

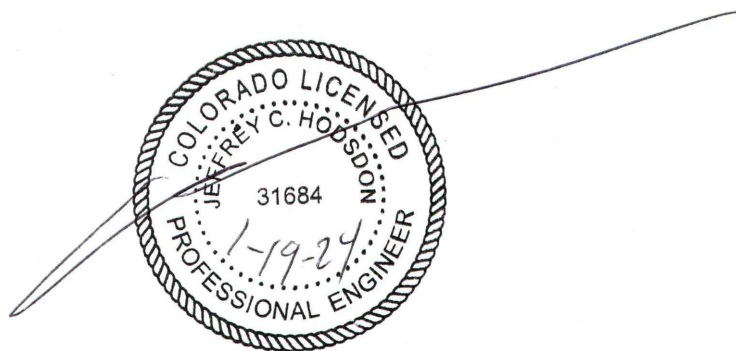


LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Waterside
Traffic Impact Study
PCD File No.: PUDSP-22-009
(LSC #S214862)
January 19, 2024

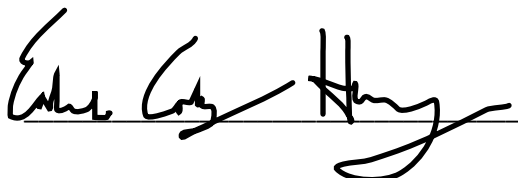
Traffic Engineer's Statement

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 black ink, appearing to read 'Edna Cole Henry', written over a horizontal line.

1/19/24
Date

Waterside

Traffic Impact Study

Prepared for:
Cody Humphrey
Director of Planning
La Plata Communities, Inc.
9540 Federal Drive, Suite 200
Colorado Springs, CO 80921

JANUARY 19, 2024

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

LSC #S214862
PUDSP-22-009



CONTENTS

REPORT CONTENTS 1

PRIOR AREA TRAFFIC REPORTS 2

LAND USE AND ACCESS 2

 Sight Distance..... 3

ROAD AND TRAFFIC CONDITIONS..... 3

 Area Roadways..... 3

 Woodmoor Drive 3

 Deer Creek Road 3

 Existing (December 2023) Traffic Volume Data..... 3

 2022 Baseline Traffic Volume Estimates..... 4

 Existing Lewis Palmer Middle School Operations 4

 Pedestrian Facilities 4

TRIP GENERATION..... 5

SITE-GENERATED TRIP DISTRIBUTION AND ASSIGNMENT 5

 Trip Directional Distribution 5

 Site-Generated Traffic..... 5

TRAFFIC VOLUME PROJECTIONS..... 6

 Estimated Future Short Term (2024) Background Traffic Volumes..... 6

 2024 Background-Plus-Site-Generated Traffic Volumes 6

 Estimated Future 2044 Background Traffic Volumes 6

 Future 2044 Total Traffic Volumes 6

LEVEL OF SERVICE ANALYSIS 6

 Woodmoor Drive/Woodmoor Barn Community Center Access 7

 Woodmoor Drive/Proposed North Site Access 7

 Woodmoor Drive/Deer Creek Road..... 8

TRAFFIC CONTROL - WOODMOOR DRIVE/DEER CREEK ROAD..... 8

AUXILIARY TURN-LANE NEEDS ANALYSIS 8

 Woodmoor Drive/Woodmoor Barn Community Center Access 8

 Woodmoor Drive/proposed main site access 8

 Woodmoor Drive/Deer Creek Road..... 8

 Northbound Right-Turn Lane..... 8

Northbound Left-Turn Lane	8
Southbound Right-Turn Lane	9
Eastbound Right-Turn Lane.....	9
INTERNAL STREET CLASSIFICATIONS.....	9
PERCENT IMPACT CALCULATIONS – VERIFICATION OF STUDY AREA.....	9
DEVIATIONS (PUD MODIFICATIONS)	10
MULTI-MODAL AND PEDESTRIAN/BIKE TRANSPORTATION	10
ROADWAY IMPROVEMENT FEE PROGRAM	10
Anticipated Fees and PID Option	10
Potentially Reimbursable Improvements Under the MTCP Fee Program.....	10
FINDINGS & CONCLUSIONS	11
Enclosures:	11
Table 2	
Figures 1-11	
Traffic Count Reports	
Synchro LOS Reports	
PUD Modification Summary Table	
PUD Modification Form	
Appendix Table 1-3	
Appendix Figures 1 and 2	



LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

January 19, 2024

Cody Humphrey
Director of Planning
La Plata Communities, Inc.
9540 Federal Drive, Suite 200
Colorado Springs, CO 80921

RE: Waterside
Traffic Impact Study
El Paso County, CO
[PUDSP-22-009](#)
LSC # S214860

Dear Mr. Humphrey,

LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed Waterside 44-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 updated 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 reviewed (and utilized as applicable) the following recent traffic reports to assist in the production of this report:

- North Bay at Woodmoor (dated June 2, 2021) (EPD File No.: [PUDSP228](#))
- *Monument Hill TIS (Caliber at Woodmoor TIS)* (by Kimley Horn) (EPC PCD File No.: [P2214](#))
- Deer Creek Road / Woodmoor Drive Roundabout Analysis Memo July 21, 2022
- Deer Creek Road Project Traffic Impact Study (by AECOM) September 23, 2022

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby streets. The 44-dwelling-unit (a mix of single-family attached/detached 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

Area Roadways

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 (December 2023) Traffic Volume Data

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

- Woodmoor Drive/Woodmoor Barn Community Center access
 - Tuesday, December 12, 2023, from 6:30 – 8:30 a.m.
 - Tuesday, December 12, 2023, from 1:45 – 3:45 p.m.
 - Tuesday, December 12, 2023, from 3:45 – 5:40 p.m.
- Woodmoor Drive/Deer Creek Road
 - Tuesday, December 5, 2023, from 6:30 – 8:30 a.m.
 - Tuesday, December 12, 2023, from 1:45 – 3:45 p.m.
 - Tuesday, December 12, 2023, from 3:45 – 5:45 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. The prior

“existing traffic” figure from the February 16, 2023 report is attached for reference and has been labeled as Appendix Figure 1.

2022 Baseline Traffic Volume Estimates

The Highway 105 project construction activity on Knollwood Drive north of Highway 105 appears to have altered the traffic volumes on Woodmoor Drive. LSC has estimated **2022 baseline traffic volumes** using several sets of traffic counts conducted in 2021 and 2022 for this and other area traffic studies. The intent was to compare and contrast the various data sets and develop representative baseline volumes which more heavily weigh the 2022 data, if higher than the average of the set.

LSC-estimated 2022 baseline traffic volumes are presented in **Appendix Figure 2**. LSC has utilized these 2022 baseline traffic volumes to estimate short-term (2024) and long-term (2044) background traffic volumes. This methodology has been used as application of growth rates/factors to recent traffic movement that are inflated/skewed due to construction activity would produce erroneous projections.

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 buses and parent traffic arriving from areas to 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. Note: “Safe Routes to School” is being proposed with the Lewis Palmer School District trail project and will provide a safe pedestrian path to the school through the Woodmoor area. The project is currently under review by the 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 “210-Single-Family Detached Housing” 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 322 vehicle trips on the average weekday. During the weekday morning peak hour, approximately 6 vehicles would enter and 15 vehicles would exit the site. Approximately 11 entering vehicles and 8 exiting vehicles are projected for the school mid-afternoon peak hour. During the weekday afternoon peak hour, approximately 15 vehicles would enter and 11 vehicles would exit the site.

SITE-GENERATED 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

TRAFFIC VOLUME PROJECTIONS

Estimated Future Short Term (2024) Background Traffic Volumes

Figure 8 presents the estimates of short-term (2024) background traffic at the study-area intersections. These volumes have been developed by applying an annual growth rate for two years to the estimated 2022 baseline traffic volumes. Also, previously estimated volumes generated by the North Bay development project ([PUDSP-22-008](#)) have been included.

2024 Background-Plus-Site-Generated Traffic Volumes

Figure 9 shows the sum of the 2024 Background traffic volumes (from Figure 8) and site-generated peak-hour traffic volumes (shown in 7). These volumes represent the estimated short-term total traffic, following site buildout of Waterside and North Bay.

Estimated Future 2044 Background Traffic Volumes

Figure 9 shows the projected 20-year background traffic volumes for the year 2044. 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 background volumes reflect about 1.65-percent annual growth rate for Woodmoor Drive (north of Deer Creek Road) and about 2.3-percent annual growth for Deer Creek Road (west of Woodmoor Drive). These percentages are based on the sum of morning and late afternoon peak-hour volumes. Minimal background growth, other than North Bay, has been estimated for Deer Creek Road east of Woodmoor Drive as this area is primarily built out (except for North Bay). Appendix Table 3 (added with the previous submittal) shows that the Caliber TIS site-generated traffic can reasonably be considered "accounted for" in these future long-term background traffic volumes.

Future 2044 Total Traffic Volumes

Figure 10 shows the projected 2044 total traffic volumes, which are the sum of 2044 background traffic volumes (from Figure 9 plus the site-generated traffic volumes (from Figure 7).

LEVEL OF SERVICE ANALYSIS

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

- Woodmoor Drive/Woodmoor Barn Community Center access/school 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	50.1 sec 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 8: 2024 Background
- Figure 9: 2024 Total
- Figure 10: 2044 Background
- Figure 11: 2044 Total

Woodmoor Drive/Woodmoor Barn Community Center Access

- Analysis results show LOS E for the westbound left-turn movement for the 2024 background and total traffic scenarios.
- Analysis results show LOS F for the westbound left-turn movement for the 2044 background and total traffic scenarios.

Please refer to the Figures and LOS sheets for complete results.

Woodmoor Drive/Proposed North Site Access

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 2044 during peak hours. Please refer to the Figures and LOS sheets for complete results.

TRAFFIC CONTROL - WOODMOOR DRIVE/DEER CREEK ROAD

This TIS report indicates that the existing two-way, stop-sign traffic control (TWSC) will continue to operate acceptably through 2044. LSC has reviewed two traffic reports by AECOM provided by staff. The *AECOM Deer Creek Road / Woodmoor Drive Roundabout Analysis Memo* analyzed the potential for a roundabout at Woodmoor/Deer Creek, but the subsequent *Deer Creek Road Project Traffic Impact Study* did not recommend a change to traffic-signal control (from the AECOM report "Based on a review of the signal warrants the implementation of traffic signal control is not recommended at this time").

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

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 is **not** expected to exceed the *ECM*-minimum right-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.

Southbound Right-Turn Lane

The projected southbound right-turn volume at this intersection currently exceeds the *ECM* minimum right-turn volume threshold. This project will not add any southbound right-turning traffic at this intersection. Also, Waterside is not projected to add a significant southbound through volume at this intersection.

Eastbound Right-Turn Lane

The AECOM Deer Creek Road Project traffic impact study recommended the addition of an eastbound right-turn lane at this intersection. Presumably, this right-turn lane would be constructed as part of the El Paso County Deer Creek Road project, for which the AECOM report was prepared, **IF** the County elects to include this lane in that project. For reference, the following is from the AECOM report: *“ECM the recommended storage length for the eastbound right-turn lane should be 100 feet.”*

INTERNAL STREET CLASSIFICATIONS

The streets internal to the site will be private.

PERCENT IMPACT CALCULATIONS – VERIFICATION OF STUDY AREA

Appendix Table 1 presents the percent impact calculations for Waterside. The table shows:

- The projected Waterside traffic would not increase existing traffic by five percent or more at any off-site intersection with LOS E or F (as shown in the Caliber report).
- The projected Waterside traffic would not increase existing traffic by ten percent or more at any off-site intersection with LOS D or better (as shown in the Caliber report).

Therefore, the additional off-site intersections shown in the nearby Caliber TIS report are not required to be added to the Waterside TIS report.

Appendix Table 2 shows the percent impact calculations for the Caliber TIS site-generated traffic at the Deer Creek/Woodmoor Drive intersection. This intersection has been included in the Caliber report. As the eastbound approach percent impact would exceed ten percent, Appendix Table 3 has been added to this Waterside report (attached), which shows that the Caliber site-generated traffic is reasonably accounted for in the LSC background traffic projections.

DEVIATIONS (PUD MODIFICATIONS)

Please refer to the summary table of PUD Modifications attached to this report. This table contains, for each PUD modification, the applicable section(s) of the *Engineering Criteria Manual/Land Development Code*, the category, the applicable County standard(s), the proposed modifications, and justification. A copy of the PUD Modification form has also been attached for reference.

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 sidewalk along Woodmoor Drive is proposed. All of the internal streets within the site will have sidewalks. Figures 3 and 4 show planned sidewalk connections and pedestrian crossing locations.
- The AECOM Deer Creek Road Project traffic impact study shows a recommendation for a crosswalk on the west leg of the Deer Creek Road/Woodmoor Drive intersection. Presumably, this crosswalk would be installed as part of the El Paso County Deer Creek Road project, for which the AECOM report was prepared, IF the County elects to include this in that project (from the AECOM report: *“Based on pedestrian volumes the west leg of the Deer Creek Road / Woodmoor Drive intersection should have a painted crosswalk installed.”*)

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 (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 322 vehicle trips on the average weekday.
- During the weekday morning peak hour, approximately 6 vehicles would enter and 15 vehicles would exit the site.
- During the school mid-afternoon peak hour, 11 vehicles would enter the site while 8 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 15 vehicles would enter the site while 11 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 2044 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 1-11
Traffic Count Reports
Synchro LOS Reports
PUD Modification Summary Table
PUD Modification Form
Appendix Tables 1-3
Appendix Figures 1 and 2

Table 2

Table 2: Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ²						Trips Generated							
Code	Description			Average Weekday	A.M.		School PM ³		P.M.		Average Weekday	A.M.		School PM ³		P.M.	
				In	Out	In	Out	In	Out		In	Out	In	Out	In	Out	
215	Single-Family (Attached) Housing	40	DU	7.12	0.14	0.32	0.24	0.18	0.32	0.24	285	6	13	9	7	13	10
210	Single-Family (Detached) Housing	4	DU	9.43	0.18	0.52	0.44	0.26	0.59	0.35	38	1	2	2	1	2	1
	Total	44	DU							Total	322	6	15	11	8	15	11
				Currently-Proposed Site						322	6	15	11	8	15	11	
				Prior Traffic Impact Study (February 16, 2023)						371	7	18	13	9	18	12	
				Change						-49	-1	-3	-2	-1	-3	-1	

¹ DU = dwelling units

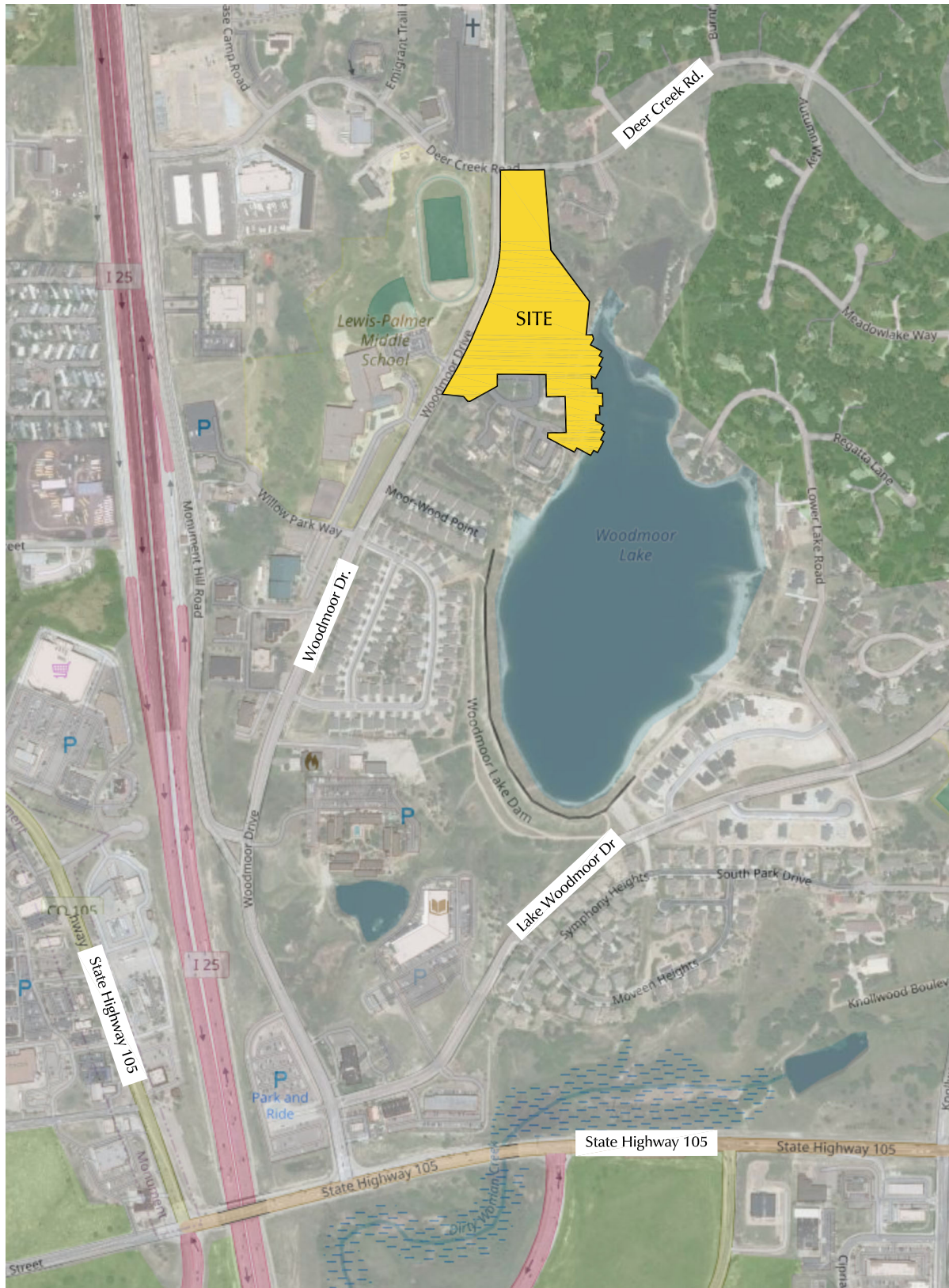
² Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

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

Updated 1/18/2024

Figures 1-11



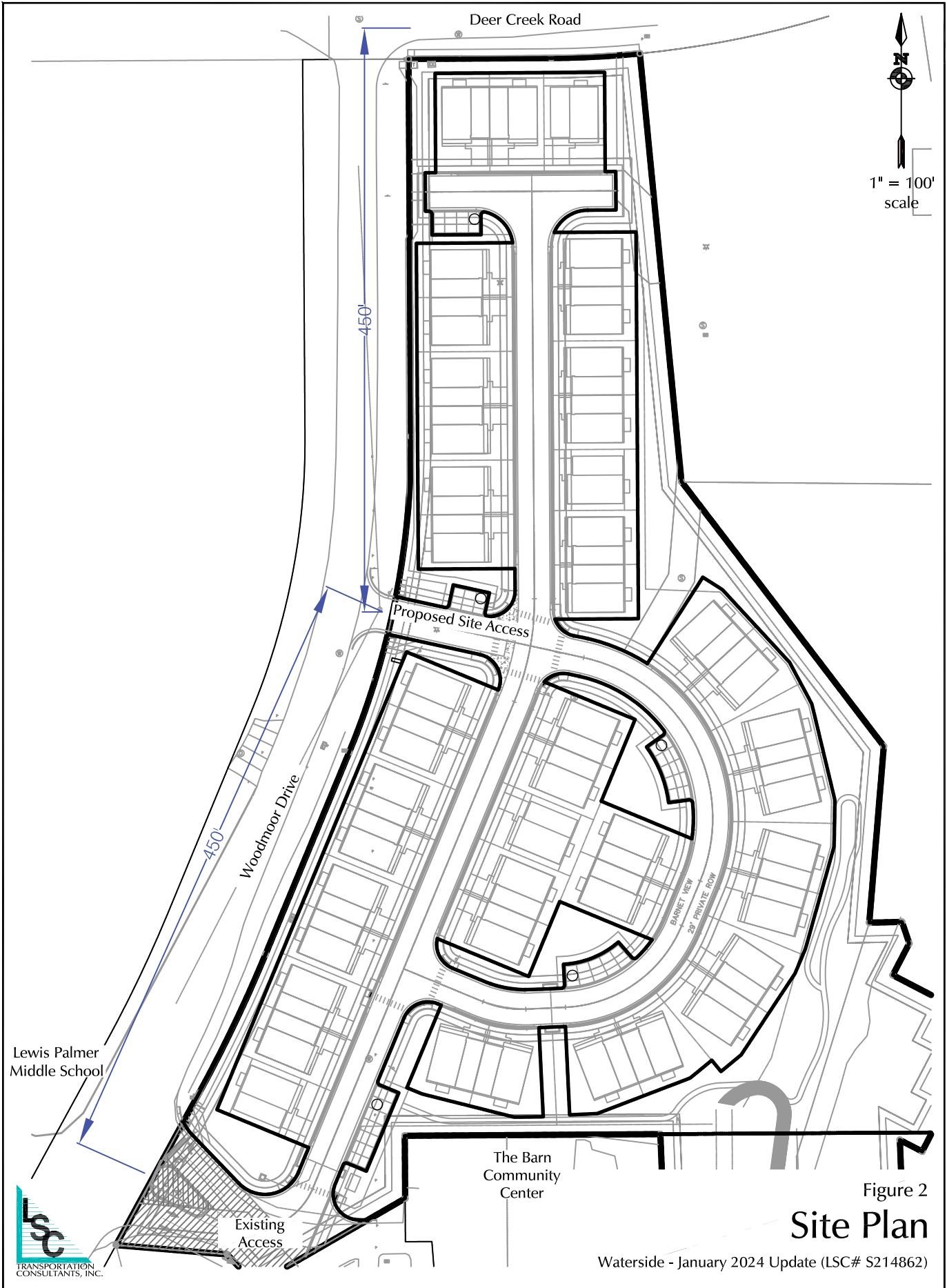



 Not to scale



Figure 1
Vicinity Map

Waterside - January 2024 Update (LSC# S214862)



