 150(140) ← 5(5) → 155(155) →	LEGEND (X) Existing Key Intersection (X) Proposed Access Intersection (X) Proposed Internal Intersection XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes [XX,X00] Estimated Daily Traffic Volume				
AIR LANE EAST INTERSECTION 5(5) → 110(110) → 100(95) ← 150(140) ←					

FIGURE 11



CROSSROADS-MEADOWBROOK & REAGAN RANCH
 COLORADO SPRINGS, CO
 2040 TOTAL TRAFFIC VOLUMES

<p>1</p> <table border="1"> <tr><td>380(315)</td><td>35(45)</td></tr> <tr><td>2185(2060)</td><td>25(20)</td></tr> <tr><td>1.5(55)</td><td>50(25)</td></tr> <tr><td>300(355)</td><td>35(55)</td></tr> <tr><td>10(15)</td><td>1495(2520)</td></tr> <tr><td>45(65)</td><td>25(95)</td></tr> </table> <p>MEADOWBROOK PKWY/MARKSHEFFEL RD</p>	380(315)	35(45)	2185(2060)	25(20)	1.5(55)	50(25)	300(355)	35(55)	10(15)	1495(2520)	45(65)	25(95)	<p>2</p> <table border="1"> <tr><td>890(600)</td><td>25(20)</td></tr> <tr><td>1330(1560)</td><td>1425(690)</td></tr> <tr><td>1.5(25)</td><td>435(325)</td></tr> <tr><td>425(785)</td><td>5(20)</td></tr> <tr><td>645(1415)</td><td>1100(1765)</td></tr> <tr><td>140(205)</td><td>160(345)</td></tr> </table> <p>US-24/MARKSHEFFEL ROAD</p>	890(600)	25(20)	1330(1560)	1425(690)	1.5(25)	435(325)	425(785)	5(20)	645(1415)	1100(1765)	140(205)	160(345)	<p>3</p> <table border="1"> <tr><td>5(15)</td><td>165(150)</td></tr> <tr><td>160(135)</td><td>15(45)</td></tr> <tr><td>285(355)</td><td>370(315)</td></tr> <tr><td>10(15)</td><td>155(120)</td></tr> <tr><td>35(45)</td><td>360(280)</td></tr> </table> <p>NEWT DR/MEADOWBROOK PKWY</p>	5(15)	165(150)	160(135)	15(45)	285(355)	370(315)	10(15)	155(120)	35(45)	360(280)	<p>4</p> <table border="1"> <tr><td>80(75)</td><td>5(10)</td></tr> <tr><td>2190(1180)</td><td>105(80)</td></tr> <tr><td>6(6)</td><td>1155(1160)</td></tr> <tr><td>55(65)</td><td>480(470)</td></tr> <tr><td>95(95)</td><td>1150(2325)</td></tr> <tr><td>555(535)</td><td>855(1165)</td></tr> </table> <p>SH-94/US-24</p>	80(75)	5(10)	2190(1180)	105(80)	6(6)	1155(1160)	55(65)	480(470)	95(95)	1150(2325)	555(535)	855(1165)	<p>5</p> <table border="1"> <tr><td>275(285)</td><td>135(480)</td></tr> <tr><td>975(1480)</td><td>405(475)</td></tr> <tr><td>355(230)</td><td>40(50)</td></tr> <tr><td>165(235)</td><td>430(565)</td></tr> <tr><td>350(400)</td><td>810(1735)</td></tr> <tr><td>310(665)</td><td>30(50)</td></tr> </table> <p>SH-94/MARKSHEFFEL RD</p>	275(285)	135(480)	975(1480)	405(475)	355(230)	40(50)	165(235)	430(565)	350(400)	810(1735)	310(665)	30(50)	<p>6</p> <table border="1"> <tr><td>740(940)</td></tr> <tr><td>85(180)</td></tr> <tr><td>960(635)</td></tr> <tr><td>5(5)</td></tr> <tr><td>5(5)</td></tr> <tr><td>170(160)</td></tr> </table> <p>SH-94/SPACE VILLAGE AVENUE</p>	740(940)	85(180)	960(635)	5(5)	5(5)	170(160)
380(315)	35(45)																																																																				
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<p>13</p> <table border="1"> <tr><td>45(205)</td><td>10(20)</td></tr> <tr><td>5(5)</td><td>170(180)</td></tr> <tr><td>10(20)</td><td></td></tr> <tr><td>80(210)</td><td>55(70)</td></tr> <tr><td>160(240)</td><td>15(15)</td></tr> <tr><td>30(85)</td><td></td></tr> </table> <p>SPACE VILLAGE AVE W FULL ACCESS</p>	45(205)	10(20)	5(5)	170(180)	10(20)		80(210)	55(70)	160(240)	15(15)	30(85)		<p>14</p> <table border="1"> <tr><td>100(50)</td><td>5(15)</td></tr> <tr><td>15(15)</td><td>65(140)</td></tr> <tr><td>35(95)</td><td>10(20)</td></tr> <tr><td>125(125)</td><td>25(30)</td></tr> <tr><td>15(35)</td><td>15(15)</td></tr> </table> <p>SPACE VILLAGE AVE E FULL ACCESS</p>	100(50)	5(15)	15(15)	65(140)	35(95)	10(20)	125(125)	25(30)	15(35)	15(15)	<p>15</p> <table border="1"> <tr><td>1765(2275)</td><td>70(85)</td></tr> <tr><td></td><td></td></tr> <tr><td></td><td>1745(2455)</td></tr> <tr><td></td><td>10(20)</td></tr> </table> <p>MARKSHEFFEL ROAD RIRO ACCESS</p>	1765(2275)	70(85)				1745(2455)		10(20)	<p>16</p> <table border="1"> <tr><td>1660(2010)</td><td>105(135)</td></tr> <tr><td>105(275)</td><td></td></tr> <tr><td></td><td>1650(2335)</td></tr> <tr><td></td><td>25(30)</td></tr> </table> <p>MARKSHEFFEL ROAD 3/4 ACCESS</p>	1660(2010)	105(135)	105(275)			1650(2335)		25(30)	<p>17</p> <table border="1"> <tr><td>1660(2010)</td><td>140(175)</td></tr> <tr><td></td><td></td></tr> <tr><td></td><td>1525(2200)</td></tr> <tr><td></td><td>25(50)</td></tr> </table> <p>MARKSHEFFEL ROAD RIRO ACCESS</p>	1660(2010)	140(175)				1525(2200)		25(50)	<p>18</p> <table border="1"> <tr><td>1550(1710)</td><td>95(120)</td></tr> <tr><td>120(305)</td><td>95(120)</td></tr> <tr><td></td><td></td></tr> <tr><td></td><td>1450(2130)</td></tr> <tr><td></td><td>25(50)</td></tr> </table> <p>MARKSHEFFEL ROAD FULL ACCESS</p>	1550(1710)	95(120)	120(305)	95(120)				1450(2130)		25(50)								
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LEGEND

