



LSC TRANSPORTATION CONSULTANTS, INC.  
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North Bay at Woodmoor  
Updated Traffic Impact Analysis  
(LSC #164340)  
September 19, 2017

County File Nos. PUDSP-16-004 and SF-16-021

**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.

Jeffrey C. Hodsdon, P.E., #31684

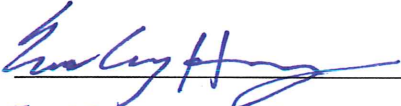


Date

9/20/17

**Developer's Statement**

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

  
EDWARD CODY HUMPHREY  
DIRECTOR OF PLANNING  
LA PLATA COMMUNITIES

Date

9/20/17



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**545 East Pikes Peak Avenue, Suite 210**  
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**Website: <http://www.lsctrans.com>**

September 19, 2017

Mr. Cody Humphrey  
Lake Woodmoor Holdings, LLC  
1755 Telstar Drive, Suite 211  
Colorado Springs, CO 80920

RE: North Bay at Woodmoor  
Updated Traffic Impact Analysis  
El Paso County, CO  
LSC #164340

Dear Mr. Humphrey:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact analysis for the proposed North Bay at Woodmoor subdivision to be located southeast of the intersection of Woodmoor Drive and Deer Creek Road in El Paso County, Colorado. The site is shown in Figure 1.

## **REPORT CONTENTS**

The report contains the following:

- The existing street and traffic conditions adjacent to and in the vicinity of the site including the street conditions, intersection lane geometries, traffic controls, posted speed limits, street classifications, etc.
- Existing traffic volumes at the intersection of Woodmoor Drive/Deer Creek Road and on Deer Creek Road east of Woodmoor Drive.
- Estimates of future background traffic volumes.
- The projected average weekday and peak-hour vehicle-trips to be generated by the site.
- The assignment of the projected site-generated traffic volumes to the adjacent and nearby streets and the intersection of Deer Creek Road/Woodmoor Drive.
- The resulting total traffic volumes.
- The resulting traffic impacts. The traffic impacts have been quantified by evaluating site traffic as a percentage of increase over existing traffic volumes and determining the future levels of service at the intersection of Woodmoor Drive/Deer Creek Road and the site access.

## **LAND USE AND ACCESS**

The North Bay Woodmoor subdivision is planned to contain 28 single-family attached homes. Two access points are planned to Deer Creek Road. The first access aligns with Burning Oak Way and the second access is located about 265 feet to the east. The site plan is attached.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

The major roadways in the vicinity of the site are shown on Figure 1 and are described below.

- **Woodmoor Drive** extends north from SH 105 between the I-25 off-ramps to Doewood Drive and then continues east to Furrow Road. Woodmoor Drive is classified as a Collector on the El Paso County *Major Transportation Corridors Plan (MTCP)* and has a speed limit of 30 miles per hour (mph). In the vicinity of the site, Woodmoor Drive has one through lane in each direction.
- **Deer Creek Road** is a two-lane local street that extends east from Monument Hill Road to White Fawn Drive. The intersection of Woodmoor/Deer Creek is currently Stop-sign controlled. There is a signed and marked school pedestrian crossing across the south leg of this intersection.

### Existing Traffic Volumes

Figure 2 shows the results of existing morning and afternoon peak-hour traffic volume counts at the intersection of Woodmoor/Deer Creek. The traffic volumes are based on turning movement counts by LSC in May 2016. The traffic count reports are attached. Figure 2 also shows estimates of the daily traffic volumes on Woodmoor Road and Deer Creek Road based on the peak-hour counts.

### Existing Level of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

Table 1 Intersection Levels of Service Delay Ranges		
Level of Service	Signalized Intersections	Unsignalized Intersections
	Control Delay (seconds per vehicle)	
A	10 sec or less	10 sec or less
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	80 sec or more	50 sec or more

The intersection of Woodmoor/Deer Creek was analyzed based on the unsignalized method of analysis procedures from the *Highway Capacity Manual, 2010 Edition* by the Transportation Research Board. The results of the analysis are shown in Figure 2. The level of service reports are attached.

In summary, all movements at this Stop-sign-controlled intersection of Woodmoor/Deer Creek are currently operating at level of service C or better during the morning and afternoon peak hours.