1" = 100'
scale

Lewis Palmer Middle School

Existing Access

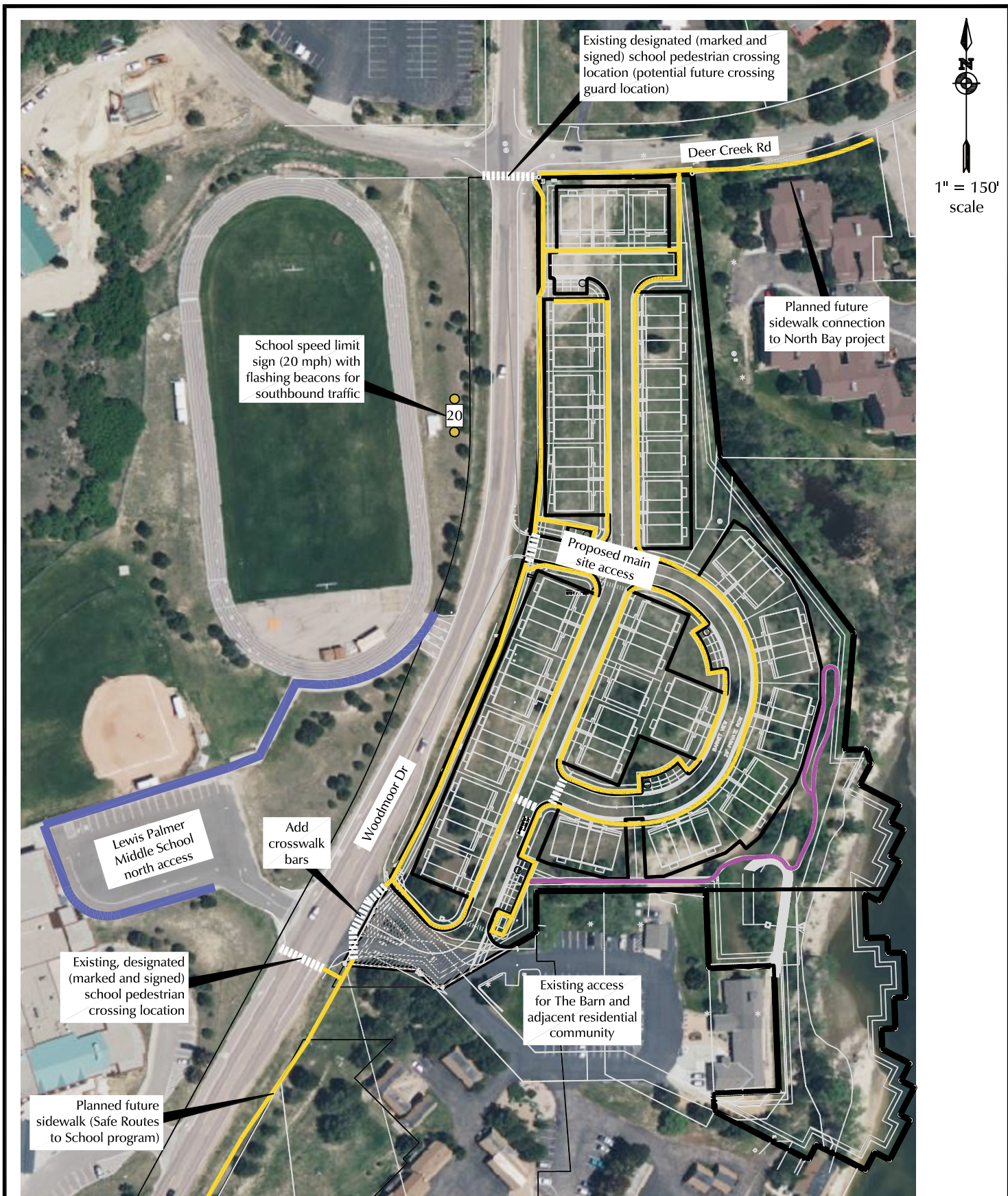
Proposed Site Access

The Barn Community Center

Figure 2
Site Plan

Waterside - January 2024 Update (LSC# S214862)









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

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

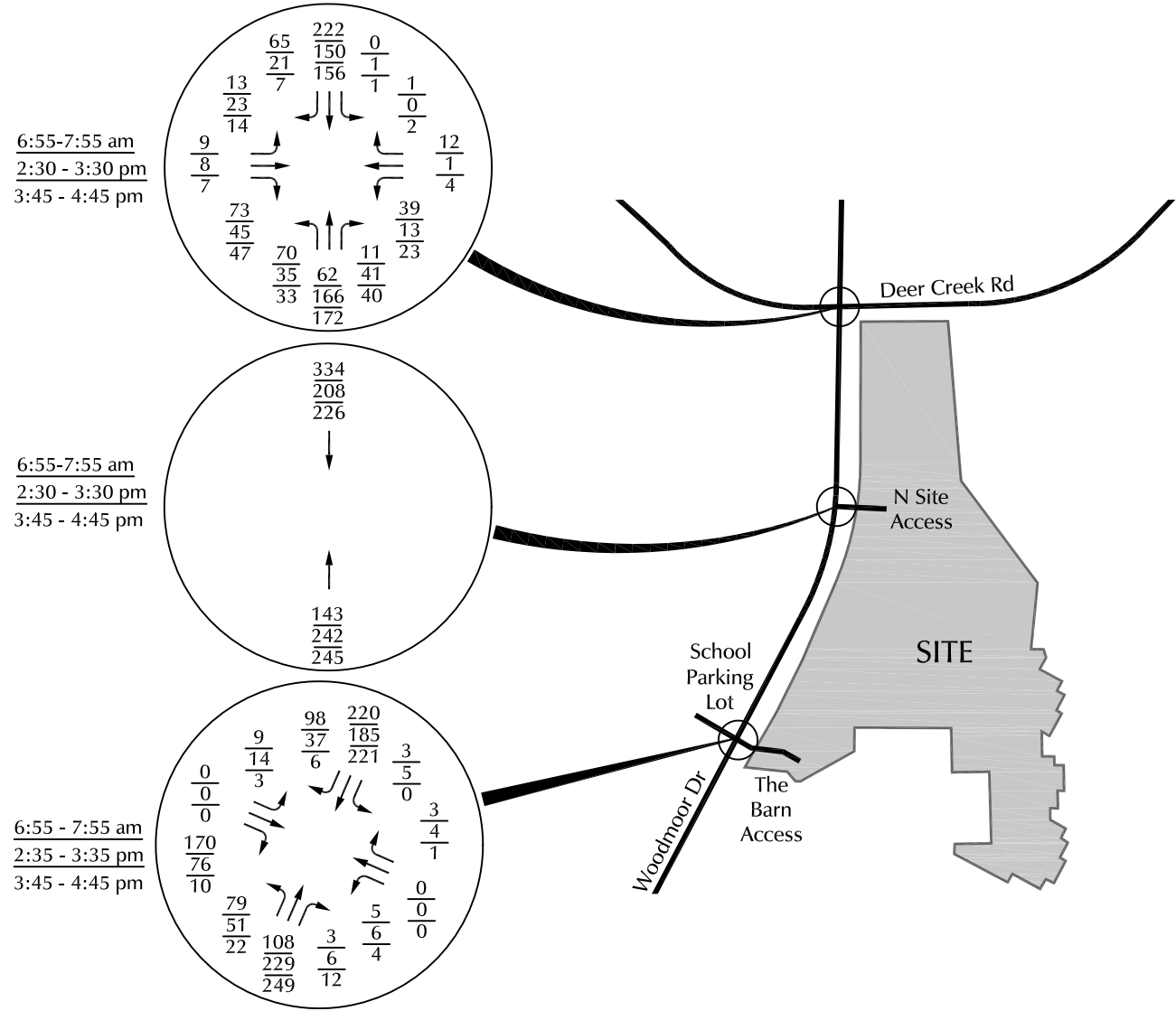


- Existing crosswalk markings
- Proposed sidewalk
- Proposed trail
- Existing concrete path
- No sidewalk on west side

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



Not to scale



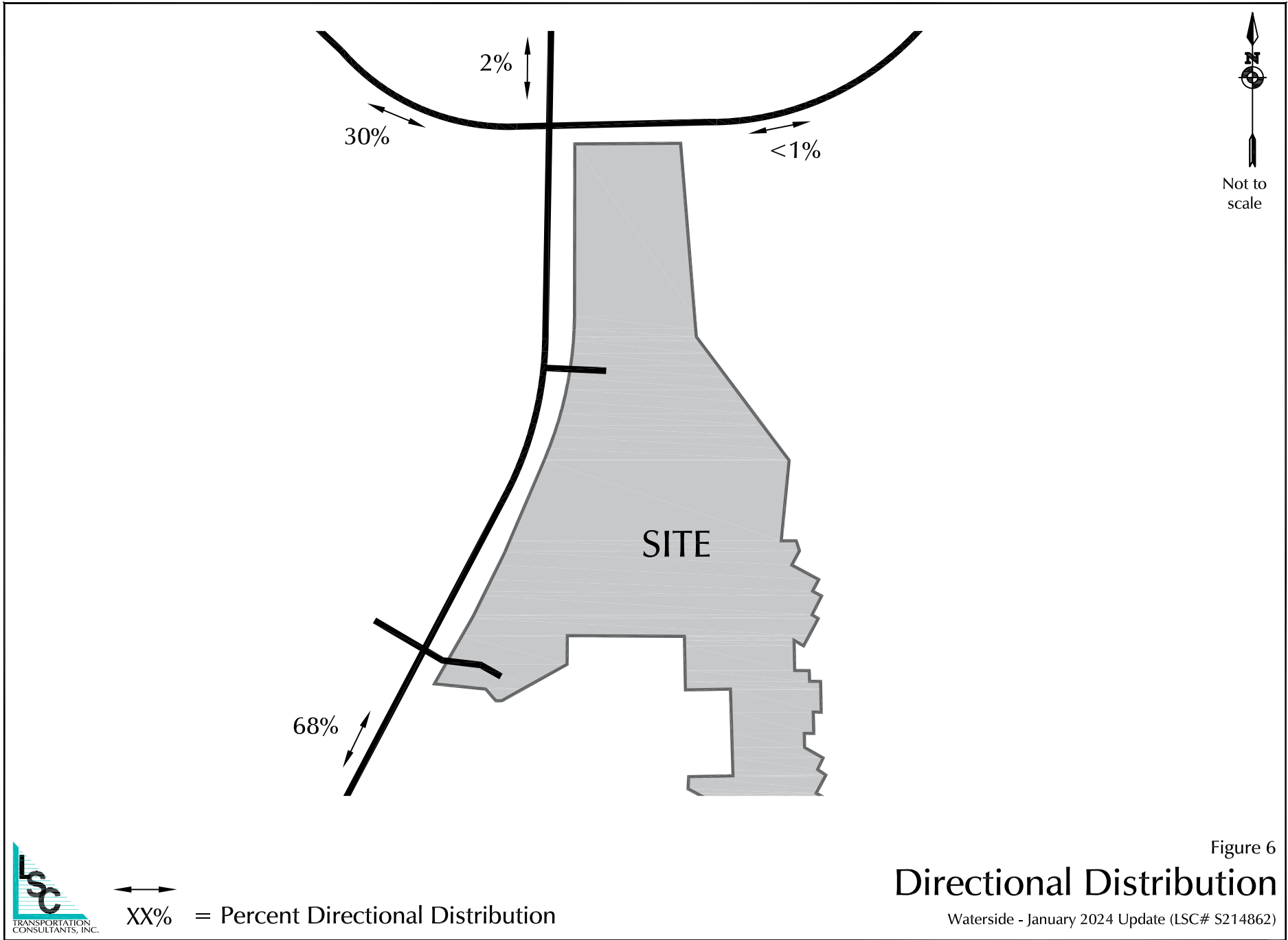
$\frac{XX}{XX}$ = AM Peak-Hour Traffic (Veh/Hr)
 $\frac{XX}{XX}$ = School PM Peak-Hour Traffic (Veh/Hr) Counts by LSC, December 2023
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (Veh/Hr)

Counts likely effected by Highway 105 road construction activity in the vicinity of Highway 105 and Knollwood.



Figure 5
Existing Traffic

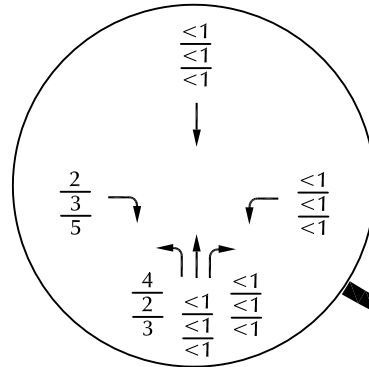
Waterside - January 2024 Update (LSC# S214862)



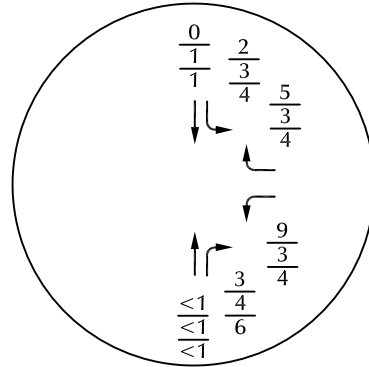


Not to scale

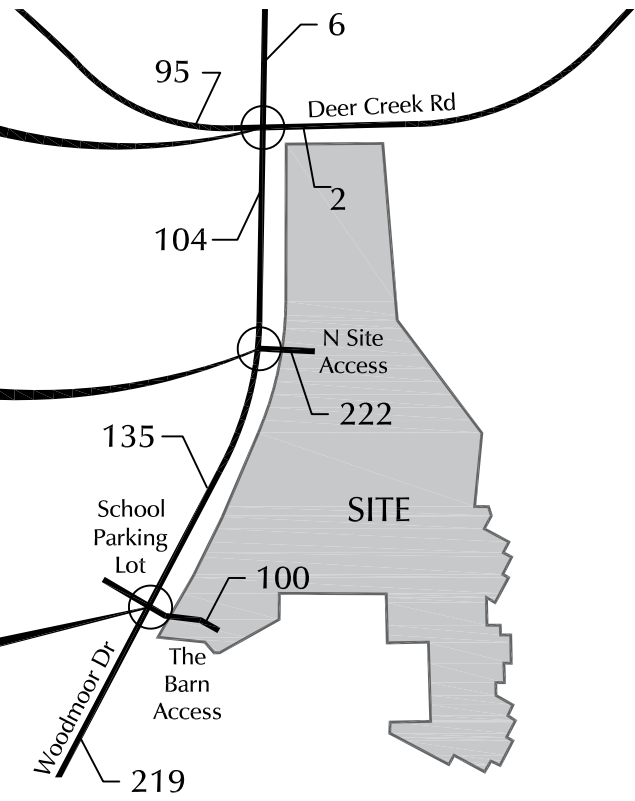
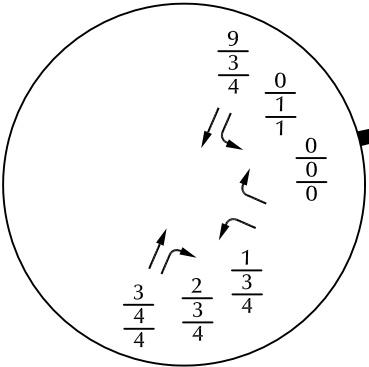
7:00 - 8:00 am
 2:15 - 3:15 pm
 4:30 - 5:30 pm



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



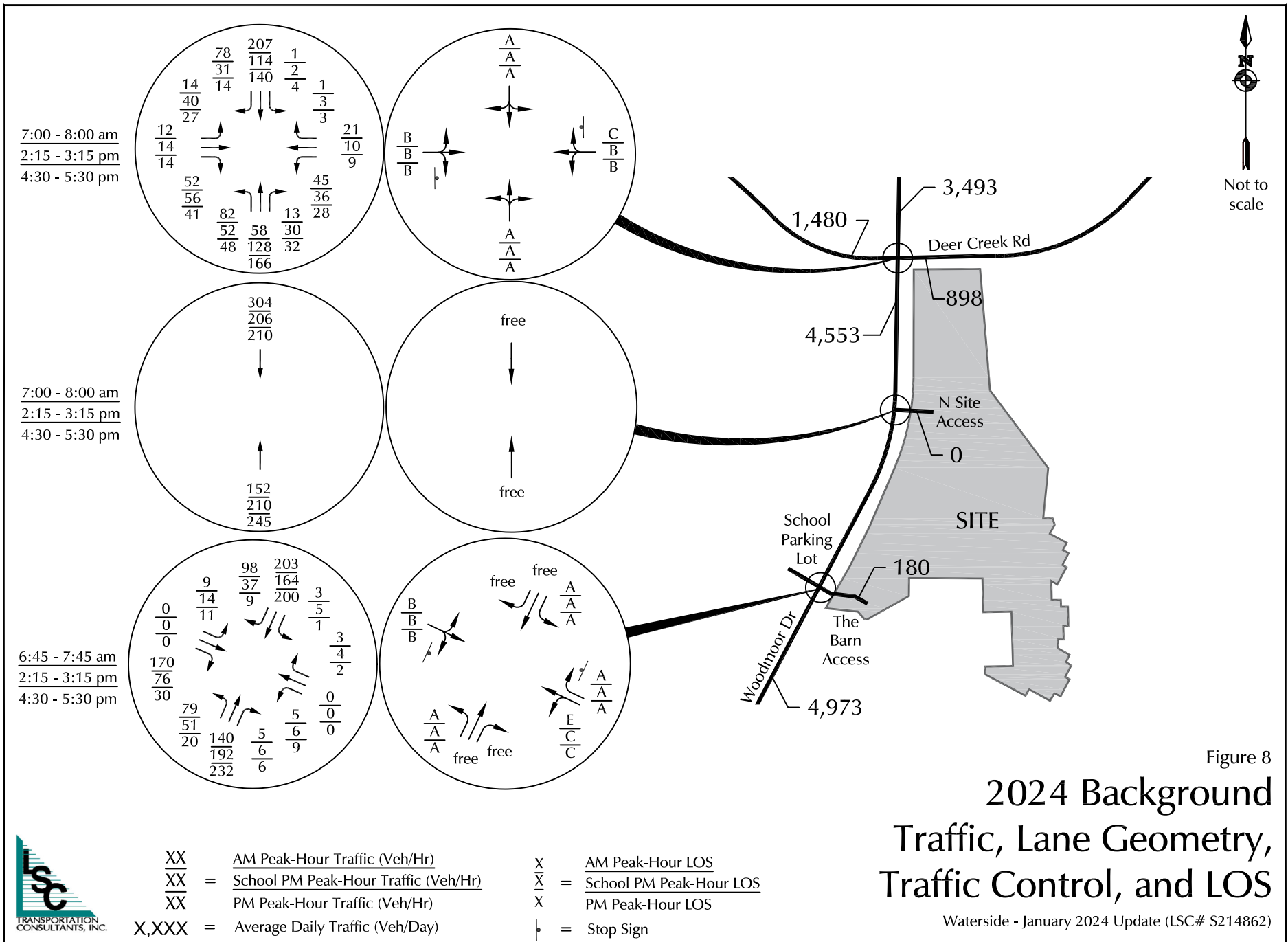
6:45 - 7:45 am
 2:15 - 3:15 pm
 4:30 - 5:30 pm

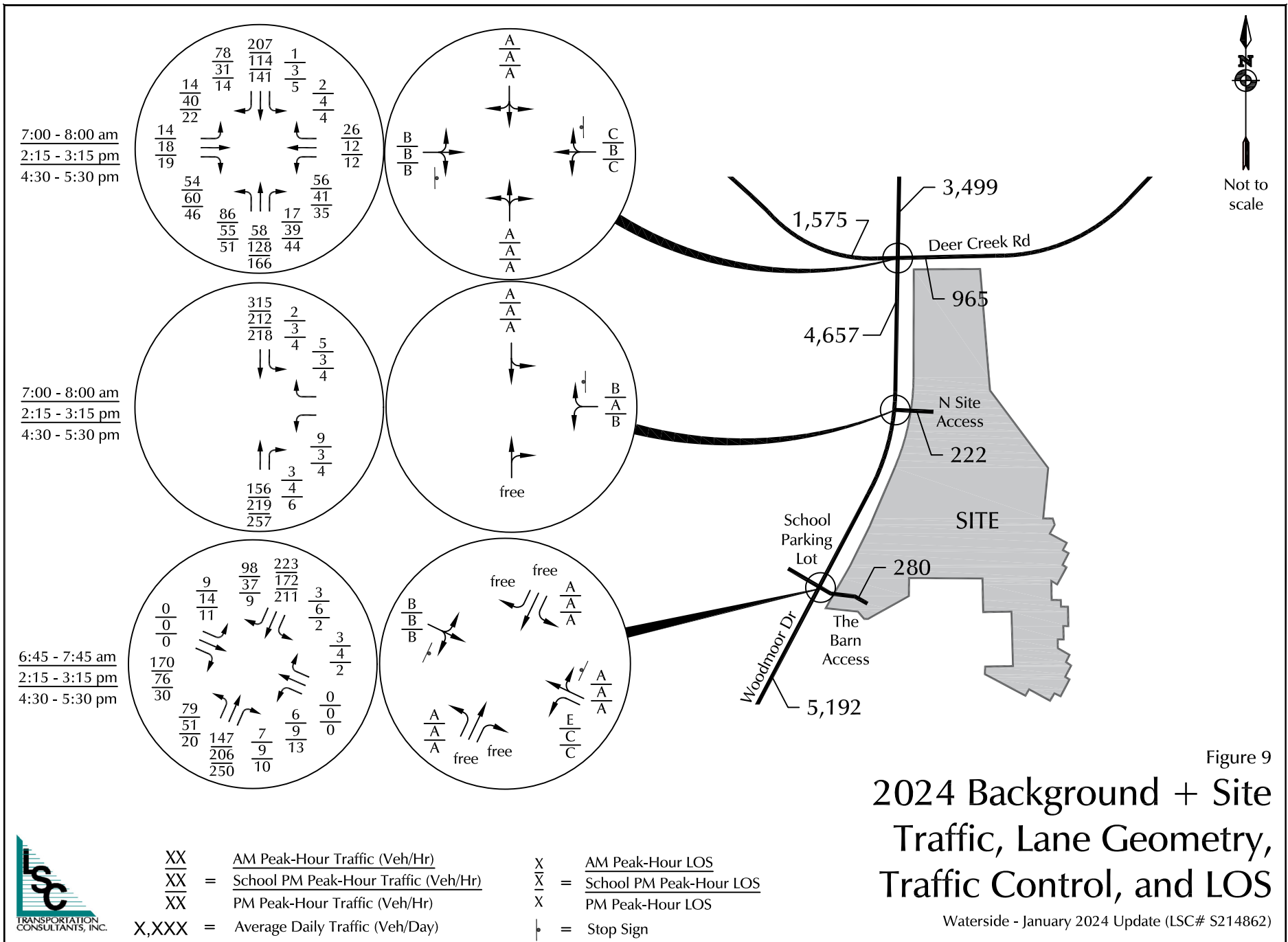


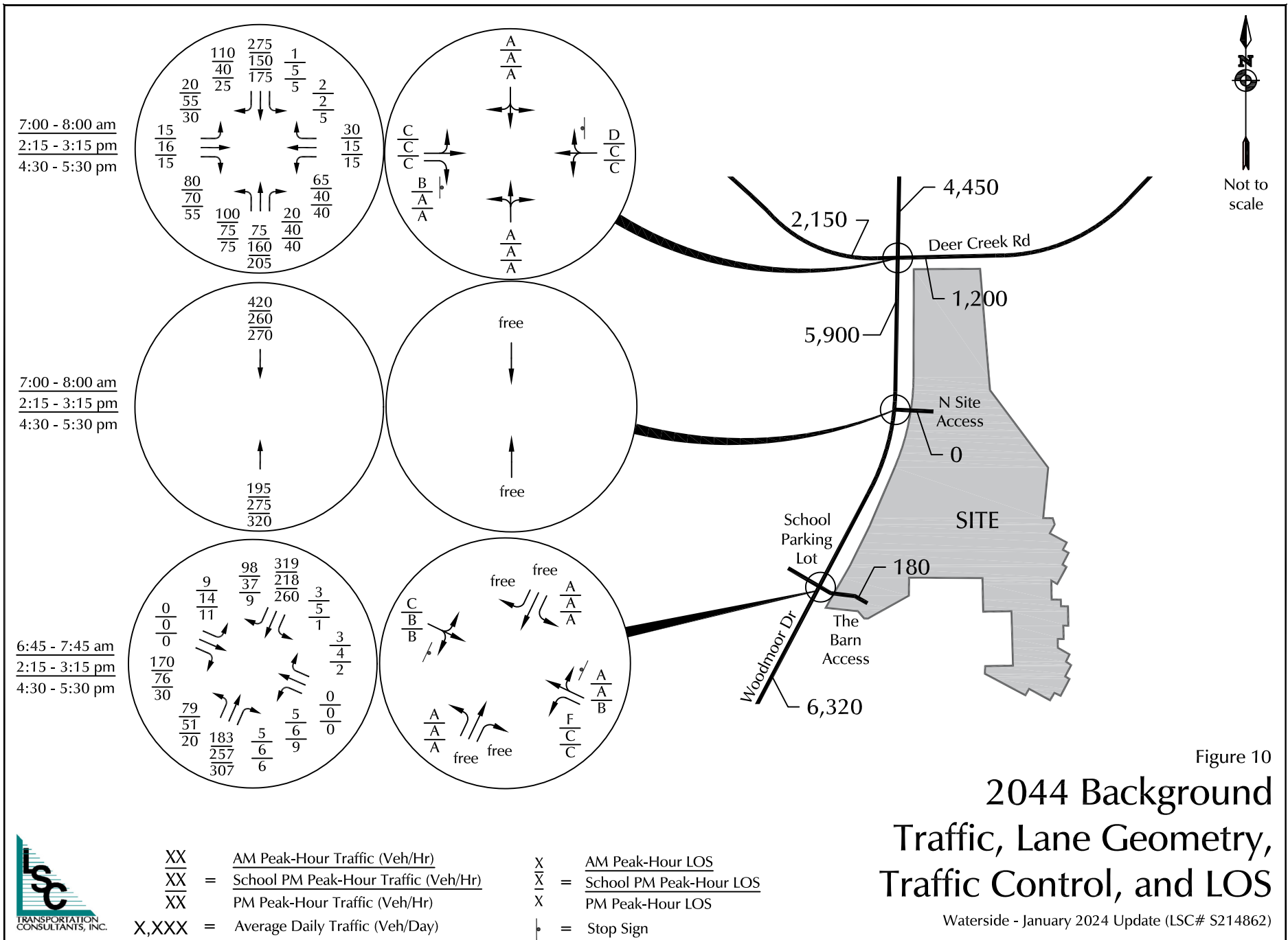
- XX = AM Peak-Hour Traffic (Veh/Hr)
- XX = School PM Peak-Hour Traffic (Veh/Hr)
- XX = PM Peak-Hour Traffic (Veh/Hr)
- X,XXX = Average Daily Traffic (Veh/Day)