- X Existing Key Intersection
- X Proposed Access Intersection
- X Proposed Internal Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 12

Trip Generation Worksheets

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mixed Use)
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

$$X = 306$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$\ln(T) = 0.98 \ln(X) - 0.98$	Directional Distribution:	26% ent.	74% exit.
$\ln(T) = 0.98 * \ln(306.0) - 0.98$	T = 102	Average Vehicle Trip Ends	
	27 entering	75	exiting
	27	+ 75	= 102

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$	Directional Distribution:	61% ent.	39% exit.
$\ln(T) = 0.96 * \ln(306.0) - 0.63$	T = 130	Average Vehicle Trip Ends	
	79 entering	51	exiting
	79	+ 51	= 130

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$	Directional Distribution:	50% ent.	50% exit.
$(T) = 5.45 * 306 - 1.75$	T = 1666	Average Vehicle Trip Ends	
	833 entering	833	exiting
	833	+ 833	= 1666

Peak Hour of Generator, Saturday (Series 200 Page 79)

$(T) = 0.42*(X) + 6.73$	Directional Distribution:	49% ent.	51% exit.
$(T) = 0.42 * 306 + 6.73$	T = 135	Average Vehicle Trip Ends	
	66 entering	69	exiting
	66	+ 69	= 135



Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use Phase 1)
 Subject Trip Generation for Shopping Center
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = **10,000** Square Feet

X = 10.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 139)

Directional Distribution: 62% ent. 38% exit.
 T = 0.50 * (X) + 151.78 T = 157 Average Vehicle Trip Ends
 T = 0.50 * 10 + 151.78 97 entering 60 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series Page 140)

Directional Distribution: 48% ent. 52% exit.
 Ln(T) = 0.74 Ln(X) + 2.89 T = 99 Average Vehicle Trip Ends
 Ln(T) = 0.74 * Ln(10) + 2.89 48 entering 51 exiting

Weekday (800 Series Page 138)

Daily Weekday Directional Distribution: 50% entering, 50% exiting
 Ln(T) = 0.68 Ln(X) + 5.57 T = 1256 Average Vehicle Trip Ends
 Ln(T) = 0.68 * Ln(10) + 5.57 628 entering 628 exiting

Saturday Peak Hour of Generator (Page 144)

Average Saturday Directional Distribution: 52% ent. 48% exit.
 Ln(T) = 0.79 Ln(X) + 2.79 T = 100 Average Vehicle Trip Ends
 Ln(T) = 0.79 * Ln(10) + 2.79 52 entering 48 exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 190)

AM Peak Hour =	66%	Non-Pass By	PM Peak Hour =	66%	Non-Pass By
	IN	Out	Total		
AM Peak	64	39	103		
PM Peak	32	34	65		
Daily	414	414	828	PM Peak Hour Rate Applied to Daily	

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 190)

AM Peak Hour =	34%	Pass By	PM Peak Hour =	34%	Pass By
	IN	Out	Total		
AM Peak	33	20	54		
PM Peak	16	17	34		
Daily	214	214	428	PM Peak Hour Rate Applied to Daily	

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use Phase 1)
 Subject Trip Generation for High-Turnover (Sit-Down) Restaurant
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = **4,000** Square Feet

X = 4.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday Directional Distribution: 55% ent. 45% exit.
 T = 9.94 (X) T = 40 Average Vehicle Trip Ends
 T = 9.94 * 4.000 22 entering 18 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday Directional Distribution: 62% ent. 38% exit.
 T = 9.77 (X) T = 39 Average Vehicle Trip Ends
 T = 9.77 * 4.000 24 entering 15 exiting

Weekday (900 Series Page 96)

Average Weekday Directional Distribution: 50% entering, 50% exiting
 T = 112.18 (X) T = 450 Average Vehicle Trip Ends
 T = 112.18 * 4.000 225 entering 225 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday Directional Distribution: 52% ent. 48% exit.
 T = 17.41 (X) T = 70 Average Vehicle Trip Ends
 T = 17.41 * 4.000 36 entering 34 exiting

Saturday Peak Hour of Generator (900 Series Page 105)

Average Saturday Directional Distribution: 51% ent. 49% exit.
 T = 11.19 (X) T = 46 Average Vehicle Trip Ends
 T = 11.19 * 4.000 23 entering 23 exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	57%	Non-Pass By	PM Peak Hour =	57%	Non-Pass By
	IN	Out	Total		
AM Peak	12	10	23		
PM Peak	14	8	22		
Daily	128	128	256		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	43%	Pass By	PM Peak Hour =	43%	Pass By
	IN	Out	Total		
AM Peak	9	8	18		
PM Peak	10	6	17		
Daily	97	97	194		PM Peak Hour Rate Applied to Daily

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use Phase 1)
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Fast Food Restaurant With Drive-Through Window (934)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = **11,000** Square Feet

X = 11.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series page 158)

Average Weekday
 T = 40.19 (X)
 T = 40.19 * 11.000

Directional Distribution: 51% ent. 49% exit.
 T = 442 Average Vehicle Trip Ends
 225 entering 217 exiting
 225 + 217 = 442

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series page 159)

Average Weekday
 T = 32.67 (X)
 T = 32.67 * 11.000

Directional Distribution: 52% ent. 48% exit.
 T = 359 Average Vehicle Trip Ends
 187 entering 172 exiting
 187 + 172 = 359

Weekday (900 Series page 157)

Average Weekday
 T = 470.95 (X)
 T = 470.95 * 11.000

Directional Distribution: 50% entering, 50% exiting
 T = 5182 Average Vehicle Trip Ends
 2591 entering 2591 exiting
 2591 + 2591 = 5182

Saturday Peak Hour of Generator (900 Series page 163)

T = 54.86 (X)
 T = 54.86 * 11.000

Directional Distribution: 51% ent. 49% exit.
 T = 603 Average Vehicle Trip Ends
 308 entering 295 exiting
 308 (*) - 295 = 603

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour =	51%	Non-Pass By	PM Peak Hour =	50%	Non-Pass By
	IN	Out	Total		
AM Peak	115	111	225		
PM Peak	94	86	180		
Daily	1296	1296	2592	PM Peak Hour Rate Applied to Daily	

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour =	49%	Pass By	PM Peak Hour =	50%	Pass By
	IN	Out	Total		
AM Peak	110	106	217		
PM Peak	94	86	180		
Daily	1295	1295	2590	PM Peak Hour Rate Applied to Daily	

