November 3rd, 2026

Ms. May Pham
Senior Land Development Manager
Richcraft Homes Ltd.
2280 St. Laurent Boulevard, Suite 201
Ottawa, Ontario
K1G 4K1

Re: 6259 Renaud Road, Ottawa, Ontario - Block 121 – Trailsedge Phase 3

Richcraft Homes Ltd. is proposing to build 80 townhomes at 5259 Renaud Road which is located in the northwest corner of Renaud Road / Compass Street intersection in Ottawa. The site is approximately 13,300 m^2 in size, with 3,317 m^2 of building area. The proposed residential development has been estimated to be built out and occupied by the end of 2027. The site plan is illustrated in Attachment "A".

Of the 80 proposed units:

- 68 units would have access internal to the site via two planned accesses onto Renaud Road.
- 6 units would have driveway access directly onto/from Melodie Street,
- 6 units would have driveway access directly onto/from Compass Street, and
- None of the unites would have driveway access onto/from Renaud Road.

A. Traffic Information Collected

Manual traffic counts were undertaken on Tuesday, April 1st, 2025 over two 3-hour "**peak periods**" (between 6:00-to-9:00 am and 3:30-to-6:30pm) along the Renaud Road corridor within the vicinity of the proposed site. The analyzed intersections include:

- Renaud Road / Glenlivet Avenue;
- Renaud Road / Melodie Street;
- Renaud Road / both the access and egress to the Notre-Dame-des-Champs Catholic Elementary School; and
- Renaud Road / Compass Street.

The traffic count information was then converted to digital format and the "**peak hour**" traffic volumes were then determined. The peak hour information was then balanced to assure that all traffic entering the adjacent accesses/intersections would balance with the traffic leaving. An additional 75 vehicles were added to the westbound through traffic to account for a discrepancy in traffic volumes between the Renaud Road / Compass Street intersection and the Renaud Road / Fern Casey Street intersection that was counted for a related study on Thursday, August 15th, 2024. The existing traffic volume diagram is illustrated in Attachment "B".

B. Traffic Generation and Mode Shares

The TRANS Trip Generation Manual Summary Report (WSP, December 2020) was referenced to summarize applicable traffic generation rates and mode shares.

Tables 3, 4, 7 and 9 within the document were used to determine the appropriate traffic generation rates and mode shares for the proposed 80 residential townhomes.

A person-trip rate for a "Multi-Unit (Low-Rise)" development was used to estimate the trips generated by the proposed development. Those person-trips were split into mode shares based on the percentages documented within the Orleans District. The peak period trips were converted into peak hour trips and the recommended vehicle directional splits were then used to determine the final vehicle traffic generated by the site. Table B-1 summarizes the findings and shows that the development is estimated to generate:

- 34 vehicle trips (10 in and 24 out) during the morning peak hour of travel demand, and
- 50 vehicle trips (28 in and 22 out) during the afternoon peak hour of travel demand.

Table B-1: Traffic Generation Summary

Person-trip Rates						
Residential Dwelling Type	*ITE Code*	*Number of units*	*Morning Peak Hour*		*Afternoon Peak Hour*	
			Trip Rate	*Outbound Trips*	*Trip Rate*	*Inbound Trips*
Multi-Unit (Low-Rise)	220	80	1.35	108	1.58	126

Peak Period Residential Mode Shares for Orleans				
Mode Share	*%*	*Outbound Trips*	*%*	*Inbound Trips*
Auto Driver	47%	51	51%	64
Auto Pass	15%	16	19%	24
Transit	29%	31	24%	30
Cycling	1%	1	1%	1
Walking	9%	10	6%	8

Peak Hour Residential Trip Rates				
Mode Share	*Person-Trip Rates per Peak Period*	*Outbound Trips*	*Person-Trip Rates per Peak Period*	*Inbound Trips*
Auto Driver	48%	24	44%	28
Auto Pass	48%	8	44%	11
Transit	55%	15	47%	13
Cycling	58%	1	48%	1
Walking	58%	5	52%	3

Directional Splits								
Mode Share	*%*	*Inbound*	*%*	*Outbound*	*%*	*Inbound*	*%*	*Outbound*
Auto Driver	30%	**10**	70%	**24**	56%	**28**	44%	**22**
Auto Pass		3		8		11		8
Transit		6		15		13		10
Cycling		0		1		1		0
Walking		2		5		3		3

Table B-2 summarizes the traffic distribution patterns assumed for the proposed development. Both accesses would be used equally, with half the traffic going east and half the traffic going west along Renaud Road. Attachment "B" illustrates the forecast (2025 with the development in place) traffic volumes. For the purposes of examining a "worst-case" scenario, the analyses assumed that all site generated traffic would use the two Renaud Road access points. The 6 units that abut Melodie Street and the 6 units that abut Compass Street were assumed to produce/attract negligible traffic on the two corridors.

Table B-2: Traffic Distribution Trends

Traffic Destination/Origin	*Western Access*		*Eastern Access*	
West: (Renaud Road)	25%	25%	25%	25%
East: (Renaud Road)	25%	25%	25%	25%

C. Traffic Circulation

It's worthwhile to note that:

- the corner lots on both Melodie and Compass Street satisfy Private Approach By-law No. 2003-447 Section 26(1)(c) as their driveways exceed the 6m required minimum separation from the intersecting street line of Renaud Road.
- The 16 units along Renaud Road are accessed through 8 driveways. The traffic generated by these driveways is infrequent and temporary. It is not anticipated to result in a lasting disruption to the flow of traffic along the Renaud Road corridor
- The location of the existing pedestrian crossover of Renaud Road and the sidewalk along the north side of Renaud Road are intended to minimize the risk of vehicle-pedestrian conflicts. The existing pedestrian crossover was established in 2016, 5-years prior to the southerly extension of Compass Avenue forming a 4-leg intersection that was established in 2021. Richcraft plans to develop an amenity area in the north-west quadrant of the Compass/Renaud intersection and integrate a pedestrian pathway that extends north of the existing PXO. These pedestrian oriented amenities are intended to fully integrate with the PXO's current location and functionality.

D. Left-Turn warrants for Private Approaches

City of Ottawa staff had requested that left turn warrant analyses be undertaken to address both private accesses proposed for the residential townhouse development. The warrants analyses followed the Ministry of Transportation of Ontario (MTO) geometric design standards[1].

Warrants for left turn lanes are based on the left turn traffic volume, the volume of opposing vehicle traffic and the volume of advancing vehicle traffic. The purpose of left turn auxiliary lanes is two-fold:

- to minimize that conflict between the northbound advancing vehicles and southbound left turn vehicle traffic during the left turn maneuver; and
- to mitigate the delay for southbound vehicle traffic that must queue behind left turning vehicles.

Attachment "D" illustrates the left turn warrant analyses for eastbound Renaud Road left turns into the proposed residential development for the morning and afternoon peak hours. The attachment illustrates two graphs, the upper graph for the west access, and the lower graph for the east access, representative of the existing 50kph design speed (posted at 40 kph as it is a school zone).

The graphs within Attachment "D"…

- indicate that the forecast eastbound left turns into the site represent less than 5% of the advancing traffic volume,
- indicate a grey-shaded area with the inset text that notes "No Left Turn Lane Required",
- illustrate red and blue lines that indicating the advancing and opposing vehicle traffic volumes (based on 2026 values). The horizontal and vertical red and blue lines represent the 2026 morning and afternoon peak hour approaching and advancing hourly volumes on Renaud Road respectively. In each case the intersection of the red lines (AM) and blue lines (PM) is located well within the grey zone indicating that …

Conclusion: **Eastbound left turn auxiliary lanes from Renaud Road into the proposed site are not warranted at either intersection.**

[1] "*MTO Design Supplement for TAC Geometric Design Guide for Canadian Roads*", *Appendix 9: Intersections,* June 2017

E. Traffic Operations

Table E-1 indicates the intersection capacity analysis results for the Renaud Road corridor assuming a 2026-time horizon both with and without the development in place. Attachment "C" presents the forecast Synchro 12 traffic operational results. A 2% background growth rate was applied to the traffic1 counts collected in 2025.

Table E-1: Traffic Operational Analysis:
Forecast With and Without the Development in Place

	Intersection	***Control Type***	***Weekday Morning Peak Hour (Afternoon Peak Hour)***				
			Critical Movement Operations				
			Approach / Movement	***Delay (seconds)***	***LOS***	***95th Percentile Queue (m)***	***v/c***
2026 WITHOUT the Development in Place							
1.	Renaud Road / Glenlivet Avenue	Minor Leg -STOP control	NB-LT	14.9 (15)	B (C)	3 (3)	0.128 (0.11)
2.	Renaud Road / Melodie Street	Minor Leg -STOP control	SB-LT	16.7 (14.8)	C (B)	1.5 (0.75)	0.066 (0.045)
3.	Renaud Road / West School Access (Entrance)	Minor Leg -STOP control	WB-LT	8.2 (8.6)	A (A)	1.5 (0)	0.071 (0.016)
4.	Renaud Road / East School Access (Exit)	Minor Leg -STOP control	NB-LT	15.3 (15.4)	C (C)	6.75 (5.25)	0.229 (0.196)
5.	Renaud Road / Compass Street	Minor Leg-STOP control	NB-LT	16.3 (17)	C (C)	0 (0)	0.01 (0.011)
2026 WITH the Development in Place							
1.	Renaud Road / Glenlivet Avenue	Minor Leg -STOP control	NB-LT	15.1 (15.3)	C (C)	3 (3)	0.131 (0.113)
2.	Renaud Road / Melodie Street	Minor Leg -STOP control	SB-LT	17 (15.2)	C (C)	1.5 (0.75)	0.068 (0.047)
3.	Renaud Road / West School Access (Entrance)	Minor Leg -STOP control	WB-LT	8.2 (8.7)	A (A)	1.5 (0.75)	0.072 (0.016)
4.	Renaud Road / East School Access (Exit)	Minor Leg -STOP control	NB-LT	15.5 (15.7)	C (C)	6.75 (5.25)	0.234 (0.202)
5.	Renaud Road / Compass Street	Minor Leg-STOP control	NB-LT	16.6 (17)	C (C)	0 (0)	0.01 (0.011)
6.	Renaud Road / Development Access (West)	Minor Leg-STOP control	SB-LT	14.7 (13.4)	B (B)	0.75 (0.75)	0.034 (0.025)
7.	Renaud Road / Development Access (East)	Minor Leg-STOP control	SB-LT	14.9 (13.2)	B (B)	0.75 (0.75)	0.035 (0.029)

LOS – Level of Service / v/c – Volume-to-Capacity Ratio
Values outside of brackets represent morning peak hour.
Values in brackets represent PM Peak Hour

The findings of Table E-1 indicate that all intersections were found to offer satisfactory operational characteristics assuming 2026 conditions, with LOS "C" or better. The advent of the proposed townhouse development was determined to have negligible impact upon intersection traffic operations.

F. Turning Movement Diagrams

Attachment "E" illustrates …

- the turning movements associated with a garbage truck and a fire truck (emergency vehicle) that would be required to circulate in, and out, of the site from either of the two new proposed accesses, approaching on Renaud Road from either the east or west.
- Attachment "E" illustrates that a garbage truck can maneuver safely throughout the site and enter/exit from either access.

However, a review of the site plan provided indicated that the accesses as designed were unable to accommodate the turning maneuvers of fire trucks without mounting the curbs. The diagrams illustrate a section of the curb (marked as a red line) that if made mountable could accommodate these large vehicles. However, this solution would be temporary, as the City of Ottawa has designated Renaud Road to be ultimately widened. This would require the sidewalk and entrance curbs to be relocated. At that time, new accesses would be required to be designed to allow for the full movement for fire trucks.