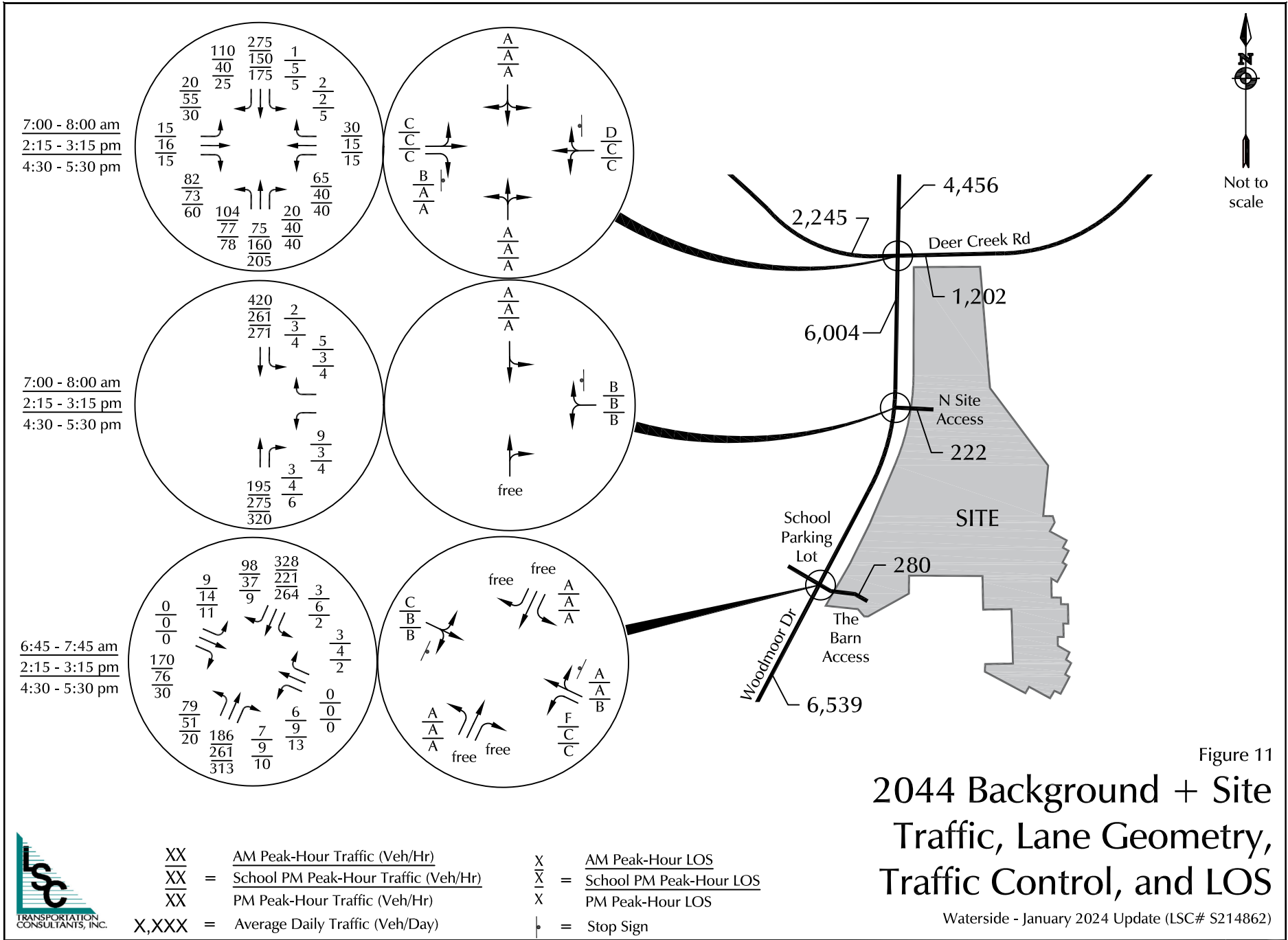
Figure 7
Site-Generated Traffic

Waterside - January 2024 Update (LSC# S214862)









Traffic Counts



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - Deer Creek Rd AM 12-5-23

Site Code : S214862

Start Date : 12/5/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:30	0	3	0	0	3	0	1	2	0	3	0	0	1	0	1	1	0	0	0	0	1	8
06:35	2	9	0	0	11	0	1	2	0	3	1	1	1	0	3	1	0	0	0	0	1	18
06:40	0	11	0	0	11	0	0	0	0	0	0	1	2	0	3	1	0	0	0	0	1	15
06:45	0	13	0	0	13	0	1	2	0	3	0	2	5	0	7	1	0	0	0	0	1	24
06:50	0	10	0	0	10	0	2	0	0	2	0	2	1	0	3	4	0	0	0	0	4	19
06:55	0	17	0	0	17	0	0	3	0	3	0	5	3	0	8	6	0	1	0	0	7	35
Total	2	63	0	0	65	0	5	9	0	14	1	11	13	0	25	14	0	1	0	15	119	
07:00	3	28	0	0	31	0	0	3	0	3	0	5	6	0	11	14	0	0	0	0	14	59
07:05	6	28	0	0	34	0	1	4	0	5	0	5	7	0	12	6	0	0	0	0	6	57
07:10	7	25	0	1	33	0	2	4	0	6	0	10	8	0	18	22	0	5	2	2	29	86
07:15	14	16	0	0	30	0	1	7	0	8	4	4	10	0	18	8	1	0	0	0	9	65
07:20	15	14	0	0	29	1	3	4	0	8	2	3	13	0	18	4	0	1	0	0	5	60
07:25	12	13	0	0	25	0	2	4	0	6	0	1	4	0	5	2	1	0	0	0	3	39
07:30	5	13	0	0	18	0	2	1	0	3	1	6	7	0	14	2	4	1	0	0	7	42
07:35	1	13	0	0	14	0	1	1	0	2	1	7	2	0	10	4	2	2	0	0	8	34
07:40	1	13	0	0	14	0	0	3	0	3	1	5	4	0	10	4	1	3	0	0	8	35
07:45	0	22	0	0	22	0	0	1	0	1	1	6	4	0	11	0	0	0	0	0	0	34
07:50	1	20	0	0	21	0	0	4	0	4	1	5	2	0	8	1	0	0	0	0	1	34
07:55	1	7	0	0	8	0	0	0	0	0	2	7	2	0	11	1	0	1	0	0	2	21
Total	66	212	0	1	279	1	12	36	0	49	13	64	69	0	146	68	9	13	2	92	566	
08:00	0	14	0	0	14	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	0	20
08:05	0	16	0	0	16	0	0	1	0	1	2	11	6	0	19	0	0	1	0	0	1	37
08:10	0	17	0	0	17	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	26
08:15	3	10	0	0	13	0	0	4	0	4	1	7	4	0	12	1	0	0	0	0	1	30
08:20	2	0	0	0	2	3	7	0	0	10	0	1	1	0	2	0	3	2	0	0	5	19
08:25	1	1	0	0	2	1	14	1	0	16	0	0	3	0	3	2	10	2	0	0	14	35
Grand Total	74	333	0	1	408	5	39	56	0	100	17	98	101	0	216	85	22	19	2	128	852	
Apprch %	18.1	81.6	0	0.2		5	39	56	0		7.9	45.4	46.8	0		66.4	17.2	14.8	1.6			
Total %	8.7	39.1	0	0.1	47.9	0.6	4.6	6.6	0	11.7	2	11.5	11.9	0	25.4	10	2.6	2.2	0.2	15		

LSC Transportation Consultants, Inc.

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

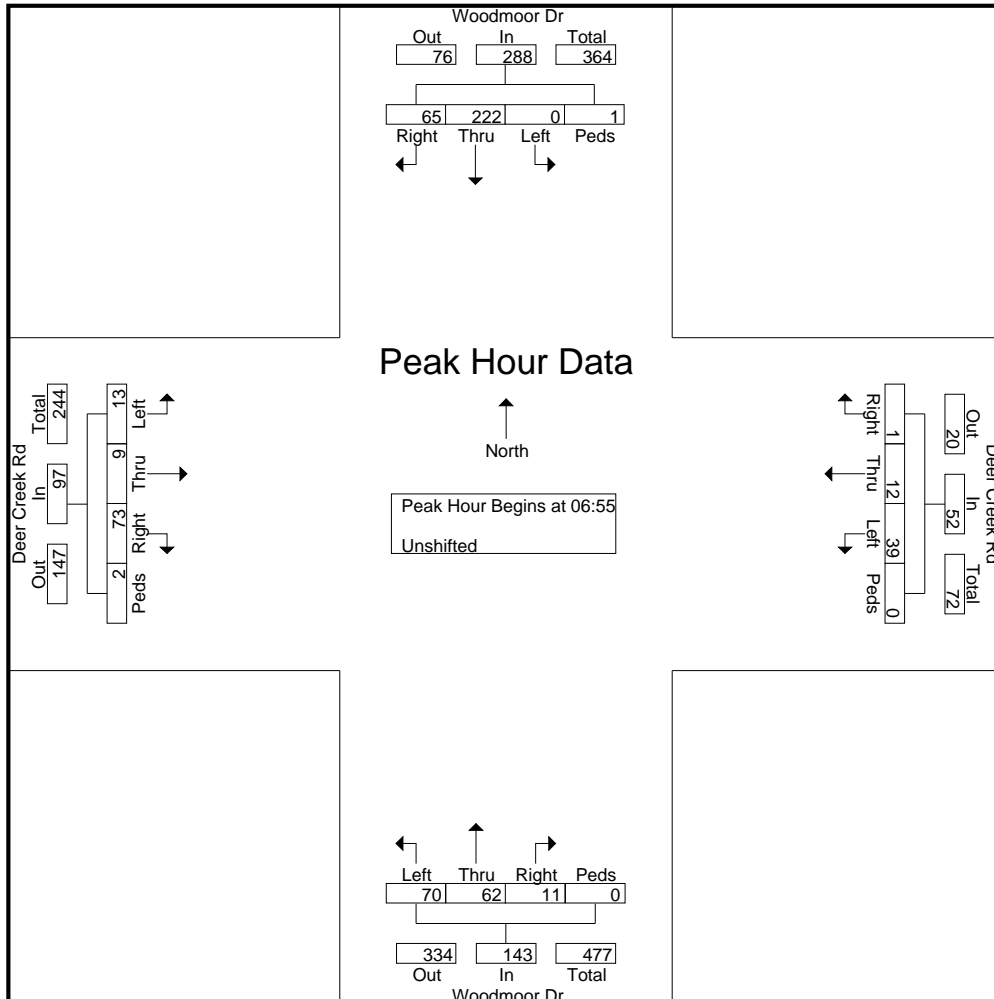
File Name : Woodmoor Dr - Deer Creek Rd AM 12-5-23

Site Code : S214862

Start Date : 12/5/2023

Page No : 2

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:55																					
06:55	0	17	0	0	17	0	0	3	0	3	0	5	3	0	8	6	0	1	0	7	35
07:00	3	28	0	0	31	0	0	3	0	3	0	5	6	0	11	14	0	0	0	14	59
07:05	6	28	0	0	34	0	1	4	0	5	0	5	7	0	12	6	0	0	0	6	57
07:10	7	25	0	1	33	0	2	4	0	6	0	10	8	0	18	22	0	5	2	29	86
07:15	14	16	0	0	30	0	1	7	0	8	4	4	10	0	18	8	1	0	0	9	65
07:20	15	14	0	0	29	1	3	4	0	8	2	3	13	0	18	4	0	1	0	5	60
07:25	12	13	0	0	25	0	2	4	0	6	0	1	4	0	5	2	1	0	0	3	39
07:30	5	13	0	0	18	0	2	1	0	3	1	6	7	0	14	2	4	1	0	7	42
07:35	1	13	0	0	14	0	1	1	0	2	1	7	2	0	10	4	2	2	0	8	34
07:40	1	13	0	0	14	0	0	3	0	3	1	5	4	0	10	4	1	3	0	8	35
07:45	0	22	0	0	22	0	0	1	0	1	1	6	4	0	11	0	0	0	0	0	34
07:50	1	20	0	0	21	0	0	4	0	4	1	5	2	0	8	1	0	0	0	1	34
Total Volume	65	222	0	1	288	1	12	39	0	52	11	62	70	0	143	73	9	13	2	97	580
% App. Total	22.6	77.1	0	0.3		1.9	23.1	75	0		7.7	43.4	49	0		75.3	9.3	13.4	2.1		
PHF	.361	.661	.000	.083	.706	.083	.333	.464	.000	.542	.229	.517	.449	.000	.662	.277	.188	.217	.083	.279	.562



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - Deer Creek Rd AM 12-5-23

Site Code : S214862

Start Date : 12/5/2023

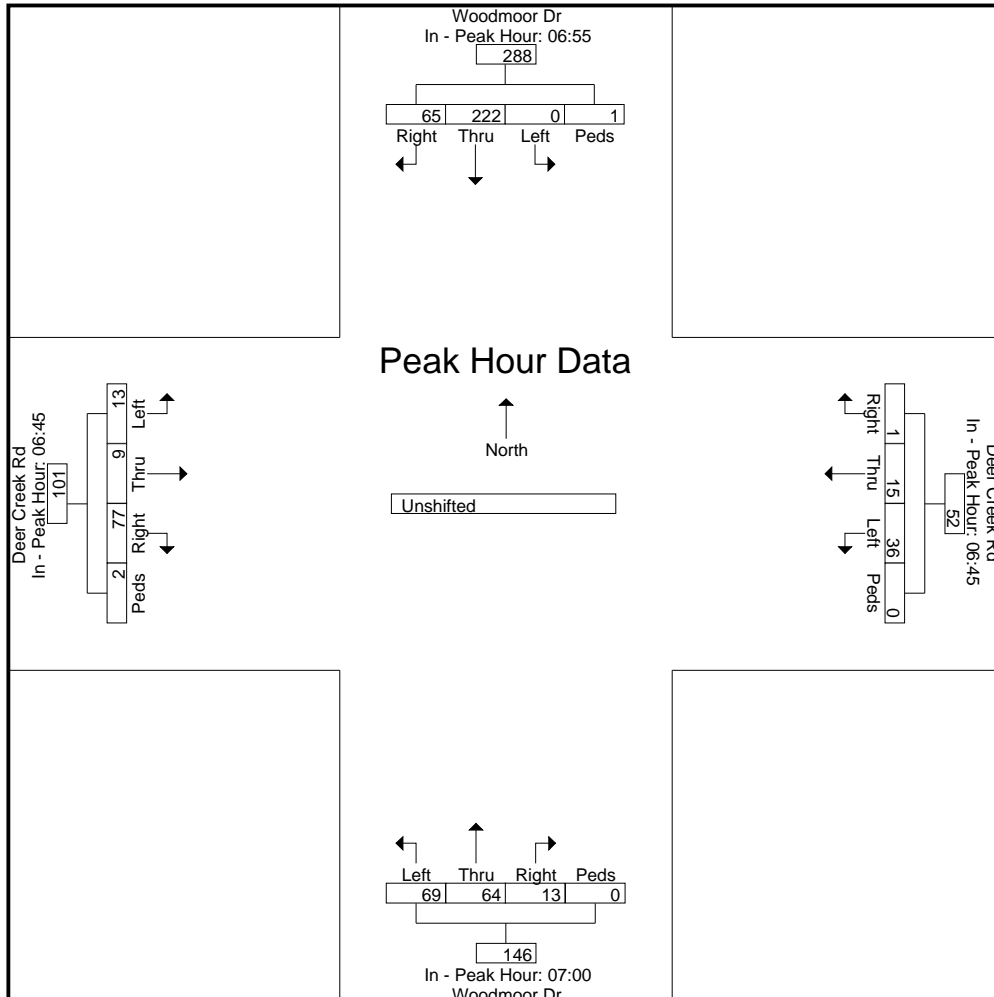
Page No : 3

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:55					06:45					07:00					06:45				
+0 mins.	0	17	0	0	17	0	1	2	0	3	0	5	6	0	11	1	0	0	0	1
+5 mins.	3	28	0	0	31	0	2	0	0	2	0	5	7	0	12	4	0	0	0	4
+10 mins.	6	28	0	0	34	0	0	3	0	3	0	10	8	0	18	6	0	1	0	7
+15 mins.	7	25	0	1	33	0	0	3	0	3	4	4	10	0	18	14	0	0	0	14
+20 mins.	14	16	0	0	30	0	1	4	0	5	2	3	13	0	18	6	0	0	0	6
+25 mins.	15	14	0	0	29	0	2	4	0	6	0	1	4	0	5	22	0	5	2	29
+30 mins.	12	13	0	0	25	0	1	7	0	8	1	6	7	0	14	8	1	0	0	9
+35 mins.	5	13	0	0	18	1	3	4	0	8	1	7	2	0	10	4	0	1	0	5
+40 mins.	1	13	0	0	14	0	2	4	0	6	1	5	4	0	10	2	1	0	0	3
+45 mins.	1	13	0	0	14	0	2	1	0	3	1	6	4	0	11	2	4	1	0	7
+50 mins.	0	22	0	0	22	0	1	1	0	2	1	5	2	0	8	4	2	2	0	8
+55 mins.	1	20	0	0	21	0	0	3	0	3	2	7	2	0	11	4	1	3	0	8
Total Volume	65	222	0	1	288	1	15	36	0	52	13	64	69	0	146	77	9	13	2	101
% App. Total	22.6	77.1	0	0.3		1.9	28.8	69.2	0		8.9	43.8	47.3	0		76.2	8.9	12.9	2	
PHF	.361	.661	.000	.083	.706	.083	.417	.429	.000	.542	.271	.533	.442	.000	.676	.292	.188	.217	.083	.290



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - Deer Creek Rd 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
13:45	0	15	0	0	15	0	1	1	0	2	3	15	0	0	18	1	0	1	0	2	37
13:50	1	9	0	0	10	0	0	2	0	2	0	11	1	0	12	4	0	0	0	4	28
13:55	3	14	0	0	17	0	0	2	0	2	3	10	1	0	14	0	1	1	0	2	35
Total	4	38	0	0	42	0	1	5	0	6	6	36	2	0	44	5	1	2	0	8	100
14:00	0	10	0	0	10	0	0	0	0	0	2	10	2	0	14	0	0	0	0	0	24
14:05	1	12	0	0	13	0	0	1	0	1	2	15	0	0	17	2	0	1	0	3	34
14:10	1	5	0	0	6	0	2	3	0	5	4	10	1	0	15	3	0	1	0	4	30
14:15	0	13	0	0	13	0	0	2	0	2	1	12	5	0	18	1	0	1	0	2	35
14:20	0	12	0	0	12	0	0	2	0	2	1	6	0	2	9	1	0	0	0	1	24
14:25	1	13	0	0	14	0	0	3	0	3	2	12	4	1	19	5	0	0	0	5	41
14:30	5	11	0	0	16	0	1	3	0	4	2	7	2	0	11	6	1	0	0	7	38
14:35	1	18	0	0	19	0	0	0	0	0	2	10	5	1	18	7	0	2	0	9	46
14:40	3	22	0	0	25	0	0	1	0	1	8	15	4	1	28	4	0	0	0	4	58
14:45	3	10	0	0	13	0	0	0	0	0	5	14	8	0	27	9	1	5	0	15	55
14:50	1	7	0	0	8	0	0	0	0	0	2	17	5	0	24	2	2	5	0	9	41
14:55	4	18	0	0	22	0	0	2	0	2	2	14	2	0	18	4	2	1	0	7	49
Total	20	151	0	0	171	0	3	17	0	20	33	142	38	5	218	44	6	16	0	66	475
15:00	0	8	0	0	8	0	0	1	0	1	3	15	1	0	19	3	1	2	0	6	34
15:05	1	8	0	0	9	0	0	0	0	0	2	16	1	0	19	4	1	3	0	8	36
15:10	0	8	0	0	8	0	0	0	0	0	8	17	1	0	26	1	0	2	0	3	37
15:15	0	11	0	0	11	0	0	2	0	2	2	8	3	0	13	2	0	2	0	4	30
15:20	3	13	0	0	16	0	0	2	0	2	2	17	1	0	20	1	0	0	0	1	39
15:25	0	16	1	0	17	0	0	2	0	2	3	16	2	0	21	2	0	1	0	3	43
15:30	1	7	0	0	8	0	0	6	0	6	2	8	0	0	10	3	1	2	0	6	30
15:35	2	12	0	0	14	0	1	3	0	4	3	15	2	0	20	4	1	3	0	8	46
15:40	1	5	0	0	6	0	0	1	0	1	1	13	7	0	21	2	0	3	0	5	33
Grand Total	32	277	1	0	310	0	5	39	0	44	65	303	58	5	431	71	11	36	0	118	903
Apprch %	10.3	89.4	0.3	0		0	11.4	88.6	0		15.1	70.3	13.5	1.2		60.2	9.3	30.5	0		
Total %	3.5	30.7	0.1	0	34.3	0	0.6	4.3	0	4.9	7.2	33.6	6.4	0.6	47.7	7.9	1.2	4	0	13.1	

LSC Transportation Consultants, Inc.