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use Phase 1)
 Subject Trip Generation for Coffee/Donut Shop with Drive Through
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Coffee/Donut Shop with Drive Through (937)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)

Gross Floor Area = **2,500**

X = 2.5

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 900 Page 232)

T = 88.99 (X)		Directional Distribution:	51% ent.	49% exit.
T = 88.99 *	2.5	T = 222	Average Vehicle Trip Ends	
		113 entering	109	exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 900 Page 233)

T = 43.38 (X)		Directional Distribution:	50% ent.	50% exit.
T = 43.38 *	2.5	T = 110	Average Vehicle Trip Ends	
		55 entering	55	exiting

Weekday (Series 900 Page 231)

Average Weekday		Directional Distribution:	50% entering, 50% exiting	
(T) = 820.38 (X)		T = 2050	Average Vehicle Trip Ends	
(T) = 820.38 *	(2.5)	1025 entering	1025	exiting
		1025 + 1025 =	2050	

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mixed Use)
 Subject Trip Generation for Multifamily Housing (Mid-Rise)
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independent Variable - Dwelling Units (X)

$$X = 306$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

$\ln(T) = 0.98 \ln(X) - 0.98$	Directional Distribution:	26% ent.	74% exit.
$\ln(T) = 0.98 * \ln(306.0) - 0.98$	T = 102	Average Vehicle Trip Ends	
	27 entering	75	exiting
	27	+ 75	= 102

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

$\ln(T) = 0.96 \ln(X) - 0.63$	Directional Distribution:	61% ent.	39% exit.
$\ln(T) = 0.96 * \ln(306.0) - 0.63$	T = 130	Average Vehicle Trip Ends	
	79 entering	51	exiting
	79	+ 51	= 130

Weekday (Series 200 Page 73)

$(T) = 5.45*(X) - 1.75$	Directional Distribution:	50% ent.	50% exit.
$(T) = 5.45 * 306 - 1.75$	T = 1666	Average Vehicle Trip Ends	
	833 entering	833	exiting
	833	+ 833	= 1666

Peak Hour of Generator, Saturday (Series 200 Page 79)

$(T) = 0.42*(X) + 6.73$	Directional Distribution:	49% ent.	51% exit.
$(T) = 0.42 * 306 + 6.73$	T = 135	Average Vehicle Trip Ends	
	66 entering	69	exiting
	66	+ 69	= 135



Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use)
 Subject Trip Generation for Shopping Center
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = **10,000** Square Feet

X = 10.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 139)

Directional Distribution: 62% ent. 38% exit.
 T = 0.50 * (X) + 151.78 T = 157 Average Vehicle Trip Ends
 T = 0.50 * 10 + 151.78 97 entering 60 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series Page 140)

Directional Distribution: 48% ent. 52% exit.
 Ln(T) = 0.74 Ln(X) + 2.89 T = 99 Average Vehicle Trip Ends
 Ln(T) = 0.74 * Ln(10) + 2.89 48 entering 51 exiting

Weekday (800 Series Page 138)

Directional Distribution: 50% entering, 50% exiting
 Daily Weekday
 Ln(T) = 0.68 Ln(X) + 5.57 T = 1256 Average Vehicle Trip Ends
 Ln(T) = 0.68 * Ln(10) + 5.57 628 entering 628 exiting

Saturday Peak Hour of Generator (Page 144)

Directional Distribution: 52% ent. 48% exit.
 Average Saturday
 Ln(T) = 0.79 Ln(X) + 2.79 T = 100 Average Vehicle Trip Ends
 Ln(T) = 0.79 * Ln(10) + 2.79 52 entering 48 exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 190)

AM Peak Hour =	66%	Non-Pass By	PM Peak Hour =	66%	Non-Pass By
	IN	Out	Total		
AM Peak	64	39	103		
PM Peak	32	34	65		
Daily	414	414	828	PM Peak Hour Rate Applied to Daily	

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 190)

AM Peak Hour =	34%	Pass By	PM Peak Hour =	34%	Pass By
	IN	Out	Total		
AM Peak	33	20	54		
PM Peak	16	17	34		
Daily	214	214	428	PM Peak Hour Rate Applied to Daily	

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use)
 Subject Trip Generation for Pharmacy/Drugstore with Drive-Through Window
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Pharmacy/Drugstore with Drive-Through Window (881)

Independant Variable - 1000 Sq. Feet Gross Floor Area (X)

SF= 14000

X = 14.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (page Series 800 Page 562)

Average Weekday Directional Distribution: 53% ent. 47% exit.
 T = 3.84 (X) T = 54 Average Vehicle Trip Ends
 (T) = 3.84* (14.0) 29 entering 25 exiting

 29 + 25 = 54

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 800 page 563)

Average Weekday Directional Distribution: 50% ent. 50% exit.
 T = 10.29 (X) T = 144 Average Vehicle Trip Ends
 (T) = 10.29 * (14.0) 72 entering 72 exiting

 72 + 72 = 144

Weekday (Series 800 page 561)

Average Weekday Directional Distribution: 50% entering, 50% exiting
 T = 109.16 (X) T = 1528 Average Vehicle Trip Ends
 (T) = 109.16 * (14.0) 764 entering 764 exiting

 764 + 764 = 1528

Saturday Peak Hour of Generator (page 1807)

Directional Distribution: 49% ent. 51% exit.
 T = 8.20 (X) T = 115 Average Vehicle Trip Ends
 (T) = 8.20 * (14.0) 56 entering 59 exiting

 56 + 59 = 115

Non-Pass-by Trip Volumes (page 63, ITE Trip Generation Handbook, December 2012)

PM Average Pass By Percentage: 51% Pass By

	IN	Out	Total	
AM Peak	15	13	28	PM Rate Applied to AM Peak
PM Peak	37	37	73	
Daily	390	390	780	PM Rate Applied to Daily
Saturday	29	30	59	PM Rate Applied to Saturday

Pass-by Trip Volumes (page 63, ITE Trip Generation Handbook, December 2012)

PM Average Pass By Percentage: 49% Pass By

	IN	Out	Total	
AM Peak	14	12	26	PM Rate Applied to AM Peak
PM Peak	35	35	71	
Daily	374	374	750	PM Rate Applied to Daily
Saturday	27	29	56	PM Rate Applied to Saturday

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use)
 Subject Trip Generation for High-Turnover (Sit-Down) Restaurant
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - High Turnover Sit-Down Restaurant (932)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = **8,000** Square Feet