## **2040 BACKGROUND TRAFFIC**

Figure 3 shows the projected background traffic volumes for the year 2040. Background traffic is the traffic projected to be on the adjacent roadways and intersections without consideration of the proposed development. The background traffic volumes include through traffic and traffic generated by other area developments, but assumes that zero traffic is generated by the site. The 2040 background traffic volumes were developed by estimating trip generation potential for vacant parcels within the general vicinity that may add traffic to Deer Creek Road and Woodmoor Drive. The general area is primarily built out, however there is a large 800-acre parcel located northeast of Furrow Road and Kings Deer Point. This parcel could potentially be developed with a mix of half-acre and 2.5-acre residential lots. The background traffic includes trips that may travel between this potential future development and the middle/high schools via Woodmoor Drive. Also included are north/south trips on Woodmoor Drive that may be generated by about 25 remaining vacant lots within Woodmoor north of Woodmoor Drive. The majority of future trips that would be generated by these lots would travel on Woodmoor Drive. The vacant parcel located immediately southeast of Woodmoor Drive/Deer Creek Road, once developed, The Dunes subdivision to the south, and potential future development of the commercially zoned property south of The Dunes will also generate additional trips that will pass through the intersection of Woodmoor Drive/Deer Creek Road.

The average weekday background traffic (AWT) on Woodmoor Drive was calculated by multiplying the afternoon peak volume times a factor of ten. The daily traffic on Deer Creek Road was estimated by back-calculating from the afternoon peak-hour link volume on Deer Creek Road, the equivalent single-family daily traffic using ITE rates. This result was about 725 trips. An additional 75 trips per day were added to account for higher than typical morning peak-hour traffic, presumably due to the nearby schools.

## **TRIP GENERATION**

Estimates of the vehicle-trips to be generated by the site have been estimated using trip generation rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). Table 2 shows the average weekday and peak-hour trip generation estimates.

North Bay at Woodmoor is projected to generate about 163 new vehicle-trips on the average weekday, with about half entering and half exiting the site. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about two vehicles would enter and ten vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about ten vehicles would enter and five vehicles would exit the site.

## **TRIP DISTRIBUTION AND ASSIGNMENT**

The estimated directional distribution of the site-generated traffic volumes on the adjacent roadways is an important factor in determining the site's traffic impacts. Figure 4 shows the directional distribution estimates for the site-generated traffic volumes. The directional distribution estimates were based on the following factors: existing area development, the area roadway system, the site's proposed land use, and the existing traffic counts.

## **SITE-GENERATED TRAFFIC**

When the directional distribution percentages (from Figure 4) were applied to the trip generation estimates (from Table 2), the resulting site-generated traffic volumes were determined. Figure 5 shows the site-generated traffic volumes.

## **EXISTING PLUS SITE-GENERATED TRAFFIC**

Figure 6 shows the sum of the existing traffic volumes (from Figure 2) plus the site-generated traffic volumes (from Figure 5). These volumes identify the short-term impacts of the development.

## **2040 TOTAL TRAFFIC**

Figure 7 shows the total traffic volumes for the year 2040. The 2040 total traffic volumes are the sum of the site-generated traffic volumes (from Figure 5) and the 2040 background traffic volumes (from Figure 3).

## **PROJECTED LEVELS OF SERVICE**

The intersection of Woodmoor/Deer Creek and the site access points to Deer Creek Road were analyzed to determine the projected levels of service based on existing plus site-generated, 2040 background, and 2040 total traffic conditions. The results of the analysis are shown in Figures 3, 6, and 7. The level of service reports are attached.

### **Woodmoor/Deer Creek**

The intersection of Woodmoor/Deer Creek is projected to operate at level of service D or better for all movements based on the projected existing plus site-generated, 2040 background, and 2040 total traffic volumes.

### **Deer Creek/Site Access**

The site access points to Deer Creek are projected to operate at level of service A for all movements as Stop-sign-controlled intersections based on the projected existing plus site-generated, 2040 background, and 2040 total traffic volumes.