G. Conclusion

The document concludes the following about the proposed Richcraft Block 121 development:

- The residential development is estimated to generate:
  - 34 vehicle trips (10 in and 24 out) during the morning peak hour, and
  - 50 vehicle trips (28 in and 22 out) during the afternoon peak hour;
- Intersection Capacity Analysis indicated that all intersections under existing conditions were found to operated at an acceptable LOS "C" or greater. Assuming the proposed development to be in place, the same intersections exhibited essentially no noticeable decrease in operational performance. All intersections were found to continue to operate at acceptable / satisfactory operational levels.
- The vehicle turning movements of both garbage trucks and fire trucks were evaluated.
  - Garbage trucks were found to easily maneuver through the site,
  - Fire trucks were found to require additional space at both private accesses into the property. It was decided to recommend that the curbs be mountable as a short-term solution, until such time that Renaud Road would be widened, and the accesses designed in their proper location.
- Left-Turn Warrants Analysis indicated that eastbound left turn auxiliary lanes were found not to be required at either access into the proposed development.

It is recommended that the City of Ottawa allow the proposed residential development to proceed.

Respectfully,



Mr. Arthur Gordon B.A. P.Eng
Principal Engineer
Castleglenn Consultants Inc.

Mr. Konstantin Joulanov BAsc
Transportation Planner
Castleglenn Consultants Inc.

Attachment “A”

Site Plan (Oct. 5th, 2026 – For Site Plan Submission)

SEWER AND WATERMAIN CROSSING TABLE

CROSSING	STM INV	STM OBV	SAN INV	SAN OBV	WTR TOP	WTR BOT	SEPARATION (m)	NOTES
1	85.87 (STM)	84.27 (STM 25)	83.88	83.06			0.89	SAN CROSSING UNDER STM
2	84.68	84.42	81.89	83.39			0.96	SAN/STORM/SAG UNDER WM
3	84.68	84.44	84.18	83.98	86.39	84.84	0.80	DEFLECT WATER (DROP STORM) AS PER WDS 3) AND INSULATE AS PER WC2
4				83.09	86.09	84.80	1.06	WM CROSSING SAN/STORM (SAG)
5	84.24	84.01	83.42	83.60			0.98	SAN/STORM/SAG UNDER WM
6	84.22	84.01	84.08	83.86	86.06	84.51	0.80	DEFLECT WATER (DROP STORM) AS PER WDS 3) AND INSULATE AS PER WC2
7	84.18	84.93	83.89	83.93			0.84	SAN CROSSING UNDER STM
8	84.65	84.72	84.32	84.12	86.32	84.52	0.80	DEFLECT WATER (DROP STORM) AS PER WDS 3) AND INSULATE AS PER WC2
9	84.64	84.39	83.83	84.03			0.80	SAN CROSSING UNDER STM
10	84.93	84.78	83.66	84.08	86.40	84.60	0.80	DEFLECT WATER (DROP STORM) AS PER WDS 3) AND INSULATE AS PER WC2
11	85.59 (84.88)	84.31 (84.88)				86.06	0.80	DEFLECT WATER (DROP STORM) AS PER WDS 3) AND INSULATE AS PER WC2
12				79.18	79.68	84.80	4.99	WM CROSSING OVER SAN
13				79.53	83.92	84.80	2.95	WM CROSSING OVER SAN
14	86.91 (84.88)	84.66 (84.88)	83.63	83.99			0.77	SAN CROSSING UNDER WM

BRACKETS DENOTE ADJUSTED VALUE WHEN CONFLICTS PRESENTED

SCHEDULE OF INLET CONTROL DEVICES

Orifice: Name	Tributary Area ID	ICD Type	2yr Head (m)	2yr Flow (L/s)	Rational Method 2yr Flow (L/s)	5yr Head (m)	5yr Flow (L/s)	100yr Head (m)	100yr Flow (L/s)
CB104A-1IC	CB104	CIRCULAR (85mm ORIFICE)	1.94	14.58	14.0	1.48	16.43	1.56	17.05
CB130A-1IC	CB28A	CIRCULAR (102mm ORIFICE)	1.26	22.17	21.5	1.48	24.61	1.57	25.52
CB104A-1IC	CB24A	CIRCULAR (82mm ORIFICE)	0.80	12.62	12.2	1.48	15.22	1.57	15.80
CB58A-1IC	CB58A	CIRCULAR (84mm ORIFICE)	1.78	13.43	17.1	1.47	21.01	1.90	21.90
CB28A-1IC	CB28A	CIRCULAR (102mm ORIFICE)	1.94	21.65	20.2	1.47	24.63	1.57	25.51
CB31A-1IC	CB31A	CIRCULAR (84mm ORIFICE)	1.38	14.67	17.3	1.47	20.87	1.56	21.64
CB28A-1IC	CB28A	CIRCULAR (83mm ORIFICE)	1.38	13.85	15.1	1.48	18.43	1.56	19.08
CB24A-1IC	CB24A	CIRCULAR (83mm ORIFICE)	1.19	14.44	14.6	1.48	18.33	1.56	17.24
CB20A-1IC	CB20A	WEIR TRAPEZOIDAL 88mm	0.65	5.23	8.1	1.48	8.87	1.58	9.52

200mm Ø WATERMAIN A

STATION	FINISHED GRADE	TOP OF WM	ITEM
0+000	87.15	86.45	STA CONNECTION TO EX. 200mmØ W WATERMAIN
0+003.0	87.22	86.81	45° VERTICAL BEND
0+012.8	87.20	86.81	45° VERTICAL BEND
0+019.8	87.22	86.82	45° VERTICAL BEND
0+024.9	87.22	86.82	45° VERTICAL BEND
0+034.8	87.19	86.49	200mmØ DMA CHAMBER
0+042.1	87.24	86.68	TOP OF WATERMAIN
0+060.1	87.16	86.76	TOP OF WATERMAIN
0+062.1	87.18	86.78	45° HORIZONTAL BEND
0+081.3	87.28	86.88	45° HORIZONTAL BEND
0+092.7	87.29	86.88	45° VERTICAL BEND
0+102.5	87.20	86.80	200mmØ x 150mmØ TEE
0+106.7	87.17	86.47	150mmØ VALVE AND BOX
0+108.1	87.13	86.75	TOP OF WATERMAIN
0+120.1	87.29	86.91	TOP OF WATERMAIN
0+128.4	87.28	86.88	150mmØ PRV VERTICAL BEND
0+128.9	87.30	86.90	150mmØ PRV VALVE AND BOX
0+137.1	87.29	86.89	150mmØ PRV VERTICAL BEND
0+139.4	87.29	86.89	150mmØ PRV VERTICAL BEND
0+147.1	87.25	86.85	150mmØ x 150mmØ TEE
0+151.1	87.20	86.80	TOP OF WATERMAIN
0+159.4	87.25	86.95	200mmØ VALVE AND BOX
0+160.1	87.25	86.85	TOP OF WATERMAIN
0+162.1	87.26	86.86	TOP OF WATERMAIN
0+163.9	87.28	86.96	200mmØ VALVE AND BOX
0+173.4	87.18	86.79	200mmØ x 150mmØ TEE

150mm Ø WATERMAIN B

STATION	FINISHED GRADE	TOP OF WM	ITEM
0+000	87.26	86.86	150mmØ CAP AND THRUST BLOCK AS PER W25.3
0+005.0	87.24	86.86	150mmØ x 50mmØ TEE
0+009.1	87.25	86.80	TOP OF WATERMAIN
0+024.1	87.24	86.84	150mmØ VALVE AND VALVE BOX
0+026.6	87.28	86.88	45° VERTICAL BEND
0+032.2	87.24	86.28	45° VERTICAL BEND
0+033.8	87.23	86.39	45° VERTICAL BEND
0+039.4	87.22	86.42	45° VERTICAL BEND
0+045.8	87.23	86.43	150mmØ DMA CHAMBER
0+052.2	87.23	86.43	TOP OF WATERMAIN
0+060.1	87.16	86.76	TOP OF WATERMAIN
0+062.1	87.18	86.78	45° HORIZONTAL BEND
0+081.3	87.28	86.88	45° HORIZONTAL BEND
0+092.7	87.29	86.88	45° VERTICAL BEND
0+102.5	87.20	86.80	200mmØ x 150mmØ TEE

150mm Ø WATERMAIN C

STATION	FINISHED GRADE	TOP OF WM	ITEM
0+000	87.23	86.63	150mmØ CAP AND THRUST BLOCK AS PER W25.3
0+009.0	87.22	86.62	150mmØ x 50mmØ TEE
0+020	87.18	86.26	TOP OF WATERMAIN
0+025.4	87.22	86.82	150mmØ PRV VALVE AND BOX
0+026.4	87.20	86.80	45° VERTICAL BEND
0+027.7	87.21	86.40	45° VERTICAL BEND
0+029.8	87.19	86.49	45° VERTICAL BEND
0+030.6	87.21	86.80	45° VERTICAL BEND
0+033.0	87.23	86.83	150mmØ DMA CHAMBER

150mm Ø WATERMAIN D

STATION	FINISHED GRADE	TOP OF WM	ITEM
0+000	87.27	86.67	150mmØ CAP AND THRUST BLOCK AS PER W25.3
0+005.0	87.27	86.67	150mmØ x 50mmØ TEE
0+013.3	87.17	86.77	150mmØ VALVE AND VALVE BOX
0+014.3	87.19	86.79	45° VERTICAL BEND
0+018.8	87.19	86.29	45° VERTICAL BEND
0+021.5	87.21	86.81	45° VERTICAL BEND
0+028.4	87.23	86.83	TOP OF WATERMAIN
0+038.1	87.25	86.85	200mmØ x 150mmØ TEE

150mm Ø WATERMAIN E

STATION	FINISHED GRADE	TOP OF WM	ITEM
0+000	87.19	86.59	150mmØ CAP AND THRUST BLOCK AS PER W25.3
0+006.0	87.18	86.78	150mmØ x 50mmØ TEE
0+009.9	87.18	86.78	150mmØ (90°) VERTICAL BEND
0+020.2	87.11	86.51	45° VERTICAL BEND
0+023.2	87.12	86.52	45° VERTICAL BEND
0+028.7	87.12	86.62	45° VERTICAL BEND
0+032.2	87.12	86.72	45° VERTICAL BEND
0+038.2	87.11	86.71	45° VERTICAL BEND
0+052.2	87.15	86.75	200mmØ x 150mmØ TEE
0+058.2	87.24	86.84	150mmØ VALVE AND VALVE BOX
0+060	87.26	86.86	TOP OF WATERMAIN
0+063.1	87.15	86.75	45° HORIZONTAL BEND
0+065	87.21	86.81	TOP OF WATERMAIN
0+068.9	87.26	86.86	45° HORIZONTAL BEND
0+069.1	87.15	86.75	45° HORIZONTAL BEND
0+070.8	87.14	86.74	150mmØ x 150mmØ TEE
0+072.3	87.13	86.69	TIE TO CONNECTION TO EX. 200mmØ W WATERMAIN
0+076.0	87.08	86.68	22.5° HORIZONTAL BEND
0+079.0	87.13	86.69	11.25° HORIZONTAL BEND
0+088.0	87.17	86.57	45° VERTICAL BEND
0+088.7	87.19	86.58	45° VERTICAL BEND
0+088.9	87.18	86.59	45° VERTICAL BEND
0+089.9	87.18	86.84	45° VERTICAL BEND
0+093.6	87.23	86.83	150mmØ x 50mmØ TEE
0+094.0	87.24	86.84	150mmØ CAP AND THRUST BLOCK AS PER W25.3



KEY PLAN
N.T.S.

ORIGINAL CONDITIONS TOPOGRAPHIC SURVEYS SUPPLIED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., DATED APRIL 12, 2024 AND JUNE 12, 2024.

BEARINGS ARE GRID, DERIVED FROM CANNET 2016 REAL TIME NETWORK GPS OBSERVATIONS AND ARE REFERENCED TO MTM NAD83 CONTROL POINTS 0191965184 AND 0191984347 61. MTM ZONE 9 (76°30' WEST LONGITUDE) NAD-83 (ORIGINAL).

