



LSC TRANSPORTATION CONSULTANTS, INC.
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North Bay at Woodmoor
Traffic Impact Study
(LSC #5214850)
June 2, 2022

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

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

A handwritten signature in blue ink that reads 'Brent A. Lerner'. The signature is written over a horizontal line.

A handwritten date in blue ink that reads '6-3-2022'. The date is written over a horizontal line.

Date

PUDSP-22-009

Waterside

Traffic Impact Study

Prepared for:
Ms. Beth A. Diana
Planning Manager
La Plata Communities, Inc.
9540 Federal Drive, Suite 200
Colorado Springs, CO 80921

MAY 27, 2021

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC # S214860



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Traffic Count Reports

Synchro LOS Reports



LSC TRANSPORTATION CONSULTANTS, INC.
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May 27, 2022

Ms. Beth A. Diana
Planning Manager
La Plata Communities, Inc.
9540 Federal Drive, Suite 200
Colorado Springs, CO 80921

RE: Waterside
Traffic Impact Study
Monument, CO
LSC # S214860

Dear Ms. Diana,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed Waterside 52-dwelling-unit residential development in the Woodmoor area of El Paso County, Colorado. The site is located east of Woodmoor Drive and south of Deer Creek Road.

Access to the site is planned via a proposed new access to Woodmoor Drive and via an existing access drive for the Woodmoor Barn Community Center ("The Barn").

This report has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- Inventory of existing adjacent and nearby area street system. This included surface conditions, functional classifications, roadway widths, lane configurations, traffic control, posted speed limits, pavement markings, intersection and access spacing, roadway and intersection alignments, auxiliary left- and right-turn lanes, intersection sight distances, etc.;
- Summary of morning, mid-afternoon and late-afternoon peak-hour turning-movement traffic counts at the following "study-area" intersections:
 - Woodmoor Drive/Woodmoor Barn Community Center access
 - Woodmoor Drive/Deer Creek Road
- Estimates of average weekday and peak-hour trip generation for the proposed development;

- Estimation of directional distribution of site-generated vehicle trips on the area street system, at the study-area intersections, and at the proposed site-access points on Woodmoor Drive.;
- Projections of site-generated turning-movement traffic volumes at the following “study-area” intersections:
 - Woodmoor Drive/Woodmoor Barn Community Center access
 - Woodmoor Drive/main site Access
 - Woodmoor Drive/Deer Creek Road
- Estimates of short- and long-term background traffic volumes at the study-area intersections and access points;
- Total traffic (site traffic-plus-background traffic) projections at these intersections for the short and long term;
- Level of service (LOS) analysis at the study-area intersections;
- Evaluation of existing, short-term, and long-term projected intersection volumes to determine the potential need for any new auxiliary right-/left-turn lanes based on the criteria in El Paso County’s *Engineering Criteria Manual (ECM)*;
- Other recommended improvements and modifications to the study-area streets and intersections; and
- Summary of compiled data, analysis, findings, and recommendations.

PRIOR AREA TRAFFIC REPORTS

LSC utilized the following previous traffic reports to assist in the production of this report:

- North Bay at Woodmoor (dated September 19, 2017) Note: an updated version will be submitted soon.

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby streets. The 52-dwelling-unit (a mix of single-family attached/multi-family units) residential development site is located east of Woodmoor Drive and south of Deer Creek Road.

Access to the site would be to Woodmoor Drive about 450 feet south of Deer Creek Road. This would be a T-intersection. A secondary access is also planned via the existing driveway serving the Woodmoor Barn Community Center. No access is proposed to Deer Creek Road. A copy of the site plan is shown in Figure 2, which shows the proposed site plan and access points.

Sight Distance

The proposed access points to Woodmoor Drive have acceptable sight distance. Site improvements such as landscaping, buildings, fencing, parking areas, etc. must not impede the lines of sight required for *ECM*-prescribed entering or stopping sight distance.

ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below followed by a brief description of each:

Woodmoor Drive extends north from SH 105 between the I-25 off-ramps to Doewood Drive before continuing east to Furrow Road. Woodmoor Drive is classified as a Collector on El Paso County's *Major Transportation Corridors Plan (MTCP)*. Adjacent to the site, the posted speed limit of Woodmoor Drive is 35 miles per hour (mph). There are existing 20 mph school speed limit signs adjacent to/in the vicinity of the site. Please refer to Figures 3 and 4 for locations. Auxiliary left- and right-turn lanes exist on the northbound and southbound approaches at the two-way stop-sign-controlled (TWSC) intersection of Woodmoor Drive/Woodmoor Barn Community Center access.

Deer Creek Road is a two-lane local street extending from Monument Hill Road to White Fawn Drive. No auxiliary turn lanes currently exist on any approach at the TWSC intersection of Woodmoor Drive/Deer Creek Road. The posted speed limit adjacent to the site is 30 mph. A signed and marked school pedestrian crossing is located across the south leg of Woodmoor Drive/Deer Creek Road.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the following intersections, dates, and times:

- Woodmoor Drive/Woodmoor Barn Community Center access
 - Tuesday, September 21, 2021 from 6:30 – 8:30 a.m.
 - Tuesday, September 21, 2021 from 1:30 – 3:30 p.m.
 - Tuesday, September 21, 2021 from 4:00 – 6:00 p.m.
- Woodmoor Drive/Deer Creek Road
 - Thursday, September 30, 2021 from 6:30 – 8:30 a.m.
 - Wednesday, September 22, 2021 from 1:30 – 3:30 p.m.
 - Wednesday, September 22, 2021 from 4:00 – 6:00 p.m.

Figure 5 shows these turning-movement volumes, as well as the estimated current average weekday traffic volumes on the study-area streets. Raw count data is attached.

Existing Levels of Service

Figure 5 also shows the calculated existing levels of service. Please refer to the level of service for details.

Existing Lewis Palmer Middle School Operations

The primary parent pick up and drop off is to the south along Willow Park Way, intended for use by exiting busses and parent traffic arriving from areas the south. The school access and parking across from The Barn is primarily intended for traffic arriving from areas north of the school. However, counts and field observations reflect that there is some “overflow use” of the north school access (across from The Barn), with significant northbound-left turns into the school and eastbound-right turns out of the school. Willow Park Way is a relatively short street when compared to the likely distance needed for parent pick up/drop off (by today’s standards). Therefore, the overflow use of the north access for parent pick up/drop off is not surprising.

The main access to Woodmoor Drive has been shown north of The Barn access at a location separated from the four-leg Barn/north school access and associated school congestion. Additional conflicting turning movements to/from the east side will be minimized with the main site access located to the north. This will be a better solution from an operations and safety perspective. Also, during the peak school times, the street connection through the project between The Barn driveway and the new site access to Woodmoor to the north will provide an alternative to existing background traffic that currently must turn onto Woodmoor Drive via the four-leg Barn/north school access.

Pedestrian Facilities

Please refer to Figures 3 and 4 which show the existing and planned future pedestrian facilities. There are two existing schools located within two miles of the site, Lewis Palmer Middle School and Lewis Palmer Elementary School. Walking to Lewis Palmer Elementary School is not likely as it would be a 1.5-mile walk. The route would be along the east side of Woodmoor Drive to Lake Woodmoor Drive, then east along Lake Woodmoor Drive to the school.

Mention the "Safe Routes to School" which is currently in review by County and CDOT.

TRIP GENERATION

Estimates of the existing and projected vehicle trips to be generated by the site have been made using the following nationally-published average trip-generation rates – land-use codes “215 – Single-Family (Attached) Housing” and 220-Multi-Family Housing (Low Rise) in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Table 2 (attached) presents the estimated site trip generation.

Based on the ITE estimate for the proposed Waterside residential development, the site would generate about 370 external vehicle trips on the average weekday. During the weekday morning peak hour, approximately 7 vehicles would enter and 18 vehicles would exit the site. Approximately 13 entering vehicles and 9 exiting vehicles are projected for the school mid-day peak hour. During the weekday afternoon peak hour, approximately 18 vehicles would enter and 12 vehicles would exit the site.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 6 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed new land use, the area street and road system serving the site, and the site's geographic location relative to the balance of the El Paso County and the Pikes Peak region.

Site-Generated Traffic

Figure 7 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the following intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 6) to the trip-generation estimates (from Table 2):

- Woodmoor Drive/Woodmoor Barn Community Center access
- Woodmoor Drive/proposed north site access
- Woodmoor Drive/Deer Creek Road

Existing-Plus-North Bay-Plus-Site-Generated Traffic Volumes

Figure 8 shows the sum of the existing traffic volumes (from Figure 5) and site-generated peak-hour traffic volumes (shown in 7). These volumes also include the addition of traffic to be generated by the adjacent North Bay development. These volumes represent the estimated short-term total traffic, following site buildout of Waterside and North Bay.

Estimated Future 2041 Background Traffic Volumes

Include PCD Project # and note that it is currently in review.

Figure 9 shows the projected 20-year background traffic volumes for the year 2042. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed Waterside residential development. Note: these volumes include the projected North Bay project traffic volumes.

The projected long-term future volumes reflect about 1.25-percent annual growth rate for Woodmoor Drive and about 4.5-percent annual growth for Deer Creek Road (west of Woodmoor Drive). Minimal background growth has been estimated for Deer Creek Road east of Woodmoor Drive as this area is primarily built out (except for North Bay).

Future 2042 Total Traffic Volumes

Figure 10 shows the projected 2042 total traffic volumes, which are the sum of 2042 background traffic volumes (from Figure 8) plus the site-generated traffic volumes (from Figure 7).

LEVEL OF SERVICE ANALYSIS

delete reference to figure 8

The following intersections have been analyzed to determine the projected intersection levels of service for short- and long-term traffic scenarios for the morning, mid-afternoon, and evening peak-hour time periods:

- Woodmoor Drive/Woodmoor Barn Community Center access
- Woodmoor Drive/proposed north site access
- Woodmoor Drive/Deer Creek Road

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 1 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 1: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) ¹
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1sec or more

¹ For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 5: Existing
- Figure 8: Existing plus North Bay plus site
- Figure 9: 2042 Background
- Figure 10: 2042 Total

Woodmoor Drive/Woodmoor Barn Community Center Access

Analysis results show a LOS E for the westbound left-turn movement for the 2042 total traffic scenario. Please refer to the Figures and LOS sheets for complete results.

Woodmoor Drive/proposed north site access Change title in LOS reports to North Site Access to match the report

The projected level of service is B for the westbound approach, exiting the site. Please refer to the Figures and LOS sheets for complete results.

Woodmoor Drive/Deer Creek Road

All approaches and individual turning movements at the intersection of Woodmoor Drive/Deer Creek Road are projected to be LOS D or better through 2042 during peak hours. Please refer to the Figures and LOS sheets for complete results.

AUXILIARY TURN LANE NEEDS ANALYSIS

Woodmoor Drive/Woodmoor Barn Community Center Access

Although not required based on right-turning volume, a northbound right-turn deceleration lane currently exists at this access point.

Woodmoor Drive/proposed main site access

No auxiliary turn lanes would be needed at the proposed access point.

Woodmoor Drive/Deer Creek Road

Northbound Right-Turn Lane

Has any analysis been performed where this intersection is a roundabout? Have heard there are discussions about that possibility.

Per *ECM* criteria, exclusive right-turn lanes shall be provided for any access on a Minor Arterial or Collector with a projected peak-hour ingress turning volume of 50 vph or greater. The projected northbound right-turn volume at the site-access point is **not** expected to exceed the *ECM*-minimum right-turn volume thresholds prescribing a turn lane upon site buildout.

Southbound Left-Turn Lane

Is this meant to be Southbound Right turn? If so, per North Bay Report, this movement does exceed the threshold for auxiliary turn lanes.

Per *ECM* criteria, exclusive left-turn lanes shall be provided for any access on a Minor Arterial or Collector with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater. The projected southbound left-turn volume at the site-access point is **not** expected to exceed the *ECM*-minimum left-turn volume thresholds prescribing a turn lane upon site buildout.

Northbound Left-Turn Lane

The projected northbound left-turn volume at this intersection currently exceeds the *ECM*-minimum left-turn volume threshold of 25 vph prescribing a turn lane on Woodmoor Drive approaching Deer Creek Road. Waterside is projected to add 5 vehicles per hour to this turning movement during the morning peak hour (six percent increase over existing). However, as discussed in the 2017 North Bay TIS report, with only two through lanes and no auxiliary lanes, the pedestrian crossing distance for the school pedestrian crossing is shorter and less complex for young pedestrians than it would be with auxiliary turn lanes. The addition of auxiliary turn lanes would likely increase vehicle speeds as well. LSC recommends these factors be considered if a northbound left-turn lane is ever contemplated for installation by the County.

INTERNAL STREET CLASSIFICATIONS

The streets internal to the site will be private.

MULTI-MODAL AND PEDESTRIAN/BIKE TRANSPORTATION

- A Park-and-Ride facility is located just to the south at the northwest corner of Woodmoor Drive/State Highway 105.
- A trail along the west side of the site and a sidewalk along Woodmoor Drive are proposed. All of the internal streets within the site will have sidewalks. Figures 3 and 4 show planned sidewalk connections and pedestrian crossing locations.

ROADWAY IMPROVEMENT FEE PROGRAM

Anticipated Fees and PID Option

This project will be required to participate in the El Paso County Road Improvement Fee Program. The applicant will identify the PID option prior to plat approval.

Potentially Reimbursable Improvements Under the MTCP Fee Program

Nearby improvement projects which are potentially reimbursable under the Fee Program are (from *MTCP* Map No. 13) include:

- U20 - Monument Hill Road -Woodmoor Drive to County Line Road. - Upgrade to Rural 2 lane Collector
- U21 - Deer Creek Road - Monument Hill Road to Woodmoor Drive - Upgrade to Rural 2 lane Collector

FINDINGS & CONCLUSIONS

- The site is projected to generate about 370 external vehicle trips on the average weekday.
- During the weekday morning peak hour, approximately 7 vehicles would enter and 18 vehicles would exit the site.
- During the school mid-afternoon peak hour of 13 vehicles would enter the site while 9 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 18 vehicles would enter the site while 12 vehicles would exit.
- Please refer to the “Level of Service” section above for detailed LOS analysis results for individual turning movements and approaches at all studied intersections, during both peak hours through the 2042 horizon year.
- Please refer to the “Auxiliary Turn Lane Analysis” section for details regarding the auxiliary turn-lane needs evaluation at the study-area intersections.

* * * * *

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

Enclosures: Table 2
Figures 1-10
Traffic Count Reports
Synchro LOS Reports

Table 2

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Table 2: Trip Generation Estimate

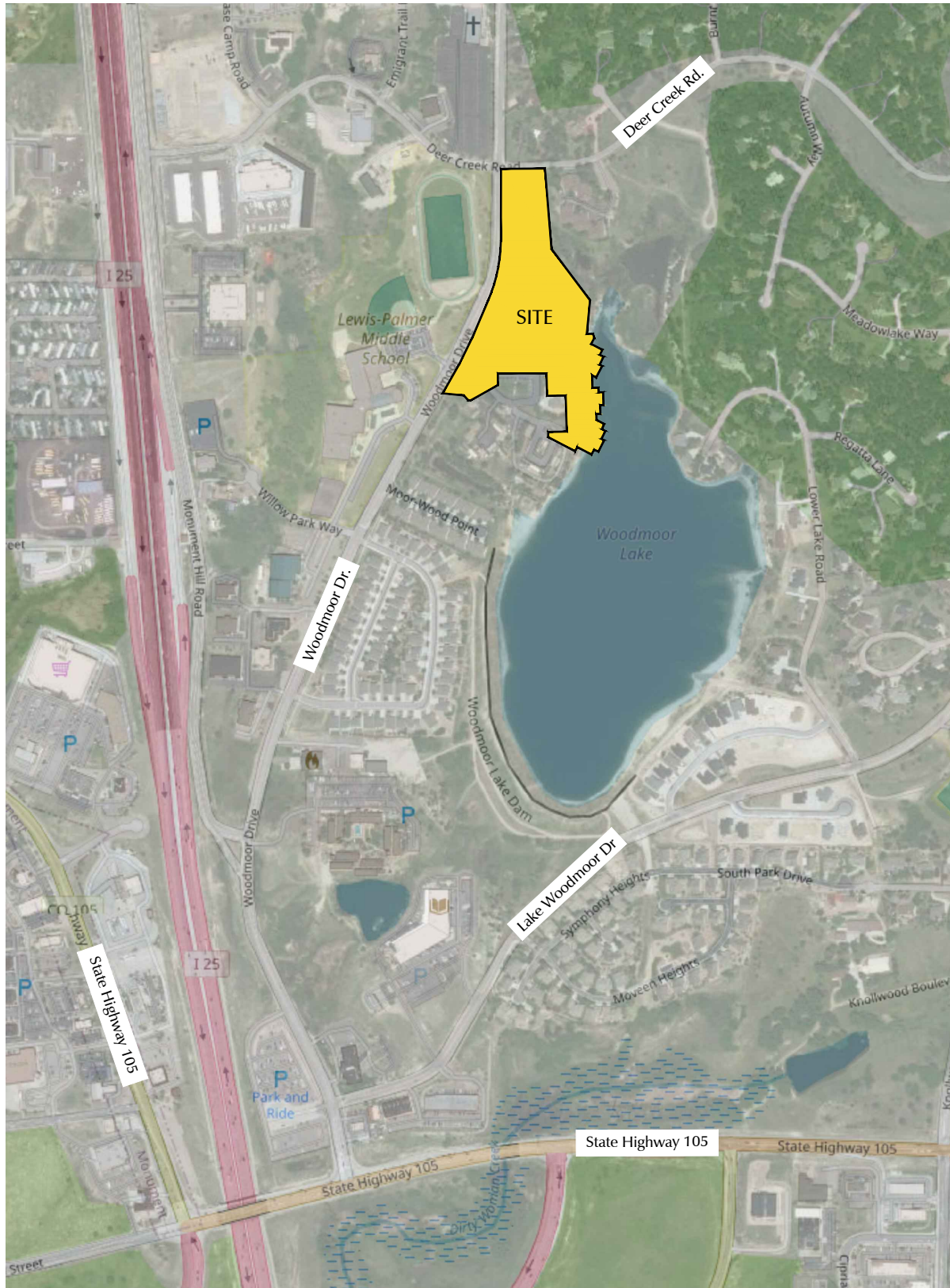
ITE		Value	Units ¹	Trip Generation Rates ²						Total Trips Generated							
Code	Description			Average Weekday	A.M. In	A.M. Out	School PM ³ In	School PM ³ Out	P.M. In	P.M. Out	Average Weekday	A.M. In	A.M. Out	School PM ³ In	School PM ³ Out	P.M. In	P.M. Out
215	Single-Family (Attached) Housing	36	DU	7.12	0.14	0.32	0.24	0.18	0.32	0.24	256	5	12	9	6	12	9
220	Multi-Family Housing (Low-Rise)	16	DU	7.16	0.13	0.41	0.30	0.17	0.40	0.24	115	2	7	5	3	6	4
		52								Total	371	7	18	13	9	18	12