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

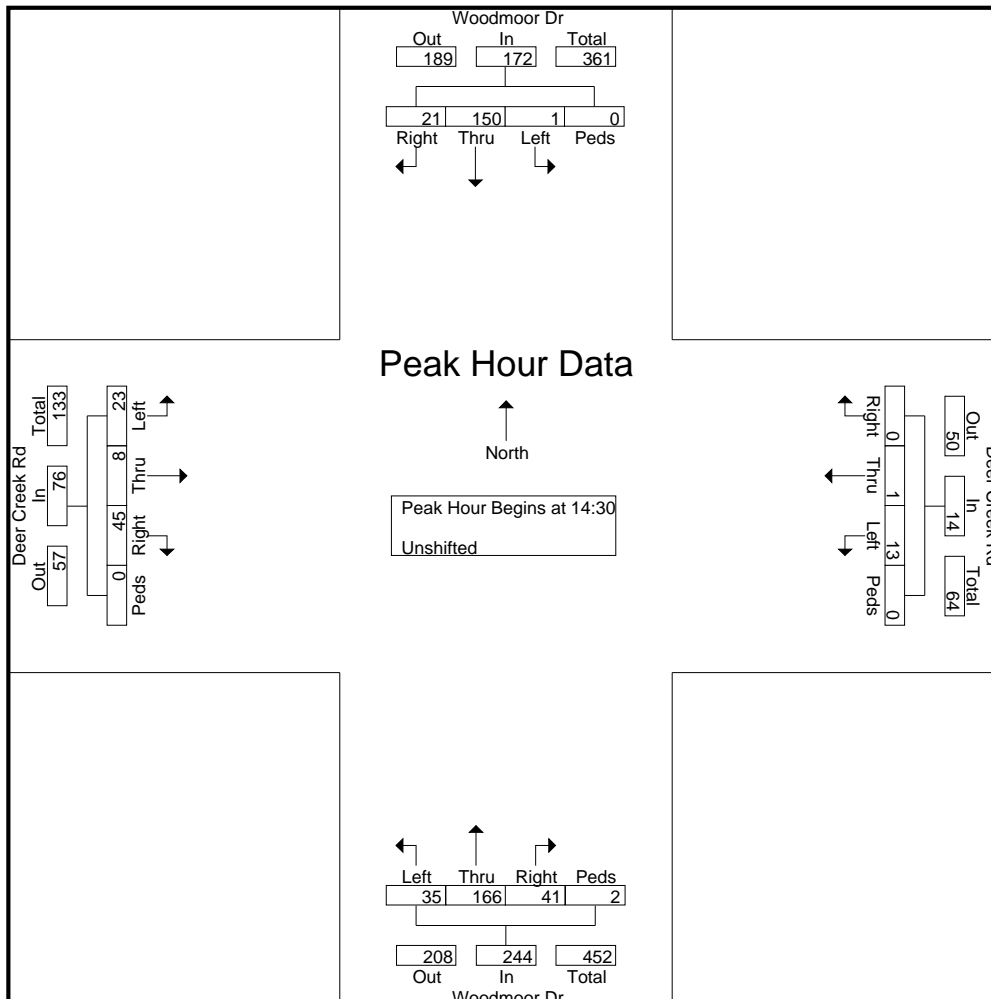
File Name : Woodmoor Dr - Deer Creek Rd 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 2

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 13:45 to 15:40 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	5	11	0	0	16	0	1	3	0	4	2	7	2	0	11	6	1	0	0	7	38
14:35	1	18	0	0	19	0	0	0	0	0	2	10	5	1	18	7	0	2	0	9	46
14:40	3	22	0	0	25	0	0	1	0	1	8	15	4	1	28	4	0	0	0	4	58
14:45	3	10	0	0	13	0	0	0	0	0	5	14	8	0	27	9	1	5	0	15	55
14:50	1	7	0	0	8	0	0	0	0	0	2	17	5	0	24	2	2	5	0	9	41
14:55	4	18	0	0	22	0	0	2	0	2	2	14	2	0	18	4	2	1	0	7	49
15:00	0	8	0	0	8	0	0	1	0	1	3	15	1	0	19	3	1	2	0	6	34
15:05	1	8	0	0	9	0	0	0	0	0	2	16	1	0	19	4	1	3	0	8	36
15:10	0	8	0	0	8	0	0	0	0	0	8	17	1	0	26	1	0	2	0	3	37
15:15	0	11	0	0	11	0	0	2	0	2	2	8	3	0	13	2	0	2	0	4	30
15:20	3	13	0	0	16	0	0	2	0	2	2	17	1	0	20	1	0	0	0	1	39
15:25	0	16	1	0	17	0	0	2	0	2	3	16	2	0	21	2	0	1	0	3	43
Total Volume	21	150	1	0	172	0	1	13	0	14	41	166	35	2	244	45	8	23	0	76	506
% App. Total	12.2	87.2	0.6	0		0	7.1	92.9	0		16.8	68	14.3	0.8		59.2	10.5	30.3	0		
PHF	.350	.568	.083	.000	.573	.000	.083	.361	.000	.292	.427	.814	.365	.167	.726	.417	.333	.383	.000	.422	.727



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - Deer Creek Rd 12-12-23

Site Code : S214862

Start Date : 12/12/2023

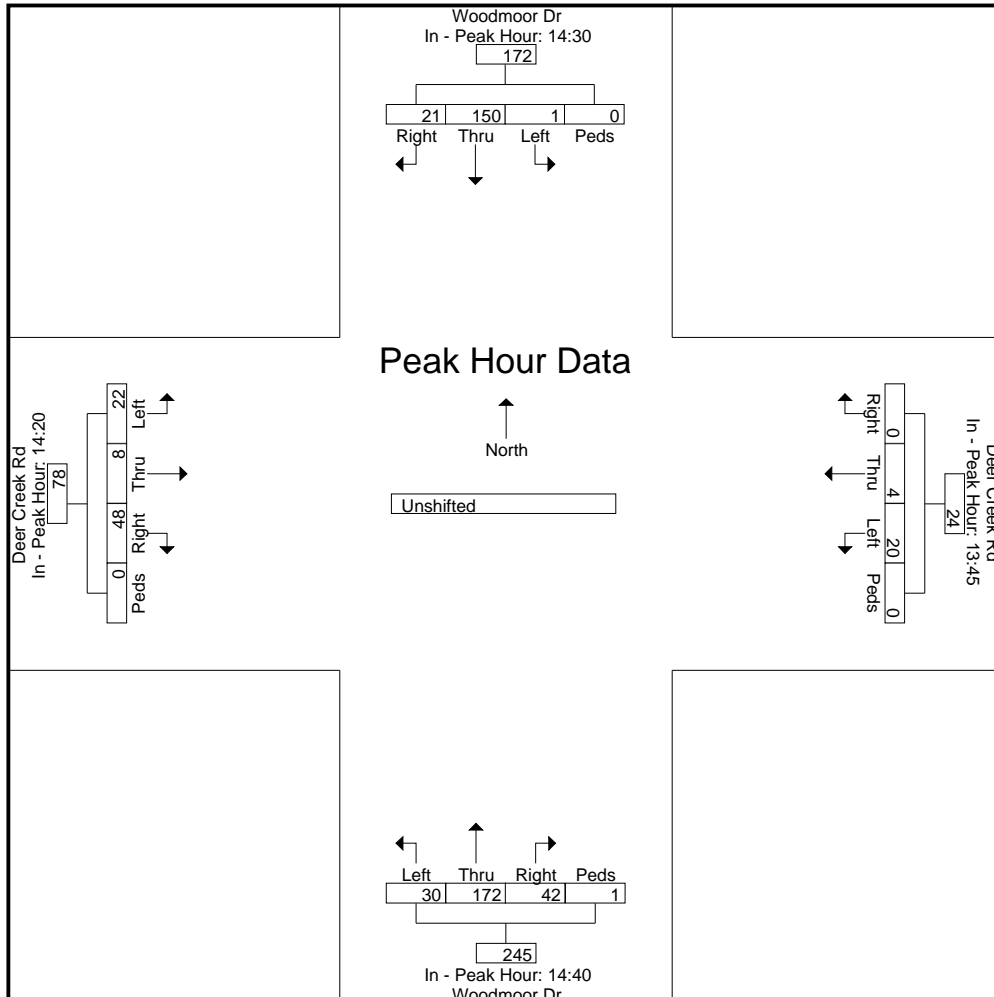
Page No : 3

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 13:45 to 15:40 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:30					13:45					14:40					14:20				
+0 mins.	5	11	0	0	16	0	1	1	0	2	8	15	4	1	28	1	0	0	0	1
+5 mins.	1	18	0	0	19	0	0	2	0	2	5	14	8	0	27	5	0	0	0	5
+10 mins.	3	22	0	0	25	0	0	2	0	2	2	17	5	0	24	6	1	0	0	7
+15 mins.	3	10	0	0	13	0	0	0	0	0	2	14	2	0	18	7	0	2	0	9
+20 mins.	1	7	0	0	8	0	0	1	0	1	3	15	1	0	19	4	0	0	0	4
+25 mins.	4	18	0	0	22	0	2	3	0	5	2	16	1	0	19	9	1	5	0	15
+30 mins.	0	8	0	0	8	0	0	2	0	2	8	17	1	0	26	2	2	5	0	9
+35 mins.	1	8	0	0	9	0	0	2	0	2	2	8	3	0	13	4	2	1	0	7
+40 mins.	0	8	0	0	8	0	0	3	0	3	2	17	1	0	20	3	1	2	0	6
+45 mins.	0	11	0	0	11	0	1	3	0	4	3	16	2	0	21	4	1	3	0	8
+50 mins.	3	13	0	0	16	0	0	0	0	0	2	8	0	0	10	1	0	2	0	3
+55 mins.	0	16	1	0	17	0	0	1	0	1	3	15	2	0	20	2	0	2	0	4
Total Volume	21	150	1	0	172	0	4	20	0	24	42	172	30	1	245	48	8	22	0	78
% App. Total	12.2	87.2	0.6	0		0	16.7	83.3	0		17.1	70.2	12.2	0.4		61.5	10.3	28.2	0	
PHF	.350	.568	.083	.000	.573	.000	.167	.556	.000	.400	.438	.843	.313	.083	.729	.444	.333	.367	.000	.433



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - Deer Creek Rd PM 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
15:45	0	12	0	0	12	0	0	2	0	2	1	10	10	0	21	7	1	1	0	9	44
15:50	0	17	0	0	17	0	0	2	0	2	1	13	3	0	17	4	0	1	0	5	41
15:55	1	15	0	0	16	0	1	2	0	3	2	23	1	0	26	2	2	3	0	7	52
Total	1	44	0	0	45	0	1	6	0	7	4	46	14	0	64	13	3	5	0	21	137
16:00	2	18	0	0	20	1	0	2	0	3	4	8	1	0	13	4	0	0	0	4	40
16:05	0	12	0	0	12	0	2	1	0	3	3	11	2	0	16	4	0	2	0	6	37
16:10	1	21	1	0	23	1	0	1	0	2	6	16	2	0	24	6	0	0	0	6	55
16:15	0	8	0	0	8	0	0	3	0	3	4	16	4	0	24	4	0	3	0	7	42
16:20	1	9	0	0	10	0	0	3	0	3	1	10	0	0	11	4	0	1	0	5	29
16:25	1	13	0	0	14	0	0	2	0	2	6	18	4	0	28	4	1	0	0	5	49
16:30	0	12	0	0	12	0	0	1	0	1	3	17	4	0	24	3	0	1	0	4	41
16:35	0	10	0	0	10	0	0	1	0	1	2	10	1	0	13	3	1	0	0	4	28
16:40	1	9	0	0	10	0	1	3	0	4	7	20	1	0	28	2	2	2	0	6	48
16:45	2	5	0	0	7	0	1	1	0	2	3	18	2	0	23	7	0	0	0	7	39
16:50	0	6	0	0	6	0	0	1	0	1	2	15	0	0	17	2	2	1	0	5	29
16:55	0	10	0	0	10	0	0	0	0	0	2	14	1	0	17	5	1	0	0	6	33
Total	8	133	1	0	142	2	4	19	0	25	43	173	22	0	238	48	7	10	0	65	470
17:00	1	15	0	0	16	0	0	3	0	3	2	18	0	0	20	2	0	0	0	2	41
17:05	1	13	0	0	14	0	1	3	0	4	3	13	2	0	18	3	2	1	0	6	42
17:10	2	12	0	0	14	0	0	0	0	0	3	15	2	0	20	7	0	3	0	10	44
17:15	2	17	0	0	19	0	2	0	0	2	0	18	3	0	21	2	0	1	0	3	45
17:20	0	11	0	0	11	0	0	4	0	4	0	10	0	0	10	7	1	1	0	9	34
17:25	2	3	0	0	5	0	0	4	0	4	0	14	2	0	16	2	0	0	0	2	27
17:30	2	10	0	0	12	0	0	1	0	1	3	11	1	0	15	4	1	3	0	8	36
17:35	0	3	0	0	3	0	0	1	0	1	3	12	2	0	17	2	0	1	0	3	24
17:40	1	4	0	0	5	0	0	1	0	1	2	9	1	0	12	1	0	1	0	2	20
Grand Total	20	265	1	0	286	2	8	42	0	52	63	339	49	0	451	91	14	26	0	131	920
Apprch %	7	92.7	0.3	0		3.8	15.4	80.8	0		14	75.2	10.9	0		69.5	10.7	19.8	0		
Total %	2.2	28.8	0.1	0	31.1	0.2	0.9	4.6	0	5.7	6.8	36.8	5.3	0	49	9.9	1.5	2.8	0	14.2	

LSC Transportation Consultants, Inc.

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

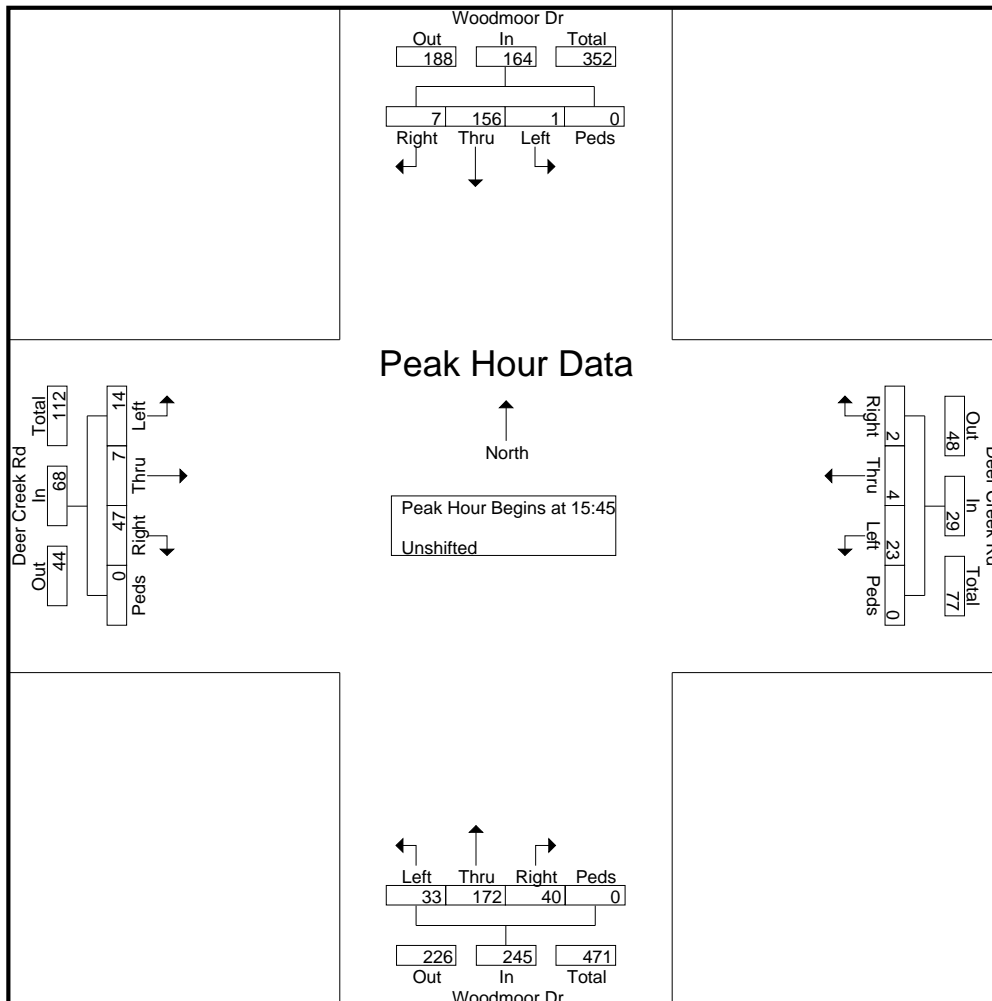
File Name : Woodmoor Dr - Deer Creek Rd PM 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 2

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 15:45 to 17:40 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:45																					
15:45	0	12	0	0	12	0	0	2	0	2	1	10	10	0	21	7	1	1	0	9	44
15:50	0	17	0	0	17	0	0	2	0	2	1	13	3	0	17	4	0	1	0	5	41
15:55	1	15	0	0	16	0	1	2	0	3	2	23	1	0	26	2	2	3	0	7	52
16:00	2	18	0	0	20	1	0	2	0	3	4	8	1	0	13	4	0	0	0	4	40
16:05	0	12	0	0	12	0	2	1	0	3	3	11	2	0	16	4	0	2	0	6	37
16:10	1	21	1	0	23	1	0	1	0	2	6	16	2	0	24	6	0	0	0	6	55
16:15	0	8	0	0	8	0	0	3	0	3	4	16	4	0	24	4	0	3	0	7	42
16:20	1	9	0	0	10	0	0	3	0	3	1	10	0	0	11	4	0	1	0	5	29
16:25	1	13	0	0	14	0	0	2	0	2	6	18	4	0	28	4	1	0	0	5	49
16:30	0	12	0	0	12	0	0	1	0	1	3	17	4	0	24	3	0	1	0	4	41
16:35	0	10	0	0	10	0	0	1	0	1	2	10	1	0	13	3	1	0	0	4	28
16:40	1	9	0	0	10	0	1	3	0	4	7	20	1	0	28	2	2	2	0	6	48
Total Volume	7	156	1	0	164	2	4	23	0	29	40	172	33	0	245	47	7	14	0	68	506
% App. Total	4.3	95.1	0.6	0		6.9	13.8	79.3	0		16.3	70.2	13.5	0		69.1	10.3	20.6	0		
PHF	.292	.619	.083	.000	.594	.167	.167	.639	.000	.604	.476	.623	.275	.000	.729	.560	.292	.389	.000	.630	.767



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - Deer Creek Rd PM 12-12-23

Site Code : S214862

Start Date : 12/12/2023

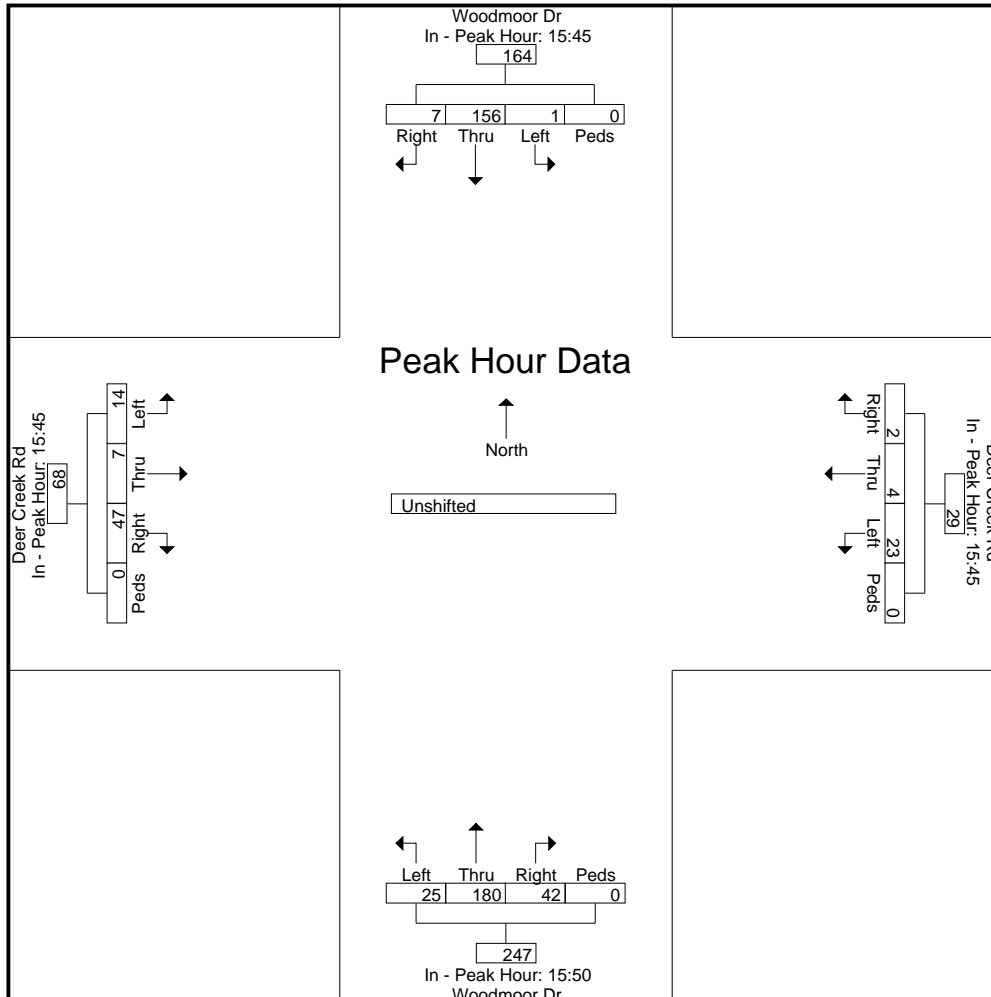
Page No : 3

Start Time	Woodmoor Dr Southbound					Deer Creek Rd Westbound					Woodmoor Dr Northbound					Deer Creek Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 15:45 to 17:40 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	15:45					15:45					15:50					15:45				
+0 mins.	0	12	0	0	12	0	0	2	0	2	1	13	3	0	17	7	1	1	0	9
+5 mins.	0	17	0	0	17	0	0	2	0	2	2	23	1	0	26	4	0	1	0	5
+10 mins.	1	15	0	0	16	0	1	2	0	3	4	8	1	0	13	2	2	3	0	7
+15 mins.	2	18	0	0	20	1	0	2	0	3	3	11	2	0	16	4	0	0	0	4
+20 mins.	0	12	0	0	12	0	2	1	0	3	6	16	2	0	24	4	0	2	0	6
+25 mins.	1	21	1	0	23	1	0	1	0	2	4	16	4	0	24	6	0	0	0	6
+30 mins.	0	8	0	0	8	0	0	3	0	3	1	10	0	0	11	4	0	3	0	7
+35 mins.	1	9	0	0	10	0	0	3	0	3	6	18	4	0	28	4	0	1	0	5
+40 mins.	1	13	0	0	14	0	0	2	0	2	3	17	4	0	24	4	1	0	0	5
+45 mins.	0	12	0	0	12	0	0	1	0	1	2	10	1	0	13	3	0	1	0	4
+50 mins.	0	10	0	0	10	0	0	1	0	1	7	20	1	0	28	3	1	0	0	4
+55 mins.	1	9	0	0	10	0	1	3	0	4	3	18	2	0	23	2	2	2	0	6
Total Volume	7	156	1	0	164	2	4	23	0	29	42	180	25	0	247	47	7	14	0	68
% App. Total	4.3	95.1	0.6	0		6.9	13.8	79.3	0		17	72.9	10.1	0		69.1	10.3	20.6	0	
PHF	.292	.619	.083	.000	.594	.167	.167	.639	.000	.604	.500	.652	.521	.000	.735	.560	.292	.389	.000	.630



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 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
06:35	0	9	0	0	9	0	0	0	0	0	2	2	1	0	5	1	0	0	0	0	1
06:40	1	10	0	0	11	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0
06:45	0	14	0	0	14	0	0	1	0	1	0	5	1	0	6	1	0	0	0	0	1
06:50	2	16	0	0	18	0	0	0	0	0	0	3	5	0	8	2	0	0	0	0	2
06:55	8	12	0	0	20	0	0	1	0	1	0	9	9	0	18	7	0	0	0	0	7
Total	11	70	0	0	81	0	0	2	0	2	2	26	17	0	45	11	0	0	0	11	139
07:00	22	15	0	0	37	0	0	0	0	0	0	4	18	0	22	28	0	6	0	34	93
07:05	25	17	0	0	42	0	0	0	0	0	0	10	19	0	29	40	0	0	0	40	111
07:10	20	22	1	0	43	1	0	0	0	1	0	12	16	0	28	36	0	0	0	36	108
07:15	18	19	2	0	39	2	0	1	0	3	0	9	13	0	22	34	0	0	0	34	98
07:20	5	24	0	0	29	0	0	0	0	0	0	5	1	0	6	22	0	3	0	25	60
07:25	0	20	0	0	20	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	28
07:30	0	16	0	0	16	0	0	0	0	0	1	12	1	0	14	0	0	0	0	0	30
07:35	0	17	0	0	17	0	0	0	0	0	1	12	0	0	13	1	0	0	0	1	31
07:40	0	14	0	0	14	0	0	1	0	1	0	8	1	0	9	0	0	0	0	0	24
07:45	0	23	0	0	23	0	0	0	0	0	1	9	1	0	11	0	0	0	0	0	34
07:50	0	21	0	0	21	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	35
07:55	0	25	0	0	25	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	34
Total	90	233	3	0	326	3	0	4	0	7	3	107	71	0	181	163	0	9	0	172	686
08:00	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	25
08:05	0	17	0	0	17	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	30
08:10	0	13	0	0	13	1	0	0	0	1	0	12	2	0	14	0	0	0	0	0	28
08:15	0	11	0	0	11	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	21
08:20	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
08:25	0	14	0	0	14	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	31
Grand Total	101	378	3	0	482	4	0	9	0	13	5	203	90	0	298	175	0	9	0	184	977
Apprch %	21	78.4	0.6	0		30.8	0	69.2	0		1.7	68.1	30.2	0		95.1	0	4.9	0		
Total %	10.3	38.7	0.3	0	49.3	0.4	0	0.9	0	1.3	0.5	20.8	9.2	0	30.5	17.9	0	0.9	0	18.8	

LSC Transportation Consultants, Inc.