X = 8.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday Directional Distribution: 55% ent. 45% exit.
 T = 9.94 (X) T = 80 Average Vehicle Trip Ends
 T = 9.94 * 8.000 44 entering 36 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday Directional Distribution: 62% ent. 38% exit.
 T = 9.77 (X) T = 78 Average Vehicle Trip Ends
 T = 9.77 * 8.000 48 entering 30 exiting

Weekday (900 Series Page 96)

Average Weekday Directional Distribution: 50% entering, 50% exiting
 T = 112.18 (X) T = 898 Average Vehicle Trip Ends
 T = 112.18 * 8.000 449 entering 449 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday Directional Distribution: 52% ent. 48% exit.
 T = 17.41 (X) T = 139 Average Vehicle Trip Ends
 T = 17.41 * 8.000 72 entering 67 exiting

Saturday Peak Hour of Generator (900 Series Page 105)

Average Saturday Directional Distribution: 51% ent. 49% exit.
 T = 11.19 (X) T = 90 Average Vehicle Trip Ends
 T = 11.19 * 8.000 46 entering 44 exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour =	57%	Non-Pass By	PM Peak Hour =	57%	Non-Pass By
	IN	Out	Total		
AM Peak	25	20	45		
PM Peak	28	17	45		
Daily	256	256	512		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour =	43%	Pass By	PM Peak Hour =	43%	Pass By
	IN	Out	Total		
AM Peak	19	15	35		
PM Peak	21	13	34		
Daily	193	193	386		PM Peak Hour Rate Applied to Daily

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use)
 Subject Trip Generation for Fast-Food Restaurant with Drive-Through Window
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Fast Food Restaurant With Drive-Through Window (934)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = **11,000** Square Feet Fast

X = 11.000

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series page 158)

Average Weekday		Directional Distribution:	51% ent.	49% exit.
T = 40.19 (X)		T =	442	Average Vehicle Trip Ends
T = 40.19 *	11.000	225	entering	217 exiting
		225	+	217 = 442

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series page 159)

Average Weekday		Directional Distribution:	52% ent.	48% exit.
T = 32.67 (X)		T =	359	Average Vehicle Trip Ends
T = 32.67 *	11.000	187	entering	172 exiting
		187	+	172 = 359

Weekday (900 Series page 157)

Average Weekday		Directional Distribution:	50% entering,	50% exiting
T = 470.95 (X)		T =	5182	Average Vehicle Trip Ends
T = 470.95 *	11.000	2591	entering	2591 exiting
		2591	+	2591 = 5182

Saturday Peak Hour of Generator (900 Series page 163)

		Directional Distribution:	51% ent.	49% exit.
T = 54.86 (X)		T =	603	Average Vehicle Trip Ends
T = 54.86 *	11.000	308	entering	295 exiting
		308	(*) - 295 =	603

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour =	51%	Non-Pass By	PM Peak Hour =	50%	Non-Pass By
	IN	Out	Total		
AM Peak	115	111	225		
PM Peak	94	86	180		
Daily	1296	1296	2592		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017)

AM Peak Hour =	49%	Pass By	PM Peak Hour =	50%	Pass By
	IN	Out	Total		
AM Peak	110	106	217		
PM Peak	94	86	180		
Daily	1295	1295	2590		PM Peak Hour Rate Applied to Daily

Project Crossroads-Meadowbrook-Reagan Ranch (Crossroads Mix Use)
 Subject Trip Generation for Coffee/Donut Shop with Drive Through
 Designed by JRP Date February 08, 2021 Job No. 096956015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Coffee/Donut Shop with Drive Through (937)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)

Gross Floor Area = **2,500**

X = 2.5

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 900 Page 232)

		Directional Distribution:	51% ent.	49% exit.
T = 88.99 (X)		T = 222	Average Vehicle Trip Ends	
T = 88.99 *	2.5	113 entering	109 exiting	

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 900 Page 233)

		Directional Distribution:	50% ent.	50% exit.
T = 43.38 (X)		T = 110	Average Vehicle Trip Ends	
T = 43.38 *	2.5	55 entering	55 exiting	

Weekday (Series 900 Page 231)

Average Weekday		Directional Distribution:	50% entering, 50% exiting	
(T) = 820.38 (X)		T = 2050	Average Vehicle Trip Ends	
(T) = 820.38 *	(2.5)	1025 entering	1025 exiting	
		1025 + 1025 =	2050	