¹ DU = dwelling units

² Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

³ Source: *Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use* by ITE (assumes school PM peak of 2:15pm - 3:15pm)

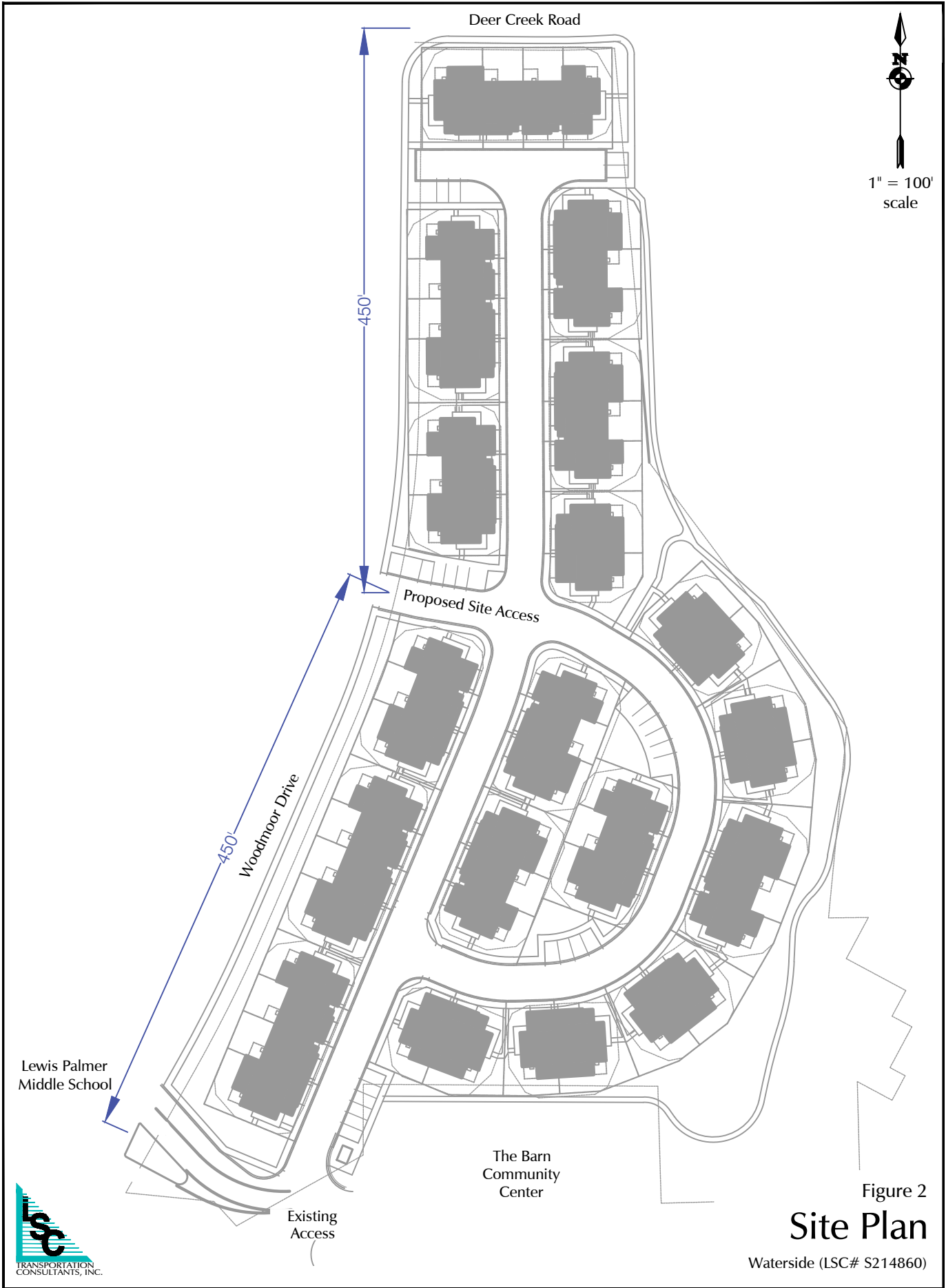
Figures 1-10



North Arrow
Not to scale



Figure 1
Vicinity Map
Waterside (LSC# S214860)




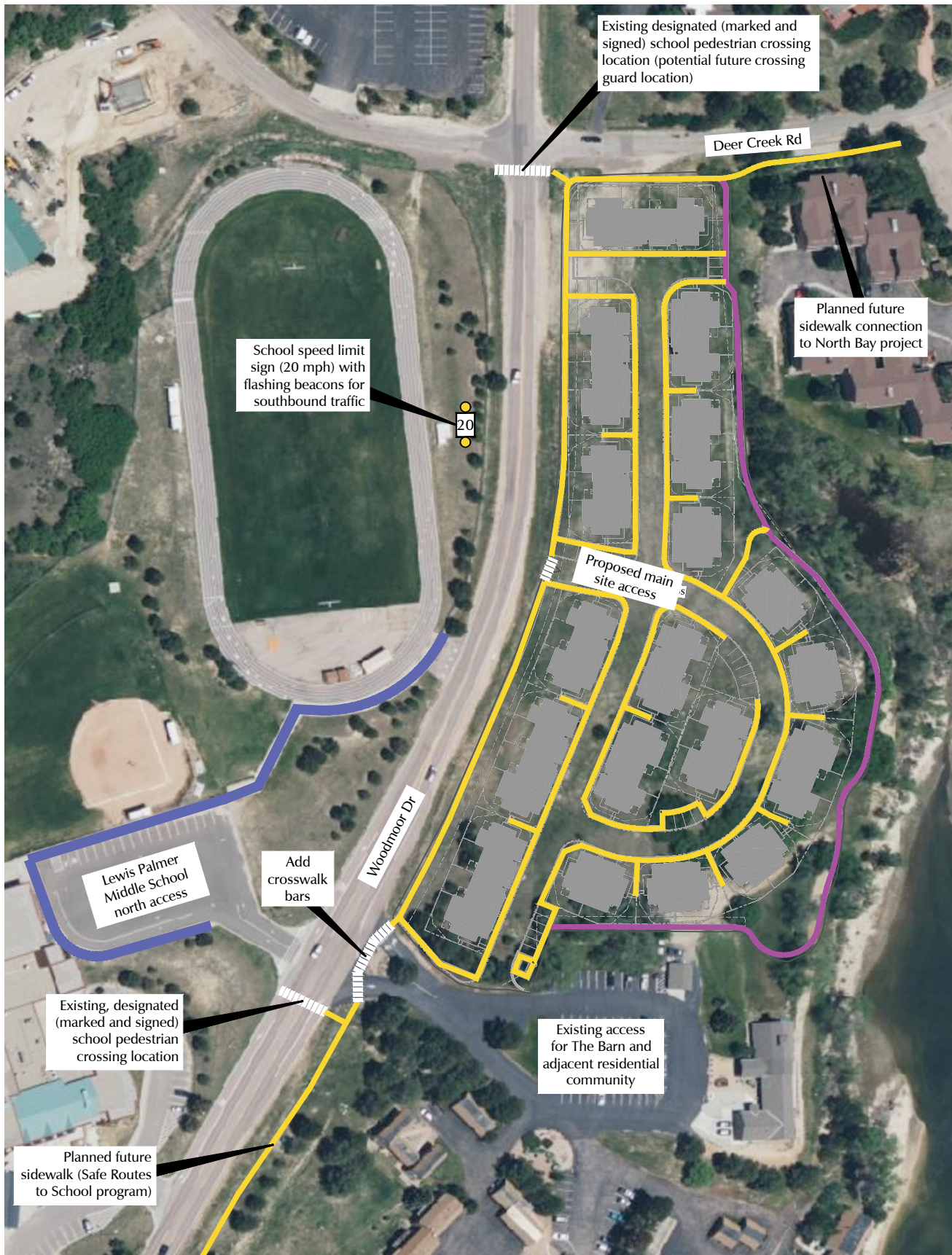

 1" = 100'
 scale

Figure 2
Site Plan

Waterside (LSC# S214860)

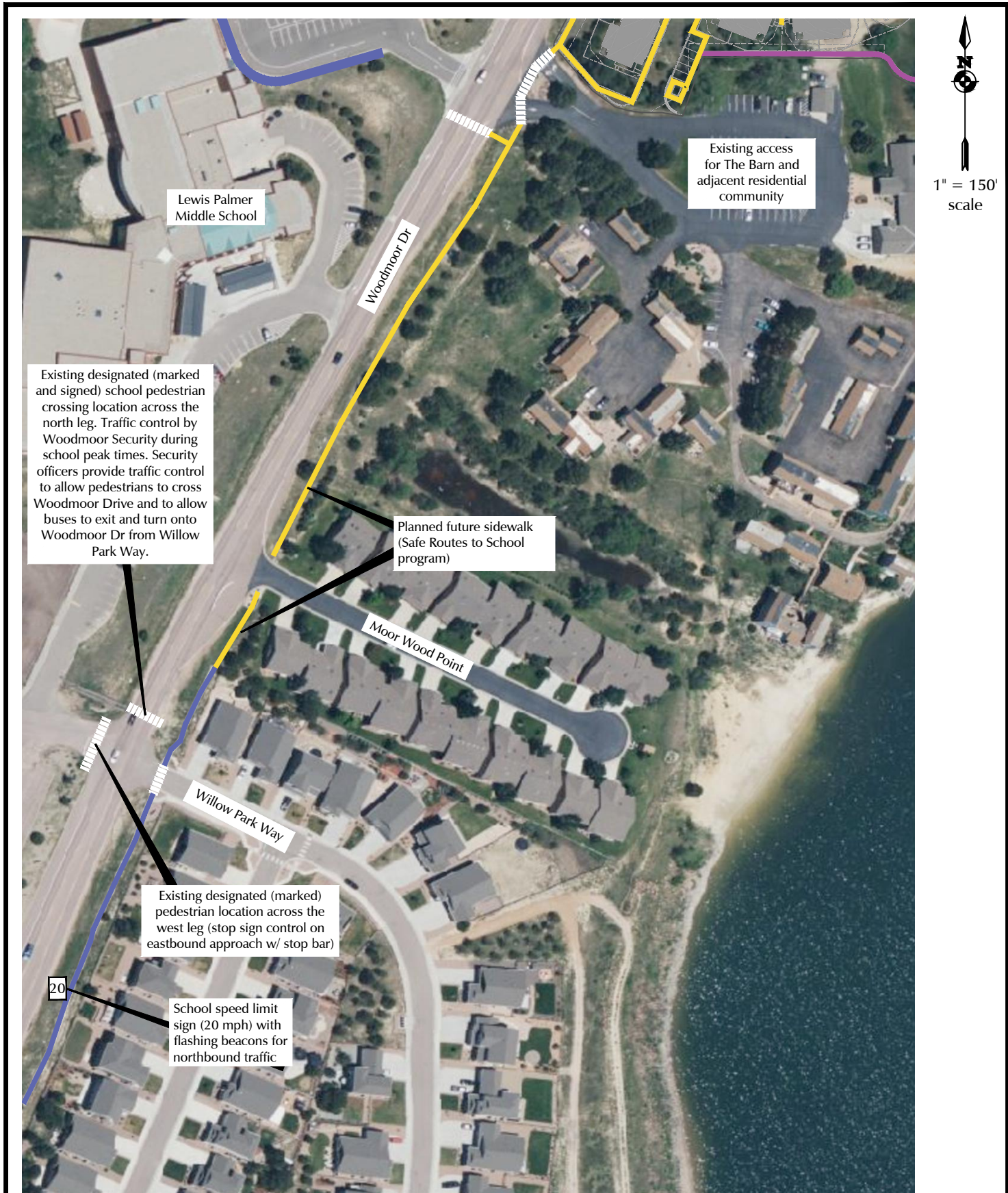




North Arrow
1" = 150' scale

- ▬ Existing crosswalk markings (or proposed, where noted)
- ▬ Proposed/future sidewalk
- ▬ Proposed trail
- ▬ Existing concrete path

Figure 3
**Pedestrian and Bike
Circulation (Part 1)**



1" = 150' scale

- Existing crosswalk markings
- Proposed sidewalk
- Proposed trail
- Existing concrete path
- No sidewalk on west side

Figure 4
**Pedestrian and Bike
 Circulation (Part 2)**

Waterside (LSC# S214860)

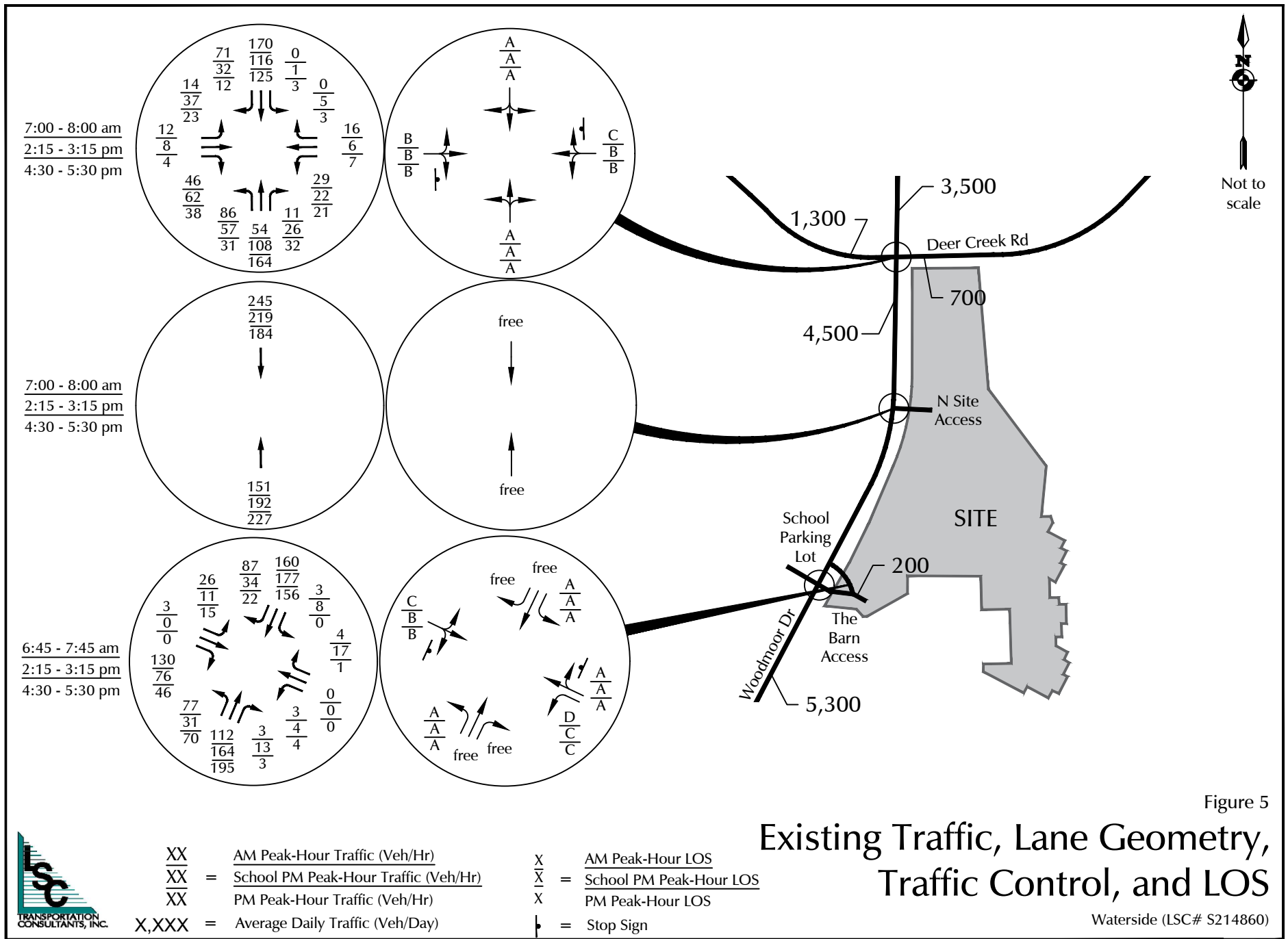
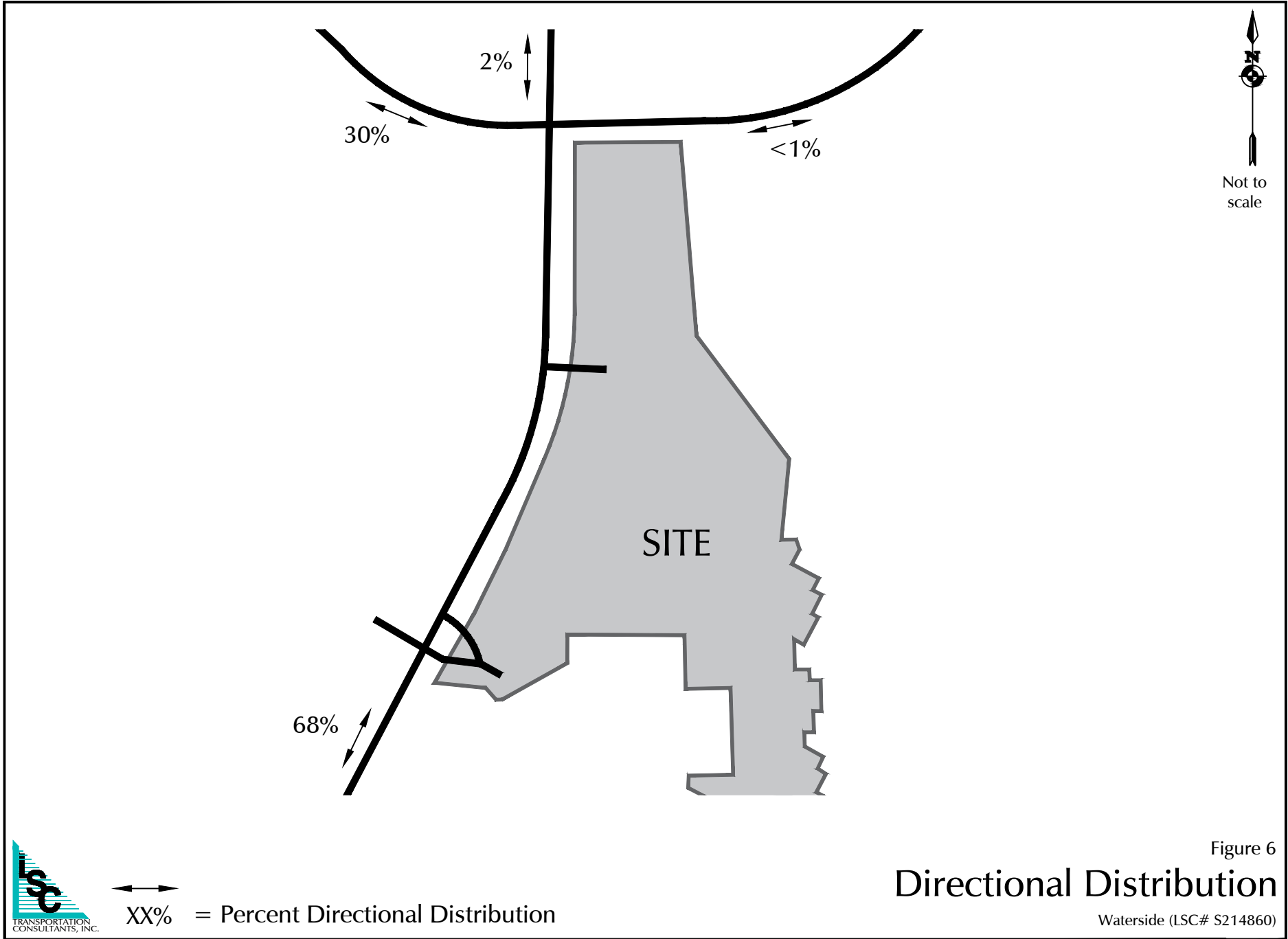