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

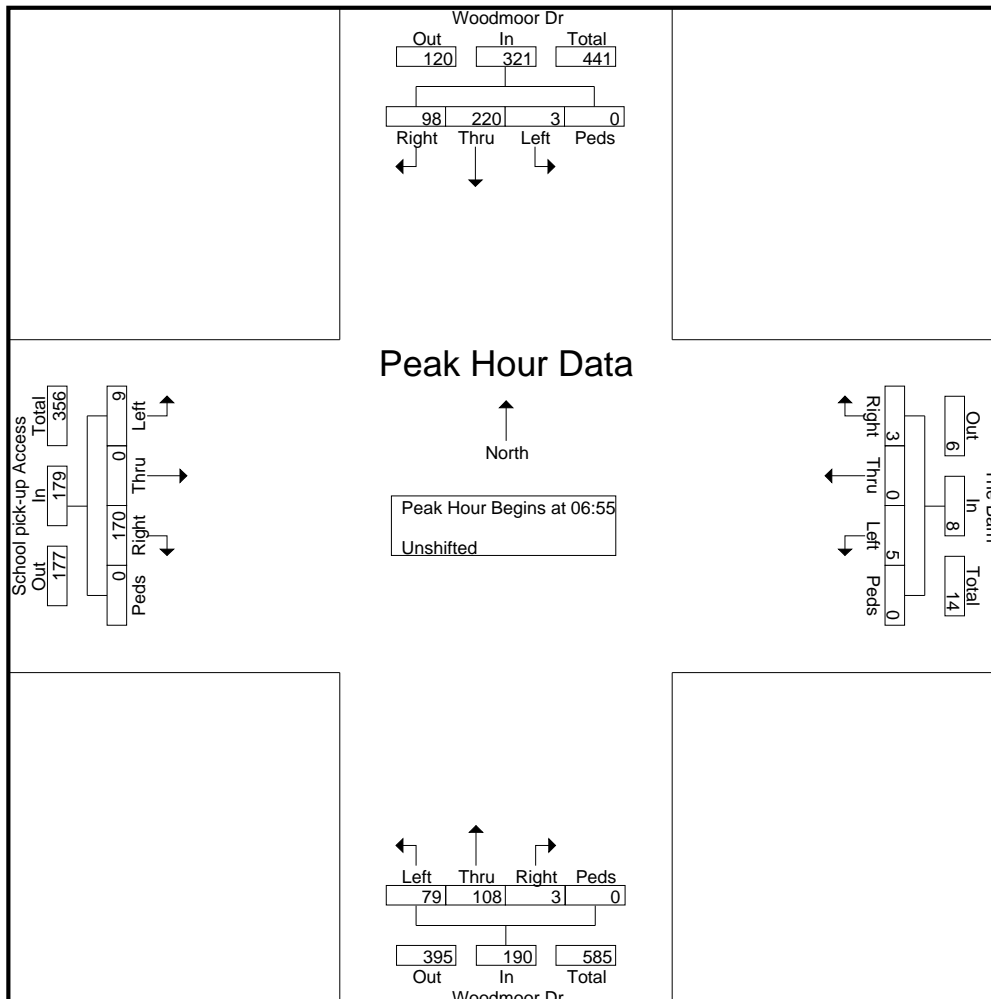
File Name : Woodmoor Dr- The Barn AM 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 2

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:55																					
06:55	8	12	0	0	20	0	0	1	0	1	0	9	9	0	18	7	0	0	0	7	46
07:00	22	15	0	0	37	0	0	0	0	0	0	4	18	0	22	28	0	6	0	34	93
07:05	25	17	0	0	42	0	0	0	0	0	0	10	19	0	29	40	0	0	0	40	111
07:10	20	22	1	0	43	1	0	0	0	1	0	12	16	0	28	36	0	0	0	36	108
07:15	18	19	2	0	39	2	0	1	0	3	0	9	13	0	22	34	0	0	0	34	98
07:20	5	24	0	0	29	0	0	0	0	0	0	5	1	0	6	22	0	3	0	25	60
07:25	0	20	0	0	20	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	28
07:30	0	16	0	0	16	0	0	0	0	0	1	12	1	0	14	0	0	0	0	0	30
07:35	0	17	0	0	17	0	0	0	0	0	1	12	0	0	13	1	0	0	0	1	31
07:40	0	14	0	0	14	0	0	1	0	1	0	8	1	0	9	0	0	0	0	0	24
07:45	0	23	0	0	23	0	0	0	0	0	1	9	1	0	11	0	0	0	0	0	34
07:50	0	21	0	0	21	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	35
Total Volume	98	220	3	0	321	3	0	5	0	8	3	108	79	0	190	170	0	9	0	179	698
% App. Total	30.5	68.5	0.9	0		37.5	0	62.5	0		1.6	56.8	41.6	0		95	0	5	0		
PHF	.327	.764	.125	.000	.622	.125	.000	.208	.000	.222	.250	.750	.346	.000	.546	.354	.000	.125	.000	.373	.524



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 12-12-23

Site Code : S214862

Start Date : 12/12/2023

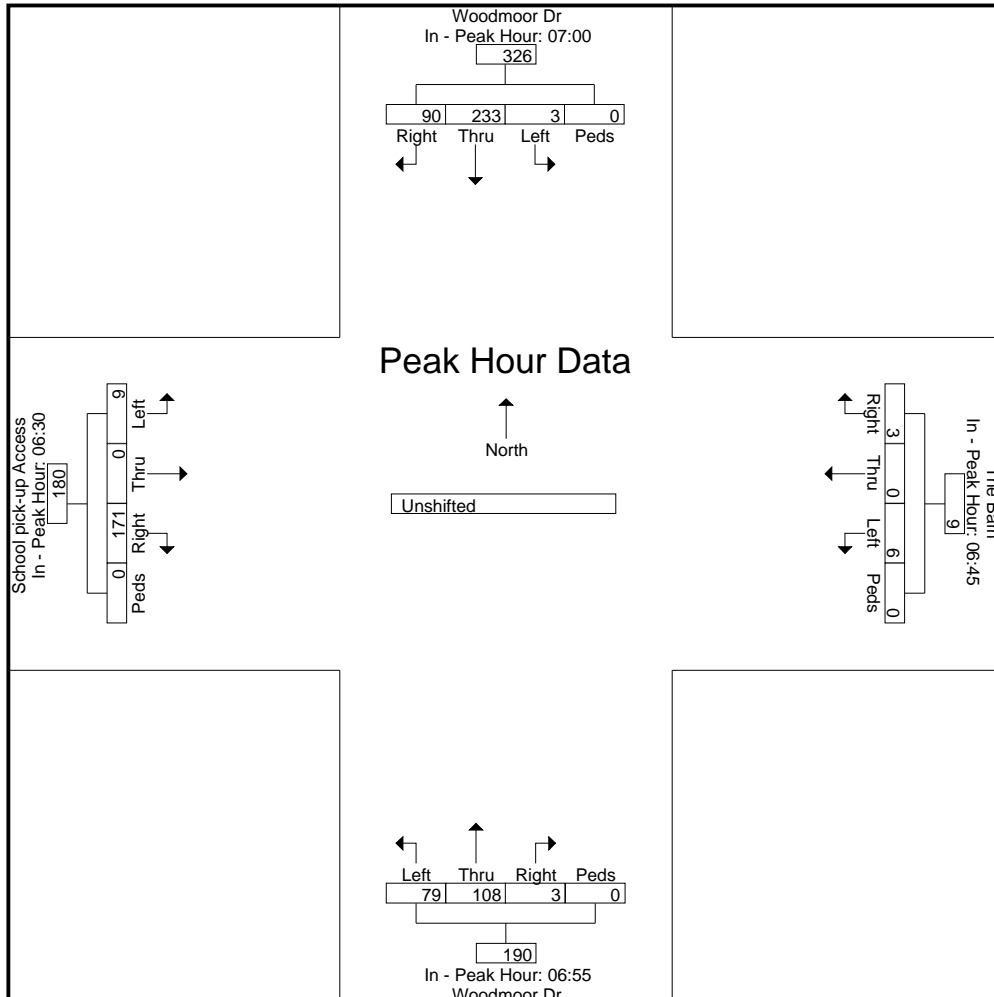
Page No : 3

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					06:45					06:55					06:30				
+0 mins.	22	15	0	0	37	0	0	1	0	1	0	9	9	0	18	0	0	0	0	0
+5 mins.	25	17	0	0	42	0	0	0	0	0	0	4	18	0	22	1	0	0	0	1
+10 mins.	20	22	1	0	43	0	0	1	0	1	0	10	19	0	29	0	0	0	0	0
+15 mins.	18	19	2	0	39	0	0	0	0	0	0	12	16	0	28	1	0	0	0	1
+20 mins.	5	24	0	0	29	0	0	0	0	0	0	9	13	0	22	2	0	0	0	2
+25 mins.	0	20	0	0	20	1	0	0	0	1	0	5	1	0	6	7	0	0	0	7
+30 mins.	0	16	0	0	16	2	0	1	0	3	0	6	0	0	6	28	0	6	0	34
+35 mins.	0	17	0	0	17	0	0	0	0	0	1	12	1	0	14	40	0	0	0	40
+40 mins.	0	14	0	0	14	0	0	2	0	2	1	12	0	0	13	36	0	0	0	36
+45 mins.	0	23	0	0	23	0	0	0	0	0	0	8	1	0	9	34	0	0	0	34
+50 mins.	0	21	0	0	21	0	0	0	0	0	1	9	1	0	11	22	0	3	0	25
+55 mins.	0	25	0	0	25	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0
Total Volume	90	233	3	0	326	3	0	6	0	9	3	108	79	0	190	171	0	9	0	180
% App. Total	27.6	71.5	0.9	0		33.3	0	66.7	0		1.6	56.8	41.6	0		95	0	5	0	
PHF	.300	.777	.125	.000	.632	.125	.000	.250	.000	.250	.250	.750	.346	.000	.546	.356	.000	.125	.000	.375



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - The Barn Mid 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
13:45	0	16	0	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0
13:50	0	16	0	0	16	0	0	3	0	3	0	13	2	1	16	0	0	0	0	0	0
13:55	1	13	0	0	14	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	0
Total	1	45	0	0	46	0	0	3	0	3	0	39	4	1	44	0	0	0	0	0	93
14:00	0	14	0	0	14	0	0	0	0	0	0	15	3	0	18	0	0	0	0	0	32
14:05	2	15	0	0	17	0	0	0	0	0	0	16	6	1	23	0	0	0	0	0	40
14:10	2	4	0	0	6	0	0	1	0	1	0	13	2	0	15	0	0	0	0	0	22
14:15	2	17	0	0	19	0	0	0	0	0	0	21	4	0	25	0	0	0	0	0	44
14:20	1	16	0	0	17	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	31
14:25	0	13	0	0	13	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	32
14:30	0	15	0	0	15	0	0	2	0	2	3	11	0	0	14	4	0	0	0	4	35
14:35	15	21	2	0	38	1	0	1	0	2	3	21	11	0	35	26	0	0	0	26	101
14:40	15	23	0	0	38	0	0	1	0	1	0	19	8	0	27	18	0	4	0	22	88
14:45	2	11	0	0	13	1	0	0	0	1	0	19	5	1	25	23	0	7	0	30	69
14:50	1	18	1	0	20	0	0	0	0	0	1	20	1	0	22	1	0	0	0	1	43
14:55	1	17	0	0	18	0	0	2	0	2	1	19	4	0	24	1	0	2	0	3	47
Total	41	184	3	0	228	2	0	7	0	9	8	204	45	2	259	75	0	13	0	88	584
15:00	1	14	1	0	16	0	0	0	0	0	0	20	3	0	23	3	0	1	0	4	43
15:05	0	9	0	0	9	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	32
15:10	0	7	0	0	7	1	0	1	0	2	0	17	3	0	20	1	0	0	0	1	30
15:15	0	16	0	0	16	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	38
15:20	1	14	0	0	15	0	0	1	0	1	0	23	2	0	25	0	0	0	0	0	41
15:25	1	20	0	0	21	0	0	0	0	0	0	16	7	0	23	0	0	0	0	0	44
15:30	0	15	1	0	16	0	0	0	0	0	1	15	4	0	20	2	0	0	0	2	38
15:35	1	16	0	0	17	0	0	0	0	0	1	13	1	0	15	0	0	0	0	0	32
15:40	1	14	0	0	15	0	0	0	0	0	0	21	4	0	25	2	0	0	0	2	42
Grand Total	47	354	5	0	406	4	0	12	0	16	10	408	76	3	497	84	0	14	0	98	1017
Apprch %	11.6	87.2	1.2	0		25	0	75	0		2	82.1	15.3	0.6		85.7	0	14.3	0		
Total %	4.6	34.8	0.5	0	39.9	0.4	0	1.2	0	1.6	1	40.1	7.5	0.3	48.9	8.3	0	1.4	0	9.6	

LSC Transportation Consultants, Inc.

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

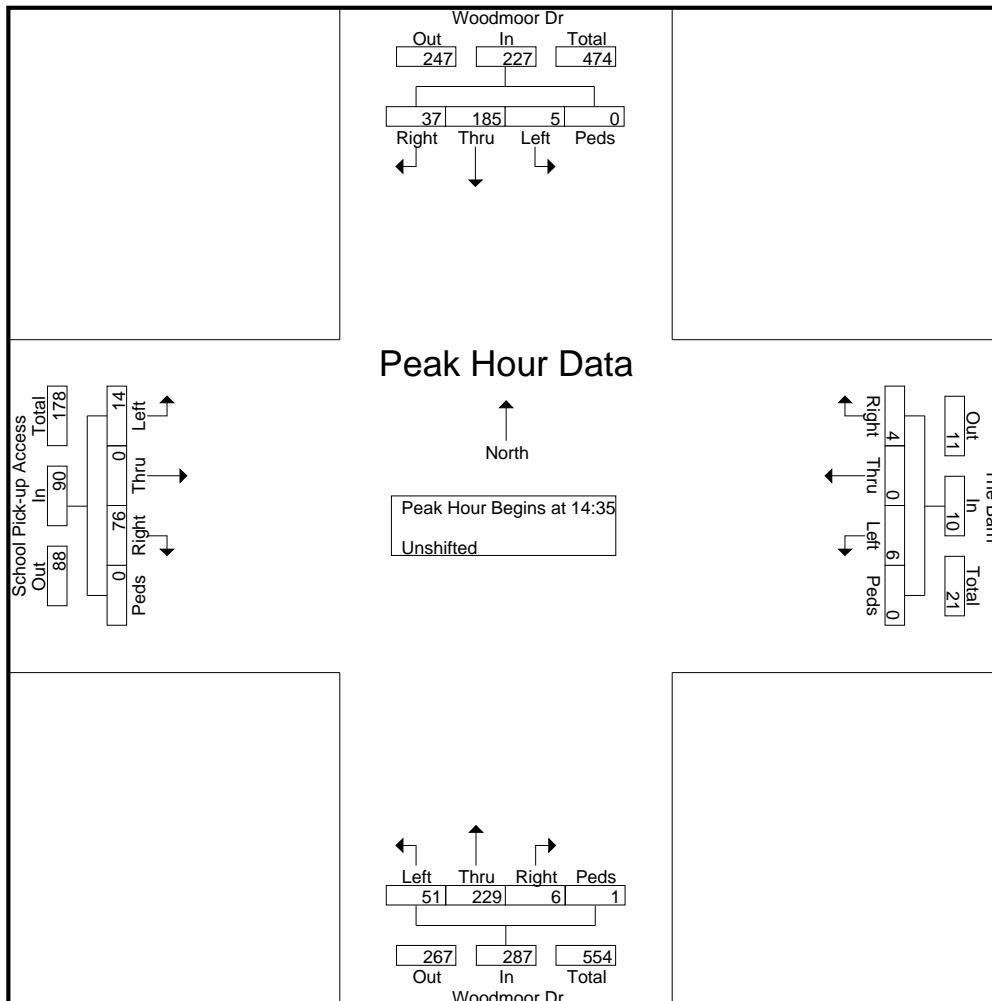
File Name : Woodmoor Dr - The Barn Mid 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 2

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 13:45 to 15:40 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:35																					
14:35	15	21	2	0	38	1	0	1	0	2	3	21	11	0	35	26	0	0	0	26	101
14:40	15	23	0	0	38	0	0	1	0	1	0	19	8	0	27	18	0	4	0	22	88
14:45	2	11	0	0	13	1	0	0	0	1	0	19	5	1	25	23	0	7	0	30	69
14:50	1	18	1	0	20	0	0	0	0	0	1	20	1	0	22	1	0	0	0	1	43
14:55	1	17	0	0	18	0	0	2	0	2	1	19	4	0	24	1	0	2	0	3	47
15:00	1	14	1	0	16	0	0	0	0	0	0	20	3	0	23	3	0	1	0	4	43
15:05	0	9	0	0	9	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	32
15:10	0	7	0	0	7	1	0	1	0	2	0	17	3	0	20	1	0	0	0	1	30
15:15	0	16	0	0	16	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	38
15:20	1	14	0	0	15	0	0	1	0	1	0	23	2	0	25	0	0	0	0	0	41
15:25	1	20	0	0	21	0	0	0	0	0	0	16	7	0	23	0	0	0	0	0	44
15:30	0	15	1	0	16	0	0	0	0	0	1	15	4	0	20	2	0	0	0	2	38
Total Volume	37	185	5	0	227	4	0	6	0	10	6	229	51	1	287	76	0	14	0	90	614
% App. Total	16.3	81.5	2.2	0		40	0	60	0		2.1	79.8	17.8	0.3		84.4	0	15.6	0		
PHF	.206	.670	.208	.000	.498	.333	.000	.250	.000	.417	.167	.830	.386	.083	.683	.244	.000	.167	.000	.250	.507



LSC Transportation Consultants, Inc.

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

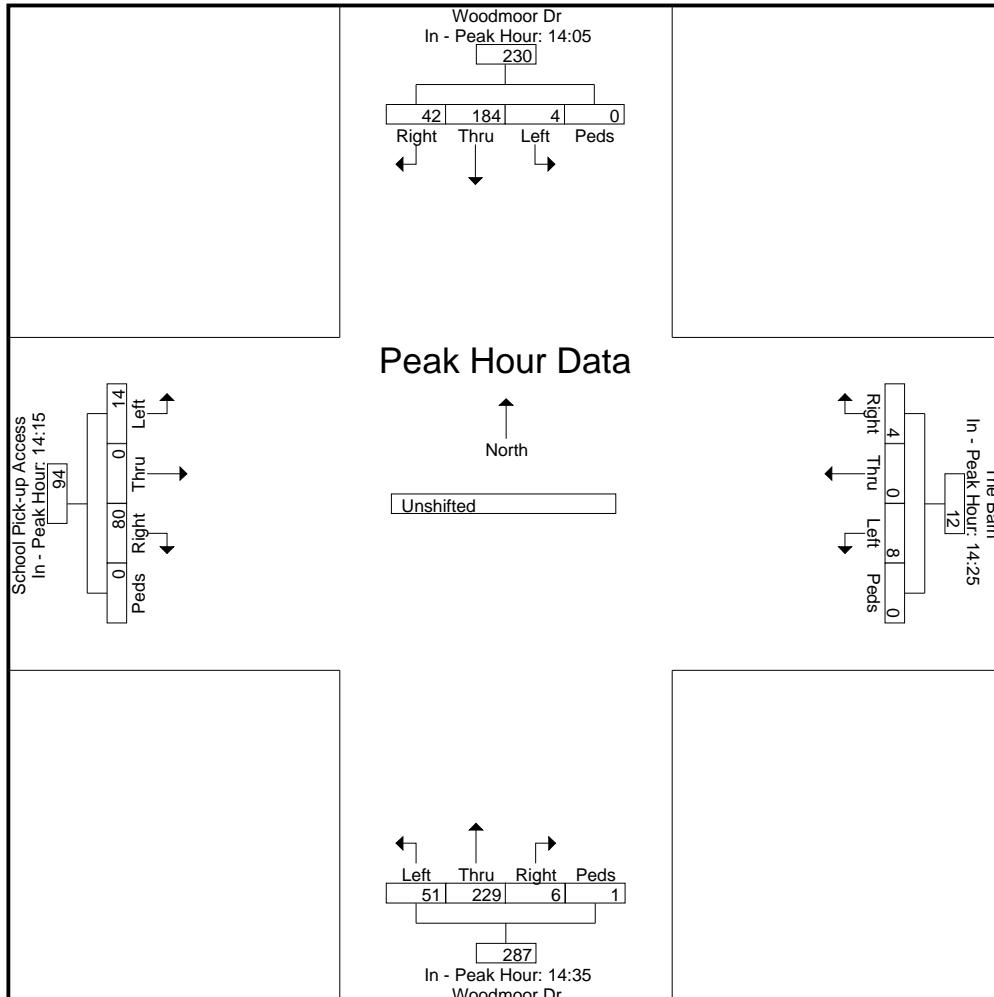
File Name : Woodmoor Dr - The Barn Mid 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 3

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 13:45 to 15:40 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:05					14:25					14:35					14:15					
+0 mins.	2	15	0	0	17	0	0	0	0	0	3	21	11	0	35	0	0	0	0	0	
+5 mins.	2	4	0	0	6	0	0	2	0	2	0	19	8	0	27	1	0	0	0	1	
+10 mins.	2	17	0	0	19	1	0	1	0	2	0	19	5	1	25	1	0	0	0	1	
+15 mins.	1	16	0	0	17	0	0	1	0	1	1	20	1	0	22	4	0	0	0	4	
+20 mins.	0	13	0	0	13	1	0	0	0	1	1	19	4	0	24	26	0	0	0	26	
+25 mins.	0	15	0	0	15	0	0	0	0	0	0	20	3	0	23	18	0	4	0	22	
+30 mins.	15	21	2	0	38	0	0	2	0	2	0	19	2	0	21	23	0	7	0	30	
+35 mins.	15	23	0	0	38	0	0	0	0	0	0	17	3	0	20	1	0	0	0	1	
+40 mins.	2	11	0	0	13	1	0	0	0	1	0	21	1	0	22	1	0	2	0	3	
+45 mins.	1	18	1	0	20	1	0	1	0	2	0	23	2	0	25	3	0	1	0	4	
+50 mins.	1	17	0	0	18	0	0	0	0	0	0	16	7	0	23	1	0	0	0	1	
+55 mins.	1	14	1	0	16	0	0	1	0	1	1	15	4	0	20	1	0	0	0	1	
Total Volume	42	184	4	0	230	4	0	8	0	12	6	229	51	1	287	80	0	14	0	94	
% App. Total	18.3	80	1.7	0		33.3	0	66.7	0		2.1	79.8	17.8	0.3		85.1	0	14.9	0		
PHF	.233	.667	.167	.000	.504	.333	.000	.333	.000	.500	.167	.830	.386	.083	.683	.256	.000	.167	.000	.261	



LSC Transportation Consultants, Inc.