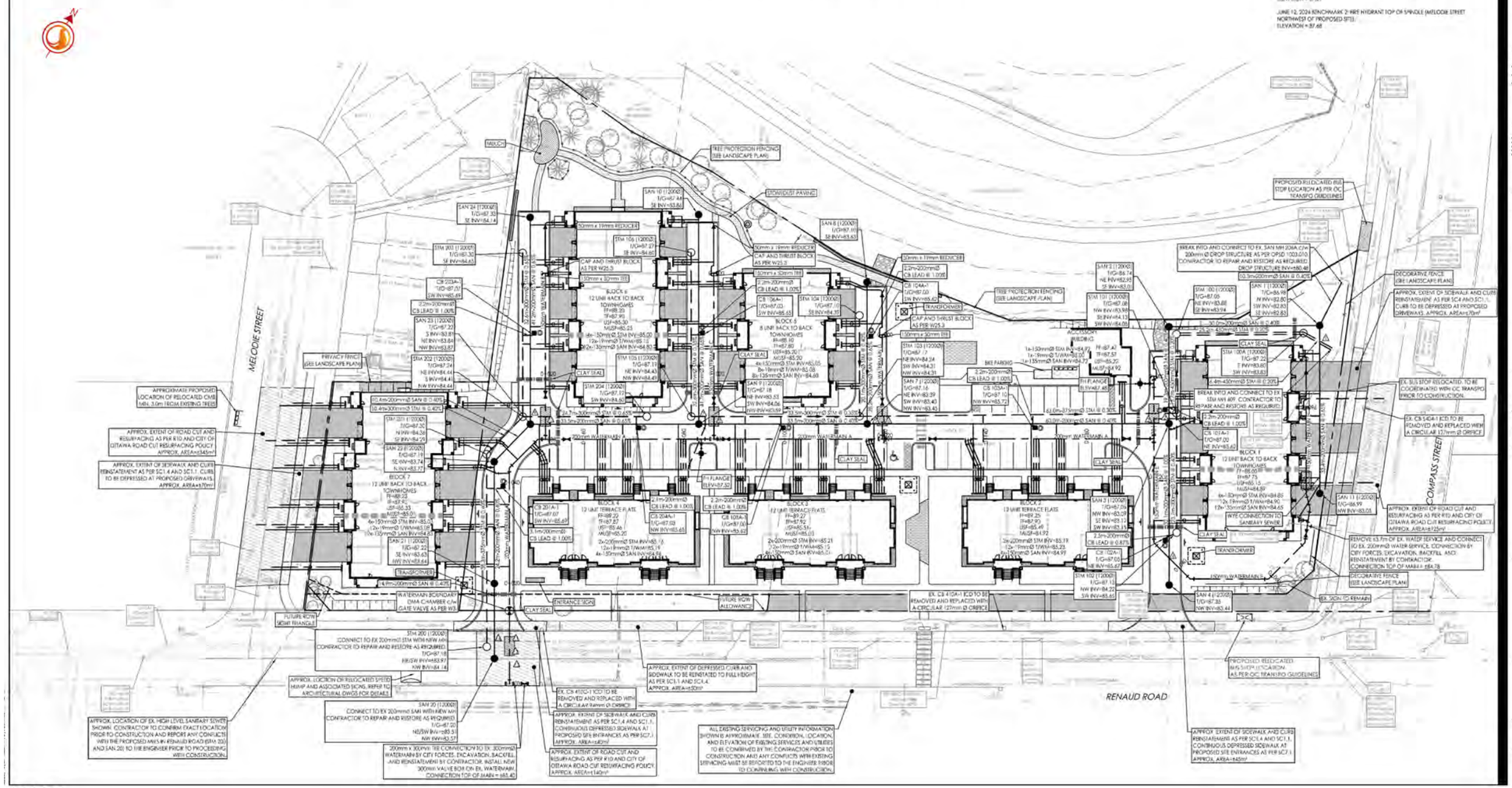
ELEVATIONS SHOWN ARE GEODETIC, AND ARE DERIVED FROM SITE BENCHMARK PER ARCHIVES FROM ANNIS, O'SULLIVAN VOLLEBEKK LIMITED, AND ARE REFERRED TO THE CGVD28 GEODETIC DATUM.

APRIL 12, 2024 BENCHMARK 1: MAGNETIC NAIL (RENAUD ROAD SOUTHEAST OF PROPOSTD SITE).
ELEVATION = 87.42

APRIL 12, 2024 BENCHMARK 2: FIRE HYDRANT TOP OF SPINDLE (COMPASS STREET NORTHEAST OF PROPOSED SITE).
ELEVATION = 87.63

JUNE 12, 2024 BENCHMARK 1: MAGNETIC NAIL - SET IN WOODEN UTILITY POLE. (INTERSECTION OF RENAUD ROAD AND MELODIE STREET).
ELEVATION = 87.21

JUNE 12, 2024 BENCHMARK 2: FIRE HYDRANT TOP OF SPINDLE (MELODIE STREET NORTHWEST OF PROPOSED SITE).
ELEVATION = 87.68



ORIGINAL SHEET - ARCH D

Stantec

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Legend

- PROPOSED WATERMAIN
- PROPOSED VALVE AND VALVE BOX
- PROPOSED VALVE CHAMBER
- PROPOSED REDUCER
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED SUBDRAIN CATCHBASIN
- EXISTING WATERMAIN
- EXISTING VALVE AND VALVE BOX
- EXISTING VALVE CHAMBER
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING CATCHBASIN
- CIRCULAR ORIFICE (SEE DWG SD-11)
- PROPOSED DEPRESSED CURB LOCATIONS
- PROPOSED MOUNTABLE/BARRIER CURB LOCATION
- PROPOSED WATERMAIN INSULATION AS PER W22 AND PROPOSED SEWER INSULATION AS PER S20
- PROPOSED FIREWALL
- PROPOSED CLAY SEAL AS PER RECOMMENDATIONS IN GEOTECHNICAL REPORT No. PG5405-1 REV 3 DATED JUNE 24, 2025 PREPARED BY PATTERSON GROUP AND CITY STD S8.

BUILDING SERVICES: BACK TO BACKS

- 135mmØ SANITARY SEWER PVC SDR 28 @ 1% MIN
- 19mmØ PEX WATER SERVICE C/W CURB STOP AND SERVICE POST UNLESS OTHERWISE SHOWN
- 150mmØ STORM SERVICE PVC SDR 28 @ 1% MIN
- 0.60m BEHIND BACK OF CURB/SIDEWALK OR AT PROPERTY LINE WHERE LINES FRONT PUBLIC ROWS AS SHOWN ON PLAN

BUILDING SERVICES: TERRACE FLATS

- 150mmØ SANITARY SEWER PVC SDR 28 @ 1% MIN
- 3 x 19mmØ PEX WATER SERVICE C/W CURB STOP AND SERVICE POST PER STACK UNLESS OTHERWISE SHOWN
- 200mmØ STORM SERVICE PVC SDR 28 @ 1% MIN
- 3.60m BEHIND BACK OF CURB/SIDEWALK OR AT PROPERTY LINE WHERE LINES FRONT PUBLIC ROWS AS SHOWN ON PLAN

Notes

1. EXISTING SERVICING AND UTILITY INFORMATION SHOWN IS APPROXIMATE. SEE CONDITION, LOCATION, AND ELEVATION OF EXISTING SERVICES AND UTILITIES TO BE CONFIRMED BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND ANY CONFLICTS WITH EXISTING SERVICING MUST BE REPORTED TO THE ENGINEER PRIOR TO CONTINUING WITH CONSTRUCTION. INFORMATION SHOWN HAS BEEN OBTAINED FROM:
   - TRAILSEDGE PHASE 2 TOWNHOMES, PROJECT No. 13-988, SHEET 9 PLAN OF MELODIE STREET, PREPARED BY DSEL, REV 6 "AS BUILT SERVICING INFORMATION ADDED" DATED JANUARY 13, 2015.
   - TRAILSEDGE 8, PROJECT No. 21-855, DWG No. 101 RENAUD ROAD, PREPARED BY BB GROUP, REV 14 "REVISED RECORD DRAWING BASED ON SYR SANI WARRANTY COMPLETION" DATED AUGUST 17, 2023.
   - TRAILSEDGE 8, PROJECT No. 21-855, DWG No. 103 COMPASS STREET, PREPARED BY BB GROUP, REV 21 "REVISED RECORD DRAWING BASED ON SYR SANI WARRANTY COMPLETION" DATED AUGUST 17, 2023.
   - GEODETTAWA FOR SANITARY SEWERS ON RENAUD ROAD AND COMPASS STREET AS DIRECTED THROUGH CORRESPONDENCE WITH THE CITY OF OTTAWA ON MARCH 26, 2026.
2. SANITARY MAINTENANCE HOLES WITHIN PONDING AREAS (SAN 3, 22, 23) TO BE EQUIPTED WITH WATER-TIGHT FRAME AND COVER.

Revision	By	Appd.	YY.MM.DD
2. REVISED PER CITY COMMENTS AND NEW SITE PLAN	WAJ	SGG	26.10.30
1. REVISED AS-BUILT SERVICING	WAJ	SGG	26.03.30
0. ISSUED FOR REVIEW	WAJ	SGG	26.03.25
File Name: 160401760-08.dwg	Dsn.	Chkd.	Dwg.
	WAJ	SGG	WAJ
			26.02.24
			YY.MM.DD

Permit-Seal

LICENSED PROFESSIONAL ENGINEER
D. C. THIFFAULT
100166107
2026-11-02
PROVINCE OF ONTARIO

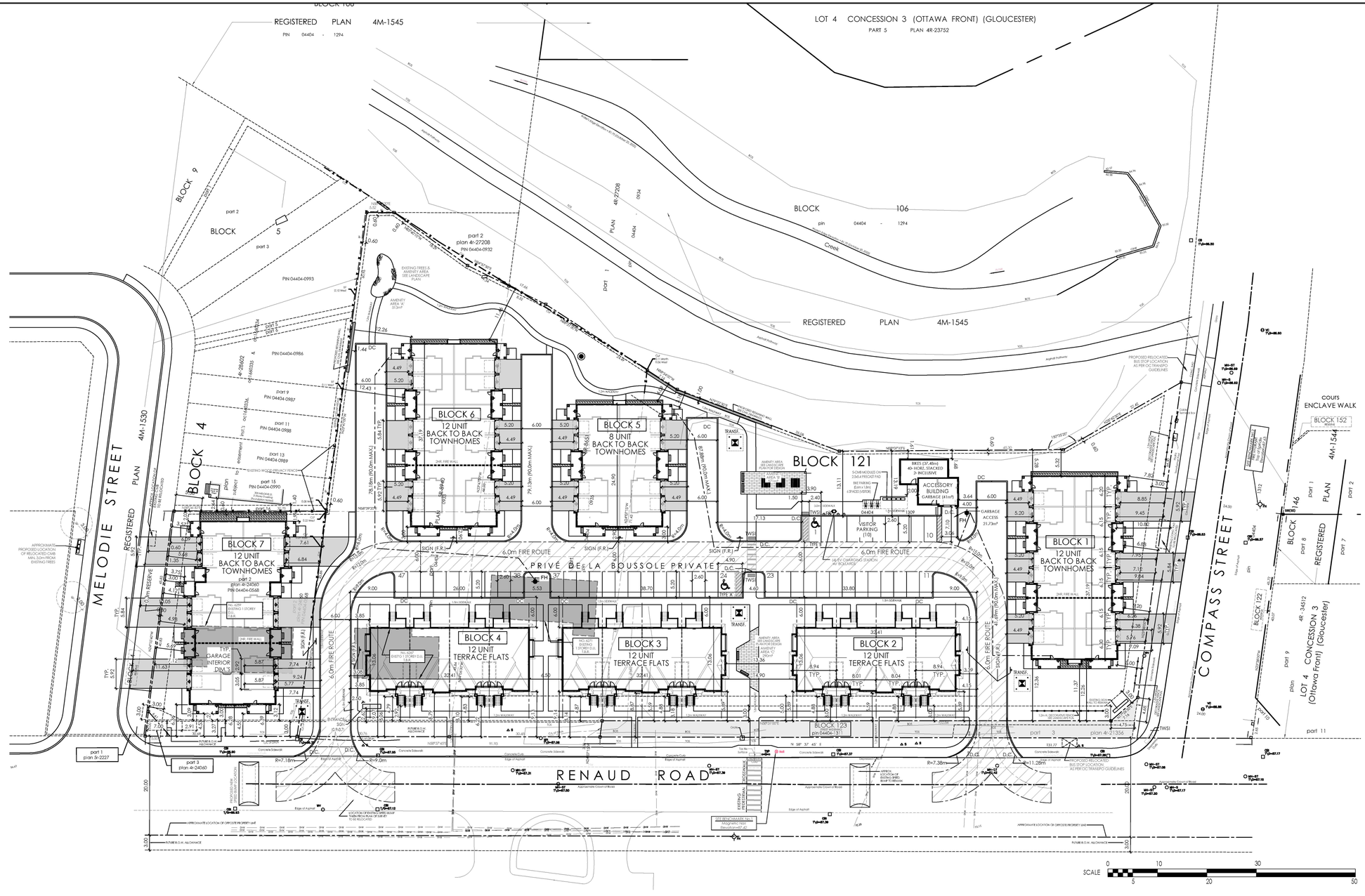
Client/Project
RICHCRAFT HOMES LTD.