## CONCLUSIONS AND RECOMMENDATIONS

### Trip Generation

- North Bay at Woodmoor is projected to generate about 163 new vehicle-trips on the average weekday, with about half entering and half exiting the site. During the morning peak hour about two vehicles would enter and ten vehicles would exit the site. During the afternoon peak hour about ten vehicles would enter and five vehicles would exit the site.

### Projected Levels of Service

- The intersection of Woodmoor/Deer Creek is projected to operate at level of service D or better for all movements based on the projected existing plus site-generated, 2040 background, and 2040 total traffic volumes.
- The site access points to Deer Creek are projected to operate at level of service A for all movements as Stop-sign-controlled intersections based on the projected existing plus site-generated, 2040 background, and 2040 total traffic volumes.

### Auxiliary Turn Lanes

- Based on the criteria contained in the *El Paso County Engineering Criteria Manual* and the projected 2040 total traffic volumes, a southbound left-turn lane would be **not** be required on Woodmoor Drive approaching Deer Creek Road.
- Based on the criteria contained in the *El Paso County Engineering Criteria Manual* and the **existing** traffic counts, the volumes exceed the thresholds for northbound left-turn and southbound right-turn lanes on Woodmoor Drive approaching Deer Creek Road. As North Bay at Woodmoor is not projected to add any vehicles to these turning movements, this development should not be required to address these existing deficiencies. Moreover, 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.
- No auxiliary turn lanes would be required on Deer Creek Road approaching the proposed site access points.

### Site Impact

- North Bay at Woodmoor is projected to increase the existing daily traffic volume on Deer Creek Road just east of Woodmoor Road by about 21 percent. Between Woodmoor Drive and the site, the project would add about 165 vehicle-trips per day to this 600-foot section of roadway. The project is not expected to have a perceptible impact on Deer Creek Road east of the site. The section of Deer Creek Road east of Woodmoor Drive is just over the *Engineering Criteria Manual* design average

daily traffic for a rural local roadway (750 vehicles per day). The higher density of the Woodmoor neighborhood results in higher trip generation per acre when compared to 2.5-acre or lower density rural developments. The higher unit density and resulting higher trip generation generally translates to higher average daily traffic volumes on local roads when compared to 2.5-acre or 5-acre rural subdivisions.

- North Bay at Woodmoor is projected to increase the existing daily traffic volume on Woodmoor Road just south of Deer Creek Road by about 2.75 percent.