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

File Name : Woodmoor dr - The Barn PM 12-12-23
 Site Code : S214862
 Start Date : 12/12/2023
 Page No : 1

Groups Printed- Unshifted

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
15:45	2	28	0	0	30	0	0	1	0	1	1	24	5	0	30	2	0	1	0	3	64
15:50	1	18	0	0	19	0	0	2	0	2	0	20	2	1	23	2	0	0	0	2	46
15:55	0	18	0	0	18	0	0	0	0	0	0	22	2	0	24	0	0	0	0	0	42
Total	3	64	0	0	67	0	0	3	0	3	1	66	9	1	77	4	0	1	0	5	152
16:00	0	21	0	0	21	0	0	0	0	0	1	14	2	1	18	1	0	0	0	1	40
16:05	2	20	0	0	22	0	0	0	0	0	0	25	2	0	27	1	0	0	0	1	50
16:10	0	22	0	0	22	0	0	0	0	0	1	21	0	0	22	0	0	1	0	1	45
16:15	0	15	0	0	15	0	0	0	0	0	4	18	1	0	23	0	0	0	0	0	38
16:20	1	20	0	0	21	0	0	0	0	0	2	14	1	0	17	0	0	0	0	0	38
16:25	0	15	0	0	15	0	0	0	0	0	0	25	1	0	26	1	0	0	0	1	42
16:30	0	15	0	0	15	0	0	1	0	1	0	23	1	0	24	0	0	1	0	1	41
16:35	0	15	0	0	15	0	0	0	0	0	2	16	1	0	19	1	0	0	0	1	35
16:40	0	14	1	0	15	1	0	0	0	1	1	27	4	0	32	2	0	0	0	2	50
16:45	3	6	0	0	9	0	0	1	0	1	0	17	2	0	19	3	0	0	0	3	32
16:50	0	12	0	0	12	0	0	0	0	0	0	17	2	0	19	2	0	0	0	2	33
16:55	0	20	0	0	20	0	0	1	0	1	0	20	1	0	21	1	0	0	0	1	43
Total	6	195	1	0	202	1	0	3	0	4	11	237	18	1	267	12	0	2	0	14	487
17:00	0	14	0	0	14	0	0	1	0	1	0	15	3	0	18	7	0	3	0	10	43
17:05	1	15	0	0	16	1	0	1	0	2	0	19	0	0	19	5	0	3	0	8	45
17:10	1	16	0	0	17	0	0	1	0	1	1	23	0	0	24	4	0	0	0	4	46
17:15	3	20	0	0	23	0	0	2	0	2	0	12	0	0	12	1	0	2	0	3	40
17:20	0	16	0	0	16	0	0	1	0	1	0	9	4	0	13	2	0	1	0	3	33
17:25	1	10	0	0	11	0	0	0	0	0	2	16	2	0	20	2	0	1	0	3	34
17:30	0	10	0	0	10	0	0	0	0	0	0	16	2	0	18	1	0	1	0	2	30
17:35	0	8	0	0	8	0	0	0	0	0	0	10	1	0	11	3	0	1	0	4	23
*** BREAK ***																					
Grand Total	15	368	1	0	384	2	0	12	0	14	15	423	39	2	479	41	0	15	0	56	933
Apprch %	3.9	95.8	0.3	0		14.3	0	85.7	0		3.1	88.3	8.1	0.4		73.2	0	26.8	0		
Total %	1.6	39.4	0.1	0	41.2	0.2	0	1.3	0	1.5	1.6	45.3	4.2	0.2	51.3	4.4	0	1.6	0	6	

LSC Transportation Consultants, Inc.

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

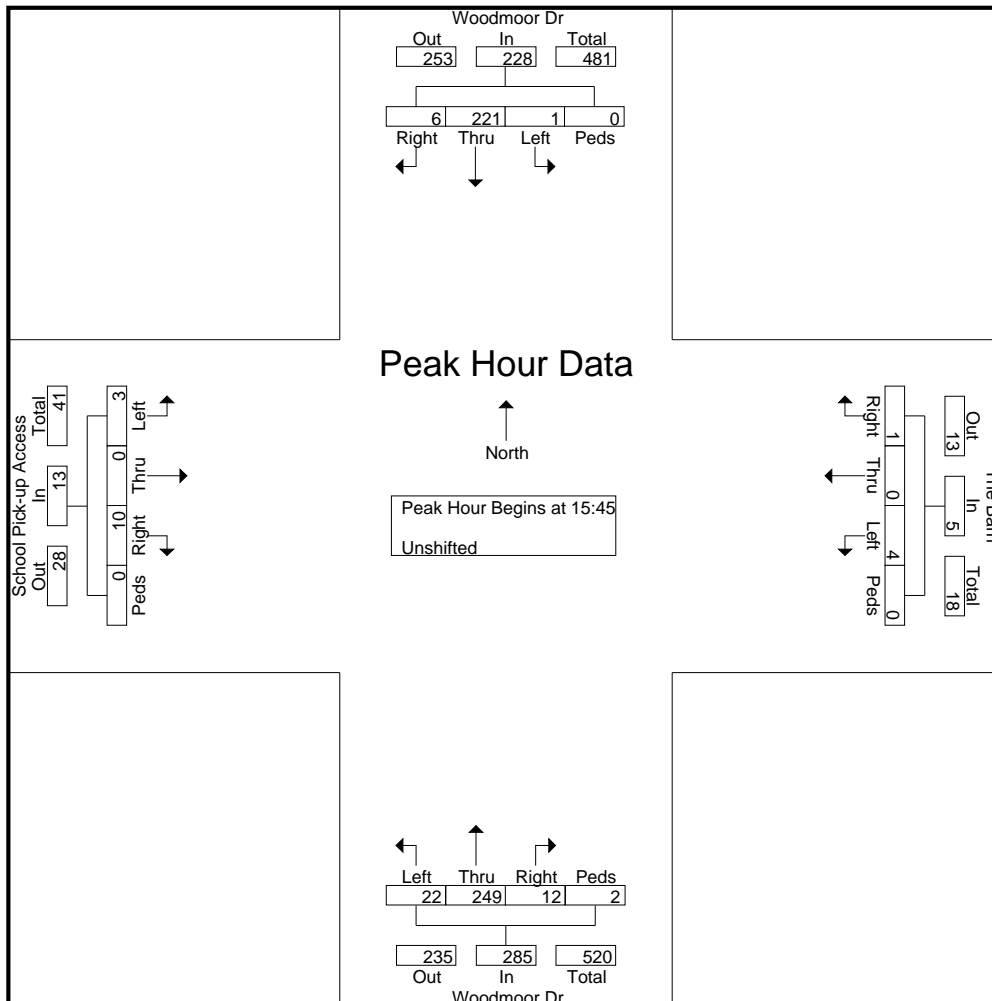
File Name : Woodmoor Dr - The Barn PM 12-12-23

Site Code : S214862

Start Date : 12/12/2023

Page No : 2

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 15:45 to 17:40 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:45																					
15:45	2	28	0	0	30	0	0	1	0	1	1	24	5	0	30	2	0	1	0	3	64
15:50	1	18	0	0	19	0	0	2	0	2	0	20	2	1	23	2	0	0	0	2	46
15:55	0	18	0	0	18	0	0	0	0	0	0	22	2	0	24	0	0	0	0	0	42
16:00	0	21	0	0	21	0	0	0	0	0	1	14	2	1	18	1	0	0	0	1	40
16:05	2	20	0	0	22	0	0	0	0	0	0	25	2	0	27	1	0	0	0	1	50
16:10	0	22	0	0	22	0	0	0	0	0	1	21	0	0	22	0	0	1	0	1	45
16:15	0	15	0	0	15	0	0	0	0	0	4	18	1	0	23	0	0	0	0	0	38
16:20	1	20	0	0	21	0	0	0	0	0	2	14	1	0	17	0	0	0	0	0	38
16:25	0	15	0	0	15	0	0	0	0	0	0	25	1	0	26	1	0	0	0	1	42
16:30	0	15	0	0	15	0	0	1	0	1	0	23	1	0	24	0	0	1	0	1	41
16:35	0	15	0	0	15	0	0	0	0	0	2	16	1	0	19	1	0	0	0	1	35
16:40	0	14	1	0	15	1	0	0	0	1	1	27	4	0	32	2	0	0	0	2	50
Total Volume	6	221	1	0	228	1	0	4	0	5	12	249	22	2	285	10	0	3	0	13	531
% App. Total	2.6	96.9	0.4	0		20	0	80	0		4.2	87.4	7.7	0.7		76.9	0	23.1	0		
PHF	.250	.658	.083	.000	.633	.083	.000	.167	.000	.208	.250	.769	.367	.167	.742	.417	.000	.250	.000	.361	.691

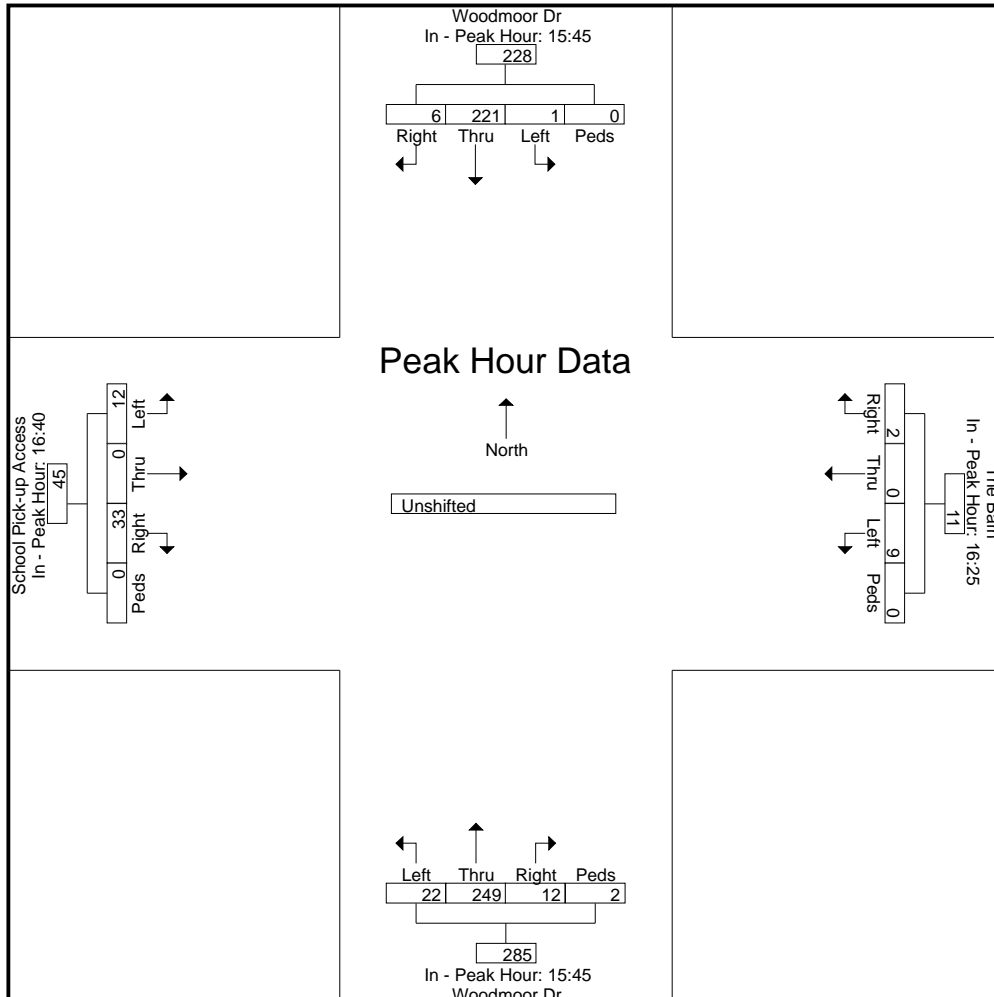


LSC Transportation Consultants, Inc.

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

File Name : Woodmoor Dr - The Barn PM 12-12-23
 Site Code : S214862
 Start Date : 12/12/2023
 Page No : 3

Start Time	Woodmoor Dr Southbound					The Barn Westbound					Woodmoor Dr Northbound					School Pick-up Access Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 15:45 to 17:40 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:45					16:25					15:45					16:40					
+0 mins.	2	28	0	0	30	0	0	0	0	0	1	24	5	0	30	2	0	0	0	2	
+5 mins.	1	18	0	0	19	0	0	1	0	1	0	20	2	1	23	3	0	0	0	3	
+10 mins.	0	18	0	0	18	0	0	0	0	0	0	22	2	0	24	2	0	0	0	2	
+15 mins.	0	21	0	0	21	1	0	0	0	1	1	14	2	1	18	1	0	0	0	1	
+20 mins.	2	20	0	0	22	0	0	1	0	1	0	25	2	0	27	7	0	3	0	10	
+25 mins.	0	22	0	0	22	0	0	0	0	0	1	21	0	0	22	5	0	3	0	8	
+30 mins.	0	15	0	0	15	0	0	1	0	1	4	18	1	0	23	4	0	0	0	4	
+35 mins.	1	20	0	0	21	0	0	1	0	1	2	14	1	0	17	1	0	2	0	3	
+40 mins.	0	15	0	0	15	1	0	1	0	2	0	25	1	0	26	2	0	1	0	3	
+45 mins.	0	15	0	0	15	0	0	1	0	1	0	23	1	0	24	2	0	1	0	3	
+50 mins.	0	15	0	0	15	0	0	2	0	2	2	16	1	0	19	1	0	1	0	2	
+55 mins.	0	14	1	0	15	0	0	1	0	1	1	27	4	0	32	3	0	1	0	4	
Total Volume	6	221	1	0	228	2	0	9	0	11	12	249	22	2	285	33	0	12	0	45	
% App. Total	2.6	96.9	0.4	0		18.2	0	81.8	0		4.2	87.4	7.7	0.7		73.3	0	26.7	0		
PHF	.250	.658	.083	.000	.633	.167	.000	.375	.000	.458	.250	.769	.367	.167	.742	.393	.000	.333	.000	.375	



Level of Service Reports



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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	14	55	37	21	0	99	62	13	0	195	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	513	509	236	538	544	69	277	0	0	75	0	0
Stage 1	236	236	-	267	267	-	-	-	-	-	-	-
Stage 2	277	273	-	271	277	-	-	-	-	-	-	-
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	472	467	803	454	446	994	1286	-	-	1524	-	-
Stage 1	767	710	-	738	688	-	-	-	-	-	-	-
Stage 2	729	684	-	735	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	426	430	803	387	410	994	1286	-	-	1524	-	-
Mov Cap-2 Maneuver	426	430	-	387	410	-	-	-	-	-	-	-
Stage 1	706	710	-	679	633	-	-	-	-	-	-	-
Stage 2	649	629	-	670	681	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		15.7		4.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	610	395	1524	-	-
HCM Lane V/C Ratio	0.077	-	-	0.142	0.146	-	-	-
HCM Control Delay (s)	8	0	-	11.9	15.7	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.5	0	-	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	9	0	170	5	0	3	79	140	5	3	203	98
Future Vol, veh/h	9	0	170	5	0	3	79	140	5	3	203	98
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	-	-	120	-	90	120	-	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	18	0	340	6	0	4	158	161	6	3	221	196

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	709	710	221	972	900	161	417	0	0	167	0	0
Stage 1	227	227	-	477	477	-	-	-	-	-	-	-
Stage 2	482	483	-	495	423	-	-	-	-	-	-	-
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	349	359	819	232	278	884	1142	-	-	1411	-	-
Stage 1	776	716	-	569	556	-	-	-	-	-	-	-
Stage 2	565	553	-	556	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	310	309	819	121	239	884	1142	-	-	1411	-	-
Mov Cap-2 Maneuver	310	309	-	121	239	-	-	-	-	-	-	-
Stage 1	669	715	-	490	479	-	-	-	-	-	-	-
Stage 2	485	477	-	324	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	26.2	4.2	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	757	121	884	1411	-	-
HCM Lane V/C Ratio	0.138	-	-	0.473	0.053	0.004	0.002	-	-
HCM Control Delay (s)	8.7	-	-	13.9	36.4	9.1	7.6	-	-
HCM Lane LOS	A	-	-	B	E	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.6	0.2	0	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	40	14	56	36	10	3	52	128	30	2	114	31
Future Vol, veh/h	40	14	56	36	10	3	52	128	30	2	114	31
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	17	67	46	13	4	60	147	34	2	131	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	446	454	149	479	455	164	167	0	0	181	0	0
Stage 1	153	153	-	284	284	-	-	-	-	-	-	-
Stage 2	293	301	-	195	171	-	-	-	-	-	-	-
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	523	502	898	497	501	881	1411	-	-	1394	-	-
Stage 1	849	771	-	723	676	-	-	-	-	-	-	-
Stage 2	715	665	-	807	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	491	477	898	430	476	881	1411	-	-	1394	-	-
Mov Cap-2 Maneuver	491	477	-	430	476	-	-	-	-	-	-	-
Stage 1	809	769	-	689	644	-	-	-	-	-	-	-
Stage 2	665	634	-	729	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		14.2		1.9		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1411	-	-	635	453	1394	-	-
HCM Lane V/C Ratio	0.042	-	-	0.209	0.139	0.002	-	-
HCM Control Delay (s)	7.7	0	-	12.2	14.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.5	0	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	14	0	76	6	0	4	51	192	6	5	164	37
Future Vol, veh/h	14	0	76	6	0	4	51	192	6	5	164	37
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	-	-	120	-	90	120	-	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	87	87	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	152	8	0	5	102	221	7	6	189	74

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	632	633	189	739	700	221	263	0	0	228	0	0
Stage 1	201	201	-	425	425	-	-	-	-	-	-	-
Stage 2	431	432	-	314	275	-	-	-	-	-	-	-
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	393	397	853	333	363	819	1301	-	-	1340	-	-
Stage 1	801	735	-	607	586	-	-	-	-	-	-	-
Stage 2	603	582	-	697	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	366	364	853	256	333	819	1301	-	-	1340	-	-
Mov Cap-2 Maneuver	366	364	-	256	333	-	-	-	-	-	-	-
Stage 1	739	732	-	560	540	-	-	-	-	-	-	-
Stage 2	552	537	-	570	680	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		15.5		2.5		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	707	256	819	1340	-	-
HCM Lane V/C Ratio	0.078	-	-	0.255	0.03	0.006	0.004	-	-
HCM Control Delay (s)	8	-	-	11.8	19.5	9.4	7.7	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.1	0	0	-	-

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	22	14	41	28	9	3	48	166	32	4	140	14
Future Vol, veh/h	22	14	41	28	9	3	48	166	32	4	140	14
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	17	49	36	12	4	55	191	37	5	161	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	507	517	169	532	507	210	177	0	0	228	0	0
Stage 1	179	179	-	320	320	-	-	-	-	-	-	-
Stage 2	328	338	-	212	187	-	-	-	-	-	-	-
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	476	462	875	458	468	830	1399	-	-	1340	-	-
Stage 1	823	751	-	692	652	-	-	-	-	-	-	-
Stage 2	685	641	-	790	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	447	439	875	404	445	830	1399	-	-	1340	-	-
Mov Cap-2 Maneuver	447	439	-	404	445	-	-	-	-	-	-	-
Stage 1	786	748	-	661	623	-	-	-	-	-	-	-
Stage 2	639	612	-	726	742	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		14.5		1.5		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	602	429	1340	-	-
HCM Lane V/C Ratio	0.039	-	-	0.154	0.12	0.003	-	-
HCM Control Delay (s)	7.7	0	-	12.1	14.5	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	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	11	0	30	9	0	2	20	232	6	1	200	9
Future Vol, veh/h	11	0	30	9	0	2	20	232	6	1	200	9
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	87	87	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	60	12	0	3	40	252	7	1	230	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	569	571	230	603	582	252	248	0	0	259	0	0
Stage 1	232	232	-	332	332	-	-	-	-	-	-	-
Stage 2	337	339	-	271	250	-	-	-	-	-	-	-
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	433	431	809	411	425	787	1318	-	-	1306	-	-
Stage 1	771	713	-	681	644	-	-	-	-	-	-	-
Stage 2	677	640	-	735	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	421	418	809	372	412	787	1318	-	-	1306	-	-
Mov Cap-2 Maneuver	421	418	-	372	412	-	-	-	-	-	-	-
Stage 1	748	712	-	661	625	-	-	-	-	-	-	-
Stage 2	654	621	-	680	699	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		14		1		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1318	-	-	649	372	787	1306	-	-
HCM Lane V/C Ratio	0.03	-	-	0.126	0.031	0.003	0.001	-	-
HCM Control Delay (s)	7.8	-	-	11.3	15	9.6	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	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	14	14	54	56	26	2	86	58	17	1	207	78
Future Vol, veh/h	14	14	54	56	26	2	86	58	17	1	207	78
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	83	83	83	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	17	65	67	31	2	99	67	20	1	225	85

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	562	555	268	586	587	77	310	0	0	87	0	0
Stage 1	270	270	-	275	275	-	-	-	-	-	-	-
Stage 2	292	285	-	311	312	-	-	-	-	-	-	-
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	438	440	771	422	422	984	1250	-	-	1509	-	-
Stage 1	736	686	-	731	683	-	-	-	-	-	-	-
Stage 2	716	676	-	699	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	384	403	771	350	387	984	1250	-	-	1509	-	-
Mov Cap-2 Maneuver	384	403	-	350	387	-	-	-	-	-	-	-
Stage 1	675	685	-	670	626	-	-	-	-	-	-	-
Stage 2	622	620	-	624	657	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		18.6		4.3		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	581	366	1509	-	-
HCM Lane V/C Ratio	0.079	-	-	0.17	0.277	0.001	-	-
HCM Control Delay (s)	8.1	0	-	12.5	18.6	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	1.1	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	5	156	3	2	315
Future Vol, veh/h	9	5	156	3	2	315
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	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	6	179	3	2	342

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	527	181	0	0	182
Stage 1	181	-	-	-	-
Stage 2	346	-	-	-	-
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	512	862	-	-	1393
Stage 1	850	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	511	862	-	-	1393
Mov Cap-2 Maneuver	583	-	-	-	-
Stage 1	850	-	-	-	-
Stage 2	715	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	659	1393
HCM Lane V/C Ratio	-	-	0.027	0.002
HCM Control Delay (s)	-	-	10.6	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	9	0	170	6	0	3	79	147	7	3	223	98
Future Vol, veh/h	9	0	170	6	0	3	79	147	7	3	223	98
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	-	-	120	-	90	120	-	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	18	0	340	8	0	4	158	169	8	3	242	196