TRAILSEDGE WEST BLOCK 121
6259, 6267, 6271, & 6273 RENAUD ROAD
OTTAWA, ON

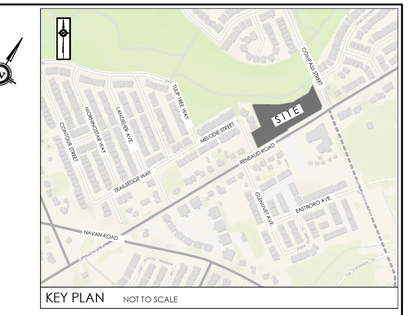
Title
SITE SERVICING PLAN

Project No.	Scale
160401760	1:400 (0, 4, 12, 20m)
Drawing No.	Sheet / Revision
SSP-1	3 of 10 / 2

D07-12-25-0092
PLAN # 19468



SITE PLAN
SCALE= 1:400



KEY PLAN NOT TO SCALE

SITE INFORMATION :

PROPOSED ZONING : N3B

SITE AREA :	13,295.58 m²	[SITE AREA DOES NOT INCLUDE BLOCK 125 RENAUD ROAD STREET WIDENING SITE AREA INCLUDES RENAUD ROAD FUTURE R.O.W. ALLOWANCE]
TOTAL BUILDING AREA :	3,717.37 m²	
AREA OF PRIVATE R.O.W. & PARKING:	2,578.24 m² (AREA OF ASPHALT)	
LANDSCAPED AREA :	6,999.97 m² = 6,999.97/13,295.58= 52.64% SITE AREA	
SITE SOFT LANDSCAPED AREA :	4,383.81 m² (32.97%) (SEE SKA2b)	

PROPOSED ZONING:	REQUIRED	PROVIDED:
LOT WIDTH (MIN.):	N/A	45.83 m (Melodie Street)
LOT AREA (MIN.):	N/A	13,295.58 m² (1.329 ha)
BUILDING HEIGHT (MAX.) :	11.0 m & 3 STOREYS	FLATS= 9.39m BLOCKS 2, 3 & 4 BACK/BACK T.H.'S= 10.69m BLOCKS 1, 5, 6 & 7
FRONT YARD (MIN.) :	3.0 m FROM BUILDING	4.12 m BLOCK 7
(Compass & Melodie Street)	5.7 m FROM GARAGE TO SIDEWALK	10.05 m BLOCK 7
CORNER SIDE YARD (MIN.) :	3.0 m FROM BUILDING	5.59 m BLOCKS 2&3
(Renaud Road)		
REAR YARD (MIN.) :	3.0 m	5.00 m BLOCK 1
(Through Lot)	5.7 m FROM GARAGE TO SIDEWALK	7.09 m BLOCK 1
INTERIOR SIDE YARD (MIN.) :	0.6 m	1.61 m ACCESSORY BUILDING
MIN. SETBACK FROM GARAGE TO PRIVATE STREET (PUD) :	5.2 m	5.20 m BLOCKS 1, 5 & 6
MIN. BUILDING SEPARATION :	1.2 m	6.5 m
WIDTH OF PRIVATE WAY (MIN.)	6.0 m	6.0 m
SETBACK FROM BUILDING TO PRIVATE WAY	1.8 m	2.90 m BLOCKS 5 & 6
ACCESSORY BUILDING:		
- BUILDING HEIGHT (MAX.):	4.5 m	4.5 m
- BUILDING AREA (MAX.):	200 m²	91.87 m²
- INTERIOR SIDE YARD (MIN.):	0.6 m	1.61 m
AMENITY AREA:		
- TOTAL AMENITY AREA	6m²/d.u. = 480m²	480 m²
- COMMUNAL AMENITY AREA	50% TOTAL = 240m²	1,374 m² AMENITY ARES A, B & C
- PRIVATE AMENITY AREA (BALCONIES)		5.5 m²/ UNIT = 440 m² 1- BALCONY or TERRACE/ UNIT MIN. 5.5m² (60ft²)

UNIT TYPES & AREAS

BLOCK No.:	BUILDING AREA:	GROSS FLOOR AREA:	No. UNITS:
BLOCK 1 = BACK to BACK TOWNHOMES	648.0 m²	1,675.7 m²	12 UNITS
BLOCK 2 = TERRACE FLATS	416.0 m²	1,248.0 m²	12 UNITS
BLOCK 3 = TERRACE FLATS	416.0 m²	1,248.0 m²	12 UNITS
BLOCK 4 = TERRACE FLATS	416.0 m²	1,248.0 m²	12 UNITS
BLOCK 5 = BACK to BACK TOWNHOMES	433.5 m²	1,115.6 m²	8 UNITS
BLOCK 6 = BACK to BACK TOWNHOMES	648.0 m²	1,675.7 m²	12 UNITS
BLOCK 7 = BACK to BACK TOWNHOMES	648.0 m²	1,675.7 m²	12 UNITS
ACCESSORYBLDG. FOR FLATS	91.87 m²		
TOTAL =	3,717.37 m²	9,886.7 m	80 UNITS

BACK/BACK TOWNHOME PARKING :

PARKING REQUIRED :	1.0 Spaces / d.u. =	44 Spaces
PARKING PROVIDED :	2.0 Spaces / d.u. = (1-GARAGE & 1-DRIVEWAY)	88 Spaces
VISITOR PARKING REQUIREMENTS :	Section 603(6)	
NO VISITOR PARKING REQUIRED		
Townhomes with driveways accessing a garage		

TERRACE FLATS PARKING :

PARKING PROVIDED (TENANT):	37 Spaces / 36 d.u. =	1.03 Spaces/d.u.
VISITOR PARKING REQUIREMENTS :	Section 603(6) - AREA D SCHED. A3	
0.1 SPACES/ d.u. - NO VISITOR PARKING REQUIRED FOR FIRST 12 UNITS		
VISITOR PARKING REQUIRED :	36-12= 24 x 0.1=	2.4 Spaces
VISITOR PARKING PROVIDED :		10 Spaces

BICYCLE PARKING:

BACK/BACK TOWNHOMES :
NO BICYCLE PARKING REQUIRED - TOWNHOMES WITH ATTACHED GARAGE

TERRACE FLATS : REQUIRED= 1/d.u. = 36 SPACES
LONG TERM SPACES: 40 SPACES (INDOORS - ACCESSORY BUILDING)
SHORT TERM SPACES: 6 SPACES (OUTDOORS)

NOTE:
SITE PLAN TO BE READ IN CONJUNCTION WITH :
- SITE SERVICING PLAN PREPARED BY STANTEC - 400 - 1331 CLYDE AVENUE OTTAWA ON. K2C 3G4
- LANDSCAPING PLAN PREPARED BY NAK DESIGN STRATEGIES - 1285 WELLINGTON ST. OTTAWA, ON. K1Y 3A8
- BOUNDARIES DERIVED FROM: TOPOGRAPHIC PLAN OF SURVEY OF BLOCK 121
REGISTERED PLAN 4M-1545 PART OF LOT 4 CONCESSION 3 (OTTAWA FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER CITY OF OTTAWA
SURVEYED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED APRIL 16, 2024

LEGEND:
- D.C. - DEPRESSED CURB
- WALL MOUNT LIGHT FIXTURE
- TACTILE WALKING SURFACE INDICATORS (TWSI)
- SIGN (F.R.) - FIRE ROUTE SIGN (NO PARKING)
- T.B.R. - EXISTING STRUCTURE TO BE REMOVED
- FH - EXISTING FIRE HYDRANT
- FH - PROPOSED FIRE HYDRANT LOCATION
- TRANSF. - PROPOSED TRANSFORMER LOCATION

NOTE:
REFER TO LANDSCAPE PLANS PREPARED BY NAK DESIGN STRATEGIES FOR;
- EXISTING & PROPOSED TREE LOCATIONS & PLANTING DETAILS
- PROPOSED TREE CANOPY COVER PERCENTAGE
- DETAILED DESIGN OF AMENITY AREAS
- PROPOSED FENCING DETAILS

M. David Blakely Architect Inc.
2200 Prince of Wales Dr. - Suite 101
Ottawa, Ontario K2E 6J9
Phone (613) 226-8811 Fax (613) 226-7942

GENERAL NOTES:
1. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS, ANY DISCREPANCY MUST BE REPORTED TO M. DAVID BLAKELY ARCHITECT INC.
2. ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH ALL CODES, REGULATIONS, AND BY-LAWS.
3. ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN CONTRACT DOCUMENTS.
4. DO NOT SCALE DRAWINGS.
5. THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECT'S SEAL AND SIGNATURE.
6. THIS REPRODUCTION SHALL NOT BE ALTERED

SEAL: ONTARIO ASSOCIATION OF ARCHITECTS — M. DAVID BLAKELY — LICENCE 3658

REVISIONS

No.	DATE	DESCRIPTION	INIT.
10.	30/09/26	REVISED PER CIVIL COMMENTS FOR COORD.	JB
9.	28/09/26	REV. ACCESSORY BUILDING/ ZONING TABLE	JB
8.	15/09/26	REV. UNIT TYPES BLKS. 2,3 & 4/ FOR COORD.	JB
7.	31/08/26	REVISED BLOCK CONFIGN BLKS 2,3 & 4	JB
6.	26/08/26	PER COMMENTS/ TRANSFORMER LOCATIONS	JB
5.	12/06/25	FOR SITE PLAN CONTROL APPLICATION	JB
4.	07/05/25	L1 COORD. & BLOCK 7 HYDRO CLOSET	JB
3.	13/01/25	REVISED SITE/ FOR REVIEW	JB
2.	02/02/23	ADDED WEST PARCEL TO PLAN	SM
1.	25/04/22	FOR REVIEW	SM

No.	DATE	DESCRIPTION	INIT.
20.			
19.			
18.			
17.			
16.			
15.			
14.			
13.			
12.	28/10/26	FOR SITE PLAN SUBMISSION	JB
11.	05/10/26	BUILDING HEIGHTS/ FOR SITE PLAN SUBMISSION	JB

PROJECT: 6259, 6267, 6271,6273 RENAUD RD. (BLOCK 121) PLANNED UNIT DEVELOPMENT OTTAWA, ONT.