Figure 5

Existing Traffic, Lane Geometry, Traffic Control, and LOS

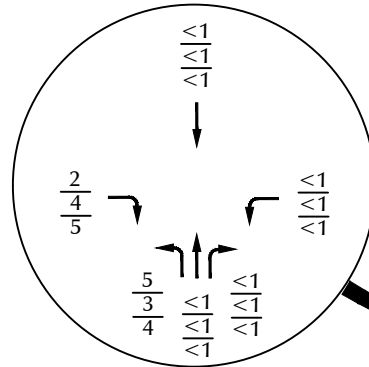
Waterside (LSC# S214860)



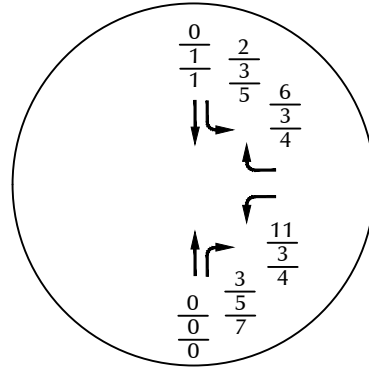


Not to scale

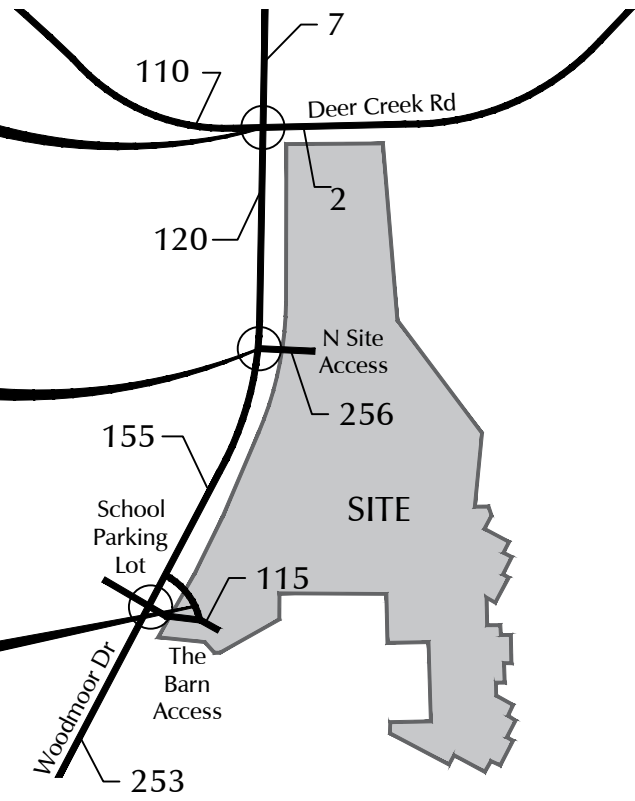
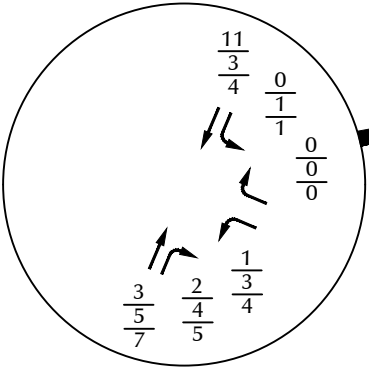
7:00 - 8:00 am
 2:15 - 3:15 pm
 4:30 - 5:30 pm



7:00 - 8:00 am
 2:15 - 3:15 pm
 4:30 - 5:30 pm



6:45 - 7:45 am
 2:15 - 3:15 pm
 4:30 - 5:30 pm



- XX = AM Peak-Hour Traffic (Veh/Hr)
- XX = School PM Peak-Hour Traffic (Veh/Hr)
- XX = PM Peak-Hour Traffic (Veh/Hr)
- X,XXX = Average Daily Traffic (Veh/Day)

Figure 7
 Site-Generated Traffic

Waterside (LSC# S214860)

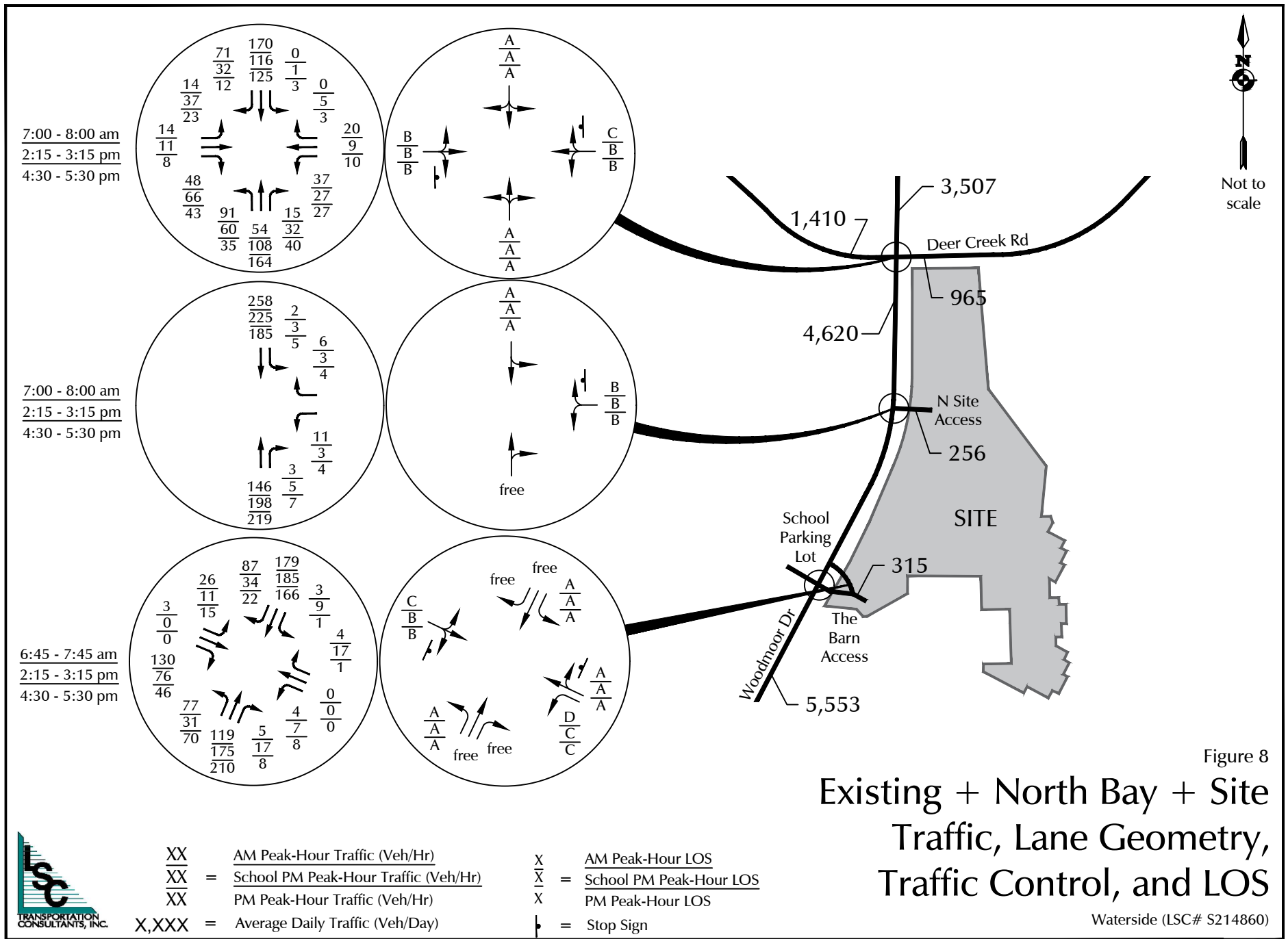
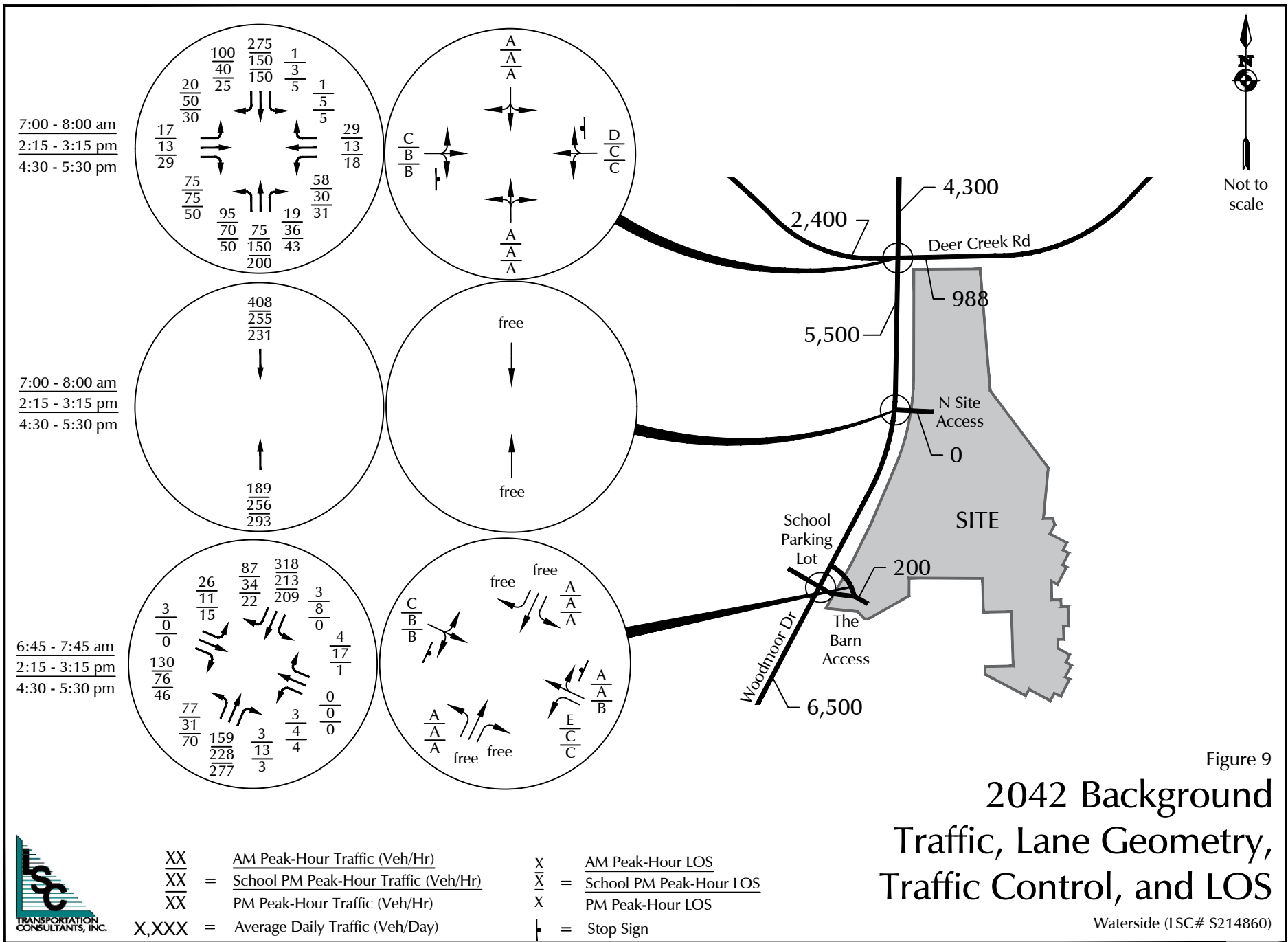
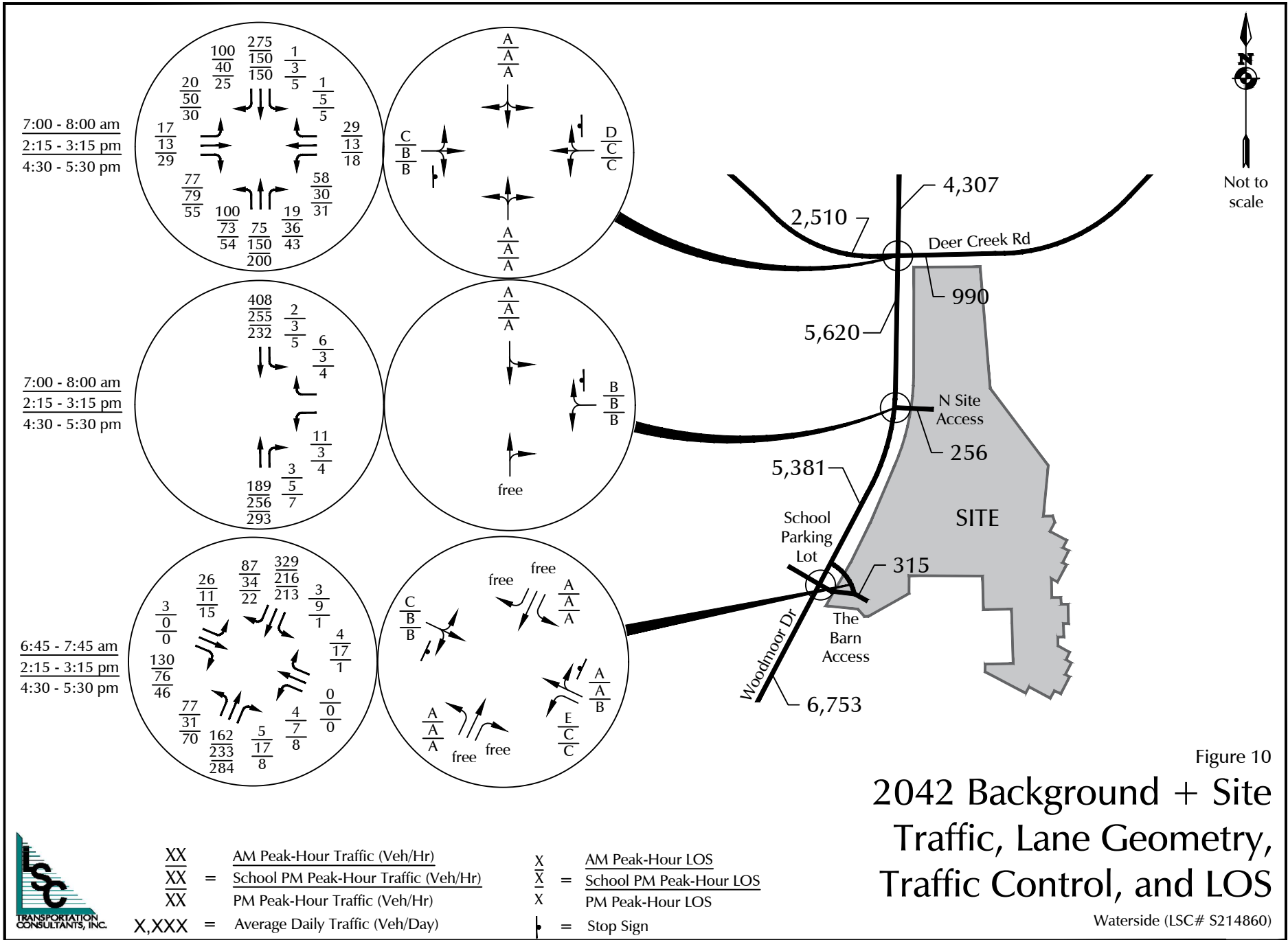


Figure 8
**Existing + North Bay + Site
 Traffic, Lane Geometry,
 Traffic Control, and LOS**

Waterside (LSC# S214860)





Traffic Counts



LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Woodmoor Dr- The Barn AM
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	25	1	0	26	2	0	0	0	2	0	14	0	0	14	0	0	1	0	1	43
06:45 AM	0	32	12	0	44	1	0	0	0	1	14	11	0	0	25	2	0	10	0	12	82
Total	0	57	13	0	70	3	0	0	0	3	14	25	0	0	39	2	0	11	0	13	125
07:00 AM	0	37	63	0	100	1	0	2	0	3	42	28	0	0	70	16	2	70	0	88	261
07:15 AM	2	40	12	0	54	1	0	2	0	3	20	58	3	0	81	8	1	50	0	59	197
07:30 AM	1	51	0	0	52	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	68
07:45 AM	0	45	0	0	45	4	0	0	0	4	0	22	2	0	24	0	0	0	0	0	73
Total	3	173	75	0	251	6	0	4	0	10	63	123	5	0	191	24	3	120	0	147	599
08:00 AM	0	34	0	0	34	1	0	0	0	1	0	24	2	0	26	0	0	0	0	0	61
08:15 AM	0	50	0	0	50	1	0	1	0	2	0	35	2	0	37	0	0	0	0	0	89
Grand Total	3	314	88	0	405	11	0	5	0	16	77	207	9	0	293	26	3	131	0	160	874
Apprch %	0.7	77.5	21.7	0		68.8	0	31.2	0		26.3	70.6	3.1	0		16.2	1.9	81.9	0		
Total %	0.3	35.9	10.1	0	46.3	1.3	0	0.6	0	1.8	8.8	23.7	1	0	33.5	3	0.3	15	0	18.3	

LSC Transportation Consultants, Inc.