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	739	741	242	1001	929	169	438	0	0	177	0	0
Stage 1	248	248	-	485	485	-	-	-	-	-	-	-
Stage 2	491	493	-	516	444	-	-	-	-	-	-	-
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	333	344	797	222	268	875	1122	-	-	1399	-	-
Stage 1	756	701	-	563	552	-	-	-	-	-	-	-
Stage 2	559	547	-	542	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	295	295	797	113	230	875	1122	-	-	1399	-	-
Mov Cap-2 Maneuver	295	295	-	113	230	-	-	-	-	-	-	-
Stage 1	649	700	-	484	474	-	-	-	-	-	-	-
Stage 2	478	470	-	310	574	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		29.2		4.1		0.1	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1122	-	-	734	113	875	1399	-	-
HCM Lane V/C Ratio	0.141	-	-	0.488	0.068	0.004	0.002	-	-
HCM Control Delay (s)	8.7	-	-	14.5	39.2	9.1	7.6	-	-
HCM Lane LOS	A	-	-	B	E	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.7	0.2	0	0	-	-

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	18	60	41	12	4	55	128	39	3	114	31
Future Vol, veh/h	40	18	60	41	12	4	55	128	39	3	114	31
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	83	83	83	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	22	72	49	14	5	63	147	45	3	131	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	460	473	149	498	469	170	167	0	0	192	0	0
Stage 1	155	155	-	296	296	-	-	-	-	-	-	-
Stage 2	305	318	-	202	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	512	490	898	483	492	874	1411	-	-	1381	-	-
Stage 1	847	769	-	712	668	-	-	-	-	-	-	-
Stage 2	705	654	-	800	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	478	465	898	412	466	874	1411	-	-	1381	-	-
Mov Cap-2 Maneuver	478	465	-	412	466	-	-	-	-	-	-	-
Stage 1	805	767	-	676	635	-	-	-	-	-	-	-
Stage 2	651	621	-	713	754	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		14.7		1.9		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1411	-	-	624	439	1381	-	-
HCM Lane V/C Ratio	0.045	-	-	0.228	0.156	0.002	-	-
HCM Control Delay (s)	7.7	0	-	12.5	14.7	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	4	219	3	212
Future Vol, veh/h	3	3	4	219	3	212
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	-	-	-	120	-
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	4	4	5	252	3	244

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	381	131	0	0	257
Stage 1	131	-	-	-	-
Stage 2	250	-	-	-	-
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	621	919	-	-	1308
Stage 1	895	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	620	919	-	-	1308
Mov Cap-2 Maneuver	662	-	-	-	-
Stage 1	895	-	-	-	-
Stage 2	790	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1308
HCM Lane V/C Ratio	-	-	0.01	0.003
HCM Control Delay (s)	-	-	9.7	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	14	0	76	9	0	4	51	206	9	6	172	37
Future Vol, veh/h	14	0	76	9	0	4	51	206	9	6	172	37
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	87	87	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	152	12	0	5	102	224	10	7	198	74

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	648	650	198	753	714	224	272	0	0	234	0	0
Stage 1	212	212	-	428	428	-	-	-	-	-	-	-
Stage 2	436	438	-	325	286	-	-	-	-	-	-	-
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	383	388	843	326	357	815	1291	-	-	1333	-	-
Stage 1	790	727	-	605	585	-	-	-	-	-	-	-
Stage 2	599	579	-	687	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	356	355	843	250	327	815	1291	-	-	1333	-	-
Mov Cap-2 Maneuver	356	355	-	250	327	-	-	-	-	-	-	-
Stage 1	728	723	-	557	539	-	-	-	-	-	-	-
Stage 2	548	533	-	560	672	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12		16.8		2.4		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1291	-	-	695	250	815	1333	-	-
HCM Lane V/C Ratio	0.079	-	-	0.259	0.046	0.006	0.005	-	-
HCM Control Delay (s)	8	-	-	12	20.1	9.4	7.7	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	19	46	35	12	4	51	166	44	5	141	14
Future Vol, veh/h	22	19	46	35	12	4	51	166	44	5	141	14
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	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	23	55	45	15	5	59	191	51	6	162	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	527	542	170	556	525	217	178	0	0	242	0	0
Stage 1	182	182	-	335	335	-	-	-	-	-	-	-
Stage 2	345	360	-	221	190	-	-	-	-	-	-	-
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	462	447	874	442	458	823	1398	-	-	1324	-	-
Stage 1	820	749	-	679	643	-	-	-	-	-	-	-
Stage 2	671	626	-	781	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	428	423	874	381	433	823	1398	-	-	1324	-	-
Mov Cap-2 Maneuver	428	423	-	381	433	-	-	-	-	-	-	-
Stage 1	780	745	-	646	611	-	-	-	-	-	-	-
Stage 2	618	595	-	705	739	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		15.4		1.5		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	584	410	1324	-	-
HCM Lane V/C Ratio	0.042	-	-	0.179	0.159	0.004	-	-
HCM Control Delay (s)	7.7	0	-	12.5	15.4	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.6	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	4	4	257	6	4	218
Future Vol, veh/h	4	4	257	6	4	218
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	-	-	-	120	-
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	295	7	5	251

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	560	299	0	0	302
Stage 1	299	-	-	-	-
Stage 2	261	-	-	-	-
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	489	741	-	-	1259
Stage 1	752	-	-	-	-
Stage 2	783	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	487	741	-	-	1259
Mov Cap-2 Maneuver	572	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	780	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	646	1259
HCM Lane V/C Ratio	-	-	0.016	0.004
HCM Control Delay (s)	-	-	10.7	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↑	↕	↕	↑	↕
Traffic Vol, veh/h	11	0	30	13	0	2	20	250	10	2	211	9
Future Vol, veh/h	11	0	30	13	0	2	20	250	10	2	211	9
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	87	87	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	60	17	0	3	40	272	11	2	243	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	606	610	243	638	617	272	261	0	0	283	0	0
Stage 1	247	247	-	352	352	-	-	-	-	-	-	-
Stage 2	359	363	-	286	265	-	-	-	-	-	-	-
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	409	409	796	389	405	767	1303	-	-	1279	-	-
Stage 1	757	702	-	665	632	-	-	-	-	-	-	-
Stage 2	659	625	-	721	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	398	396	796	351	392	767	1303	-	-	1279	-	-
Mov Cap-2 Maneuver	398	396	-	351	392	-	-	-	-	-	-	-
Stage 1	734	701	-	644	612	-	-	-	-	-	-	-
Stage 2	637	606	-	666	688	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		15		1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	628	351	767	1279	-	-
HCM Lane V/C Ratio	0.031	-	-	0.131	0.047	0.003	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.6	15.8	9.7	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	20	15	80	65	30	2	100	75	20	1	275	110
Future Vol, veh/h	20	15	80	65	30	2	100	75	20	1	275	110
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	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	18	96	78	36	2	115	86	23	1	299	120

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	708	700	359	746	749	98	419	0	0	109	0	0
Stage 1	361	361	-	328	328	-	-	-	-	-	-	-
Stage 2	347	339	-	418	421	-	-	-	-	-	-	-
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	363	685	330	341	958	1140	-	-	1481	-	-
Stage 1	657	626	-	685	647	-	-	-	-	-	-	-
Stage 2	669	640	-	612	589	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	291	323	685	249	304	958	1140	-	-	1481	-	-
Mov Cap-2 Maneuver	291	323	-	249	304	-	-	-	-	-	-	-
Stage 1	586	625	-	611	577	-	-	-	-	-	-	-
Stage 2	558	571	-	510	588	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		28.4		4.4		0	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	304	685	268	1481	-	-
HCM Lane V/C Ratio	0.101	-	-	0.139	0.141	0.436	0.001	-	-
HCM Control Delay (s)	8.5	0	-	18.7	11.1	28.4	7.4	0	-
HCM Lane LOS	A	A	-	C	B	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.5	2.1	0	-	-

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	9	0	170	5	0	3	79	183	5	3	319	98
Future Vol, veh/h	9	0	170	5	0	3	79	183	5	3	319	98
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	340	6	0	4	158	199	5	3	347	196

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	873	873	347	1136	1064	199	543	0	0	204	0	0
Stage 1	353	353	-	515	515	-	-	-	-	-	-	-
Stage 2	520	520	-	621	549	-	-	-	-	-	-	-
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	271	289	696	179	223	842	1026	-	-	1368	-	-
Stage 1	664	631	-	543	535	-	-	-	-	-	-	-
Stage 2	539	532	-	475	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	237	244	696	81	188	842	1026	-	-	1368	-	-
Mov Cap-2 Maneuver	237	244	-	81	188	-	-	-	-	-	-	-
Stage 1	562	630	-	459	453	-	-	-	-	-	-	-
Stage 2	454	450	-	242	515	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.8		36.7		4		0	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	634	81	842	1368	-	-
HCM Lane V/C Ratio	0.154	-	-	0.565	0.079	0.005	0.002	-	-
HCM Control Delay (s)	9.1	-	-	17.8	53.2	9.3	7.6	-	-
HCM Lane LOS	A	-	-	C	F	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	3.5	0.3	0	0	-	-

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	55	16	70	40	15	2	75	160	40	5	150	40
Future Vol, veh/h	55	16	70	40	15	2	75	160	40	5	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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	19	84	48	18	2	82	174	43	6	172	46

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	577	588	195	619	590	196	218	0	0	217	0	0
Stage 1	207	207	-	360	360	-	-	-	-	-	-	-
Stage 2	370	381	-	259	230	-	-	-	-	-	-	-
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	455	435	846	423	434	929	1352	-	-	1377	-	-
Stage 1	795	731	-	700	644	-	-	-	-	-	-	-
Stage 2	690	628	-	746	714	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	413	403	846	346	402	929	1352	-	-	1377	-	-
Mov Cap-2 Maneuver	413	403	-	346	402	-	-	-	-	-	-	-
Stage 1	740	727	-	651	600	-	-	-	-	-	-	-
Stage 2	621	585	-	651	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	17	2.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	411	846	368	1377	-	-
HCM Lane V/C Ratio	0.06	-	-	0.208	0.1	0.187	0.004	-	-
HCM Control Delay (s)	7.8	0	-	16	9.7	17	7.6	0	-
HCM Lane LOS	A	A	-	C	A	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.3	0.7	0	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↵		↵	↑	↵	↵	↑	↵
Traffic Vol, veh/h	14	0	76	6	0	4	51	257	6	5	218	37
Future Vol, veh/h	14	0	76	6	0	4	51	257	6	5	218	37
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	152	8	0	5	102	279	7	5	237	40

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	736	737	237	826	770	279	277	0	0	286	0	0
Stage 1	247	247	-	483	483	-	-	-	-	-	-	-
Stage 2	489	490	-	343	287	-	-	-	-	-	-	-
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	335	346	802	291	331	760	1286	-	-	1276	-	-
Stage 1	757	702	-	565	553	-	-	-	-	-	-	-
Stage 2	561	549	-	672	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	312	317	802	221	304	760	1286	-	-	1276	-	-
Mov Cap-2 Maneuver	312	317	-	221	304	-	-	-	-	-	-	-
Stage 1	697	699	-	520	509	-	-	-	-	-	-	-
Stage 2	513	506	-	543	671	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	12.7		17.1		2.1			0.2		
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	645	221	760	1276	-	-
HCM Lane V/C Ratio	0.079	-	-	0.279	0.035	0.007	0.004	-	-
HCM Control Delay (s)	8	-	-	12.7	21.9	9.8	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.1	0	0	-	-

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	30	15	55	40	15	5	75	205	40	5	175	25
Future Vol, veh/h	30	15	55	40	15	5	75	205	40	5	175	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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	18	66	48	18	6	82	223	43	6	201	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	649	658	216	679	651	245	230	0	0	266	0	0
Stage 1	228	228	-	409	409	-	-	-	-	-	-	-
Stage 2	421	430	-	270	242	-	-	-	-	-	-	-
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	410	397	824	389	402	896	1338	-	-	1325	-	-
Stage 1	775	715	-	668	616	-	-	-	-	-	-	-
Stage 2	657	600	-	736	705	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	369	367	824	324	371	896	1338	-	-	1325	-	-
Mov Cap-2 Maneuver	369	367	-	324	371	-	-	-	-	-	-	-
Stage 1	719	711	-	620	571	-	-	-	-	-	-	-
Stage 2	587	557	-	656	701	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		17.8		1.8		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1338	-	-	368	824	354	1325	-	-
HCM Lane V/C Ratio	0.061	-	-	0.147	0.08	0.204	0.004	-	-
HCM Control Delay (s)	7.9	0	-	16.5	9.8	17.8	7.7	0	-
HCM Lane LOS	A	A	-	C	A	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.3	0.8	0	-	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↶		↵	↶	↵	↶	↶	↶
Traffic Vol, veh/h	11	0	30	9	0	2	20	307	6	1	260	9
Future Vol, veh/h	11	0	30	9	0	2	20	307	6	1	260	9
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	60	12	0	3	22	334	7	1	283	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	668	670	283	698	673	334	293	0	0	341	0	0
Stage 1	285	285	-	378	378	-	-	-	-	-	-	-
Stage 2	383	385	-	320	295	-	-	-	-	-	-	-
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	378	756	355	377	708	1269	-	-	1218	-	-
Stage 1	722	676	-	644	615	-	-	-	-	-	-	-
Stage 2	640	611	-	692	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	366	371	756	322	370	708	1269	-	-	1218	-	-
Mov Cap-2 Maneuver	366	371	-	322	370	-	-	-	-	-	-	-
Stage 1	710	675	-	633	605	-	-	-	-	-	-	-
Stage 2	627	601	-	637	668	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		15.4		0.5		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	588	322	708	1218	-	-
HCM Lane V/C Ratio	0.017	-	-	0.139	0.036	0.004	0.001	-	-
HCM Control Delay (s)	7.9	-	-	12.1	16.6	10.1	8	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	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	15	82	65	30	2	104	75	20	1	275	110
Future Vol, veh/h	20	15	82	65	30	2	104	75	20	1	275	110
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	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	18	99	78	36	2	120	86	23	1	299	120

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	718	710	359	758	759	98	419	0	0	109	0	0
Stage 1	361	361	-	338	338	-	-	-	-	-	-	-
Stage 2	357	349	-	420	421	-	-	-	-	-	-	-
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	344	359	685	324	336	958	1140	-	-	1481	-	-
Stage 1	657	626	-	676	641	-	-	-	-	-	-	-
Stage 2	661	633	-	611	589	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	285	318	685	242	298	958	1140	-	-	1481	-	-
Mov Cap-2 Maneuver	285	318	-	242	298	-	-	-	-	-	-	-
Stage 1	583	625	-	600	569	-	-	-	-	-	-	-
Stage 2	548	562	-	507	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	29.5	4.5	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	298	685	261	1481	-	-
HCM Lane V/C Ratio	0.105	-	-	0.142	0.144	0.448	0.001	-	-
HCM Control Delay (s)	8.5	0	-	19.1	11.1	29.5	7.4	0	-
HCM Lane LOS	A	A	-	C	B	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.5	2.2	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	9	5	195	3	2	420
Future Vol, veh/h	9	5	195	3	2	420
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	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	6	224	3	2	457

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	687	226	0	0	227
Stage 1	226	-	-	-	-
Stage 2	461	-	-	-	-
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	413	813	-	-	1341
Stage 1	812	-	-	-	-
Stage 2	635	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	413	813	-	-	1341
Mov Cap-2 Maneuver	507	-	-	-	-
Stage 1	812	-	-	-	-
Stage 2	634	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1341
HCM Lane V/C Ratio	-	-	0.031	0.002
HCM Control Delay (s)	-	-	11.3	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↵		↵	↑	↵	↵	↑	↵
Traffic Vol, veh/h	9	0	170	6	0	3	79	186	7	3	328	98
Future Vol, veh/h	9	0	170	6	0	3	79	186	7	3	328	98
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	92	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	340	8	0	4	158	202	8	3	357	196

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	887	889	357	1149	1077	202	553	0	0	210	0	0
Stage 1	363	363	-	518	518	-	-	-	-	-	-	-
Stage 2	524	526	-	631	559	-	-	-	-	-	-	-
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	265	282	687	176	219	839	1017	-	-	1361	-	-
Stage 1	656	625	-	541	533	-	-	-	-	-	-	-
Stage 2	537	529	-	469	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	238	687	78	185	839	1017	-	-	1361	-	-
Mov Cap-2 Maneuver	232	238	-	78	185	-	-	-	-	-	-	-
Stage 1	554	624	-	457	450	-	-	-	-	-	-	-
Stage 2	451	447	-	236	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.2		40.5		3.9		0	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1017	-	-	625	78	839	1361	-	-
HCM Lane V/C Ratio	0.155	-	-	0.573	0.099	0.005	0.002	-	-
HCM Control Delay (s)	9.2	-	-	18.2	56.1	9.3	7.7	-	-
HCM Lane LOS	A	-	-	C	F	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	3.6	0.3	0	0	-	-

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	55	16	73	40	15	2	77	160	40	5	150	40
Future Vol, veh/h	55	16	73	40	15	2	77	160	40	5	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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	19	88	48	18	2	84	174	43	6	172	46

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	581	592	195	625	594	196	218	0	0	217	0	0
Stage 1	207	207	-	364	364	-	-	-	-	-	-	-
Stage 2	374	385	-	261	230	-	-	-	-	-	-	-
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	452	433	846	418	432	929	1352	-	-	1377	-	-
Stage 1	795	731	-	696	640	-	-	-	-	-	-	-
Stage 2	686	625	-	744	714	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	410	400	846	341	399	929	1352	-	-	1377	-	-
Mov Cap-2 Maneuver	410	400	-	341	399	-	-	-	-	-	-	-
Stage 1	739	727	-	647	595	-	-	-	-	-	-	-
Stage 2	617	581	-	646	710	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.9		17.2		2.2		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	408	846	363	1377	-	-
HCM Lane V/C Ratio	0.062	-	-	0.21	0.104	0.189	0.004	-	-
HCM Control Delay (s)	7.8	0	-	16.1	9.7	17.2	7.6	0	-
HCM Lane LOS	A	A	-	C	A	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.3	0.7	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	3	3	275	4	3	261
Future Vol, veh/h	3	3	275	4	3	261
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	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	299	4	3	284

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	591	301	0	0	303
Stage 1	301	-	-	-	-
Stage 2	290	-	-	-	-
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	504	854	-	-	1289
Stage 1	810	-	-	-	-
Stage 2	759	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	503	854	-	-	1289
Mov Cap-2 Maneuver	586	-	-	-	-
Stage 1	810	-	-	-	-
Stage 2	757	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	695	1289
HCM Lane V/C Ratio	-	-	0.011	0.003
HCM Control Delay (s)	-	-	10.2	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↵		↵	↑	↵	↵	↑	↵
Traffic Vol, veh/h	14	0	76	9	0	4	51	261	9	6	221	37
Future Vol, veh/h	14	0	76	9	0	4	51	261	9	6	221	37
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	50	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	152	12	0	5	102	284	10	7	240	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	750	752	240	838	782	284	280	0	0	294	0	0
Stage 1	254	254	-	488	488	-	-	-	-	-	-	-
Stage 2	496	498	-	350	294	-	-	-	-	-	-	-
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	328	339	799	286	326	755	1283	-	-	1268	-	-
Stage 1	750	697	-	561	550	-	-	-	-	-	-	-
Stage 2	556	544	-	666	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	305	310	799	217	298	755	1283	-	-	1268	-	-
Mov Cap-2 Maneuver	305	310	-	217	298	-	-	-	-	-	-	-
Stage 1	690	693	-	516	506	-	-	-	-	-	-	-
Stage 2	508	500	-	536	666	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		18.6		2.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	638	217	755	1268	-	-
HCM Lane V/C Ratio	0.08	-	-	0.282	0.053	0.007	0.005	-	-
HCM Control Delay (s)	8	-	-	12.8	22.5	9.8	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.2	0.2	0	0	-	-

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	30	15	60	40	15	5	78	205	40	5	175	25
Future Vol, veh/h	30	15	60	40	15	5	78	205	40	5	175	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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	18	72	48	18	6	85	223	43	6	201	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	655	664	216	688	657	245	230	0	0	266	0	0
Stage 1	228	228	-	415	415	-	-	-	-	-	-	-
Stage 2	427	436	-	273	242	-	-	-	-	-	-	-
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	406	393	824	382	397	896	1338	-	-	1325	-	-
Stage 1	775	715	-	662	611	-	-	-	-	-	-	-
Stage 2	651	596	-	733	705	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	364	362	824	315	366	896	1338	-	-	1325	-	-
Mov Cap-2 Maneuver	364	362	-	315	366	-	-	-	-	-	-	-
Stage 1	717	711	-	613	565	-	-	-	-	-	-	-
Stage 2	579	551	-	648	701	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		18.1		1.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1338	-	-	363	824	346	1325	-	-
HCM Lane V/C Ratio	0.063	-	-	0.149	0.088	0.209	0.004	-	-
HCM Control Delay (s)	7.9	0	-	16.7	9.8	18.1	7.7	0	-
HCM Lane LOS	A	A	-	C	A	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.3	0.8	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	320	6	4	271
Future Vol, veh/h	4	4	320	6	4	271
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	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	348	7	4	295

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	655	352	0	0	355
Stage 1	352	-	-	-	-
Stage 2	303	-	-	-	-
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	463	818	-	-	1233
Stage 1	776	-	-	-	-
Stage 2	749	-	-	-	-
Platoon blocked, %	1	1	-	-	1
Mov Cap-1 Maneuver	462	818	-	-	1233
Mov Cap-2 Maneuver	558	-	-	-	-
Stage 1	776	-	-	-	-
Stage 2	747	-	-	-	-

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)	-	-	663	1233
HCM Lane V/C Ratio	-	-	0.015	0.004
HCM Control Delay (s)	-	-	10.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↶		↵	↑	↶	↵	↑	↶
Traffic Vol, veh/h	11	0	30	13	0	2	20	313	10	2	264	9
Future Vol, veh/h	11	0	30	13	0	2	20	313	10	2	264	9
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	-	-	120	-	90	120	-	120
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	78	50	78	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	60	17	0	3	22	340	11	2	287	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	682	686	287	710	685	340	297	0	0	351	0	0
Stage 1	291	291	-	384	384	-	-	-	-	-	-	-
Stage 2	391	395	-	326	301	-	-	-	-	-	-	-
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	364	370	752	348	371	702	1264	-	-	1208	-	-
Stage 1	717	672	-	639	611	-	-	-	-	-	-	-
Stage 2	633	605	-	687	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	357	363	752	316	364	702	1264	-	-	1208	-	-
Mov Cap-2 Maneuver	357	363	-	316	364	-	-	-	-	-	-	-
Stage 1	705	671	-	628	601	-	-	-	-	-	-	-
Stage 2	620	595	-	631	664	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	12.2		16.1		0.5			0.1		
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1264	-	-	580	316	702	1208	-	-
HCM Lane V/C Ratio	0.017	-	-	0.141	0.053	0.004	0.002	-	-
HCM Control Delay (s)	7.9	-	-	12.2	17	10.1	8	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	0	-	-

PUD Modification Summary Table

PUD Modifications – Waterside

	LDC/ECM Section	Category	Standard	Modification	Justification
1	LDC Chapter 8.4.4(E)(2)	Private Roads Require Waiver	Use of private roads shall be limited.	Private roads proposed to serve only portions of this community.	Private roads provide more flexibility for the development to accommodate the unique community homes proposed on the site. The private roads will be owned and maintained by the HOA.
2	LDC Chapter 8.4.4(E)(3)	Private Roads to meet County standards.	Private roads shall be constructed and maintained to ECM standards.	Road width and roadway terminations (see 3, and 4 below)	
3	ECM Section 2.2.4.B.7, Figure 2-17, ECM Table 2-7, and ECM 2.3.3.F.3 and standard detail SD_2-2	Typical Urban Local and typical Urban Local (Low Volume) Cross Section	<ul style="list-style-type: none"> • 50’ public right of way with 30’ asphalt mat (Local and Local Low Volume). • Urban Local roadway asphalt width per standard drawing (SP_2-2 (30’ MAT) • 200’ minimum length of centerline tangent between broken back corners. 	29’ private tract with 24’ asphalt mat (Local and Local Low Volume) with reduced tangent length between broken back curves.	A smaller private road cross-section tract versus ROW, narrower asphalt width (Urban Local (low volume)) asphalt width, compact road design, and the use of a turnaround will achieve the goal of providing both residents and emergency responder’s access. ECM standard does not take into account reduction in speed due to the T-intersections associated with these very small turn-around areas. A standard cul-de-sac width is almost as wide as the parcel is in the location. Reduced tangent lengths between broken back curves are located on a small private looped roadway with only 16 lots utilizing the roadway.
4	ECM Section 2.3.8.A.	Roadway Terminations	Urban Cul-de-Sac-Permanent hammerhead turnarounds not permitted.	Permanent turnaround proposed on Hillingdon Heights using 24’ wide asphalt mat.	