Intersection Operational Outputs

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

Overall 2026 & 2040 Operations Summary

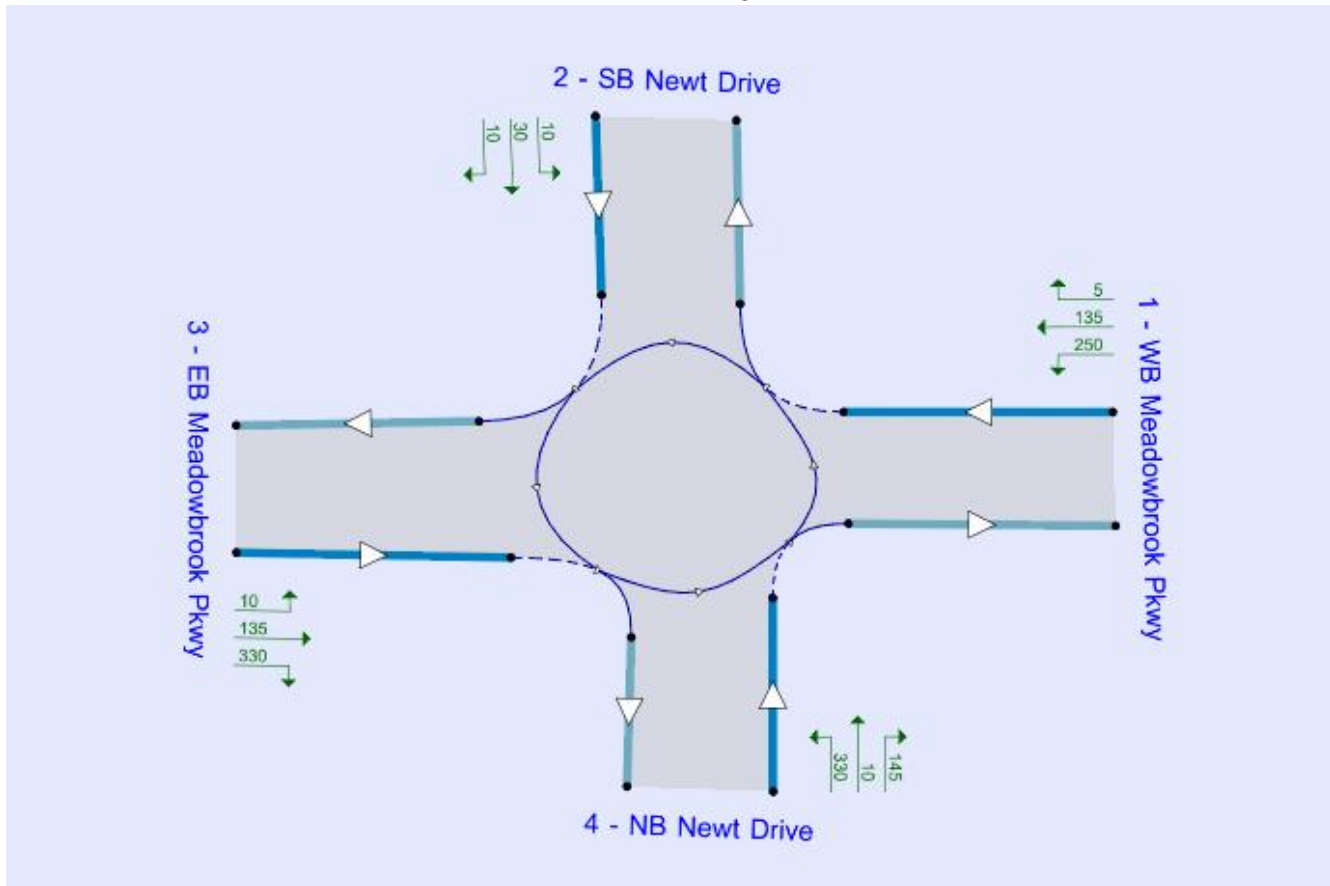
	AM								PM									
	Set ID	Queue (PCE)	95% Queue (PCE)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	Set ID	Queue (PCE)	95% Queue (PCE)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity
Single Lane Roundabout - 2026																		
1 - WB Meadowbrook Pkwy	D1	0.8	2.8	6.74	0.44	A	6.86	A	56 % [3 - EB Meadowbrook Pkwy]	D2	0.8	2.7	6.52	0.45	A	5.89	A	74 % [1 - WB Meadowbrook Pkwy]
2 - SB Newt Drive		0.1	0.5	5.36	0.07	A					0.1	0.5	5.07	0.08	A			
3 - EB Meadowbrook Pkwy		1.1	2.1	7.49	0.51	A					0.6	2.7	5.94	0.36	A			
4 - NB Newt Drive		1.0	2.1	6.50	0.48	A					0.6	2.7	5.30	0.39	A			
Single Lane Roundabout - 2040																		
1 - WB Meadowbrook Pkwy	D3	1.8	3.4	10.62	0.63	B	9.31	A	29 % [1 - WB Meadowbrook Pkwy]	D4	1.8	3.6	10.67	0.64	B	9.66	A	28 % [3 - EB Meadowbrook Pkwy]
2 - SB Newt Drive		0.2	0.5	6.78	0.14	A					0.2	0.5	6.63	0.16	A			
3 - EB Meadowbrook Pkwy		1.6	2.3	9.71	0.62	A					1.8	3.7	10.89	0.64	B			
4 - NB Newt Drive		1.3	1.8	7.90	0.55	A					1.2	2.0	7.73	0.53	A			

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2026 Total AM Peak Hour

Intersection Diagram



Volumes

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Total
1 - WB Meadowbrook Pkwy	0	5	135	250	390
2 - SB Newt Drive	10	0	10	30	50
3 - EB Meadowbrook Pkwy	135	10	0	330	475
4 - NB Newt Drive	145	10	330	0	485
Total	290	25	475	610	-

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2026 Total AM Peak Hour

Truck Percentages

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Average
1 - WB Meadowbrook Pkwy	0	3	3	3	2
2 - SB Newt Drive	3	0	3	3	2
3 - EB Meadowbrook Pkwy	3	3	0	3	2
4 - NB Newt Drive	3	3	3	0	2
Average	2	2	2	2	-

Geometry and Analysis Results

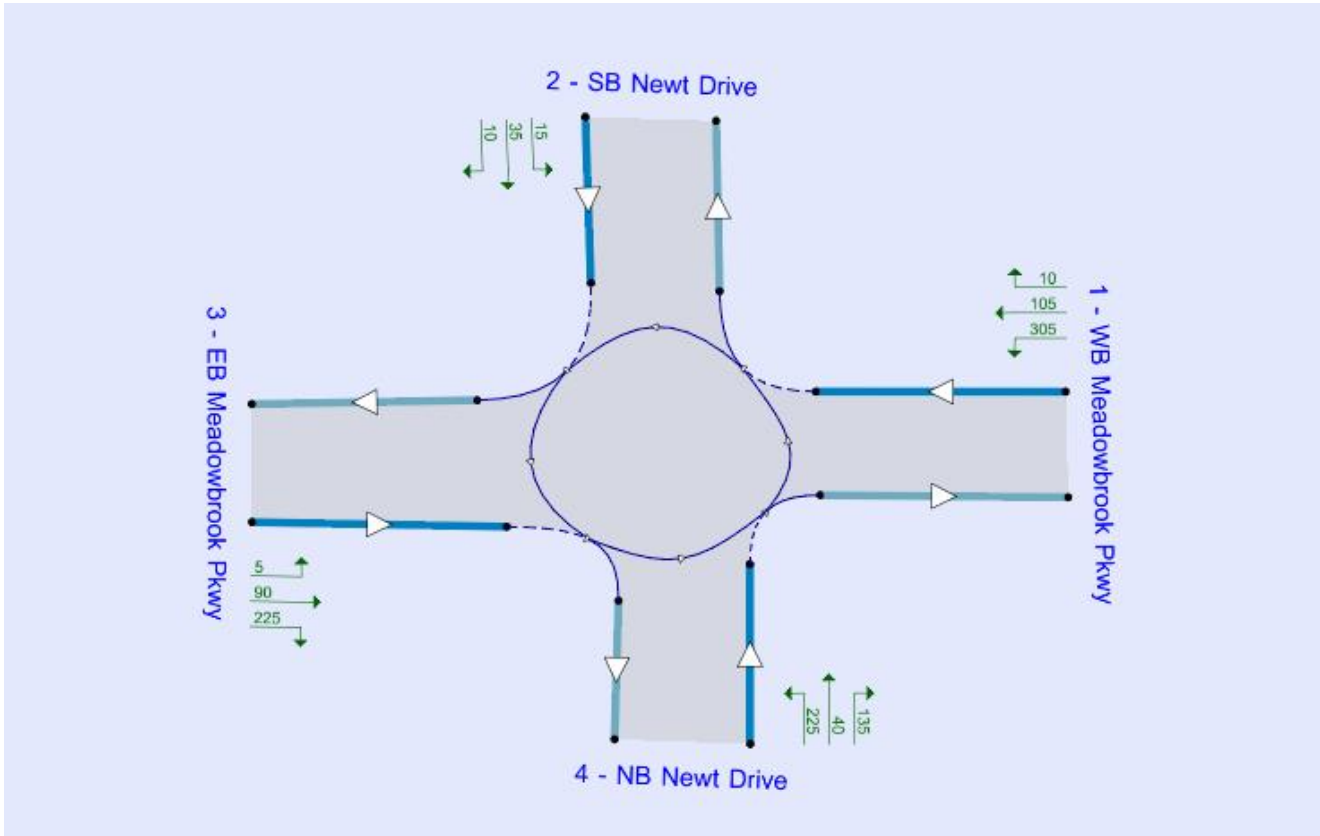
Leg	1 - WB Meadowbrook ...	2 - SB Newt Drive	3 - EB Meadowbrook ...	4 - NB Newt Drive
V - Approach road half-width (ft)	14.00	14.00	14.00	14.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
I' - Effective flare length (ft)	0.0	0.0	0.0	0.0
R - Entry radius (ft)	65.0	65.0	65.0	65.0
D - Inscribed circle diameter (ft)	130.0	130.0	130.0	130.0
PHI - Conflict (entry) angle (deg)	20.0	20.0	20.0	20.0
Exit only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leg has bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Percentage intercept adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (PCE/hr)	390	50	475	485
Max Delay (s)	6.74	5.36	7.49	6.50
Max LOS	A	A	A	A
Max 95th percentile Queue (PCE)	2.8	0.5	2.1	2.1
Max V/C Ratio	0.44	0.07	0.51	0.48