CLIENT: RICHCRAFT
2280 ST.LAURENT BLVD. - SUITE 201
OTTAWA, ONTARIO, K1G 4K1

DRAWING TITLE: SITE PLAN RENAUD ROAD

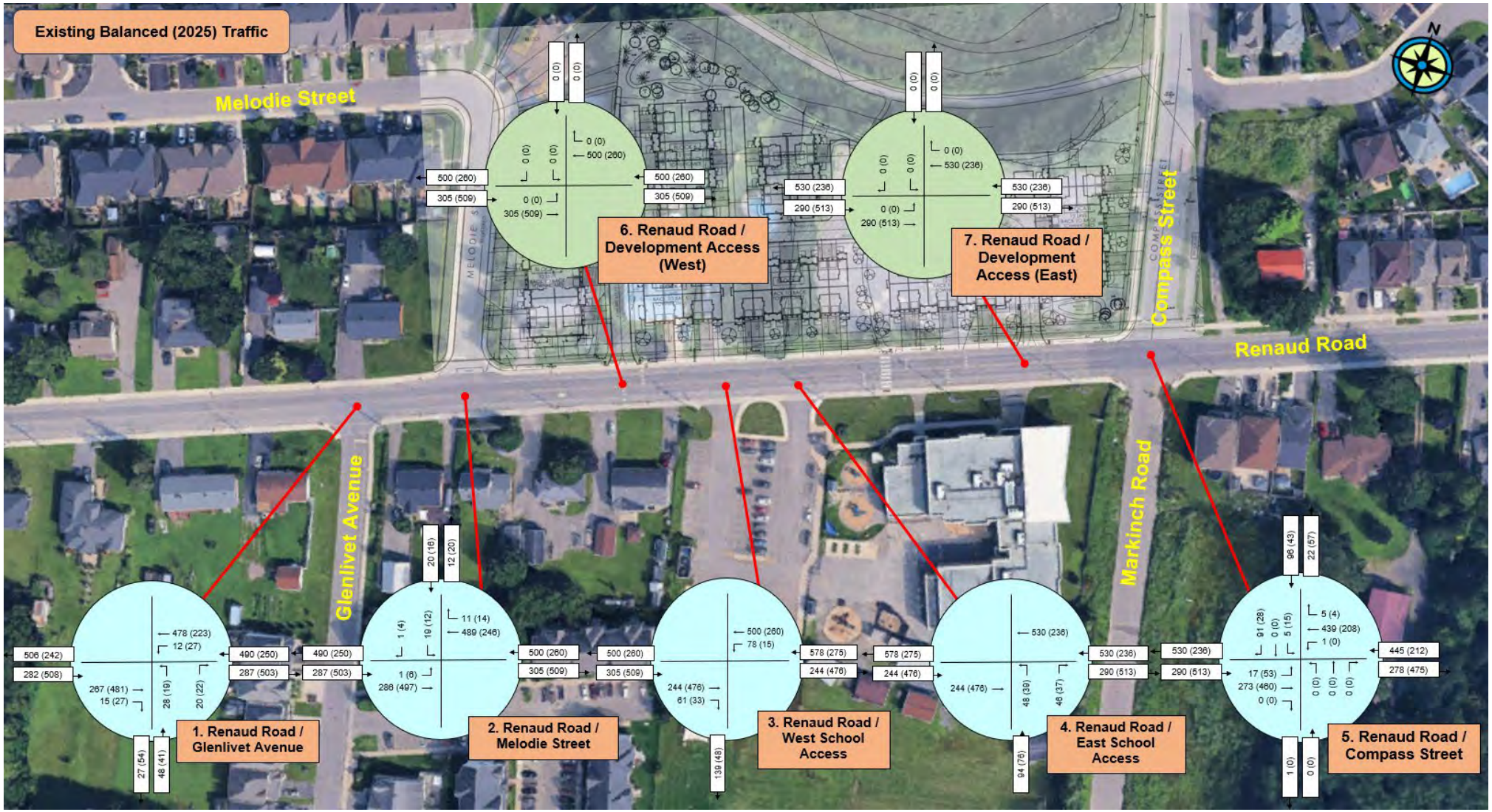
DATE: APR., 2022. | SCALE: 1:400 | SHEET No.: SP-1
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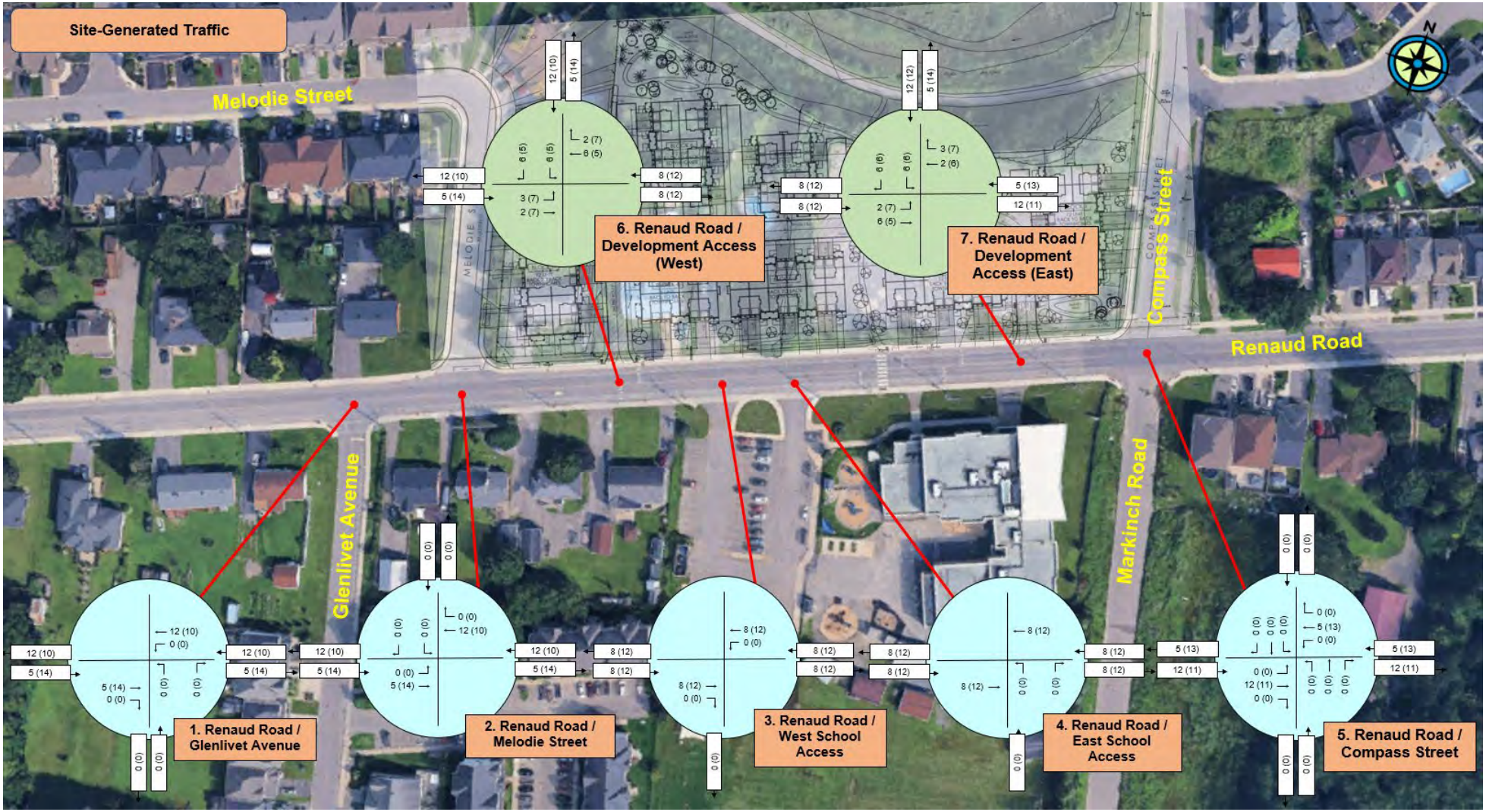
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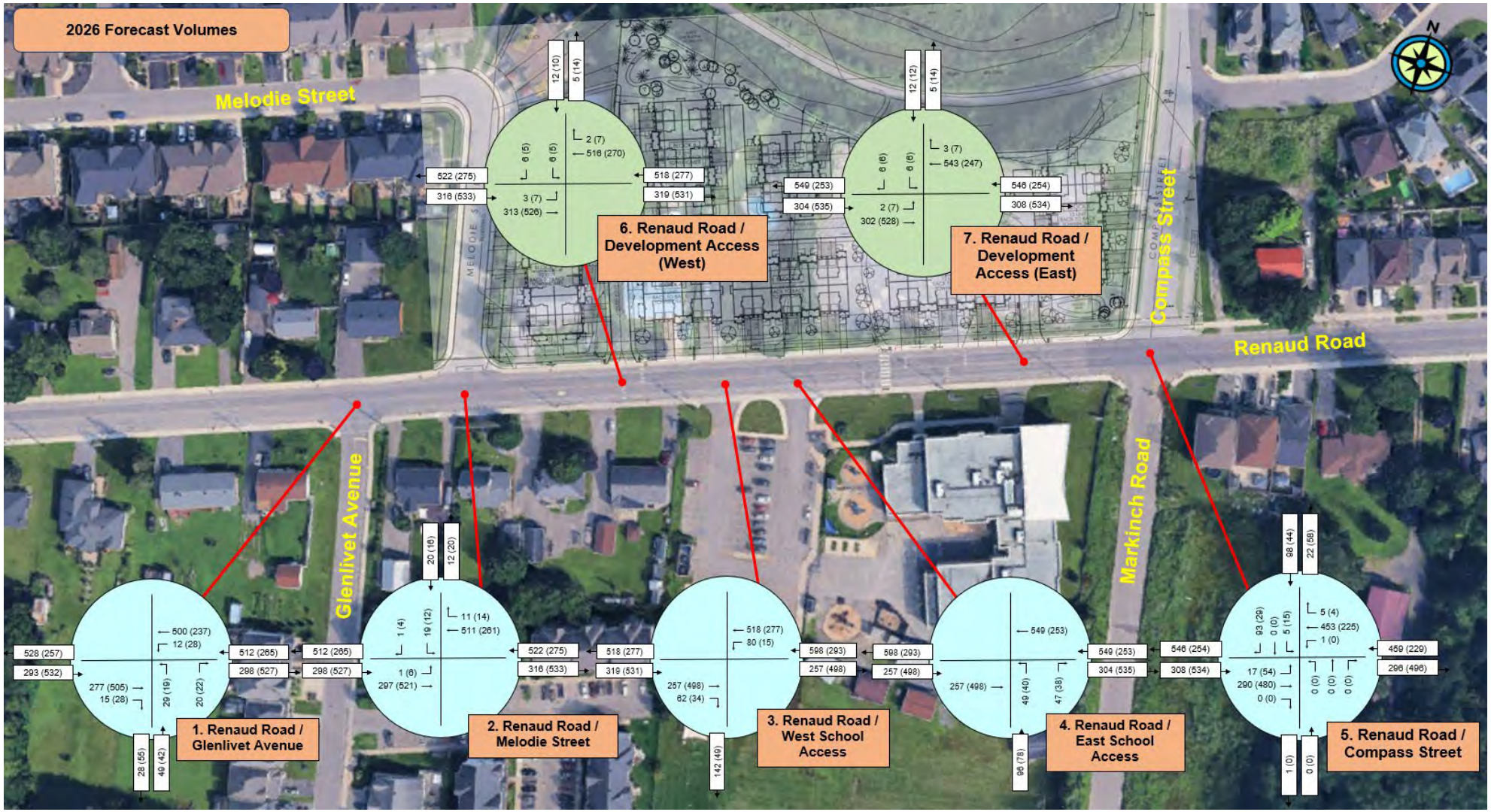
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Attachment “B”