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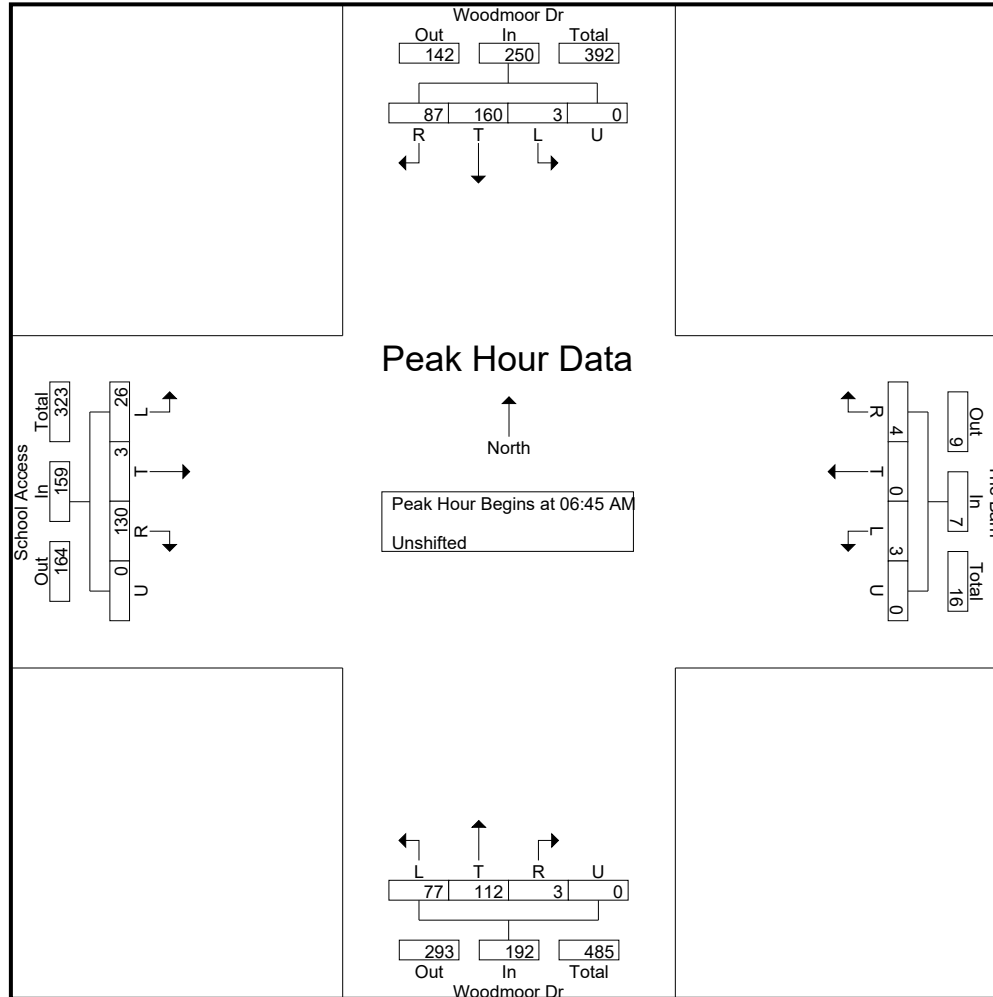
File Name : Woodmoor Dr- The Barn AM
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 2

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	0	32	12	0	44	1	0	0	0	1	14	11	0	0	25	2	0	10	0	12	82
7:00:00 AM	0	37	63	0	100	1	0	2	0	3	42	28	0	0	70	16	2	70	0	88	261
7:15:00 AM	2	40	12	0	54	1	0	2	0	3	20	58	3	0	81	8	1	50	0	59	197
7:30:00 AM	1	51	0	0	52	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	68
Total Volume	3	160	87	0	250	3	0	4	0	7	77	112	3	0	192	26	3	130	0	159	608
% App. Total	1.2	64	34.8	0		42.9	0	57.1	0		40.1	58.3	1.6	0		16.4	1.9	81.8	0		
PHF	.375	.784	.345	.000	.625	.750	.000	.500	.000	.583	.458	.483	.250	.000	.593	.406	.375	.464	.000	.452	.582

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File Name : Woodmoor Dr- The Barn AM
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 3



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File Name : Woodmoor Dr- The Barn AM
 Site Code : S214860
 Start Date : 9/21/2021
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Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

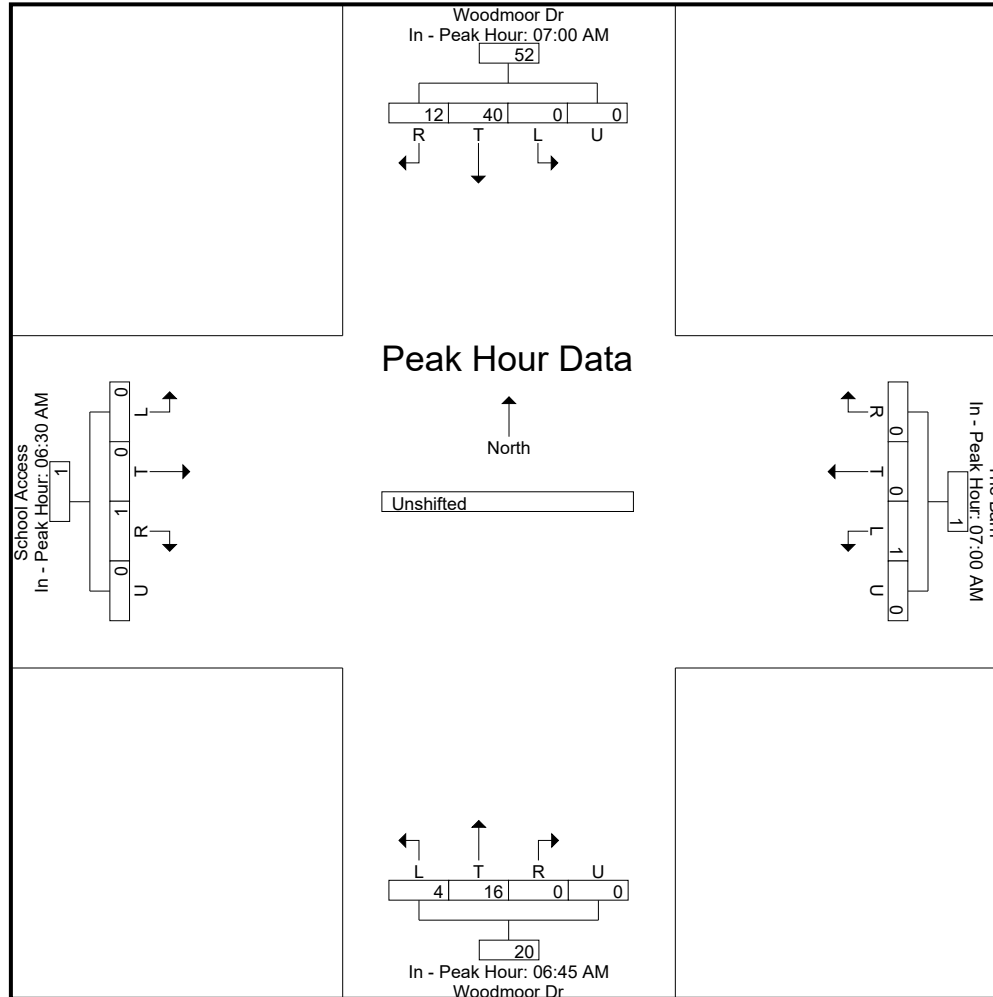
Peak Hour for Each Approach Begins at:

	7:00:00 AM					7:00:00 AM					6:45:00 AM					6:30:00 AM				
+0 mins.	0	37	63	0	100	1	0	2	0	3	14	11	0	0	25	0	0	1	0	1
+5 mins.	2	40	12	0	54	1	0	2	0	3	42	28	0	0	70	2	0	10	0	12
+10 mins.	1	51	0	0	52	0	0	0	0	0	20	58	3	0	81	16	2	70	0	88
+15 mins.	0	45	0	0	45	4	0	0	0	4	1	15	0	0	16	8	1	50	0	59
Total Volume	3	173	75	0	251	6	0	4	0	10	77	112	3	0	192	26	3	131	0	160
% App. Total	1.2	68.9	29.9	0		60	0	40	0		40.1	58.3	1.6	0		16.2	1.9	81.9	0	
PHF	.375	.848	.298	.000	.628	.375	.000	.500	.000	.625	.458	.483	.250	.000	.593	.406	.375	.468	.000	.455

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File Name : Woodmoor Dr- The Barn AM
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File Name : Woodmoor Dr - The Barn Mid
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
01:30 PM	0	20	0	0	20	1	0	0	0	1	1	18	0	0	19	0	0	0	0	0	40
01:45 PM	1	41	0	0	42	1	0	0	0	1	4	41	4	0	49	0	0	0	0	0	92
Total	1	61	0	0	62	2	0	0	0	2	5	59	4	0	68	0	0	0	0	0	132
02:00 PM	0	39	5	0	44	0	0	0	0	0	11	34	2	0	47	0	0	0	0	0	91
02:15 PM	2	53	2	0	57	2	0	2	0	4	2	43	3	0	48	0	0	0	0	0	109
02:30 PM	6	35	23	0	64	0	0	13	0	13	21	43	6	0	70	1	0	58	0	59	206
02:45 PM	0	31	6	0	37	0	0	0	0	0	5	39	3	0	47	9	0	12	0	21	105
Total	8	158	36	0	202	2	0	15	0	17	39	159	14	0	212	10	0	70	0	80	511
03:00 PM	0	58	3	0	61	2	0	2	0	4	3	39	1	0	43	1	0	6	0	7	115
03:15 PM	0	35	1	0	36	0	0	2	0	2	5	48	2	0	55	0	0	2	0	2	95
Grand Total	9	312	40	0	361	6	0	19	0	25	52	305	21	0	378	11	0	78	0	89	853
Apprch %	2.5	86.4	11.1	0		24	0	76	0		13.8	80.7	5.6	0		12.4	0	87.6	0		
Total %	1.1	36.6	4.7	0	42.3	0.7	0	2.2	0	2.9	6.1	35.8	2.5	0	44.3	1.3	0	9.1	0	10.4	

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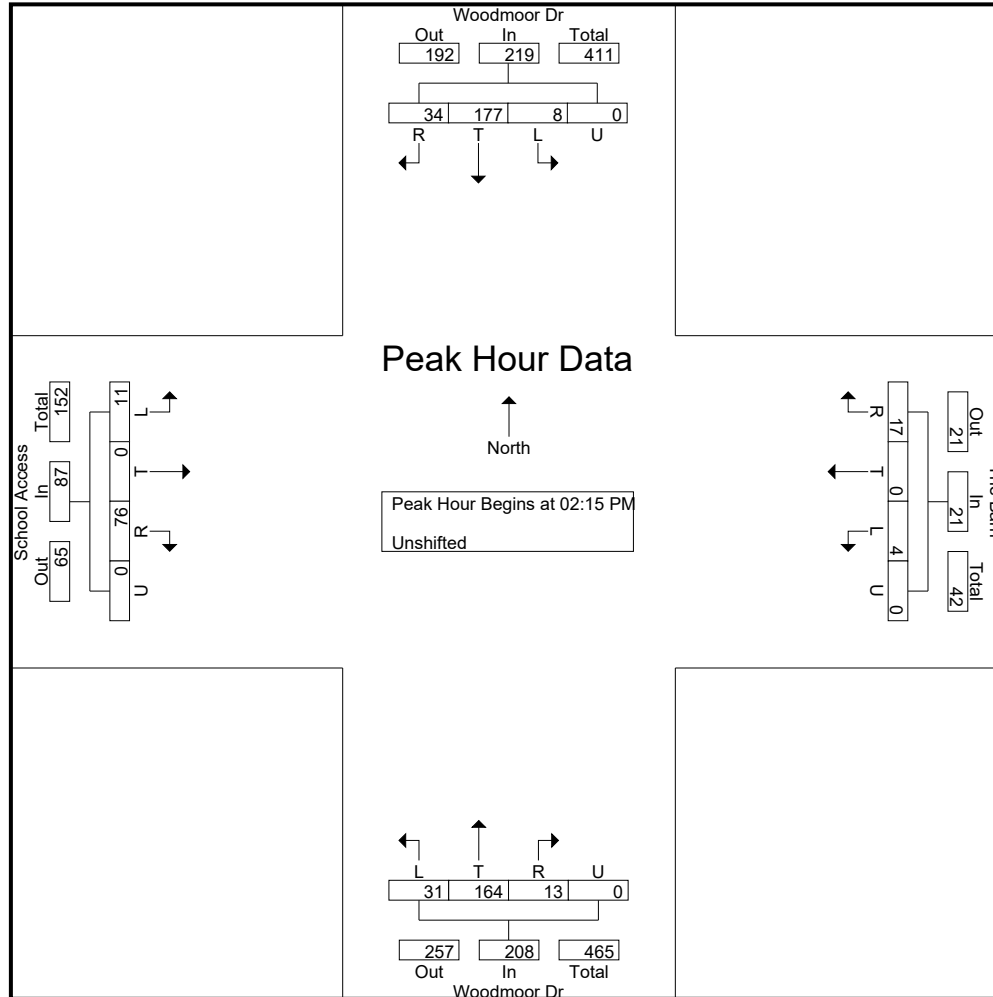
File Name : Woodmoor Dr - The Barn Mid
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 2

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 1:30:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:15:00 PM																					
2:15:00 PM	2	53	2	0	57	2	0	2	0	4	2	43	3	0	48	0	0	0	0	0	109
2:30:00 PM	6	35	23	0	64	0	0	13	0	13	21	43	6	0	70	1	0	58	0	59	206
2:45:00 PM	0	31	6	0	37	0	0	0	0	0	5	39	3	0	47	9	0	12	0	21	105
3:00:00 PM	0	58	3	0	61	2	0	2	0	4	3	39	1	0	43	1	0	6	0	7	115
Total Volume	8	177	34	0	219	4	0	17	0	21	31	164	13	0	208	11	0	76	0	87	535
% App. Total	3.7	80.8	15.5	0		19	0	81	0		14.9	78.8	6.2	0		12.6	0	87.4	0		
PHF	.333	.763	.370	.000	.855	.500	.000	.327	.000	.404	.369	.953	.542	.000	.743	.306	.000	.328	.000	.369	.649

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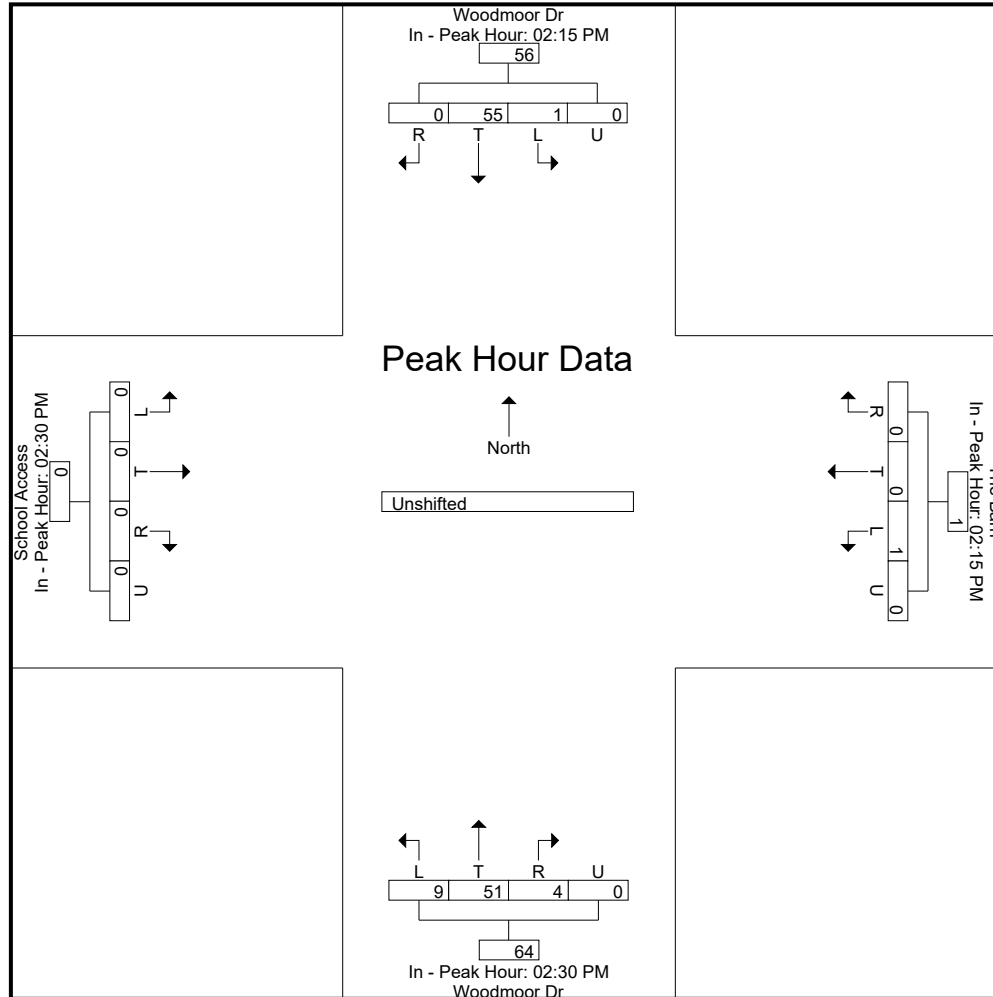
File Name : Woodmoor Dr - The Barn Mid
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 4

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 1:30:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	2:15:00 PM					2:15:00 PM					2:30:00 PM					2:30:00 PM					
+0 mins.	2	53	2	0	57	2	0	2	0	4	21	43	6	0	70	1	0	58	0	59	
+5 mins.	6	35	23	0	64	0	0	13	0	13	5	39	3	0	47	9	0	12	0	21	
+10 mins.	0	31	6	0	37	0	0	0	0	0	3	39	1	0	43	1	0	6	0	7	
+15 mins.	0	58	3	0	61	2	0	2	0	4	5	48	2	0	55	0	0	2	0	2	
Total Volume	8	177	34	0	219	4	0	17	0	21	34	169	12	0	215	11	0	78	0	89	
% App. Total	3.7	80.8	15.5	0		19	0	81	0		15.8	78.6	5.6	0		12.4	0	87.6	0		
PHF	.333	.763	.370	.000	.855	.500	.000	.327	.000	.404	.405	.880	.500	.000	.768	.306	.000	.336	.000	.377	

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File Name : Woodmoor Dr - The Barn PM
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	50	3	0	53	2	0	2	0	4	4	58	1	0	63	3	0	8	0	11	131
04:15 PM	0	47	8	0	55	1	0	0	0	1	7	45	0	0	52	1	0	2	0	3	111
04:30 PM	0	34	3	0	37	0	0	0	0	0	9	61	0	0	70	3	0	3	0	6	113
04:45 PM	0	37	6	0	43	0	0	0	0	0	19	51	2	0	72	0	0	1	0	1	116
Total	0	168	20	0	188	3	0	2	0	5	39	215	3	0	257	7	0	14	0	21	471
05:00 PM	0	48	8	0	56	2	0	0	0	2	25	39	1	1	66	4	0	9	0	13	137
05:15 PM	0	37	5	0	42	2	0	1	0	3	17	44	0	0	61	8	0	33	0	41	147
05:30 PM	0	35	2	0	37	3	0	1	0	4	6	40	1	0	47	0	0	4	0	4	92
05:45 PM	0	46	1	0	47	2	0	0	0	2	14	47	0	0	61	5	0	7	0	12	122
Total	0	166	16	0	182	9	0	2	0	11	62	170	2	1	235	17	0	53	0	70	498
Grand Total	0	334	36	0	370	12	0	4	0	16	101	385	5	1	492	24	0	67	0	91	969
Apprch %	0	90.3	9.7	0		75	0	25	0		20.5	78.3	1	0.2		26.4	0	73.6	0		
Total %	0	34.5	3.7	0	38.2	1.2	0	0.4	0	1.7	10.4	39.7	0.5	0.1	50.8	2.5	0	6.9	0	9.4	