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2026 Total PM Peak Hour

Intersection Diagram



Volumes

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Total
1 - WB Meadowbrook Pkwy	0	10	105	305	420
2 - SB Newt Drive	15	0	10	35	60
3 - EB Meadowbrook Pkwy	90	5	0	225	320
4 - NB Newt Drive	135	40	225	0	400
Total	240	55	340	565	-

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2026 Total PM Peak Hour

Truck Percentages

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Average
1 - WB Meadowbrook Pkwy	0	3	3	3	2
2 - SB Newt Drive	3	0	3	3	2
3 - EB Meadowbrook Pkwy	3	3	0	3	2
4 - NB Newt Drive	0	3	3	0	2
Average	2	2	2	2	-

Geometry and Analysis Results

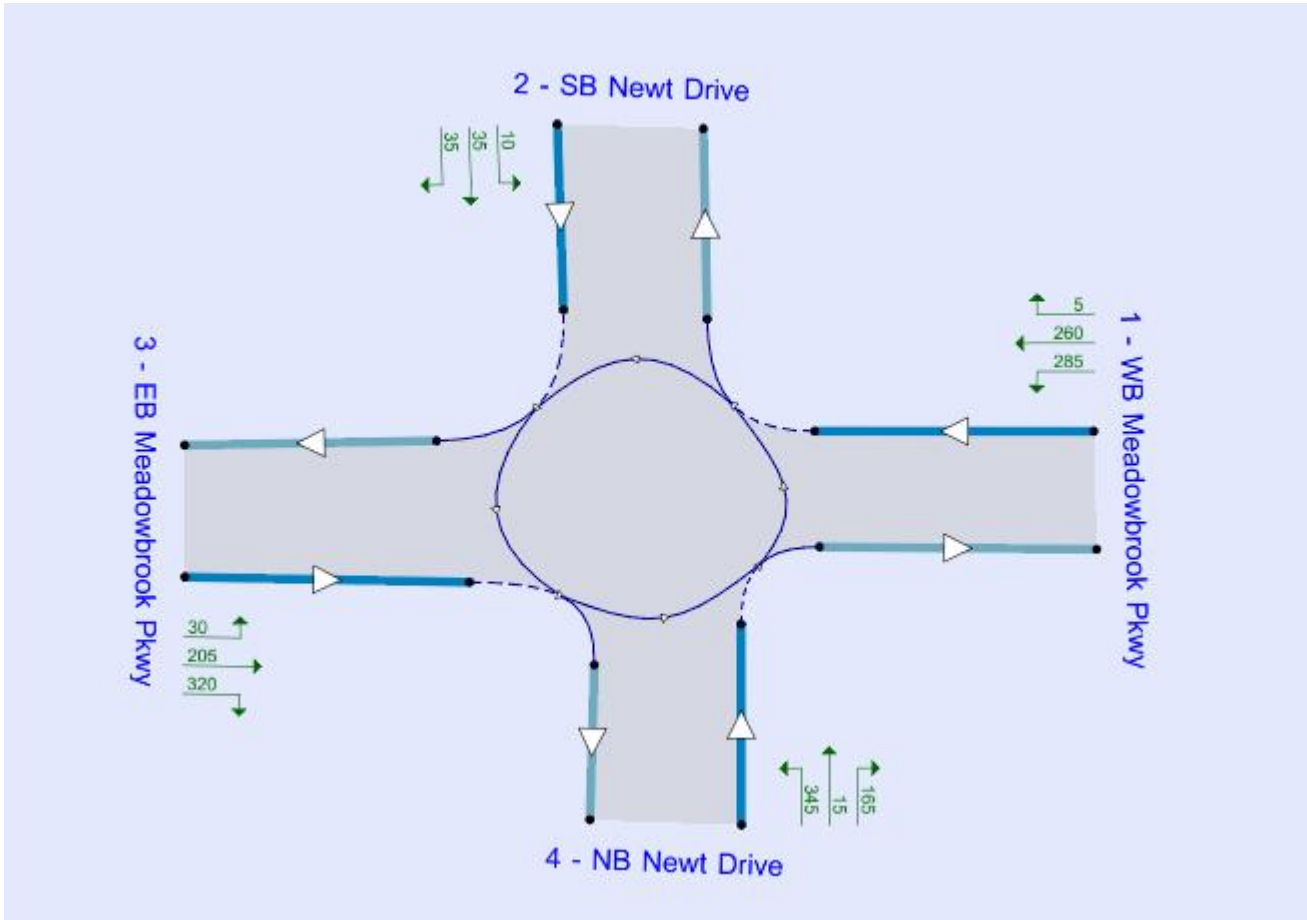
Leg	1 - WB Meadowbrook ...	2 - SB Newt Drive	3 - EB Meadowbrook ...	4 - NB Newt Drive
V - Approach road half-width (ft)	14.00	14.00	14.00	14.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
I' - Effective flare length (ft)	0.0	0.0	0.0	0.0
R - Entry radius (ft)	65.0	65.0	65.0	65.0
D - Inscribed circle diameter (ft)	130.0	130.0	130.0	130.0
PHI - Conflict (entry) angle (deg)	20.0	20.0	20.0	20.0
Exit only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leg has bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Percentage intercept adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (PCE/hr)	420	60	320	400
Max Delay (s)	6.52	5.07	5.94	5.30
Max LOS	A	A	A	A
Max 95th percentile Queue (PCE)	2.7	0.5	2.7	2.7
Max V/C Ratio	0.45	0.08	0.36	0.39