Traffic Volumes Diagrams


Existing Balanced (2025) Traffic
Melodie Street
Renaud Road
Glenlivet Avenue
Markinch Road
Compass Street
N
6. Renaud Road / Development Access (West)
7. Renaud Road / Development Access (East)
1. Renaud Road / Glenlivet Avenue
2. Renaud Road / Melodie Street
3. Renaud Road / West School Access
4. Renaud Road / East School Access
5. Renaud Road / Compass Street


Site-Generated Traffic
Melodie Street
Renaud Road
Glenlivet Avenue
Markinch Road
Compass Street
N
6. Renaud Road / Development Access (West)
7. Renaud Road / Development Access (East)
1. Renaud Road / Glenlivet Avenue
2. Renaud Road / Melodie Street
3. Renaud Road / West School Access
4. Renaud Road / East School Access
5. Renaud Road / Compass Street


2026 Forecast Volumes
Melodie Street
Renaud Road
Glenlivet Avenue
Markinch Road
Compass Street
N
6. Renaud Road / Development Access (West)
7. Renaud Road / Development Access (East)
1. Renaud Road / Glenlivet Avenue
2. Renaud Road / Melodie Street
3. Renaud Road / West School Access
4. Renaud Road / East School Access
5. Renaud Road / Compass Street

Attachment “C”

Intersection Capacity Analyses Results (Synchro 10)

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	505	28	28	237	19	22
Future Vol, veh/h	505	28	28	237	19	22
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	549	30	30	258	21	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	579	0	882	564
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	318	-
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	-	-	995	-	317	525
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	995	-	306	525
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.9	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	394	-	-	995	-
HCM Lane V/C Ratio	0.113	-	-	0.031	-
HCM Ctrl Dly (s/v)	15.3	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	521	261	14	12	4
Future Vol, veh/h	6	521	261	14	12	4
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	7	566	284	15	13	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	299	0	-	0	872	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	580	-
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	1262	-	-	-	321	747
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1262	-	-	-	318	747
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1262	-	-	-	371
HCM Lane V/C Ratio	0.005	-	-	-	0.047
HCM Ctrl Dly (s/v)	7.9	0	-	-	15.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	498	34	15	277	0	0
Future Vol, veh/h	498	34	15	277	0	0
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	541	37	16	301	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	578	0	893	560
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	333	-
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	-	-	996	-	312	528
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	996	-	306	528
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	996	-
HCM Lane V/C Ratio	-	-	-	0.016	-
HCM Ctrl Dly (s/v)	0	-	-	8.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	498	0	0	253	40	38
Future Vol, veh/h	498	0	0	253	40	38
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	541	0	0	275	43	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	816	541
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	347	541
Stage 1	-	0	0	-	583	-
Stage 2	-	0	0	-	771	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	347	541
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	420	-	-
HCM Lane V/C Ratio	0.202	-	-
HCM Ctrl Dly (s/v)	15.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q (veh)	0.7	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	480	1	1	225	4	1	1	1	15	1	29
Future Vol, veh/h	54	480	1	1	225	4	1	1	1	15	1	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	522	1	1	245	4	1	1	1	16	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	523	0	0	907	892	523	891	890	247
Stage 1	-	-	-	-	-	-	641	641	-	249	249	-
Stage 2	-	-	-	-	-	-	266	251	-	642	641	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1043	-	-	257	281	554	263	282	792
Stage 1	-	-	-	-	-	-	463	469	-	755	701	-
Stage 2	-	-	-	-	-	-	739	699	-	463	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1043	-	-	234	263	554	249	264	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	234	263	-	249	264	-
Stage 1	-	-	-	-	-	-	434	439	-	707	700	-
Stage 2	-	-	-	-	-	-	708	698	-	432	439	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.8	0	17	14
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	1317	-	-	1043	-	-	447
HCM Lane V/C Ratio	0.011	0.045	-	-	0.001	-	-	0.109
HCM Ctrl Dly (s/v)	17	7.9	0	-	8.5	0	-	14
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	526	270	7	5	5
Future Vol, veh/h	7	526	270	7	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	572	293	8	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	301	0	-	0	885	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	588	-
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	1260	-	-	-	315	742
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1260	-	-	-	312	742
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1260	-	-	-	439
HCM Lane V/C Ratio	0.006	-	-	-	0.025
HCM Ctrl Dly (s/v)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	528	247	7	6	6
Future Vol, veh/h	7	528	247	7	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	574	268	8	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	276	0	-	0	862	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	590	-
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	1287	-	-	-	325	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	554	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1287	-	-	-	322	767
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	554	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1287	-	-	-	454
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Ctrl Dly (s/v)	7.8	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	272	15	12	488	29	20
Future Vol, veh/h	272	15	12	488	29	20
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	296	16	13	530	32	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	312	0	860	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	556	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1248	-	326	736
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1248	-	321	736
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	417	-	-	1248	-
HCM Lane V/C Ratio	0.128	-	-	0.01	-
HCM Ctrl Dly (s/v)	14.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	292	499	11	19	1
Future Vol, veh/h	1	292	499	11	19	1
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	1	317	542	12	21	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	867	548
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	319	-
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	1016	-	-	-	323	536
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1016	-	-	-	323	536
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1016	-	-	-	330
HCM Lane V/C Ratio	0.001	-	-	-	0.066
HCM Ctrl Dly (s/v)	8.5	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	62	80	510	0	0
Future Vol, veh/h	249	62	80	510	0	0
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	271	67	87	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	1033	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	728	-
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	-	-	1221	-	258	735
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	478	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1221	-	231	735
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1221	-
HCM Lane V/C Ratio	-	-	-	0.071	-
HCM Ctrl Dly (s/v)	0	-	-	8.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	0	0	541	49	47
Future Vol, veh/h	249	0	0	541	49	47
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	271	0	0	588	53	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	859	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	588	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	327	768
Stage 1	-	0	0	-	775	-
Stage 2	-	0	0	-	555	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	327	768
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	455	-	-
HCM Lane V/C Ratio	0.229	-	-
HCM Ctrl Dly (s/v)	15.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q (veh)	0.9	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	278	1	1	448	5	1	1	1	5	1	93
Future Vol, veh/h	17	278	1	1	448	5	1	1	1	5	1	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	302	1	1	487	5	1	1	1	5	1	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	303	0	0	882	833	303	832	831	490
Stage 1	-	-	-	-	-	-	339	339	-	492	492	-
Stage 2	-	-	-	-	-	-	543	494	-	340	339	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1071	-	-	1258	-	-	267	304	737	288	305	578
Stage 1	-	-	-	-	-	-	676	640	-	558	548	-
Stage 2	-	-	-	-	-	-	524	546	-	675	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1071	-	-	1258	-	-	216	298	737	282	299	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	216	298	-	282	299	-
Stage 1	-	-	-	-	-	-	662	627	-	547	547	-
Stage 2	-	-	-	-	-	-	431	545	-	659	627	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	0	16.3	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	1071	-	-	1258	-	-	544
HCM Lane V/C Ratio	0.01	0.017	-	-	0.001	-	-	0.198
HCM Ctrl Dly (s/v)	16.3	8.4	0	-	7.9	0	-	13.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	491	28	28	227	19	22
Future Vol, veh/h	491	28	28	227	19	22
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	534	30	30	247	21	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	564	0	856	549
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	307	-
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	-	-	1008	-	328	535
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1008	-	317	535
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	406	-	-	1008	-
HCM Lane V/C Ratio	0.11	-	-	0.03	-
HCM Ctrl Dly (s/v)	15	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	507	251	14	12	4
Future Vol, veh/h	6	507	251	14	12	4
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	7	551	273	15	13	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	288	0	-	0	846	281
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	565	-
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	1274	-	-	-	333	758
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	330	758
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	384
HCM Lane V/C Ratio	0.005	-	-	-	0.045
HCM Ctrl Dly (s/v)	7.8	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	34	15	265	0	0
Future Vol, veh/h	486	34	15	265	0	0
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	528	37	16	288	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	565	0	867	547
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	320	-
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	-	-	1007	-	323	537
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1007	-	317	537
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.5	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1007	-
HCM Lane V/C Ratio	-	-	-	0.016	-
HCM Ctrl Dly (s/v)	0	-	-	8.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	0	0	241	40	38
Future Vol, veh/h	486	0	0	241	40	38
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	528	0	0	262	43	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	790	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	359	550
Stage 1	-	0	0	-	592	-
Stage 2	-	0	0	-	782	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	359	550
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	432	-	-
HCM Lane V/C Ratio	0.196	-	-
HCM Ctrl Dly (s/v)	15.4	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q (veh)	0.7	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	480	1	1	225	4	1	1	1	15	1	29
Future Vol, veh/h	54	480	1	1	225	4	1	1	1	15	1	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	522	1	1	245	4	1	1	1	16	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	523	0	0	907	892	523	891	890	247
Stage 1	-	-	-	-	-	-	641	641	-	249	249	-
Stage 2	-	-	-	-	-	-	266	251	-	642	641	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1043	-	-	257	281	554	263	282	792
Stage 1	-	-	-	-	-	-	463	469	-	755	701	-
Stage 2	-	-	-	-	-	-	739	699	-	463	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1043	-	-	234	263	554	249	264	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	234	263	-	249	264	-
Stage 1	-	-	-	-	-	-	434	439	-	707	700	-
Stage 2	-	-	-	-	-	-	708	698	-	432	439	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.8	0	17	14
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	1317	-	-	1043	-	-	447
HCM Lane V/C Ratio	0.011	0.045	-	-	0.001	-	-	0.109
HCM Ctrl Dly (s/v)	17	7.9	0	-	8.5	0	-	14
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	277	15	12	500	29	20
Future Vol, veh/h	277	15	12	500	29	20
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	301	16	13	543	32	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	317	0	878	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	569	-
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	-	-	1243	-	318	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	313	731
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	1243	-
HCM Lane V/C Ratio	0.131	-	-	0.01	-
HCM Ctrl Dly (s/v)	15.1	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	297	511	11	19	1
Future Vol, veh/h	1	297	511	11	19	1
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	1	323	555	12	21	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	567	0	-	0	886	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	325	-
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	1005	-	-	-	315	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1005	-	-	-	315	527
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1005	-	-	-	321
HCM Lane V/C Ratio	0.001	-	-	-	0.068
HCM Ctrl Dly (s/v)	8.6	0	-	-	17
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	62	80	518	0	0
Future Vol, veh/h	257	62	80	518	0	0
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	279	67	87	563	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	346	0	1050	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	737	-
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	-	-	1213	-	252	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1213	-	226	727
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	424	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1213	-
HCM Lane V/C Ratio	-	-	-	0.072	-
HCM Ctrl Dly (s/v)	0	-	-	8.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	0	0	549	49	47
Future Vol, veh/h	257	0	0	549	49	47
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	279	0	0	597	53	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	876	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	319	760
Stage 1	-	0	0	-	768	-
Stage 2	-	0	0	-	550	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	319	760
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	446	-	-
HCM Lane V/C Ratio	0.234	-	-
HCM Ctrl Dly (s/v)	15.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q (veh)	0.9	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	290	1	1	453	5	1	1	1	5	1	93
Future Vol, veh/h	17	290	1	1	453	5	1	1	1	5	1	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	315	1	1	492	5	1	1	1	5	1	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	497	0	0	316	0	0	900	851	316	850	849	495
Stage 1	-	-	-	-	-	-	352	352	-	497	497	-
Stage 2	-	-	-	-	-	-	548	499	-	353	352	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1067	-	-	1244	-	-	259	297	724	280	298	575
Stage 1	-	-	-	-	-	-	665	632	-	555	545	-
Stage 2	-	-	-	-	-	-	521	544	-	664	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1067	-	-	1244	-	-	210	291	724	274	292	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	291	-	274	292	-
Stage 1	-	-	-	-	-	-	652	619	-	544	544	-
Stage 2	-	-	-	-	-	-	428	543	-	649	619	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	0	16.6	13.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1067	-	-	1244	-	-	540
HCM Lane V/C Ratio	0.01	0.017	-	-	0.001	-	-	0.199
HCM Ctrl Dly (s/v)	16.6	8.4	0	-	7.9	0	-	13.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	313	516	2	6	6
Future Vol, veh/h	3	313	516	2	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	3	340	561	2	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	563	0	-	0	908	562
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	346	-
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	1008	-	-	-	306	526
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1008	-	-	-	305	526
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1008	-	-	-	386
HCM Lane V/C Ratio	0.003	-	-	-	0.034
HCM Ctrl Dly (s/v)	8.6	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	302	543	3	6	6
Future Vol, veh/h	2	302	543	3	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	328	590	3	7	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	593	0	-	0	924	592
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	332	-
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	983	-	-	-	299	506
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	983	-	-	-	298	506
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	14.9
HCM LOS			B