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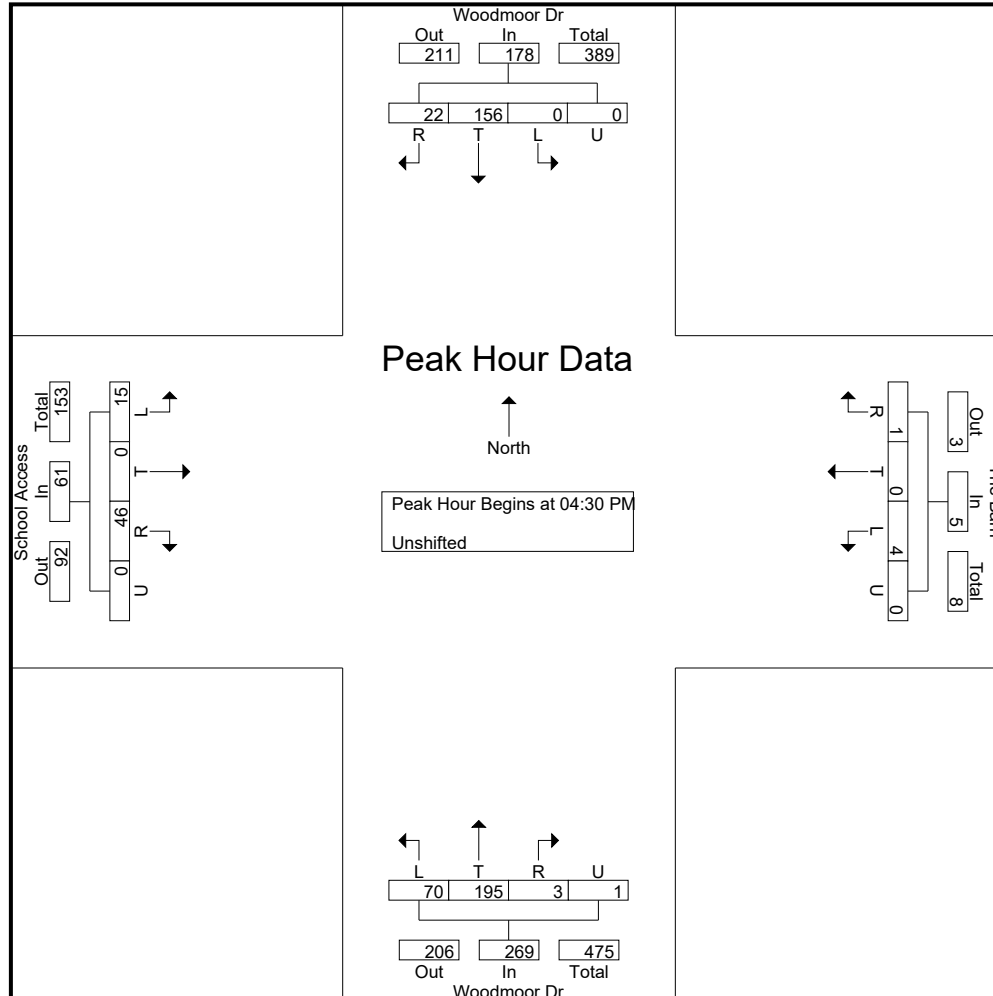
File Name : Woodmoor Dr - The Barn PM
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 2

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	34	3	0	37	0	0	0	0	0	9	61	0	0	70	3	0	3	0	6	113
4:45:00 PM	0	37	6	0	43	0	0	0	0	0	19	51	2	0	72	0	0	1	0	1	116
5:00:00 PM	0	48	8	0	56	2	0	0	0	2	25	39	1	1	66	4	0	9	0	13	137
5:15:00 PM	0	37	5	0	42	2	0	1	0	3	17	44	0	0	61	8	0	33	0	41	147
Total Volume	0	156	22	0	178	4	0	1	0	5	70	195	3	1	269	15	0	46	0	61	513
% App. Total	0	87.6	12.4	0		80	0	20	0		26	72.5	1.1	0.4		24.6	0	75.4	0		
PHF	.000	.813	.688	.000	.795	.500	.000	.250	.000	.417	.700	.799	.375	.250	.934	.469	.000	.348	.000	.372	.872

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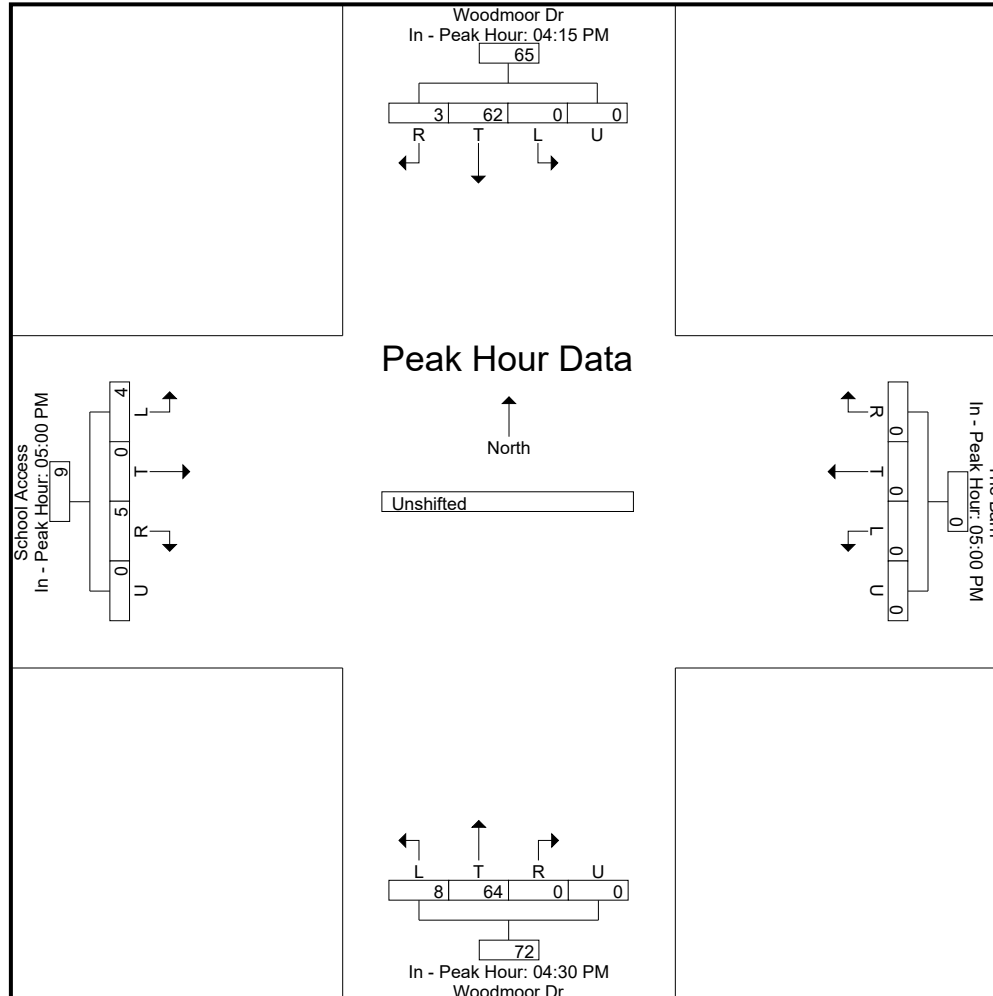
File Name : Woodmoor Dr - The Barn PM
 Site Code : S214860
 Start Date : 9/21/2021
 Page No : 4

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Access Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:15:00 PM					5:00:00 PM					4:30:00 PM					5:00:00 PM					
+0 mins.	0	47	8	0	55	2	0	0	0	2	9	61	0	0	70	4	0	9	0	13	
+5 mins.	0	34	3	0	37	2	0	1	0	3	19	51	2	0	72	8	0	33	0	41	
+10 mins.	0	37	6	0	43	3	0	1	0	4	25	39	1	1	66	0	0	4	0	4	
+15 mins.	0	48	8	0	56	2	0	0	0	2	17	44	0	0	61	5	0	7	0	12	
Total Volume	0	166	25	0	191	9	0	2	0	11	70	195	3	1	269	17	0	53	0	70	
% App. Total	0	86.9	13.1	0		81.8	0	18.2	0		26	72.5	1.1	0.4		24.3	0	75.7	0		
PHF	.000	.865	.781	.000	.853	.750	.000	.500	.000	.688	.700	.799	.375	.250	.934	.531	.000	.402	.000	.427	

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File Name : Woodmoor Dr - The Barn PM
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File Name : Woodmoor Dr - Deer Creek Rd AM
 Site Code : S214860
 Start Date : 9/30/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Rd Southbound					Deer Creek Rd Westbound					Woodmoor Rd Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	23	0	0	23	0	0	0	0	0	3	5	0	0	8	0	0	2	0	2	33
06:45 AM	0	34	3	0	37	2	0	0	0	2	9	8	1	0	18	0	0	9	0	9	66
Total	0	57	3	0	60	2	0	0	0	2	12	13	1	0	26	0	0	11	0	11	99
07:00 AM	0	63	13	0	76	13	4	0	0	17	26	18	4	0	48	1	0	25	0	26	167
07:15 AM	0	41	49	0	90	8	4	0	0	12	49	10	3	0	62	2	3	11	0	16	180
07:30 AM	0	29	5	0	34	3	7	0	0	10	5	13	0	0	18	10	9	6	0	25	87
07:45 AM	0	37	4	0	41	5	1	0	0	6	6	13	4	0	23	1	0	4	0	5	75
Total	0	170	71	0	241	29	16	0	0	45	86	54	11	0	151	14	12	46	0	72	509
08:00 AM	1	30	0	0	31	6	1	1	0	8	9	13	1	0	23	1	0	4	0	5	67
08:15 AM	0	35	3	0	38	1	1	1	0	3	13	16	6	0	35	0	0	2	0	2	78
Grand Total	1	292	77	0	370	38	18	2	0	58	120	96	19	0	235	15	12	63	0	90	753
Apprch %	0.3	78.9	20.8	0		65.5	31	3.4	0		51.1	40.9	8.1	0		16.7	13.3	70	0		
Total %	0.1	38.8	10.2	0	49.1	5	2.4	0.3	0	7.7	15.9	12.7	2.5	0	31.2	2	1.6	8.4	0	12	

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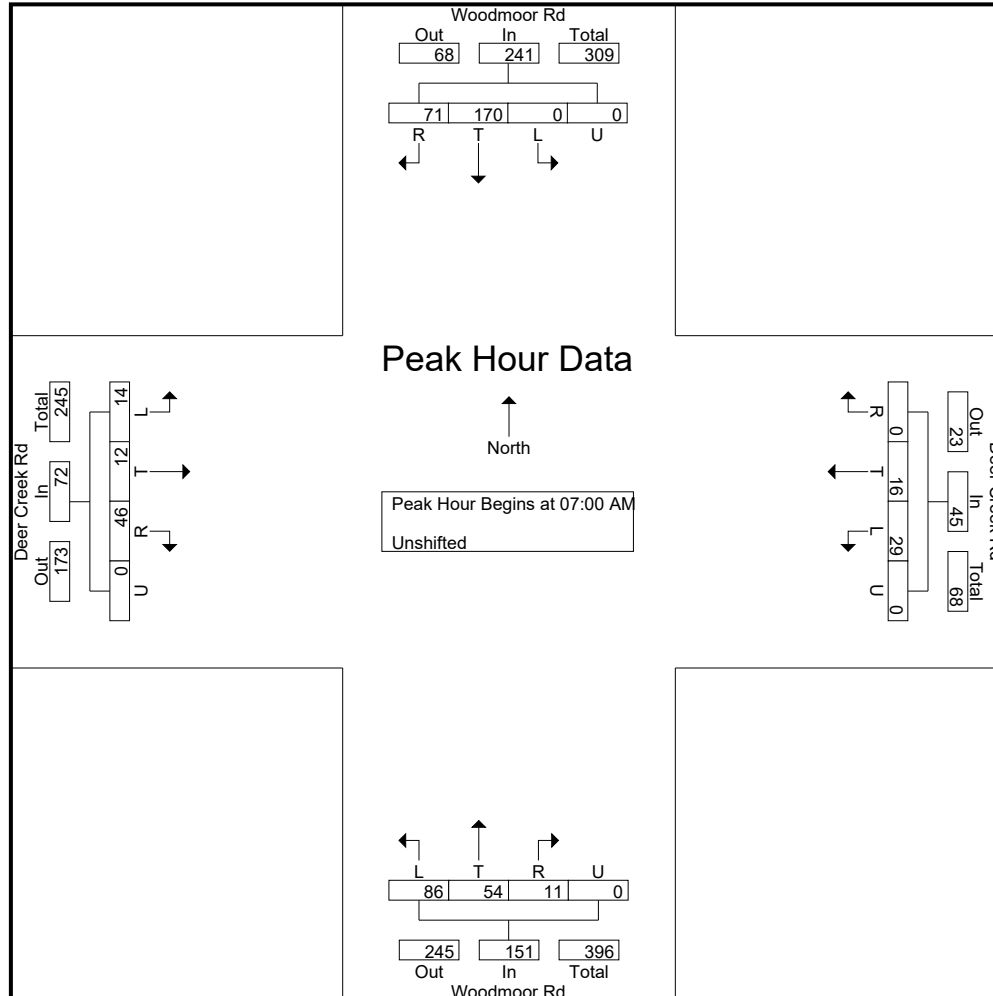
File Name : Woodmoor Dr - Deer Creek Rd AM
 Site Code : S214860
 Start Date : 9/30/2021
 Page No : 2

Start Time	Woodmoor Rd Southbound					Deer Creek Rd Westbound					Woodmoor Rd Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	0	63	13	0	76	13	4	0	0	17	26	18	4	0	48	1	0	25	0	26	167
7:15:00 AM	0	41	49	0	90	8	4	0	0	12	49	10	3	0	62	2	3	11	0	16	180
7:30:00 AM	0	29	5	0	34	3	7	0	0	10	5	13	0	0	18	10	9	6	0	25	87
7:45:00 AM	0	37	4	0	41	5	1	0	0	6	6	13	4	0	23	1	0	4	0	5	75
Total Volume	0	170	71	0	241	29	16	0	0	45	86	54	11	0	151	14	12	46	0	72	509
% App. Total	0	70.5	29.5	0		64.4	35.6	0	0		57	35.8	7.3	0		19.4	16.7	63.9	0		
PHF	.000	.675	.362	.000	.669	.558	.571	.000	.000	.662	.439	.750	.688	.000	.609	.350	.333	.460	.000	.692	.707

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File Name : Woodmoor Dr - Deer Creek Rd AM
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File Name : Woodmoor Dr - Deer Creek Rd AM
 Site Code : S214860
 Start Date : 9/30/2021
 Page No : 4

Start Time	Woodmoor Rd Southbound					Deer Creek Rd Westbound					Woodmoor Rd Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

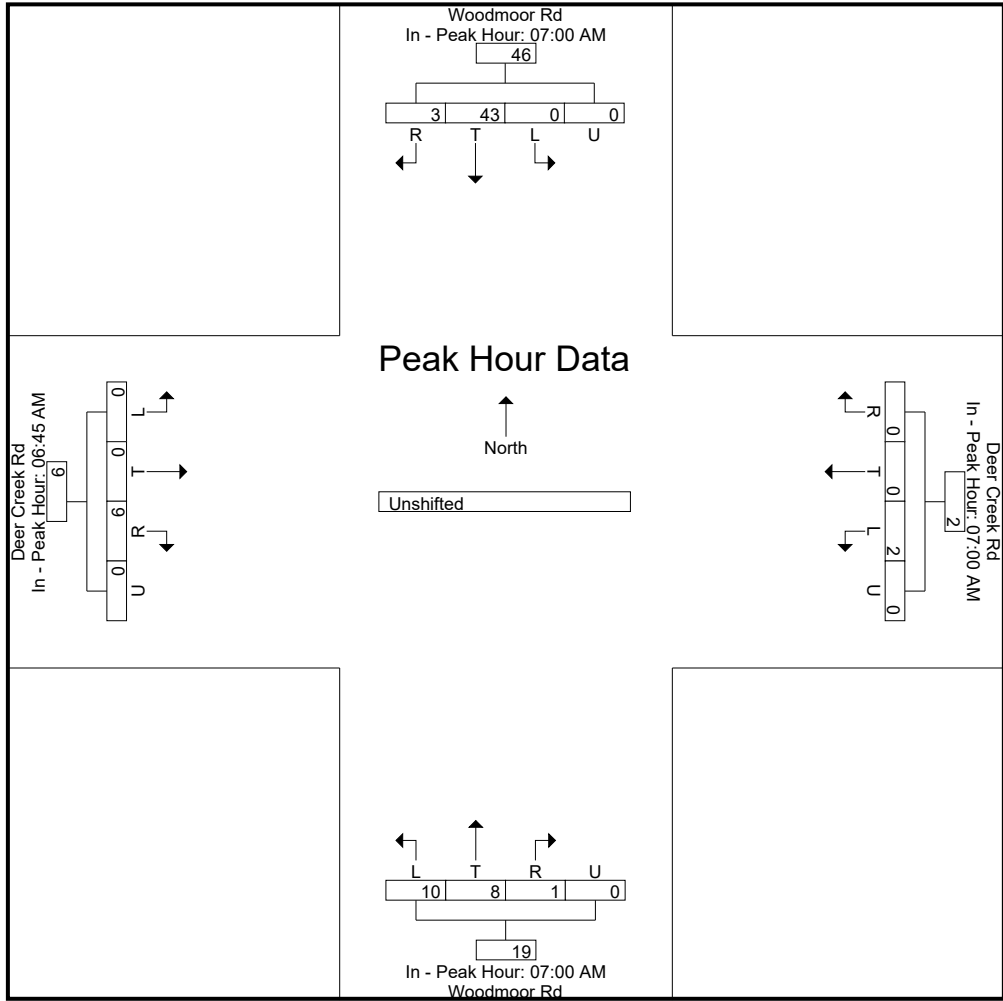
Peak Hour for Each Approach Begins at:

	7:00:00 AM					7:00:00 AM					7:00:00 AM					6:45:00 AM				
+0 mins.	0	63	13	0	76	13	4	0	0	17	26	18	4	0	48	0	0	9	0	9
+5 mins.	0	41	49	0	90	8	4	0	0	12	49	10	3	0	62	1	0	25	0	26
+10 mins.	0	29	5	0	34	3	7	0	0	10	5	13	0	0	18	2	3	11	0	16
+15 mins.	0	37	4	0	41	5	1	0	0	6	6	13	4	0	23	10	9	6	0	25
Total Volume	0	170	71	0	241	29	16	0	0	45	86	54	11	0	151	13	12	51	0	76
% App. Total	0	70.5	29.5	0		64.4	35.6	0	0		57	35.8	7.3	0		17.1	15.8	67.1	0	
PHF	.000	.675	.362	.000	.669	.558	.571	.000	.000	.662	.439	.750	.688	.000	.609	.325	.333	.510	.000	.731

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719-633-2868

File Name : Woodmoor Dr - Deer Creek Rd AM
Site Code : S214860
Start Date : 9/30/2021
Page No : 5



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2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Woodmoor Dr - Deer Creek Rd Mid
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
01:30 PM	0	19	1	0	20	4	0	1	0	5	5	12	6	0	23	0	0	3	0	3	51
01:45 PM	0	34	3	0	37	4	3	0	0	7	8	25	4	0	37	1	0	6	0	7	88
Total	0	53	4	0	57	8	3	1	0	12	13	37	10	0	60	1	0	9	0	10	139
02:00 PM	0	26	2	0	28	6	0	0	0	6	4	27	5	0	36	1	0	15	0	16	86
02:15 PM	0	33	3	0	36	8	2	1	0	11	10	22	7	0	39	2	1	16	0	19	105
02:30 PM	0	27	14	0	41	4	0	1	0	5	13	27	11	2	53	5	0	15	0	20	119
02:45 PM	1	27	11	0	39	5	3	1	0	9	26	32	2	0	60	9	2	3	0	14	122
Total	1	113	30	0	144	23	5	3	0	31	53	108	25	2	188	17	3	49	0	69	432
03:00 PM	0	29	4	0	33	5	1	2	0	8	8	27	6	0	41	21	5	28	0	54	136
03:15 PM	0	29	0	0	29	6	0	0	0	6	8	35	5	0	48	2	1	4	0	7	90
Grand Total	1	224	38	0	263	42	9	6	0	57	82	207	46	2	337	41	9	90	0	140	797
Apprch %	0.4	85.2	14.4	0		73.7	15.8	10.5	0		24.3	61.4	13.6	0.6		29.3	6.4	64.3	0		
Total %	0.1	28.1	4.8	0	33	5.3	1.1	0.8	0	7.2	10.3	26	5.8	0.3	42.3	5.1	1.1	11.3	0	17.6	

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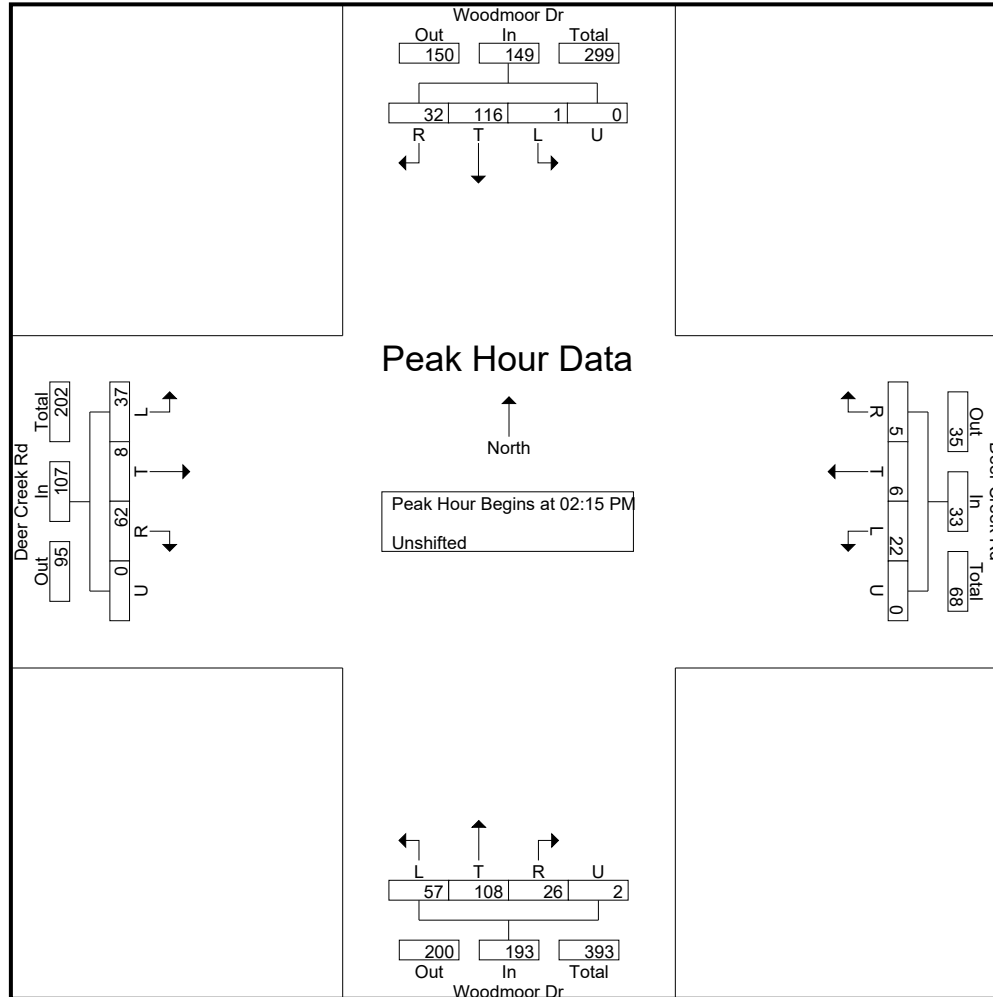
File Name : Woodmoor Dr - Deer Creek Rd Mid
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 2

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 1:30:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:15:00 PM																					
2:15:00 PM	0	33	3	0	36	8	2	1	0	11	10	22	7	0	39	2	1	16	0	19	105
2:30:00 PM	0	27	14	0	41	4	0	1	0	5	13	27	11	2	53	5	0	15	0	20	119
2:45:00 PM	1	27	11	0	39	5	3	1	0	9	26	32	2	0	60	9	2	3	0	14	122
3:00:00 PM	0	29	4	0	33	5	1	2	0	8	8	27	6	0	41	21	5	28	0	54	136
Total Volume	1	116	32	0	149	22	6	5	0	33	57	108	26	2	193	37	8	62	0	107	482
% App. Total	0.7	77.9	21.5	0		66.7	18.2	15.2	0		29.5	56	13.5	1		34.6	7.5	57.9	0		
PHF	.250	.879	.571	.000	.909	.688	.500	.625	.000	.750	.548	.844	.591	.250	.804	.440	.400	.554	.000	.495	.886

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File Name : Woodmoor Dr - Deer Creek Rd Mid
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 3



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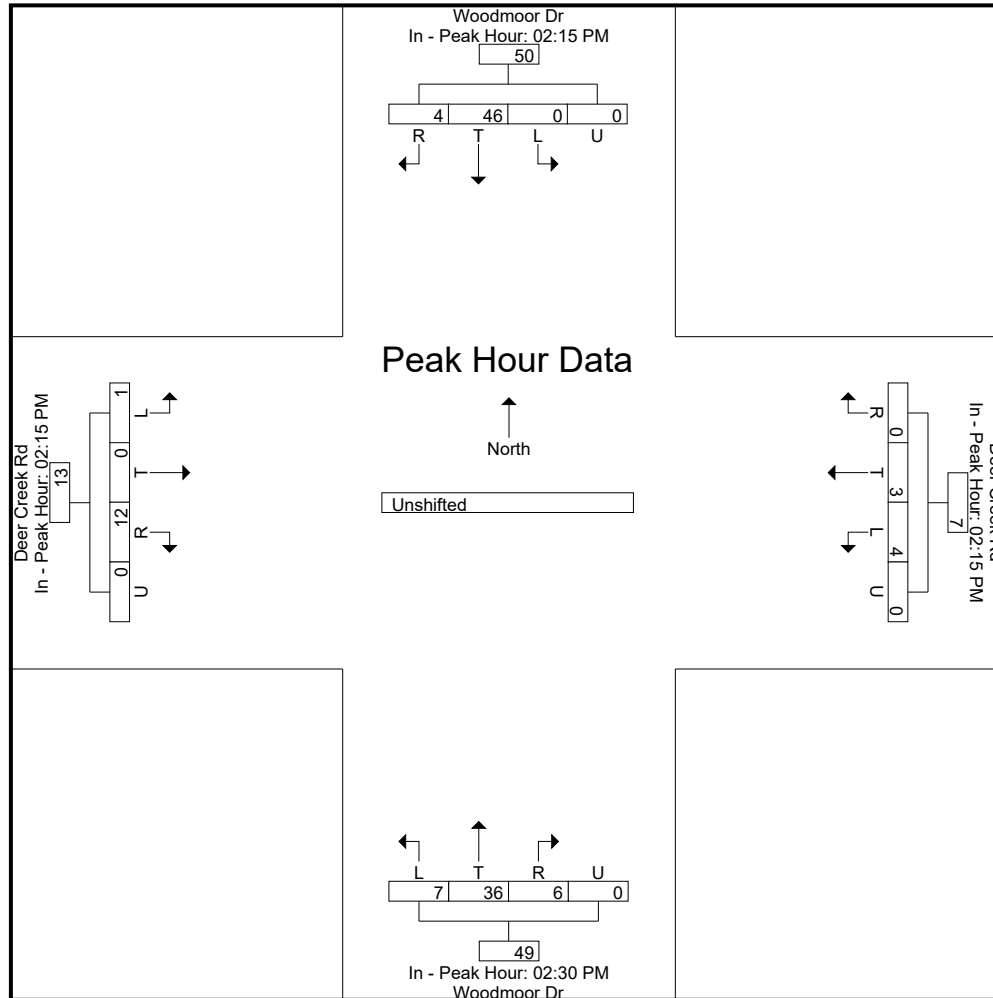
File Name : Woodmoor Dr - Deer Creek Rd Mid
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 4

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 1:30:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	2:15:00 PM					2:15:00 PM					2:30:00 PM					2:15:00 PM					
+0 mins.	0	33	3	0	36	8	2	1	0	11	13	27	11	2	53	2	1	16	0	19	
+5 mins.	0	27	14	0	41	4	0	1	0	5	26	32	2	0	60	5	0	15	0	20	
+10 mins.	1	27	11	0	39	5	3	1	0	9	8	27	6	0	41	9	2	3	0	14	
+15 mins.	0	29	4	0	33	5	1	2	0	8	8	35	5	0	48	21	5	28	0	54	
Total Volume	1	116	32	0	149	22	6	5	0	33	55	121	24	2	202	37	8	62	0	107	
% App. Total	0.7	77.9	21.5	0		66.7	18.2	15.2	0		27.2	59.9	11.9	1		34.6	7.5	57.9	0		
PHF	.250	.879	.571	.000	.909	.688	.500	.625	.000	.750	.529	.864	.545	.250	.842	.440	.400	.554	.000	.495	

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File Name : Woodmoor Dr - Deer Creek Rd Mid
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 5



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2504 E Pikes Peak Ave, Suite 304
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 719-633-2868

File Name : Woodmoor Dr - Deer Creek Rd PM
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	1	29	4	0	34	6	1	0	0	7	12	42	11	0	65	5	2	21	0	28	134
04:15 PM	0	38	4	0	42	6	0	0	0	6	4	33	6	0	43	5	0	5	0	10	101
04:30 PM	0	25	2	0	27	4	1	0	0	5	9	45	11	0	65	5	1	8	0	14	111
04:45 PM	1	35	6	0	42	2	1	0	0	3	7	41	5	0	53	2	2	5	0	9	107
Total	2	127	16	0	145	18	3	0	0	21	32	161	33	0	226	17	5	39	0	61	453
05:00 PM	0	39	2	0	41	7	3	0	0	10	8	33	9	0	50	7	0	17	0	24	125
05:15 PM	2	26	2	0	30	8	2	3	0	13	7	45	7	0	59	9	1	8	0	18	120
05:30 PM	0	28	5	0	33	6	0	0	0	6	6	29	8	0	43	8	0	4	0	12	94
05:45 PM	0	34	8	0	42	3	2	0	0	5	6	34	3	0	43	3	3	13	0	19	109
Total	2	127	17	0	146	24	7	3	0	34	27	141	27	0	195	27	4	42	0	73	448
Grand Total	4	254	33	0	291	42	10	3	0	55	59	302	60	0	421	44	9	81	0	134	901
Apprch %	1.4	87.3	11.3	0		76.4	18.2	5.5	0		14	71.7	14.3	0		32.8	6.7	60.4	0		
Total %	0.4	28.2	3.7	0	32.3	4.7	1.1	0.3	0	6.1	6.5	33.5	6.7	0	46.7	4.9	1	9	0	14.9	

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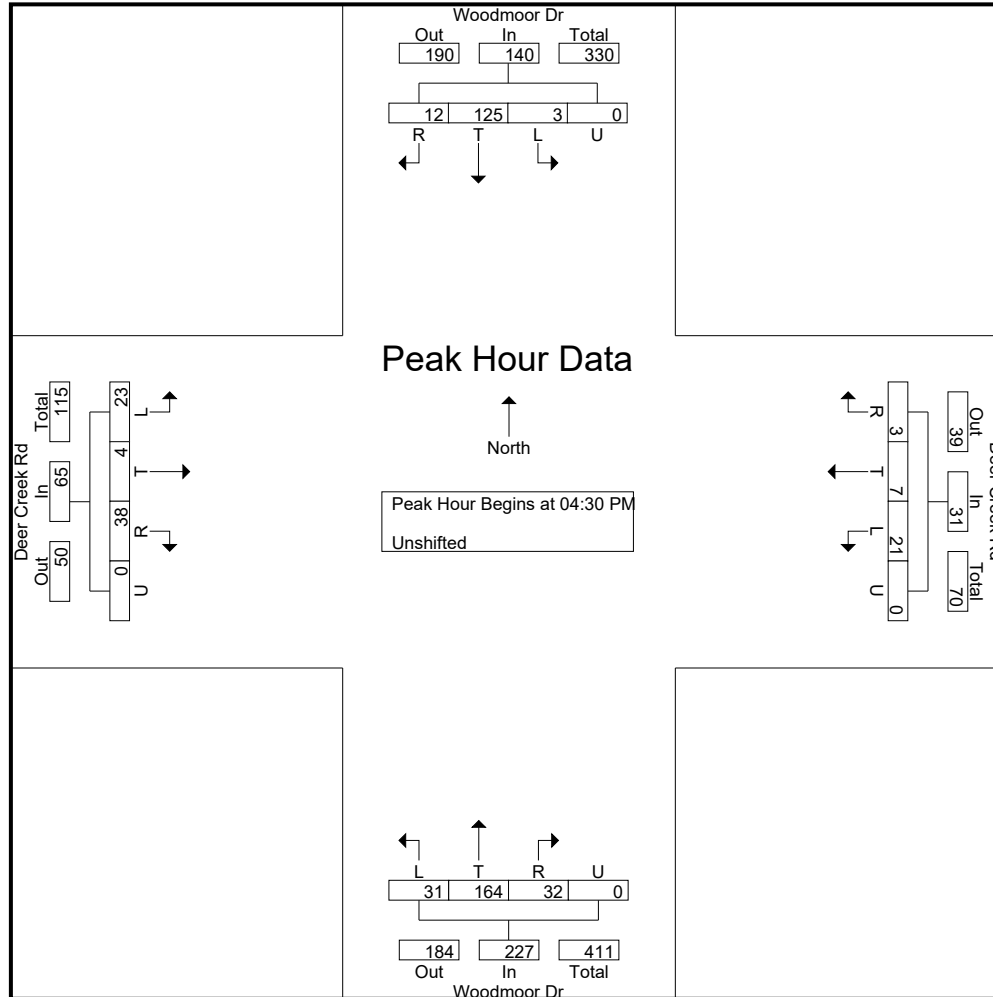
File Name : Woodmoor Dr - Deer Creek Rd PM
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 2

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	25	2	0	27	4	1	0	0	5	9	45	11	0	65	5	1	8	0	14	111
4:45:00 PM	1	35	6	0	42	2	1	0	0	3	7	41	5	0	53	2	2	5	0	9	107
5:00:00 PM	0	39	2	0	41	7	3	0	0	10	8	33	9	0	50	7	0	17	0	24	125
5:15:00 PM	2	26	2	0	30	8	2	3	0	13	7	45	7	0	59	9	1	8	0	18	120
Total Volume	3	125	12	0	140	21	7	3	0	31	31	164	32	0	227	23	4	38	0	65	463
% App. Total	2.1	89.3	8.6	0		67.7	22.6	9.7	0		13.7	72.2	14.1	0		35.4	6.2	58.5	0		
PHF	.375	.801	.500	.000	.833	.656	.583	.250	.000	.596	.861	.911	.727	.000	.873	.639	.500	.559	.000	.677	.926

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File Name : Woodmoor Dr - Deer Creek Rd PM
 Site Code : S214860
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2504 E Pikes Peak Ave, Suite 304
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File Name : Woodmoor Dr - Deer Creek Rd PM
 Site Code : S214860
 Start Date : 9/22/2021
 Page No : 4

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:15:00 PM					5:00:00 PM					4:30:00 PM					5:00:00 PM					
+0 mins.	0	38	4	0	42	7	3	0	0	10	9	45	11	0	65	7	0	17	0	24	
+5 mins.	0	25	2	0	27	8	2	3	0	13	7	41	5	0	53	9	1	8	0	18	
+10 mins.	1	35	6	0	42	6	0	0	0	6	8	33	9	0	50	8	0	4	0	12	
+15 mins.	0	39	2	0	41	3	2	0	0	5	7	45	7	0	59	3	3	13	0	19	
Total Volume	1	137	14	0	152	24	7	3	0	34	31	164	32	0	227	27	4	42	0	73	
% App. Total	0.7	90.1	9.2	0		70.6	20.6	8.8	0		13.7	72.2	14.1	0		37	5.5	57.5	0		
PHF	.250	.878	.583	.000	.905	.750	.583	.250	.000	.654	.861	.911	.727	.000	.873	.750	.333	.618	.000	.760	