PUD Modification Form





Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

**DEVIATION REQUEST
AND DECISION FORM IN
ASSOCIATION WITH A
REQUEST FOR A PUD
MODIFICATION FROM
THE ECM**

Updated: 6/26/2019

Pursuant to the El Paso County Land Development Code, the Board of County Commissioners may approve as part of the Planned Unit Development (PUD) approval a Modification to the Engineering Criteria Manual standards provided the Board can make the findings listed Section 4.2.6.F.2.h of the Land Development Code:

The proposal provides for the general health, safety, and welfare of the citizens and at least one of the following benefits:

- Preservation of natural features;
- Provision of a more livable environment, such as the installment of street furniture, decorative street lighting or decorative paving materials;
- Provision of a more efficient pedestrian system;
- Provision of additional open space;
- Provision of other public amenities not otherwise required by the Code; or
- The proposed modification is granted in exchange for the open space and/or amenity designs provided in the PUD development plan and/or development guide.

The review and approval of this Deviation does not authorize construction of the requested improvements until and unless the Board of County Commissioners approves the Modifications in association with the Planned Unit Development request, the applicant has received approval of all associated engineering documents, the applicant has provided the necessary financial assurances, and a construction permit has been issued by the Planning and Community Development Department.

PROJECT INFORMATION

Project Name : Waterside
Schedule No.(s) : 71114-04-112
Legal Description : All of the waterside condominiums subdivision, recorded in Plat Book 2, At Page 47 Records of El Paso County, Colorado

APPLICANT INFORMATION

Company : Lake Woodmoor Holdings, LLC
Name : Beth Diana
 Owner Consultant Contractor
Mailing Address : 9540 Federal Drive, Suite 200
Colorado Springs, CO 80921

Phone Number : 719-867-2261
FAX Number : 719-260-7088
Email Address : Bdiana@laplatallc.com

ENGINEER INFORMATION

Company : Classic Consulting Engineers & Surveyors, LLC
Name : Kyle Campbell Colorado P.E. Number : 29794
Mailing Address : 619 N. Cascade Ave. Suite 200
Colorado Springs, CO 80903

Phone Number : 719-785-0790
FAX Number : 719-785-0799
Email Address : kcampbell@classicconsulting.net

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature

┌ ───────────┐
└──────────┘

┌ ───────────┐
└──────────┘

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **ECM2.2.4.B.7 (Figure 2-17), Table 2-7, ECM 2.3.3.F.3 and standard detail SD_2-2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Typical urban local cross section (50' ROW with 30' asphalt mat) – ECM 2.2.4.B.7 (Fig. 2-17)
Table 2-7
Standard Detail SD_2-2

200' minimum tangent length between two Broken Back curves – ECM2.3.3.F.3

State the reason for the requested deviation:

The unique urban residential community consists of townhomes. While the main community access is from standard public local roadways, the use of the private roadways is limited to closed looped areas that will be signed as being private. The private roadway a community design that maintains portions of the site vegetation and also maintains the edge along the lake, while also introducing a proposed community trail along the lake.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

A standard county public urban local roadway is contained within a 50' wide public right of way (with a 30' wide asphalt mat). The proposed private street section is contained within a 29' wide private tract (owned and maintained by the Homeowners Association) and includes a 24' wide asphalt mat. All private roads to be built using county standard curb and gutter, signage and pavement thickness, as well as adhering to county maximum grade criteria. See attached proposed street section, and exhibit depicting locations of urban local and urban local (low volume) private roads. Broken Back curve tangent lengths of 30.07' and 36.58' are proposed on the small looped private Barnet View, where 200- minimum tangent length is required (same as an arterial roadway).

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

The unique community attributes include preservation of open space and vegetation that is the result of the private street use with shorter broken back tangent lengths which results in a more compact street network.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The proposed private streets with shorter broken back tangent lengths provide individual lot access, including vehicular (both resident and emergency), pedestrian and ADA visitability (where required).

The deviation will not adversely affect safety or operations.

Due to the HOA maintained access and use of county standard materials, no adverse safety or operations impacts are anticipated.

The deviation will not adversely affect maintenance and its associated cost.

As maintenance of the proposed private roads and sidewalks will be by the HOA, no adverse maintenance or it's associated costs will be realized.

The deviation will not adversely affect aesthetic appearance.

The private roadway a community design that maintains portions of the site vegetation and also maintains the edge along the lake, while also introducing a proposed community trail along the lake

The deviation meets the design intent and purpose of the ECM standards.

Providing individual lot access is still maintained with the proposed private streets and the asphalt width is the same as an urban local (low volume) roadway. Broken back curve tangents are still being provided, just shorter in length.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

All impervious areas (public and private) are being treated in accordance with the County MS4 permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

Γ Γ

L J

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

Γ Γ

L J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

The Deviation is only valid until and unless the Board of County Commissioners approves the Planned Unit Development Modifications.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

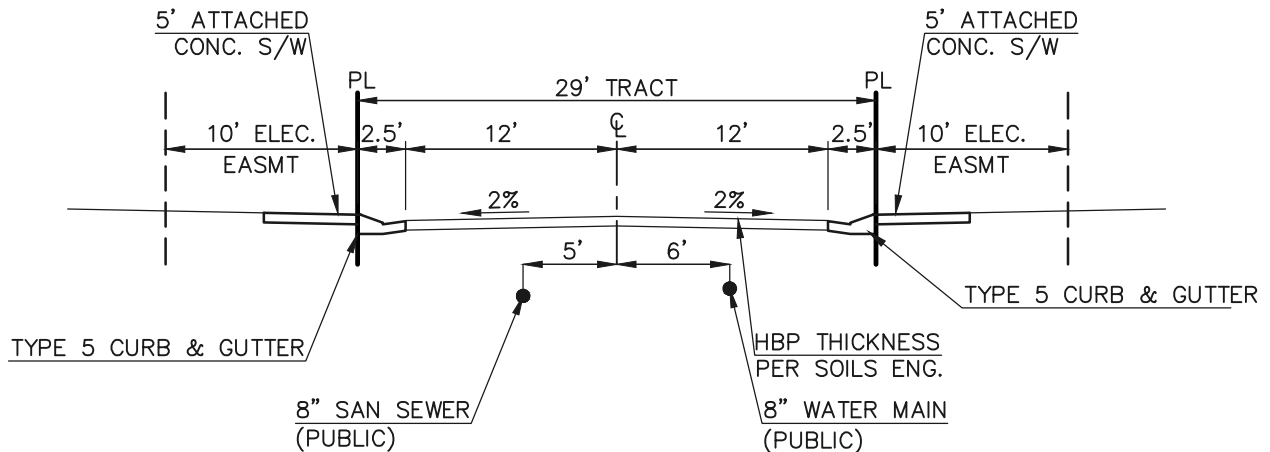
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



PROPOSED TYPICAL SECTION – PRIVATE ROADWAY TRACT

SCALE: 1" = 10'

–HILLINGDON HEIGHTS – URBAN LOCAL ROADWAY (MIN. 200' CL RADIUS)

–BARNET VIEW BETWEEN WOODMOOR DRIVE AND HILLINGDON HEIGHTS –
URBAN LOCAL ROADWAY (MIN. 200' CL RADIUS)

–BARNET VIEW EAST OF HILLINGDON HEIGHTS – URBAN LOCAL (LOW VOLUME)
(MIN 100' CL RADIUS)

–16 HOMES = 160 ADT < 300ADT

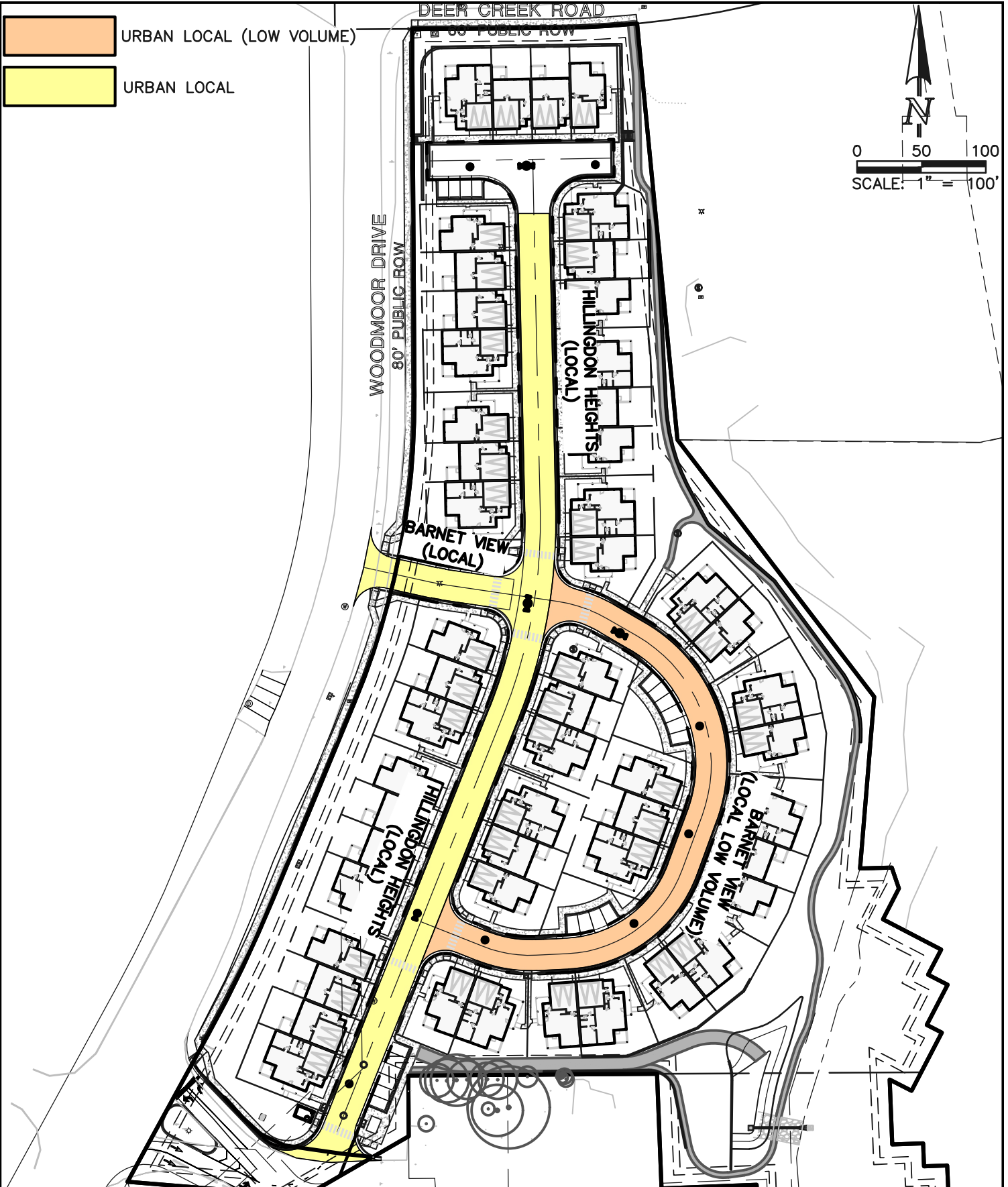
–NO TANGENT LENGTH MINIMM FOR LOCAL (LOW VOLUME) IDENTIFIED IN ECM



WATERSIDE TOWNHOMES
 DEVIATION REQUEST - ECM SEC. 2.2.4.B.7.
 FIGURE 2-17, TABLE 2-7
 PCD FILE NO. PUDSP-22-009

SHEET

1



WATERSIDE TOWNHOMES
 DEVIATION REQUEST - ECM SEC. 2.2.4.B.7.
 FIGURE 2-17, TABLE 2-7
 PCD FILE NO. PUDSP-22-009

SHEET

1

Appendix Tables 1-3



Appendix Table 1
Percent Impact Calculations
Waterside Site-Generated Traffic
 Percent Increase over Existing Traffic

Intersection/ Intersection Approach	Time Period	Waterside Site-Generated Traffic (vehicles per hour)	Existing Traffic (vehicles per hour)	Percent Increase
<u>Deer Creek/Monument Hill Road</u>				
Eastbound	AM Peak Hour	5	136	4%
	PM Peak Hour	4	84	5%
<u>Deer Creek/Base Camp</u>				
Eastbound	AM Peak Hour			
	PM Peak Hour	5	126	4%
Westbound		4	64	6%
	AM Peak Hour	2	96	2%
	PM Peak Hour	5	100	5%
<u>Monument Hill Road/Woodmoor Dr.</u>				
Southbound	AM Peak Hour	12	494	2%
	PM Peak Hour	8	429	2%
Northbound	AM Peak Hour	5	655	1%
	PM Peak Hour	12	539	2%

Appendix Table 2
Caliber Percent Impact by Approach
Woodmoor Drive/Deer Creek Road Intersection

	<u>EB Approach</u>	<u>NB Approach</u>
<u>AM Peak Hour</u>		
Calibre Site Gen.	8	3
Existing	72	151
	11%	2%
<u>PM Peak Hour</u>		
Calibre Site Gen.	5	9
Existing	65	227
	8%	4%
2/15/2023		

Appendix Table 3

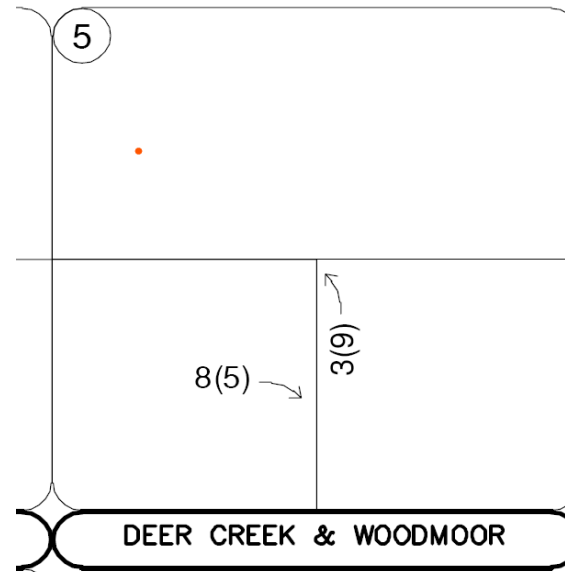
Caliber Site Generated Compared to Existing and LSC Long Term Background Traffic Woodmoor Drive/Deer Creek Road Intersection

EB Approach - Right Turn Movement

	Existing	Caliber	LSC 2040 Background
AM Peak	46	8	75
PM Peak	38	5	50

NB Approach - Left Turn Movement

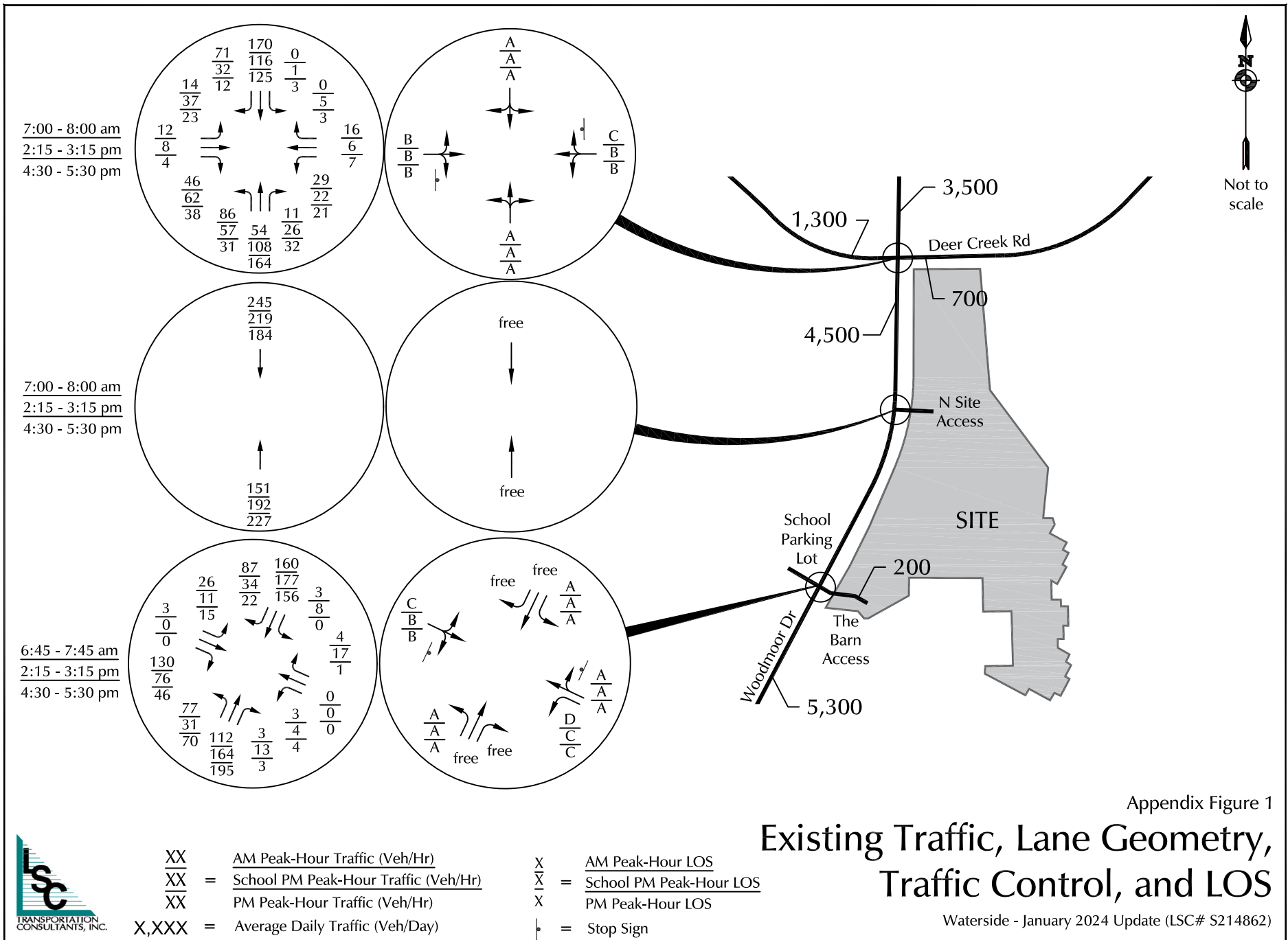
	Existing	Caliber	LSC 2040 Background
AM Peak	86	3	95
PM Peak	31	9	50



Clip from the Caliber TIS Report - Site Generated Traffic

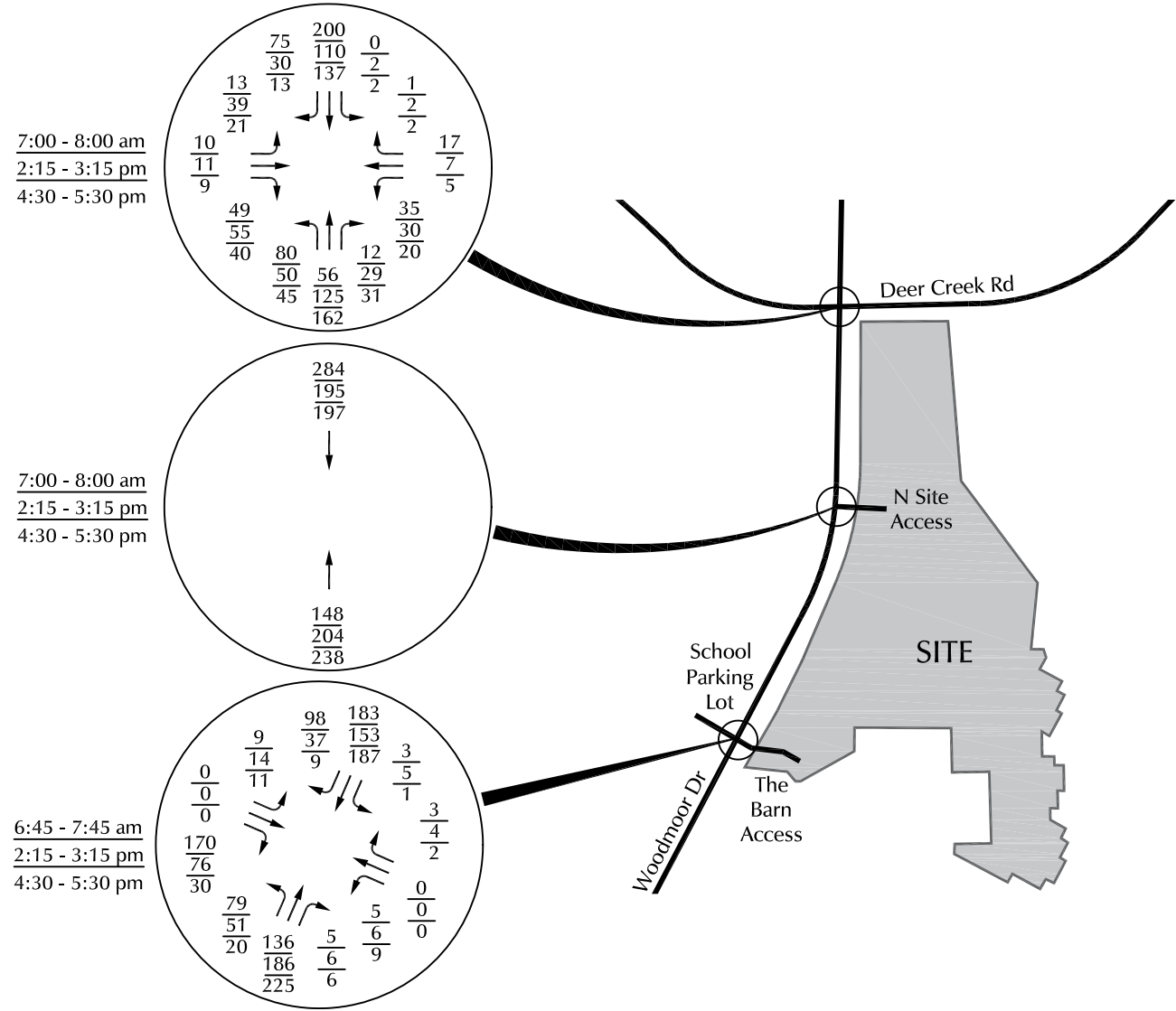
Appendix Figures 1 and 2







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)

*based on numerous counts conducted prior to the Highway 105 project

Appendix Figure 2
**LSC-Estimated 2022
 Baseline Volumes***

Waterside - January 2024 Update (LSC# S214862)