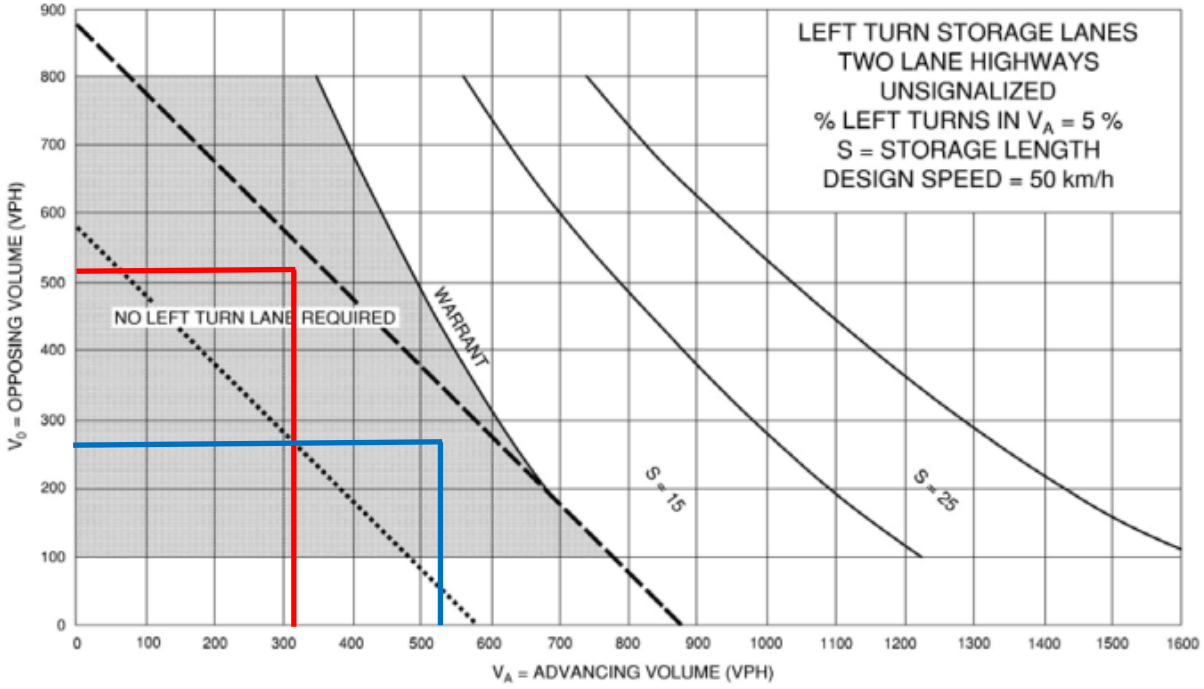
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	983	-	-	-	375
HCM Lane V/C Ratio	0.002	-	-	-	0.035
HCM Ctrl Dly (s/v)	8.7	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Castleglenn Consultants
Engineers, Project Managers & Planners

Attachment “D”

Left Turn Warrant Analysis

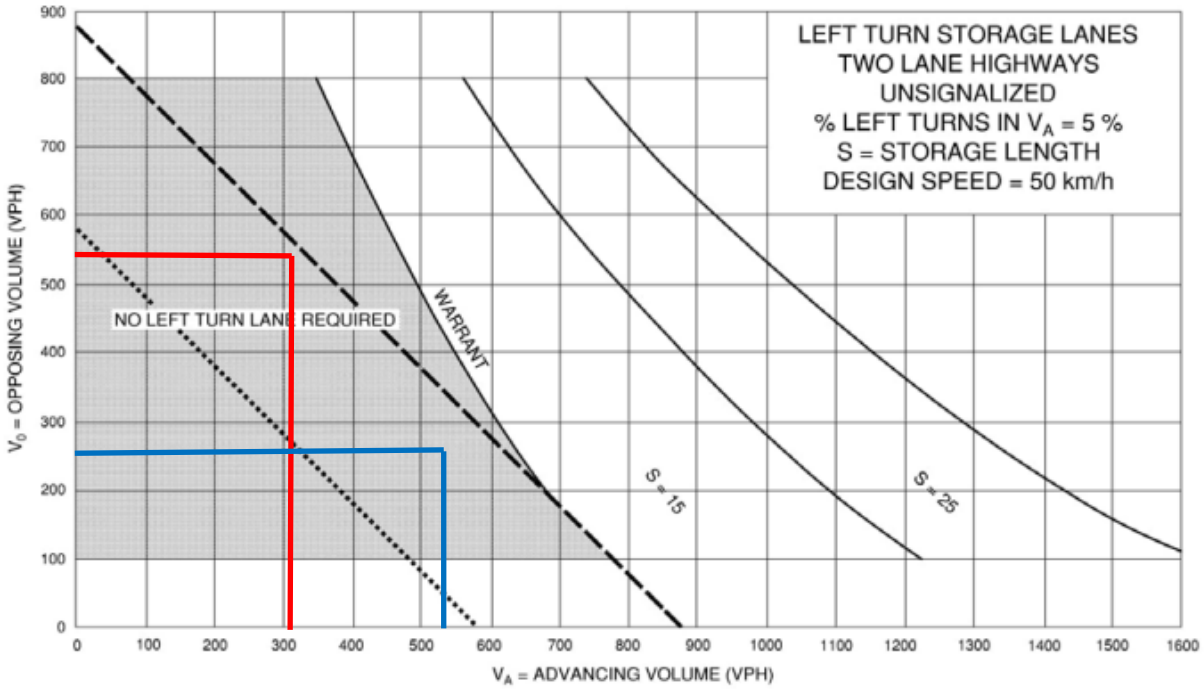
Eastbound Left Turn into WEST Development Access



AM:
Advancing Traffic Volume, Va = 316vph
Opposing Traffic Volume, Vo = 518vph
Percentage of Left Turning Traffic: 3/316 = 1.0%

PM:
Advancing Traffic Volume, Va = 533vph
Opposing Traffic Volume, Vo = 277vph
Percentage of Left Turning Traffic: 7/533 = 1.3%

Eastbound Left Turn into EAST Development Access

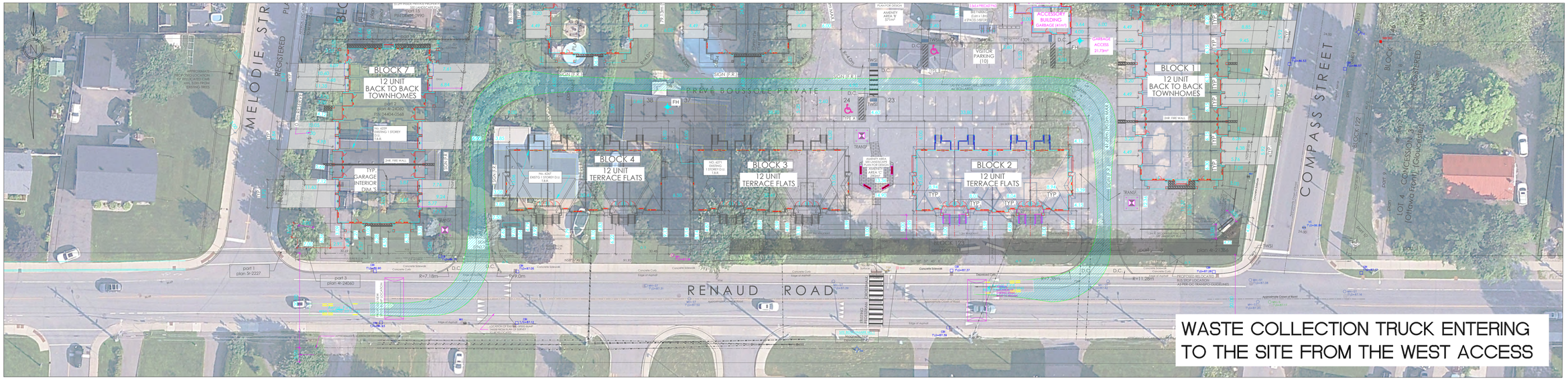


AM:
Advancing Traffic Volume, Va = 304vph
Opposing Traffic Volume, Vo = 546vph
Percentage of Left Turning Traffic: 2/304 = 0.7%

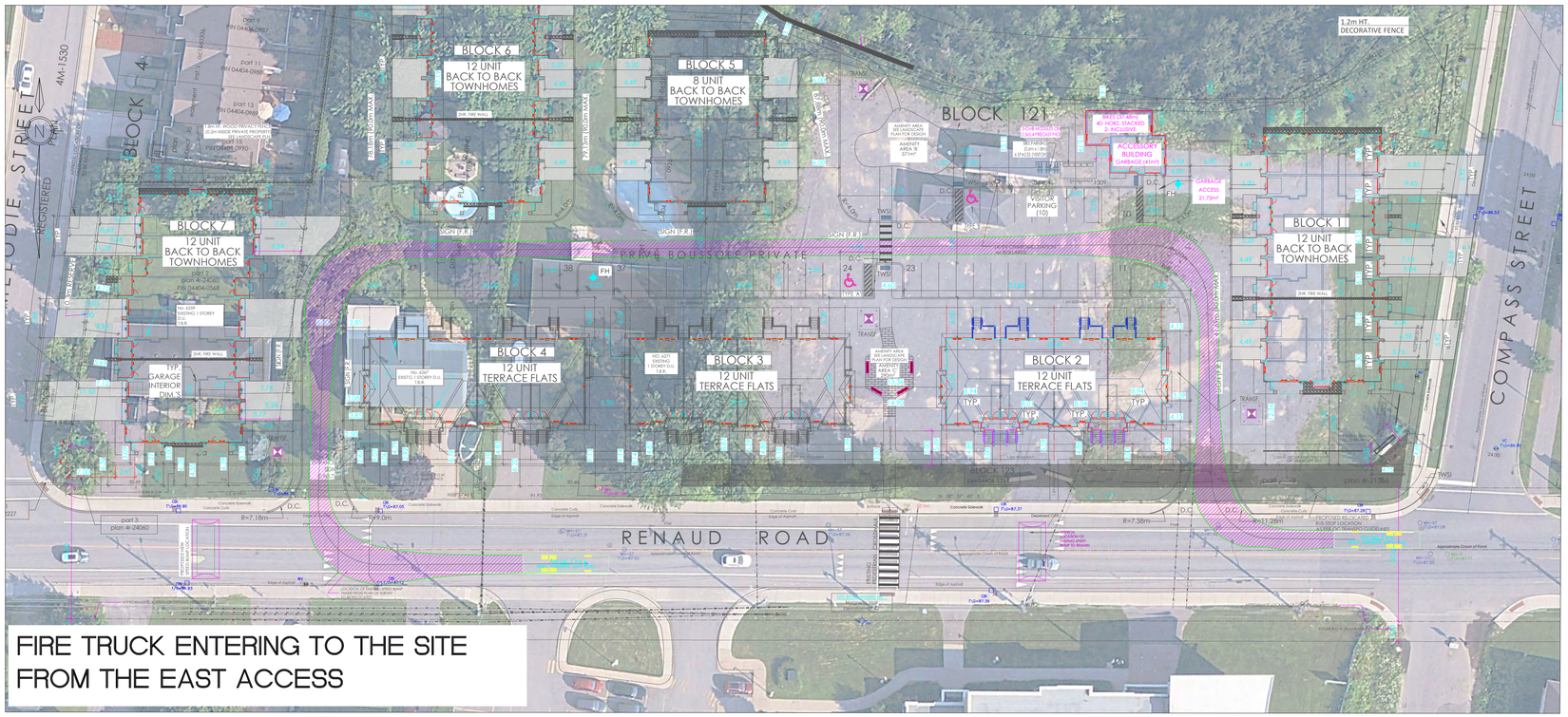
PM:
Advancing Traffic Volume, Va = 535vph
Opposing Traffic Volume, Vo = 254vph
Percentage of Left Turning Traffic: 7/535 = 1.3%