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2040 Total AM Peak Hour

Intersection Diagram



Volumes

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Total
1 - WB Meadowbrook Pkwy	0	5	260	285	550
2 - SB Newt Drive	10	0	35	35	80
3 - EB Meadowbrook Pkwy	205	30	0	320	555
4 - NB Newt Drive	165	15	345	0	525
Total	380	50	640	640	

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2040 Total AM Peak Hour

Truck Percentages

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Average
1 - WB Meadowbrook Pkwy	0	3	3	3	2
2 - SB Newt Drive	3	0	3	3	2
3 - EB Meadowbrook Pkwy	3	3	0	3	2
4 - NB Newt Drive	3	3	3	0	2
Average	2	2	2	2	-

Geometry and Analysis Results

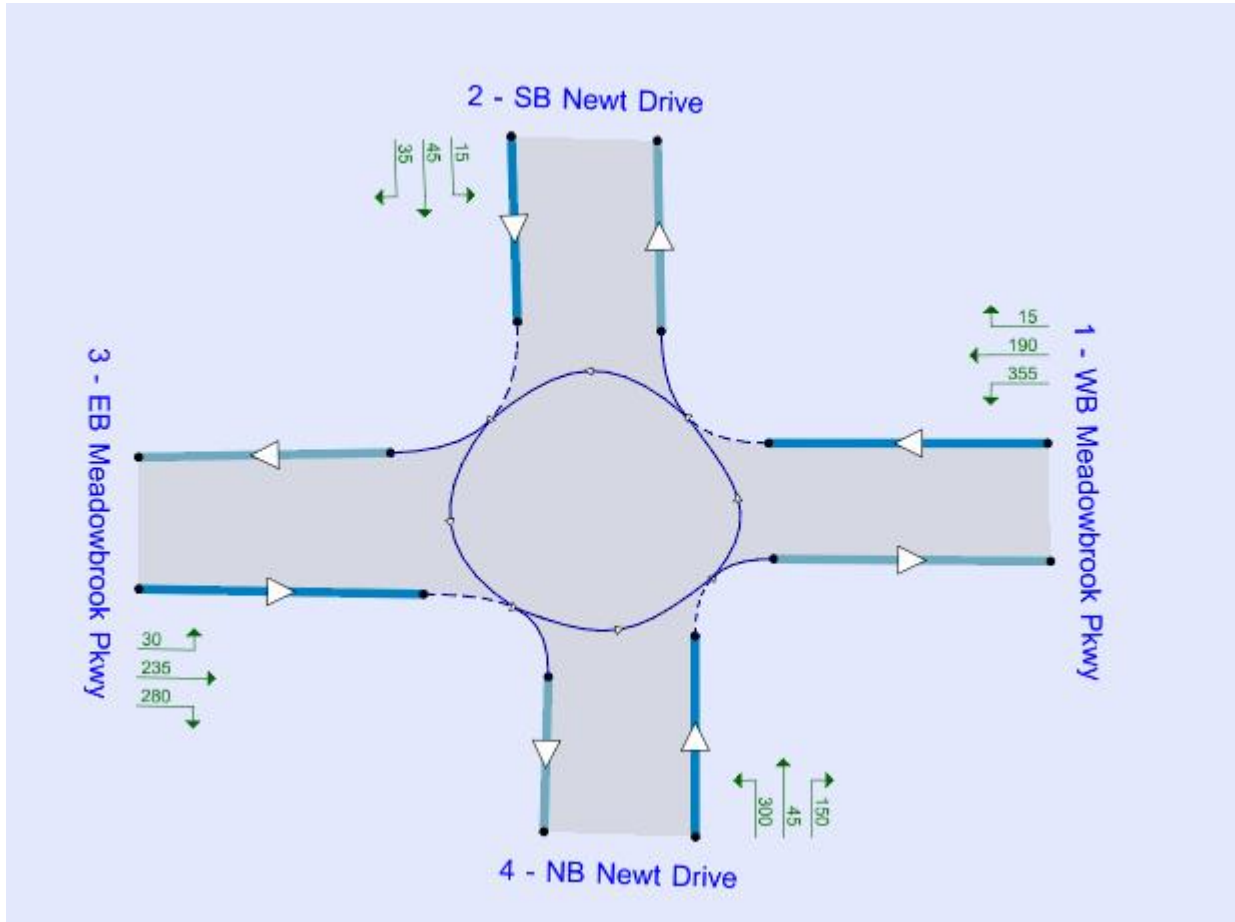
Leg	The screen is locked to the current TYPE of item. Click the padlock again to lock to the current PARTICULAR item or s			
V - Approach road half-width (ft)	14.00	14.00	14.00	14.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	0.0	0.0	0.0	0.0
R - Entry radius (ft)	65.0	65.0	65.0	65.0
D - Inscribed circle diameter (ft)	130.0	130.0	130.0	130.0
PHI - Conflict (entry) angle (deg)	20.0	20.0	20.0	20.0
Exit only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leg has bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Percentage intercept adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (PCE/hr)	550	80	555	525
Max Delay (s)	10.62	6.78	9.71	7.90
Max LOS	B	A	A	A
Max 95th percentile Queue (PCE)	3.4	0.5	2.3	1.8
Max V/C Ratio	0.63	0.14	0.62	0.55

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2040 Total PM Peak Hour

Intersection Diagram



Volumes

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Total
1 - WB Meadowbrook Pkwy	0	15	190	355	560
2 - SB Newt Drive	15	0	35	45	95
3 - EB Meadowbrook Pkwy	235	30	0	280	545
4 - NB Newt Drive	150	45	300	0	495
Total	400	90	525	680	

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION
 STANDARD ROUNDABOUT CAPACITY MODEL
 MEADOWBROOK PARKWAY & NEWT DRIVE

Meadowbrook Parkway and Newt Drive

2040 Total PM Peak Hour

Truck Percentages

From \ To	1 - WB Meadowbrook Pkwy	2 - SB Newt Drive	3 - EB Meadowbrook Pkwy	4 - NB Newt Drive	Average
1 - WB Meadowbrook Pkwy	0	3	3	3	2
2 - SB Newt Drive	3	0	3	3	2
3 - EB Meadowbrook Pkwy	3	3	0	2	2
4 - NB Newt Drive	3	3	3	0	2
Average	2	2	2	2	-