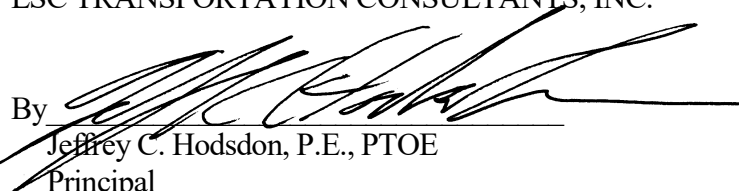
\* \* \* \* \*

Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By



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

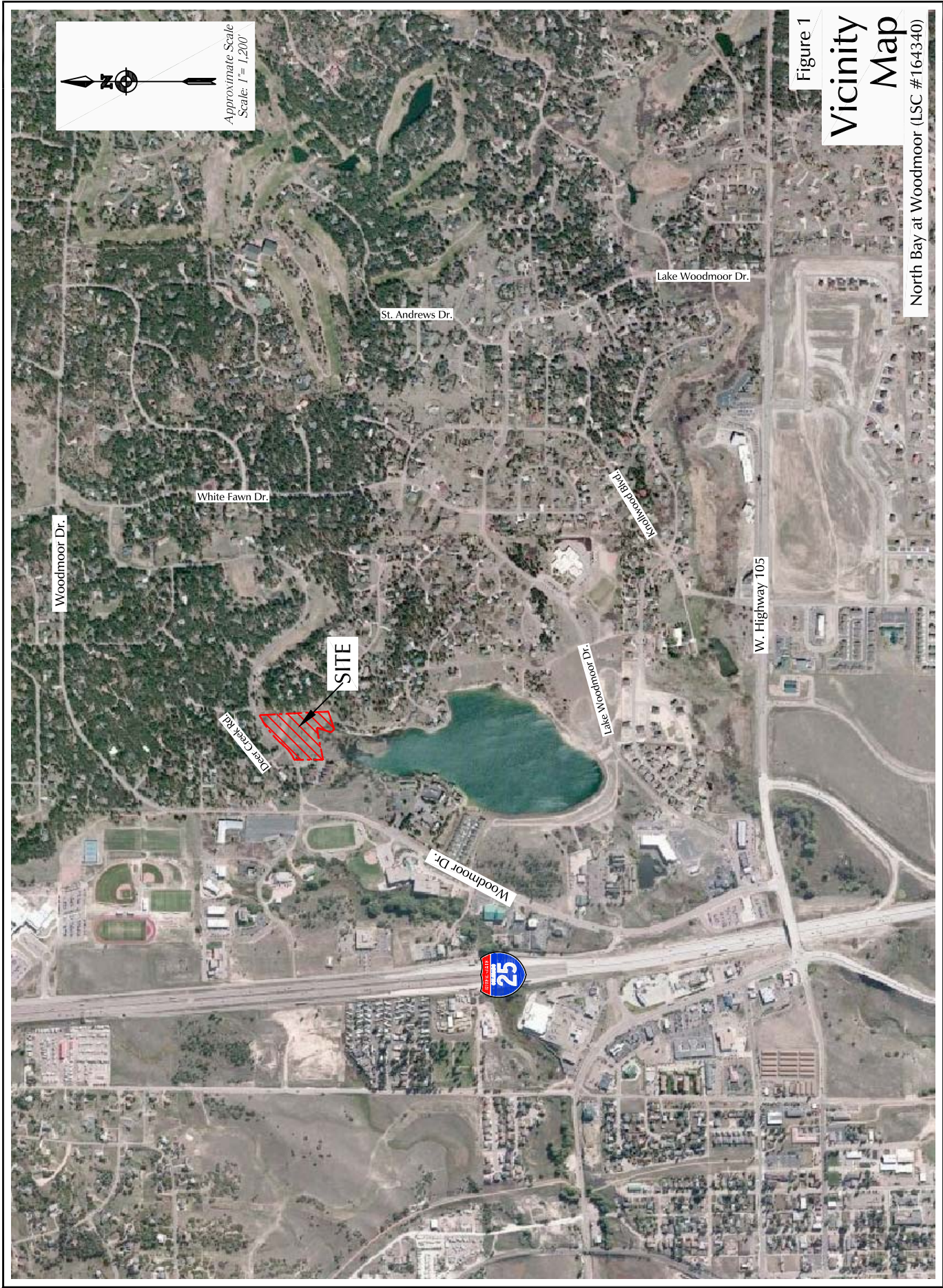
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Enclosures: Table 2  
Figures 1-7  
Traffic Count Reports  
Levels of Service Reports

**Table 2**  
**Trip Generation Estimate**  
**North Bay at Woodmoor**

Table 2 Trip Generation Estimate North Bay at Woodmoor												
Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>						Total Trips Generated			
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out		In	Out		
230	Residential Condominium/Townhouse	28 DU <sup>(2)</sup>	5.81	0.07	0.37	0.35	0.17	163	2	10	10	5
Notes: (1) Source: " <i>Trip Generation, 9th Edition, 2012</i> " by the Institute of Transportation Engineers (ITE) (2) DU = dwelling unit												
Source: LSC Transportation Consultants, Inc.												