Attachment “E”

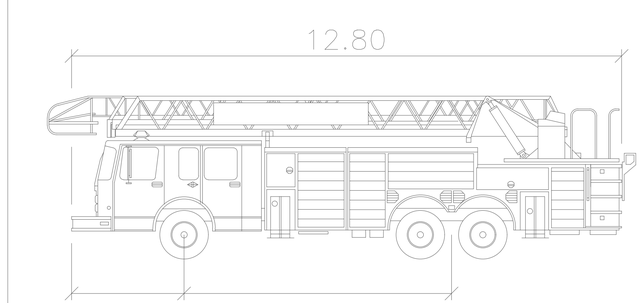
Turning Movement Diagrams



WASTE COLLECTION TRUCK ENTERING TO THE SITE FROM THE WEST ACCESS



FIRE TRUCK ENTERING TO THE SITE FROM THE EAST ACCESS



Aerial Fire

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

NOT FOR CONSTRUCTION

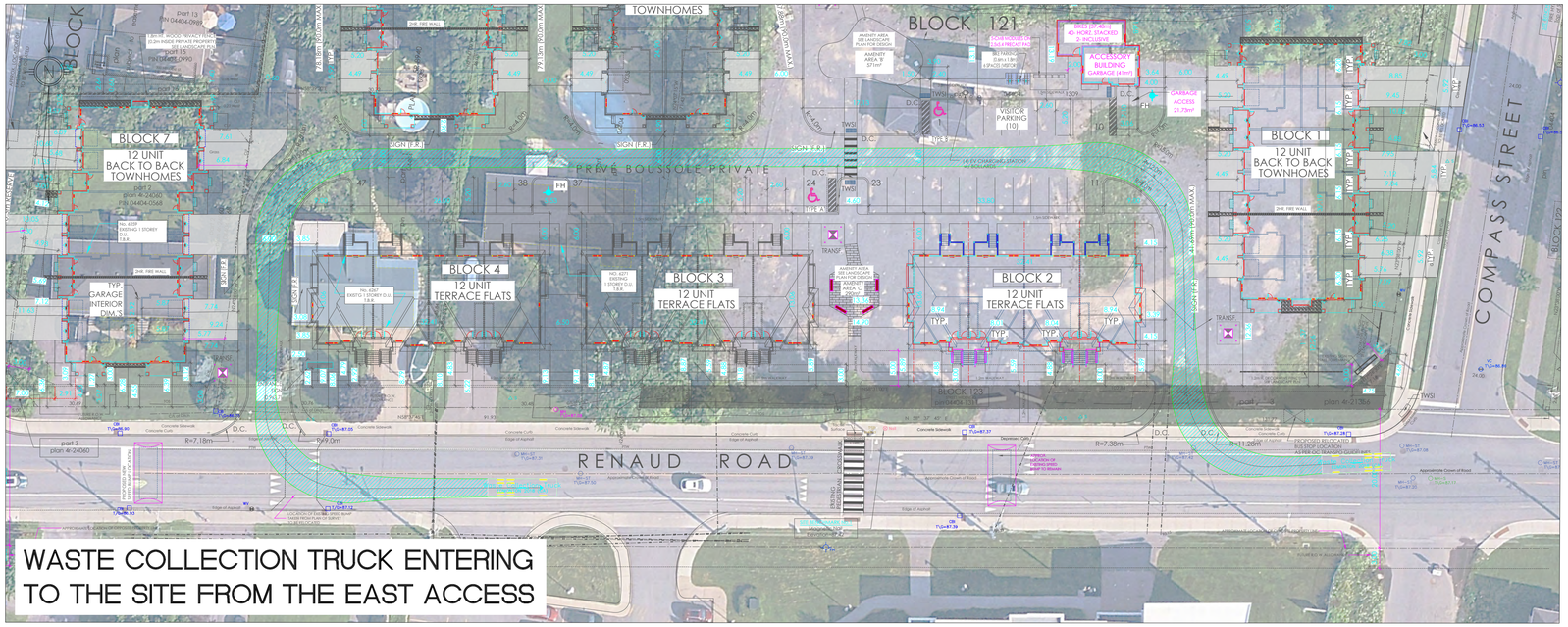
DATE: OCTOBER 28th , 2026	DESIGN:	
	CHECKED:	
SCALE: 8m 0 8m HORIZ 1:400	DRAWN: S.J	
	CHECKED:	
	APPROVED:	

Castleglenn Consultants
Engineers, Project Managers & Planners

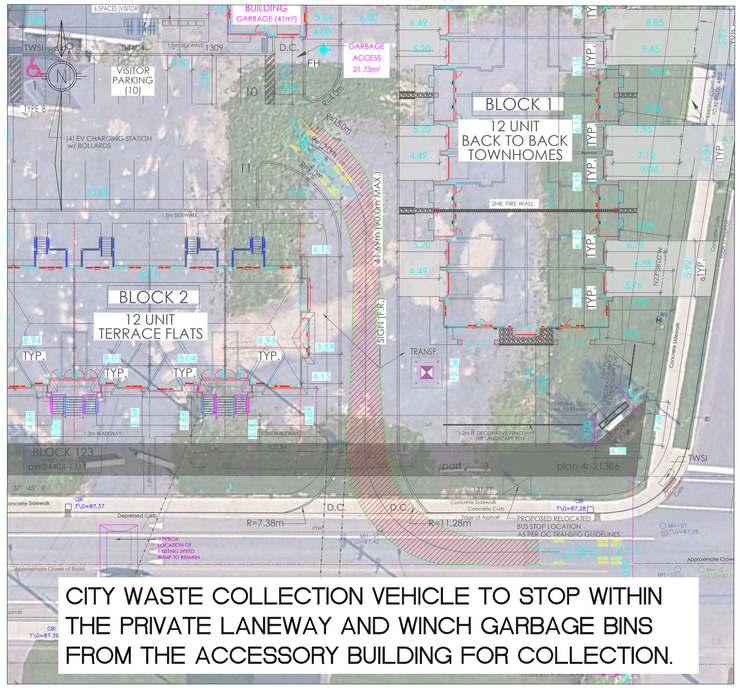
BLOCK 121
TRAILSEDGE PHASE3

PLAN
TURNING MOVEMENTS
FIRE TRUCK

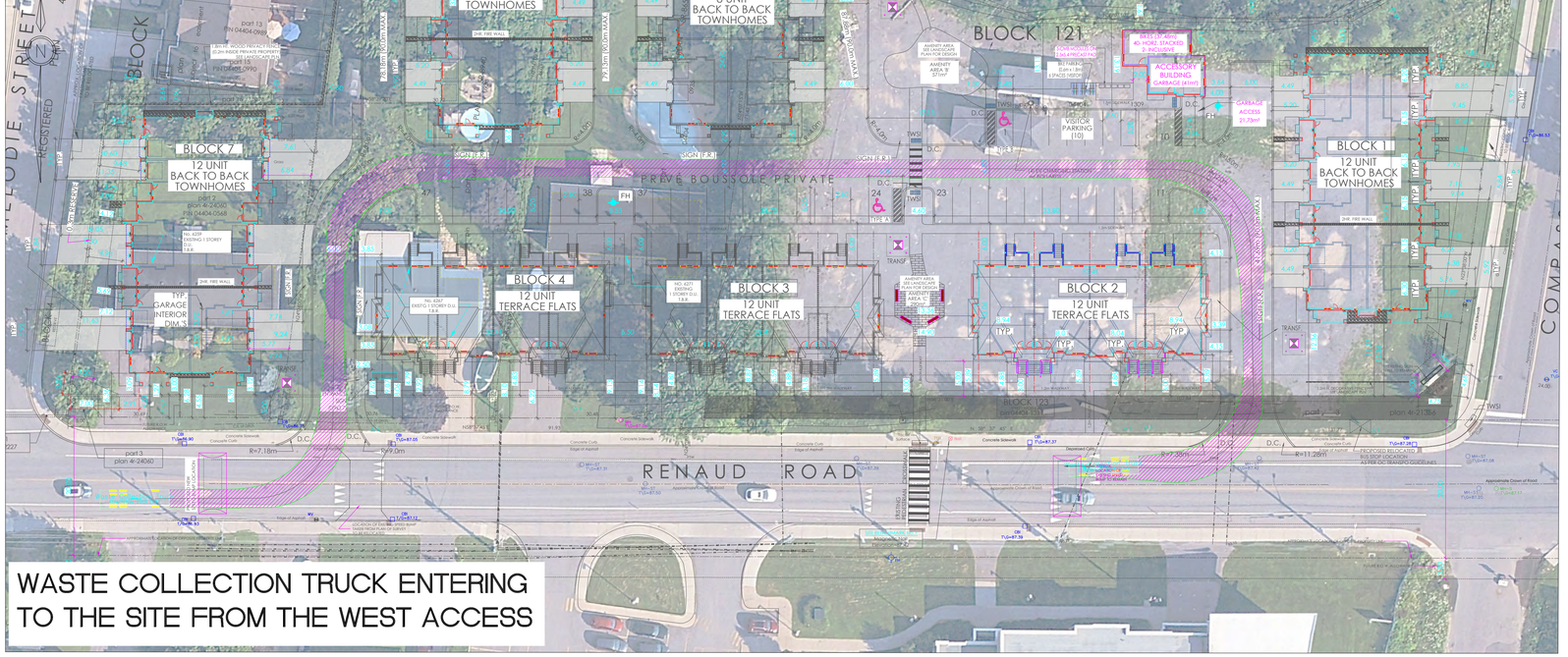
CLIENT No.
PROJECT No. 7369
SHEET No. ANNEX "A-2"



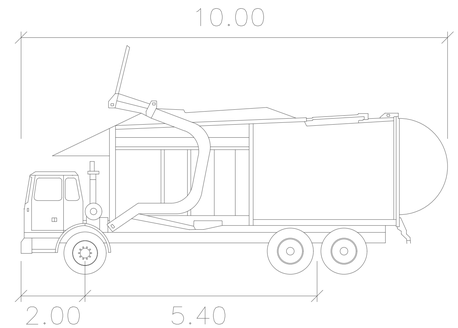
WASTE COLLECTION TRUCK ENTERING
TO THE SITE FROM THE EAST ACCESS



CITY WASTE COLLECTION VEHICLE TO STOP WITHIN
THE PRIVATE LANEWAY AND WINCH GARBAGE BINS
FROM THE ACCESSORY BUILDING FOR COLLECTION.



WASTE COLLECTION TRUCK ENTERING
TO THE SITE FROM THE WEST ACCESS



Waste Collection Truck

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 27.7

NOT FOR CONSTRUCTION

DATE: OCTOBER 28th , 2026	DESIGN:	
	CHECKED:	
SCALE: 8m 0 8m — HORIZ 1:400	DRAWN: S.J	
	CHECKED:	
	APPROVED:	

Castleglenn Consultants
Engineers, Project Managers & Planners

BLOCK 121
TRAILSEDGE PHASE3

PLAN
TURNING MOVEMENTS
WASTE COLLECTION TRUCK

CLIENT No.

PROJECT No. 7369

SHEET No. ANNEX "A-1"