Geometry and Analysis Results

Leg	1 - WB Meadowbrook ...	2 - SB Newt Drive	3 - EB Meadowbrook ...	4 - NB Newt Drive
V - Approach road half-width (ft)	14.00	14.00	14.00	14.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	0.0	0.0	0.0	0.0
R - Entry radius (ft)	65.0	65.0	65.0	65.0
D - Inscribed circle diameter (ft)	130.0	130.0	130.0	130.0
PHI - Conflict (entry) angle (deg)	20.0	20.0	20.0	20.0
Exit only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leg has bypass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Percentage intercept adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (PCE/hr)	560	95	545	495
Max Delay (s)	10.67	6.63	10.89	7.73
Max LOS	B	A	B	A
Max 95th percentile Queue (PCE)	3.6	0.5	3.7	2.0
Max V/C Ratio	0.64	0.16	0.64	0.53

Intersection						
Int Delay, s/veh	8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	0	0	20	0	0	55
Future Vol, veh/h	0	0	20	0	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	45
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	44
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	-	-	1622	-	965
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	978
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	951
Mov Cap-2 Maneuver	-	-	-	-	878
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	964

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.055	-	-	0.013	-
HCM Control Delay (s)	8.5	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	0	0	55	0	0	35
Future Vol, veh/h	0	0	55	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	60	0	0	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	121 1
Stage 1	-	-	-	-	1 -
Stage 2	-	-	-	-	120 -
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	-	-	1622	-	874 1084
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	905 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	842 1084
Mov Cap-2 Maneuver	-	-	-	-	792 -
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	872 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.035	-	-	0.037	-
HCM Control Delay (s)	8.4	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	5	15	260	15	45
Future Vol, veh/h	195	5	15	260	15	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	212	5	16	283	16	49

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	217	0	530
Stage 1	-	-	-	-	215
Stage 2	-	-	-	-	315
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	-	-	1353	-	510
Stage 1	-	-	-	-	821
Stage 2	-	-	-	-	740
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1353	-	504
Mov Cap-2 Maneuver	-	-	-	-	581
Stage 1	-	-	-	-	821
Stage 2	-	-	-	-	731

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	747	-	-	1353	-
HCM Lane V/C Ratio	0.087	-	-	0.012	-
HCM Control Delay (s)	10.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	15	45	195	10	30
Future Vol, veh/h	260	15	45	195	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	16	49	212	11	33

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	299	0	601
Stage 1	-	-	-	-	291
Stage 2	-	-	-	-	310
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	-	-	1262	-	463
Stage 1	-	-	-	-	759
Stage 2	-	-	-	-	744
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1262	-	445
Mov Cap-2 Maneuver	-	-	-	-	539
Stage 1	-	-	-	-	759
Stage 2	-	-	-	-	715

Approach

	EB	WB	NB
HCM Control Delay, s	0	1.5	10.6
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	-	-	1262	-
HCM Lane V/C Ratio	0.064	-	-	0.039	-
HCM Control Delay (s)	10.6	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	55	0	460	20	0	160
Future Vol, veh/h	55	0	460	20	0	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	0	500	22	0	174

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	60	0	1082 60
Stage 1	-	-	-	-	60 -
Stage 2	-	-	-	-	1022 -
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	-	-	1544	-	241 1005
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	347 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	163 1005
Mov Cap-2 Maneuver	-	-	-	-	209 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	235 -

Approach	EB	WB	NB
HCM Control Delay, s	0	8.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	1544	-
HCM Lane V/C Ratio	0.173	-	-	0.324	-
HCM Control Delay (s)	9.3	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	1.4	-

Intersection

Int Delay, s/veh 6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	35	0	305	55	0	110
Future Vol, veh/h	35	0	305	55	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	332	60	0	120

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	38	0	762
Stage 1	-	-	-	-	38
Stage 2	-	-	-	-	724
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	-	-	1572	-	373
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	480
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1572	-	294
Mov Cap-2 Maneuver	-	-	-	-	337
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	379

Approach	EB	WB	NB
HCM Control Delay, s	0	6.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1572	-
HCM Lane V/C Ratio	0.116	-	-	0.211	-
HCM Control Delay (s)	8.9	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.8	-

Intersection						
Int Delay, s/veh	10.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	45	430	205	70	150
Future Vol, veh/h	195	45	430	205	70	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	212	49	467	223	76	163

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	261	0	1394
Stage 1	-	-	-	-	237
Stage 2	-	-	-	-	1157
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	-	-	1303	-	156
Stage 1	-	-	-	-	802
Stage 2	-	-	-	-	299
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1303	-	100
Mov Cap-2 Maneuver	-	-	-	-	166
Stage 1	-	-	-	-	802
Stage 2	-	-	-	-	192

Approach	EB	WB	NB
HCM Control Delay, s	0	6.3	32.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	-	-	1303	-
HCM Lane V/C Ratio	0.662	-	-	0.359	-
HCM Control Delay (s)	32.5	-	-	9.3	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	4.5	-	-	1.7	-

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	35	335	185	55	115
Future Vol, veh/h	250	35	335	185	55	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	38	364	201	60	125

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	310
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1250
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1250
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	1250	-
HCM Lane V/C Ratio	0.43	-	-	0.291	-
HCM Control Delay (s)	19.5	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.1	-	-	1.2	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	210	0	0	475	0	260
Future Vol, veh/h	210	0	0	475	0	260
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	228	0	0	516	0	283

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	228
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	811
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	811
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	811	-	-	-
HCM Lane V/C Ratio	0.348	-	-	-
HCM Control Delay (s)	11.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	140	0	0	360	0	180
Future Vol, veh/h	140	0	0	360	0	180
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	152	0	0	391	0	196

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 152
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 894
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 894
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	894	-	-	-
HCM Lane V/C Ratio	0.219	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	310	30	0	635	0	245
Future Vol, veh/h	310	30	0	635	0	245
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	337	33	0	690	0	266

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 354
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0 690
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	690	-	-	-
HCM Lane V/C Ratio	0.386	-	-	-
HCM Control Delay (s)	13.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	1.8	-	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	345	25	0	520	0	195
Future Vol, veh/h	345	25	0	520	0	195
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	375	27	0	565	0	212

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	389
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	-	0	659
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	659
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	659	-	-	-
HCM Lane V/C Ratio	0.322	-	-	-
HCM Control Delay (s)	13	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

Proposed Site Plan