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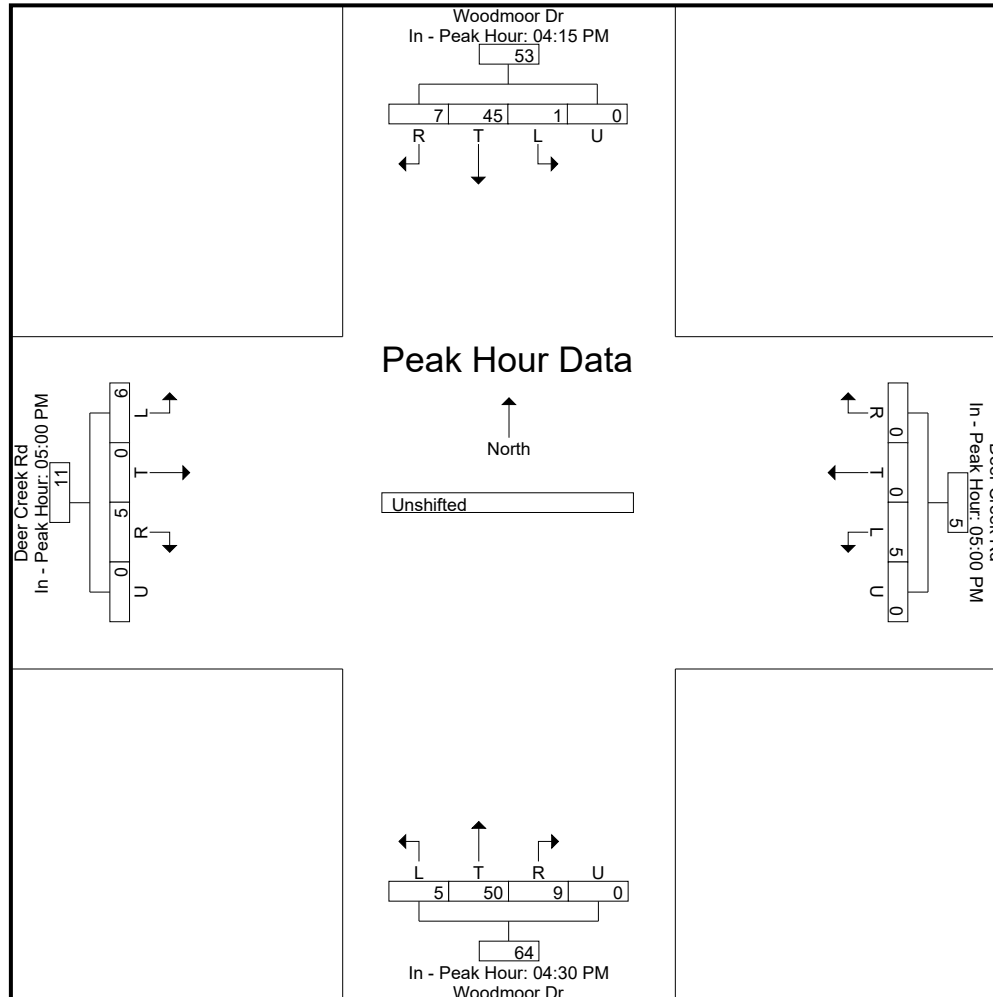
2504 E Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Woodmoor Dr - Deer Creek Rd PM

Site Code : S214860

Start Date : 9/22/2021

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Levels of Service



HCM 6th TWSC
1: Woodmoor Rd & School Parking/Barn Access

Existing
AM

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	26	3	130	3	0	40	77	112	3	3	160	87
Future Vol, veh/h	26	3	130	3	0	40	77	112	3	3	160	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	6	260	4	0	51	154	129	3	3	174	174

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	644	620	174	837	791	129	348	0	0	132	0	0
Stage 1	180	180	-	437	437	-	-	-	-	-	-	-
Stage 2	464	440	-	400	354	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	404	869	286	322	921	1211	-	-	1453	-	-
Stage 1	822	750	-	598	579	-	-	-	-	-	-	-
Stage 2	578	578	-	626	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	328	352	869	178	280	921	1211	-	-	1453	-	-
Mov Cap-2 Maneuver	328	352	-	178	280	-	-	-	-	-	-	-
Stage 1	718	749	-	522	505	-	-	-	-	-	-	-
Stage 2	476	505	-	434	629	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	15.1		10.3		4.5			0.1		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1211	-	-	670	178	921	1453	-	-
HCM Lane V/C Ratio	0.127	-	-	0.475	0.022	0.056	0.002	-	-
HCM Control Delay (s)	8.4	-	-	15.1	25.7	9.1	7.5	-	-
HCM Lane LOS	A	-	-	C	D	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.6	0.1	0.2	0	-	-

HCM 6th TWSC
3: Woodmoor Rd & Deer Creek Rd

Existing
AM

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	12	46	29	16	0	86	54	11	0	170	71
Future Vol, veh/h	14	12	46	29	16	0	86	54	11	0	170	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	14	55	37	21	0	104	65	13	0	205	86

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	538	534	248	563	571	72	291	0	0	78	0	0
Stage 1	248	248	-	280	280	-	-	-	-	-	-	-
Stage 2	290	286	-	283	291	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	454	452	791	437	431	990	1271	-	-	1520	-	-
Stage 1	756	701	-	727	679	-	-	-	-	-	-	-
Stage 2	718	675	-	724	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	408	413	791	370	394	990	1271	-	-	1520	-	-
Mov Cap-2 Maneuver	408	413	-	370	394	-	-	-	-	-	-	-
Stage 1	691	701	-	664	621	-	-	-	-	-	-	-
Stage 2	635	617	-	659	672	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		16.2		4.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	592	378	1520	-	-
HCM Lane V/C Ratio	0.082	-	-	0.147	0.153	-	-	-
HCM Control Delay (s)	8.1	0	-	12.1	16.2	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.5	0	-	-

HCM 6th TWSC
1: Woodmoor Rd & School Parking/Barn Access

Existing
Mid

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	11	0	76	4	0	17	31	164	13	8	177	34
Future Vol, veh/h	11	0	76	4	0	17	31	164	13	8	177	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	152	5	0	22	62	189	15	9	192	68

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	542	538	192	633	591	189	260	0	0	204	0	0
Stage 1	210	210	-	313	313	-	-	-	-	-	-	-
Stage 2	332	328	-	320	278	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	451	450	850	392	420	853	1304	-	-	1368	-	-
Stage 1	792	728	-	698	657	-	-	-	-	-	-	-
Stage 2	681	647	-	692	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	421	425	850	309	397	853	1304	-	-	1368	-	-
Mov Cap-2 Maneuver	421	425	-	309	397	-	-	-	-	-	-	-
Stage 1	754	723	-	664	625	-	-	-	-	-	-	-
Stage 2	632	616	-	565	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		10.7		1.8		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1304	-	-	753	309	853	1368	-	-
HCM Lane V/C Ratio	0.048	-	-	0.231	0.017	0.026	0.006	-	-
HCM Control Delay (s)	7.9	-	-	11.2	16.8	9.3	7.6	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1	0.1	0	-	-

HCM 6th TWSC
2: Woodmoor Rd & Mid Site Access

Existing
Mid

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	0	0	192	0	0	219
Future Vol, veh/h	0	0	192	0	0	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	231	0	0	264

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	495	231	0	0	231
Stage 1	231	-	-	-	-
Stage 2	264	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	534	808	-	-	1337
Stage 1	807	-	-	-	-
Stage 2	780	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	534	808	-	-	1337
Mov Cap-2 Maneuver	606	-	-	-	-
Stage 1	807	-	-	-	-
Stage 2	780	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1337
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
3: Woodmoor Rd & Deer Creek Rd

Existing
Mid

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	8	62	22	6	5	57	108	26	1	116	32
Future Vol, veh/h	37	8	62	22	6	5	57	108	26	1	116	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	10	75	28	8	6	69	130	31	1	140	39

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	453	461	160	488	465	146	179	0	0	161	0	0
Stage 1	162	162	-	284	284	-	-	-	-	-	-	-
Stage 2	291	299	-	204	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	517	497	885	490	495	901	1397	-	-	1418	-	-
Stage 1	840	764	-	723	676	-	-	-	-	-	-	-
Stage 2	717	666	-	798	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	485	470	885	423	468	901	1397	-	-	1418	-	-
Mov Cap-2 Maneuver	485	470	-	423	468	-	-	-	-	-	-	-
Stage 1	795	763	-	684	639	-	-	-	-	-	-	-
Stage 2	665	630	-	721	749	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		13.4		2.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	655	469	1418	-	-
HCM Lane V/C Ratio	0.049	-	-	0.197	0.09	0.001	-	-
HCM Control Delay (s)	7.7	0	-	11.8	13.4	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.3	0	-	-

HCM 6th TWSC
1: Woodmoor Rd & School Parking/Barn Access

Existing
PM

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	15	0	46	4	0	1	70	195	3	0	156	22
Future Vol, veh/h	15	0	46	4	0	1	70	195	3	0	156	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	92	5	0	1	140	224	3	0	170	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	676	677	170	742	718	224	214	0	0	227	0	0
Stage 1	170	170	-	504	504	-	-	-	-	-	-	-
Stage 2	506	507	-	238	214	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	367	375	874	332	355	815	1356	-	-	1341	-	-
Stage 1	832	758	-	550	541	-	-	-	-	-	-	-
Stage 2	549	539	-	765	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	337	336	874	274	318	815	1356	-	-	1341	-	-
Mov Cap-2 Maneuver	337	336	-	274	318	-	-	-	-	-	-	-
Stage 1	746	758	-	493	485	-	-	-	-	-	-	-
Stage 2	492	483	-	684	725	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		16.6		3		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	628	274	815	1341	-	-
HCM Lane V/C Ratio	0.103	-	-	0.194	0.019	0.002	-	-	-
HCM Control Delay (s)	8	-	-	12.1	18.4	9.4	0	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.1	0	0	-	-

HCM 6th TWSC
3: Woodmoor Rd & Deer Creek Rd

Existing
PM

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	4	38	21	7	3	31	164	32	3	125	12
Future Vol, veh/h	23	4	38	21	7	3	31	164	32	3	125	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	5	46	27	9	4	36	189	37	4	151	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	452	464	158	472	453	208	165	0	0	226	0	0
Stage 1	166	166	-	280	280	-	-	-	-	-	-	-
Stage 2	286	298	-	192	173	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	518	495	887	502	503	832	1413	-	-	1342	-	-
Stage 1	836	761	-	727	679	-	-	-	-	-	-	-
Stage 2	721	667	-	810	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	496	479	887	461	487	832	1413	-	-	1342	-	-
Mov Cap-2 Maneuver	496	479	-	461	487	-	-	-	-	-	-	-
Stage 1	812	759	-	706	659	-	-	-	-	-	-	-
Stage 2	687	648	-	761	754	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		13		1		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	666	488	1342	-	-
HCM Lane V/C Ratio	0.025	-	-	0.118	0.081	0.003	-	-
HCM Control Delay (s)	7.6	0	-	11.1	13	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-	-

HCM 6th TWSC
 1: Woodmoor Rd & School Parking/Barn Access

Existing + Site
 AM

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	26	3	130	4	0	4	77	119	5	3	179	87
Future Vol, veh/h	26	3	130	4	0	4	77	119	5	3	179	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	6	260	5	0	5	154	137	6	3	195	174

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	652	652	195	866	820	137	369	0	0	143	0	0
Stage 1	201	201	-	445	445	-	-	-	-	-	-	-
Stage 2	451	451	-	421	375	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	381	387	846	274	310	911	1190	-	-	1440	-	-
Stage 1	801	735	-	592	575	-	-	-	-	-	-	-
Stage 2	588	571	-	610	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	341	336	846	169	269	911	1190	-	-	1440	-	-
Mov Cap-2 Maneuver	341	336	-	169	269	-	-	-	-	-	-	-
Stage 1	698	734	-	516	501	-	-	-	-	-	-	-
Stage 2	509	497	-	418	616	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.2		18		4.4		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	666	169	911	1440	-	-
HCM Lane V/C Ratio	0.129	-	-	0.477	0.03	0.006	0.002	-	-
HCM Control Delay (s)	8.5	-	-	15.2	27	9	7.5	-	-
HCM Lane LOS	A	-	-	C	D	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.6	0.1	0	0	-	-

HCM 6th TWSC
2: Woodmoor Rd & Mid Site Access

Existing + Site
AM

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	6	146	3	2	258
Future Vol, veh/h	11	6	146	3	2	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	8	176	4	2	311

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	493	178	0	0	180
Stage 1	178	-	-	-	-
Stage 2	315	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	535	865	-	-	1396
Stage 1	853	-	-	-	-
Stage 2	740	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	534	865	-	-	1396
Mov Cap-2 Maneuver	601	-	-	-	-
Stage 1	853	-	-	-	-
Stage 2	739	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	674	1396
HCM Lane V/C Ratio	-	-	0.032	0.002
HCM Control Delay (s)	-	-	10.5	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
3: Woodmoor Rd & Deer Creek Rd

Existing + Site
AM

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	14	48	37	20	0	91	54	15	0	170	71
Future Vol, veh/h	14	14	48	37	20	0	91	54	15	0	170	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	17	58	47	26	0	110	65	18	0	205	86

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	555	551	248	580	585	74	291	0	0	83	0	0
Stage 1	248	248	-	294	294	-	-	-	-	-	-	-
Stage 2	307	303	-	286	291	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	442	442	791	426	423	988	1271	-	-	1514	-	-
Stage 1	756	701	-	714	670	-	-	-	-	-	-	-
Stage 2	703	664	-	721	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	391	402	791	356	385	988	1271	-	-	1514	-	-
Mov Cap-2 Maneuver	391	402	-	356	385	-	-	-	-	-	-	-
Stage 1	687	701	-	649	609	-	-	-	-	-	-	-
Stage 2	612	604	-	652	672	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		17.3		4.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	579	366	1514	-	-
HCM Lane V/C Ratio	0.086	-	-	0.158	0.2	-	-	-
HCM Control Delay (s)	8.1	0	-	12.4	17.3	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0.7	0	-	-

HCM 6th TWSC
 1: Woodmoor Rd & School Parking/Barn Access

Existing + Site
 Mid

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	11	0	76	7	0	17	31	175	17	9	185	34
Future Vol, veh/h	11	0	76	7	0	17	31	175	17	9	185	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	152	9	0	22	62	201	20	10	201	68

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	567	566	201	656	614	201	269	0	0	221	0	0
Stage 1	221	221	-	325	325	-	-	-	-	-	-	-
Stage 2	346	345	-	331	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	434	840	379	407	840	1295	-	-	1348	-	-
Stage 1	781	720	-	687	649	-	-	-	-	-	-	-
Stage 2	670	636	-	682	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	405	410	840	298	385	840	1295	-	-	1348	-	-
Mov Cap-2 Maneuver	405	410	-	298	385	-	-	-	-	-	-	-
Stage 1	744	715	-	654	618	-	-	-	-	-	-	-
Stage 2	621	605	-	554	668	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		11.8		1.7		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	740	298	840	1348	-	-
HCM Lane V/C Ratio	0.048	-	-	0.235	0.03	0.026	0.007	-	-
HCM Control Delay (s)	7.9	-	-	11.4	17.5	9.4	7.7	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.1	0.1	0	-	-

HCM 6th TWSC
2: Woodmoor Rd & Mid Site Access

Existing + Site
Mid

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	3	3	198	5	3	225
Future Vol, veh/h	3	3	198	5	3	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	239	6	4	271

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	521	242	0	0	245
Stage 1	242	-	-	-	-
Stage 2	279	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	516	797	-	-	1321
Stage 1	798	-	-	-	-
Stage 2	768	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	514	797	-	-	1321
Mov Cap-2 Maneuver	591	-	-	-	-
Stage 1	798	-	-	-	-
Stage 2	766	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1321
HCM Lane V/C Ratio	-	-	0.011	0.003
HCM Control Delay (s)	-	-	10.4	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Woodmoor Rd & Deer Creek Rd

Existing + Site
Mid

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	11	66	27	9	5	60	108	32	1	116	32
Future Vol, veh/h	37	11	66	27	9	5	60	108	32	1	116	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	13	80	35	12	6	72	130	39	1	140	39

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	465	475	160	502	475	150	179	0	0	169	0	0
Stage 1	162	162	-	294	294	-	-	-	-	-	-	-
Stage 2	303	313	-	208	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	508	488	885	480	488	896	1397	-	-	1409	-	-
Stage 1	840	764	-	714	670	-	-	-	-	-	-	-
Stage 2	706	657	-	794	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	473	460	885	408	460	896	1397	-	-	1409	-	-
Mov Cap-2 Maneuver	473	460	-	408	460	-	-	-	-	-	-	-
Stage 1	792	763	-	673	632	-	-	-	-	-	-	-
Stage 2	649	620	-	709	749	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		14.1		2.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	645	449	1409	-	-
HCM Lane V/C Ratio	0.052	-	-	0.213	0.117	0.001	-	-
HCM Control Delay (s)	7.7	0	-	12.1	14.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.4	0	-	-

HCM 6th TWSC
1: Woodmoor Rd & School Parking/Barn Access

Existing + Site
PM

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	15	0	46	8	0	1	70	210	8	1	166	22
Future Vol, veh/h	15	0	46	8	0	1	70	210	8	1	166	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	92	10	0	1	140	241	9	1	180	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	708	712	180	771	747	241	224	0	0	250	0	0
Stage 1	182	182	-	521	521	-	-	-	-	-	-	-
Stage 2	526	530	-	250	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	350	358	863	317	341	798	1345	-	-	1316	-	-
Stage 1	820	749	-	539	532	-	-	-	-	-	-	-
Stage 2	535	527	-	754	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	321	320	863	261	305	798	1345	-	-	1316	-	-
Mov Cap-2 Maneuver	321	320	-	261	305	-	-	-	-	-	-	-
Stage 1	735	748	-	483	477	-	-	-	-	-	-	-
Stage 2	479	472	-	673	716	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		18.3		2.9		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1345	-	-	610	261	798	1316	-	-
HCM Lane V/C Ratio	0.104	-	-	0.2	0.039	0.002	0.001	-	-
HCM Control Delay (s)	8	-	-	12.4	19.4	9.5	7.7	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	4	4	219	7	5	185
Future Vol, veh/h	4	4	219	7	5	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	252	8	6	213

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	481	256	0	0	260
Stage 1	256	-	-	-	-
Stage 2	225	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	544	783	-	-	1304
Stage 1	787	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	541	783	-	-	1304
Mov Cap-2 Maneuver	611	-	-	-	-
Stage 1	787	-	-	-	-
Stage 2	808	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	686	1304
HCM Lane V/C Ratio	-	-	0.015	0.004
HCM Control Delay (s)	-	-	10.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	8	43	27	10	3	35	164	40	3	125	12
Future Vol, veh/h	23	8	43	27	10	3	35	164	40	3	125	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	10	52	35	13	4	40	189	46	4	151	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	467	481	158	489	465	212	165	0	0	235	0	0
Stage 1	166	166	-	292	292	-	-	-	-	-	-	-
Stage 2	301	315	-	197	173	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	506	485	887	489	495	828	1413	-	-	1332	-	-
Stage 1	836	761	-	716	671	-	-	-	-	-	-	-
Stage 2	708	656	-	805	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	480	468	887	441	477	828	1413	-	-	1332	-	-
Mov Cap-2 Maneuver	480	468	-	441	477	-	-	-	-	-	-	-
Stage 1	808	759	-	692	649	-	-	-	-	-	-	-
Stage 2	668	634	-	746	754	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		13.7		1.1		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	652	466	1332	-
HCM Lane V/C Ratio	0.028	-	-	0.137	0.11	0.003	-
HCM Control Delay (s)	7.6	0	-	11.4	13.7	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.4	0	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	26	3	130	3	0	4	77	159	3	3	318	87
Future Vol, veh/h	26	3	130	3	0	4	77	159	3	3	318	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	6	260	4	0	5	154	183	3	3	346	174

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	847	846	346	1063	1017	183	520	0	0	186	0	0
Stage 1	352	352	-	491	491	-	-	-	-	-	-	-
Stage 2	495	494	-	572	526	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	282	299	697	201	238	859	1046	-	-	1388	-	-
Stage 1	665	632	-	559	548	-	-	-	-	-	-	-
Stage 2	556	546	-	505	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	248	254	697	110	203	859	1046	-	-	1388	-	-
Mov Cap-2 Maneuver	248	254	-	110	203	-	-	-	-	-	-	-
Stage 1	567	631	-	477	467	-	-	-	-	-	-	-
Stage 2	471	466	-	313	528	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	21.9		21.9		4.1			0		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	524	110	859	1388	-	-
HCM Lane V/C Ratio	0.147	-	-	0.607	0.035	0.006	0.002	-	-
HCM Control Delay (s)	9	-	-	21.9	38.9	9.2	7.6	-	-
HCM Lane LOS	A	-	-	C	E	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	17	75	58	29	1	95	75	19	1	275	100
Future Vol, veh/h	20	17	75	58	29	1	95	75	19	1	275	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	20	90	74	37	1	114	90	23	1	331	120

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	742	734	391	778	783	102	451	0	0	113	0	0
Stage 1	393	393	-	330	330	-	-	-	-	-	-	-
Stage 2	349	341	-	448	453	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	332	347	658	314	325	953	1109	-	-	1476	-	-
Stage 1	632	606	-	683	646	-	-	-	-	-	-	-
Stage 2	667	639	-	590	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	274	308	658	236	289	953	1109	-	-	1476	-	-
Mov Cap-2 Maneuver	274	308	-	236	289	-	-	-	-	-	-	-
Stage 1	562	605	-	608	575	-	-	-	-	-	-	-
Stage 2	554	569	-	491	569	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	30.2	4.3	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	462	253	1476	-
HCM Lane V/C Ratio	0.103	-	-	0.292	0.446	0.001	-
HCM Control Delay (s)	8.6	0	-	16	30.2	7.4	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.3	-	-	1.2	2.2	0	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	11	0	76	4	0	17	31	228	13	8	213	34
Future Vol, veh/h	11	0	76	4	0	17	31	228	13	8	213	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	152	5	0	22	62	262	15	9	232	68

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	655	651	232	746	704	262	300	0	0	277	0	0
Stage 1	250	250	-	386	386	-	-	-	-	-	-	-
Stage 2	405	401	-	360	318	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	388	807	330	361	777	1261	-	-	1286	-	-
Stage 1	754	700	-	637	610	-	-	-	-	-	-	-
Stage 2	622	601	-	658	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	352	366	807	256	341	777	1261	-	-	1286	-	-
Mov Cap-2 Maneuver	352	366	-	256	341	-	-	-	-	-	-	-
Stage 1	717	695	-	606	580	-	-	-	-	-	-	-
Stage 2	575	572	-	530	649	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	11.9		11.6		1.5			0.2		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1261	-	-	694	256	777	1286	-	-
HCM Lane V/C Ratio	0.049	-	-	0.251	0.02	0.028	0.007	-	-
HCM Control Delay (s)	8	-	-	11.9	19.4	9.8	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.1	0.1	0	-	-

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	13	75	30	13	5	70	150	36	3	150	40
Future Vol, veh/h	50	13	75	30	13	5	70	150	36	3	150	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	16	90	38	17	6	84	181	43	4	181	48

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	595	605	205	637	608	203	229	0	0	224	0	0
Stage 1	213	213	-	371	371	-	-	-	-	-	-	-
Stage 2	382	392	-	266	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	416	412	836	390	410	838	1339	-	-	1345	-	-
Stage 1	789	726	-	649	620	-	-	-	-	-	-	-
Stage 2	640	606	-	739	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	376	381	836	318	379	838	1339	-	-	1345	-	-
Mov Cap-2 Maneuver	376	381	-	318	379	-	-	-	-	-	-	-
Stage 1	732	724	-	602	575	-	-	-	-	-	-	-
Stage 2	572	562	-	643	707	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		17.2		2.2		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	537	357	1345	-	-
HCM Lane V/C Ratio	0.063	-	-	0.31	0.172	0.003	-	-
HCM Control Delay (s)	7.9	0	-	14.7	17.2	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.6	0	-	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	15	0	46	8	0	1	70	277	3	0	209	22
Future Vol, veh/h	15	0	46	8	0	1	70	277	3	0	209	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	92	10	0	1	140	318	3	0	227	44

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	827	828	227	893	869	318	271	0	0	321	0	0
Stage 1	227	227	-	598	598	-	-	-	-	-	-	-
Stage 2	600	601	-	295	271	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	291	306	812	262	290	723	1292	-	-	1239	-	-
Stage 1	776	716	-	489	491	-	-	-	-	-	-	-
Stage 2	488	489	-	713	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	266	273	812	213	259	723	1292	-	-	1239	-	-
Mov Cap-2 Maneuver	266	273	-	213	259	-	-	-	-	-	-	-
Stage 1	692	716	-	436	438	-	-	-	-	-	-	-
Stage 2	434	436	-	632	685	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		21.4		2.5		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	540	213	723	1239	-	-
HCM Lane V/C Ratio	0.108	-	-	0.226	0.048	0.002	-	-	-
HCM Control Delay (s)	8.1	-	-	13.6	22.8	10	0	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.9	0.2	0	0	-	-

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	29	50	31	18	5	50	200	43	5	150	25
Future Vol, veh/h	30	29	50	31	18	5	50	200	43	5	150	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	35	60	40	23	6	57	230	49	6	181	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	591	601	196	625	592	255	211	0	0	279	0	0
Stage 1	208	208	-	369	369	-	-	-	-	-	-	-
Stage 2	383	393	-	256	223	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	419	414	845	397	419	784	1360	-	-	1284	-	-
Stage 1	794	730	-	651	621	-	-	-	-	-	-	-
Stage 2	640	606	-	749	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	380	391	845	330	396	784	1360	-	-	1284	-	-
Mov Cap-2 Maneuver	380	391	-	330	396	-	-	-	-	-	-	-
Stage 1	754	726	-	618	590	-	-	-	-	-	-	-
Stage 2	579	576	-	659	715	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		17		1.3		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	513	370	1284	-	-
HCM Lane V/C Ratio	0.042	-	-	0.256	0.187	0.005	-	-
HCM Control Delay (s)	7.8	0	-	14.4	17	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.7	0	-	-

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	26	3	130	4	0	4	77	162	5	3	329	87
Future Vol, veh/h	26	3	130	4	0	4	77	162	5	3	329	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	6	260	5	0	5	154	186	6	3	358	174

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	864	864	358	1078	1032	186	532	0	0	192	0	0
Stage 1	364	364	-	494	494	-	-	-	-	-	-	-
Stage 2	500	500	-	584	538	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	292	686	196	233	856	1036	-	-	1381	-	-
Stage 1	655	624	-	557	546	-	-	-	-	-	-	-
Stage 2	553	543	-	498	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	241	248	686	106	198	856	1036	-	-	1381	-	-
Mov Cap-2 Maneuver	241	248	-	106	198	-	-	-	-	-	-	-
Stage 1	557	623	-	474	465	-	-	-	-	-	-	-
Stage 2	468	462	-	306	521	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	22.7		25		4			0		
HCM LOS	C		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1036	-	-	514	106	856	1381	-	-
HCM Lane V/C Ratio	0.149	-	-	0.619	0.048	0.006	0.002	-	-
HCM Control Delay (s)	9.1	-	-	22.7	40.7	9.2	7.6	-	-
HCM Lane LOS	A	-	-	C	E	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.2	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	6	189	3	2	408
Future Vol, veh/h	11	6	189	3	2	408
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	8	228	4	2	492

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	726	230	0	0	232
Stage 1	230	-	-	-	-
Stage 2	496	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	391	809	-	-	1336
Stage 1	808	-	-	-	-
Stage 2	612	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	391	809	-	-	1336
Mov Cap-2 Maneuver	488	-	-	-	-
Stage 1	808	-	-	-	-
Stage 2	611	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	567	1336
HCM Lane V/C Ratio	-	-	0.038	0.002
HCM Control Delay (s)	-	-	11.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	17	77	58	29	1	100	75	19	1	275	100
Future Vol, veh/h	20	17	77	58	29	1	100	75	19	1	275	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	20	93	74	37	1	120	90	23	1	331	120

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	754	746	391	792	795	102	451	0	0	113	0	0
Stage 1	393	393	-	342	342	-	-	-	-	-	-	-
Stage 2	361	353	-	450	453	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	326	342	658	307	320	953	1109	-	-	1476	-	-
Stage 1	632	606	-	673	638	-	-	-	-	-	-	-
Stage 2	657	631	-	589	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	267	302	658	228	283	953	1109	-	-	1476	-	-
Mov Cap-2 Maneuver	267	302	-	228	283	-	-	-	-	-	-	-
Stage 1	559	605	-	595	564	-	-	-	-	-	-	-
Stage 2	542	558	-	488	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.2		31.5		4.5		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	459	246	1476	-	-
HCM Lane V/C Ratio	0.109	-	-	0.299	0.459	0.001	-	-
HCM Control Delay (s)	8.6	0	-	16.2	31.5	7.4	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1.2	2.2	0	-	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	11	0	76	7	0	17	31	233	17	9	216	34
Future Vol, veh/h	11	0	76	7	0	17	31	233	17	9	216	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	152	9	0	22	62	268	20	10	235	68

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	668	667	235	757	715	268	303	0	0	288	0	0
Stage 1	255	255	-	392	392	-	-	-	-	-	-	-
Stage 2	413	412	-	365	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	372	380	804	324	356	771	1258	-	-	1274	-	-
Stage 1	749	696	-	633	606	-	-	-	-	-	-	-
Stage 2	616	594	-	654	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	346	358	804	251	336	771	1258	-	-	1274	-	-
Mov Cap-2 Maneuver	346	358	-	251	336	-	-	-	-	-	-	-
Stage 1	712	690	-	602	576	-	-	-	-	-	-	-
Stage 2	569	565	-	526	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12		12.7		1.4		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1258	-	-	689	251	771	1274	-	-
HCM Lane V/C Ratio	0.049	-	-	0.253	0.036	0.028	0.008	-	-
HCM Control Delay (s)	8	-	-	12	19.9	9.8	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	3	3	256	5	3	456
Future Vol, veh/h	3	3	256	5	3	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	308	6	4	549

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	868	311	0	0	314
Stage 1	311	-	-	-	-
Stage 2	557	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	323	729	-	-	1246
Stage 1	743	-	-	-	-
Stage 2	574	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	322	729	-	-	1246
Mov Cap-2 Maneuver	437	-	-	-	-
Stage 1	743	-	-	-	-
Stage 2	572	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	546	1246
HCM Lane V/C Ratio	-	-	0.014	0.003
HCM Control Delay (s)	-	-	11.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	13	79	30	13	5	73	150	36	3	150	40
Future Vol, veh/h	50	13	79	30	13	5	73	150	36	3	150	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	16	95	38	17	6	88	181	43	4	181	48

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	603	613	205	648	616	203	229	0	0	224	0	0
Stage 1	213	213	-	379	379	-	-	-	-	-	-	-
Stage 2	390	400	-	269	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	411	408	836	383	406	838	1339	-	-	1345	-	-
Stage 1	789	726	-	643	615	-	-	-	-	-	-	-
Stage 2	634	602	-	737	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	371	376	836	309	374	838	1339	-	-	1345	-	-
Mov Cap-2 Maneuver	371	376	-	309	374	-	-	-	-	-	-	-
Stage 1	730	724	-	595	569	-	-	-	-	-	-	-
Stage 2	565	557	-	637	707	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		17.6		2.2		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	538	348	1345	-
HCM Lane V/C Ratio	0.066	-	-	0.318	0.177	0.003	-
HCM Control Delay (s)	7.9	0	-	14.8	17.6	7.7	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1.4	0.6	0	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	15	0	46	8	0	1	70	284	8	1	213	2
Future Vol, veh/h	15	0	46	8	0	1	70	284	8	1	213	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	90	100	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	87	87	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	92	10	0	1	140	326	9	1	232	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	845	849	232	888	844	326	236	0	0	335	0	0
Stage 1	234	234	-	606	606	-	-	-	-	-	-	-
Stage 2	611	615	-	282	238	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	283	298	807	264	300	715	1331	-	-	1224	-	-
Stage 1	769	711	-	484	487	-	-	-	-	-	-	-
Stage 2	481	482	-	725	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	260	266	807	215	268	715	1331	-	-	1224	-	-
Mov Cap-2 Maneuver	260	266	-	215	268	-	-	-	-	-	-	-
Stage 1	688	710	-	433	436	-	-	-	-	-	-	-
Stage 2	430	431	-	642	707	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		21.2		2.4		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1331	-	-	532	215	715	1224	-	-
HCM Lane V/C Ratio	0.105	-	-	0.229	0.048	0.002	0.001	-	-
HCM Control Delay (s)	8	-	-	13.8	22.6	10	7.9	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.9	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	4	4	293	7	5	232
Future Vol, veh/h	4	4	293	7	5	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	337	8	6	267

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	620	341	0	0	345
Stage 1	341	-	-	-	-
Stage 2	279	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	452	701	-	-	1214
Stage 1	720	-	-	-	-
Stage 2	768	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	450	701	-	-	1214
Mov Cap-2 Maneuver	543	-	-	-	-
Stage 1	720	-	-	-	-
Stage 2	764	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	612	1214
HCM Lane V/C Ratio	-	-	0.017	0.005
HCM Control Delay (s)	-	-	11	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	29	56	31	18	5	54	200	43	5	150	25
Future Vol, veh/h	30	29	56	31	18	5	54	200	43	5	150	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	35	67	40	23	6	62	230	49	6	181	30

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	601	611	196	638	602	255	211	0	0	279	0	0
Stage 1	208	208	-	379	379	-	-	-	-	-	-	-
Stage 2	393	403	-	259	223	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	412	409	845	389	414	784	1360	-	-	1284	-	-
Stage 1	794	730	-	643	615	-	-	-	-	-	-	-
Stage 2	632	600	-	746	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	385	845	318	390	784	1360	-	-	1284	-	-
Mov Cap-2 Maneuver	373	385	-	318	390	-	-	-	-	-	-	-
Stage 1	751	726	-	608	582	-	-	-	-	-	-	-
Stage 2	569	568	-	650	715	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		17.4		1.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	518	360	1284	-	-
HCM Lane V/C Ratio	0.046	-	-	0.267	0.192	0.005	-	-
HCM Control Delay (s)	7.8	0	-	14.5	17.4	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.7	0	-	-

Traffic Impact Study_v1_Comments.pdf Markup Summary

Callout (2)

Site-Generated Traffic Volumes
the existing traffic volumes (from Figure 5) and site-generated
shown in 7). These volumes also include the addition of traffic to be
with the development. These volumes represent the estimated
ing the building of Waterside and North Bay.
road Traffic Volumes
20 year background traffic volumes for the year 2042. Projected
olumes do not include projected traffic to be generated by the
of development. Note: these volumes include the projected North
ure volumes reflect about 1.25 percent annual growth rate for

Subject: Callout
Page Label: 9
Author: CDurham
Date: 8/16/2022 10:20:16 AM
Status:
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Include PCD Project # and note that it is currently in review.

Service Analysis
shows the projected 2042 total traffic
imes (from Figure 8) Figure 9 plus the s
Service Analysis
ing intersections have been analyzed!
short- and long-term traffic scenario
time narrative.

Subject: Callout
Page Label: 10
Author: CDurham
Date: 8/16/2022 10:22:29 AM
Status:
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Layer:
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delete reference to figure 8

Text Box (5)

PUDSP-22-009

Subject: Text Box
Page Label: 1
Author: CDurham
Date: 8/15/2022 4:10:47 PM
Status:
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PUDSP-22-009

Community Center Access
and/or round left-turn movement for the 2042 total traffic
of LOS sheets for complete results.
**Change title in LOS reports to North
Site Access to match this report**
the westbound approach, exiting the site. Please refer to
e results.
vements at the intersection of Woodmoor Drive/Clear Creek

Subject: Text Box
Page Label: 11
Author: CDurham
Date: 8/16/2022 10:32:30 AM
Status:
Color: ■
Layer:
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Change title in LOS reports to North Site Access to match the report

Right Turn Lane
Right turn lanes shall be provided for any access on a Minor Arterial
a projected peak-hour right-turn volume of 65 vph or greater. 1
and right-turn volume of the site access point is not expected to exceed
to turn volume threshold, providing a turn lane upon site buildout.
Right Turn Lane
Right turn lanes shall be provided for any access on a Minor Arterial
a projected peak-hour right-turn volume of 65 vph or greater. 1
and right-turn volume of the site access point is not expected to exceed
to turn volume threshold, providing a turn lane upon site buildout.

Subject: Text Box
Page Label: 11
Author: CDurham
Date: 8/16/2022 10:36:14 AM
Status:
Color: ■
Layer:
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Has any analysis been performed where this intersection is a roundabout? Have heard there are discussions about that possibility.

Right Turn Lane
Right turn lanes shall be provided for any access on a Minor Arterial
a projected peak-hour right-turn volume of 65 vph or greater. 1
and right-turn volume of the site access point is not expected to exceed
to turn volume threshold, providing a turn lane upon site buildout.
Right Turn Lane
Right turn lanes shall be provided for any access on a Minor Arterial
a projected peak-hour right-turn volume of 65 vph or greater. 1
and right-turn volume of the site access point is not expected to exceed
to turn volume threshold, providing a turn lane upon site buildout.

Subject: Text Box
Page Label: 11
Author: CDurham
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Status:
Color: ■
Layer:
Space:

Is this meant to be Southbound Right turn? If so, per North Bay Report, this movement does exceed the threshold for auxiliary turn lanes. Please update accordingly per correct scenario.

ed future pedestrian facilities.
s, Lewis Palmer Middle School
mentary School is not likely as
le of Woodmoor Drive to Lake
hool. Mention the "Safe Routes to
School" which is currently in
review by County and CDOT.
sd by the site have been made
rates - land-use codes "215 -
(Low Rise) in Trip Generation,

Subject: Text Box
Page Label: 8
Author: CDurham
Date: 8/16/2022 9:57:46 AM
Status:
Color: ■
Layer:
Space:

Mention the "Safe Routes to School" which is currently in review by County and CDOT.