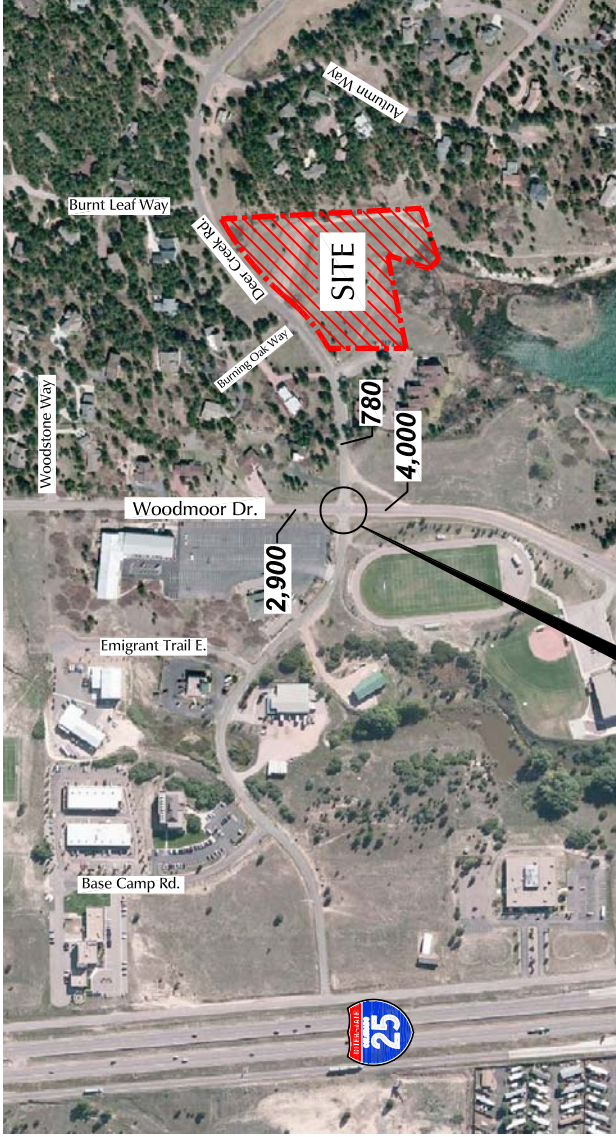
Approximate Scale  
Scale: 1" = 1,200'

Figure 1

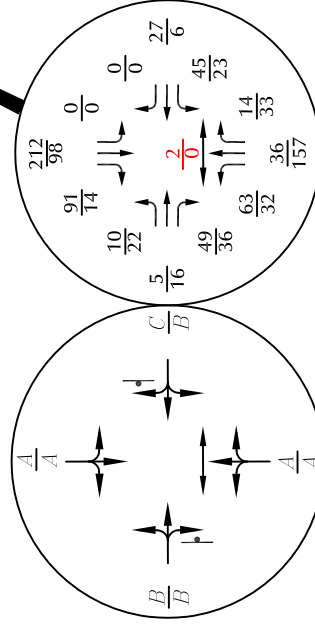
# Vicinity Map

North Bay at Woodmoor (LSC #164340)





Approximate Scale  
Scale: 1" = 400'



#### LEGEND:

⊥ = Stop Sign

XX = AM Weekday Peak-Hour Traffic (vehicles per hour) Based on Counts by LSC April 2016  
 XX = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 20 = AM Weekday Pedestrian Traffic (pedestrians per hour)  
 20 = PM Weekday Pedestrian Traffic (pedestrians per hour)  
 A/B = AM Individual Movement Peak-Hour Level of Service  
 B/B = PM Individual Movement Peak-Hour Level of Service

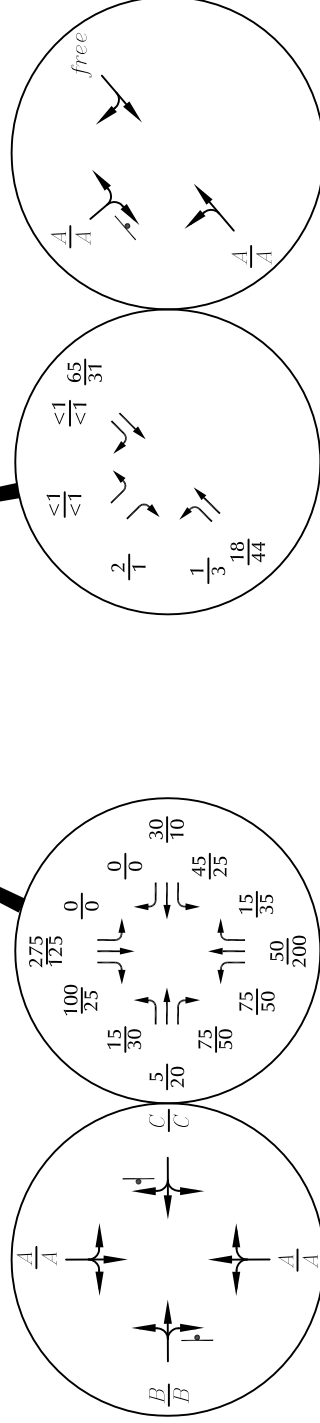
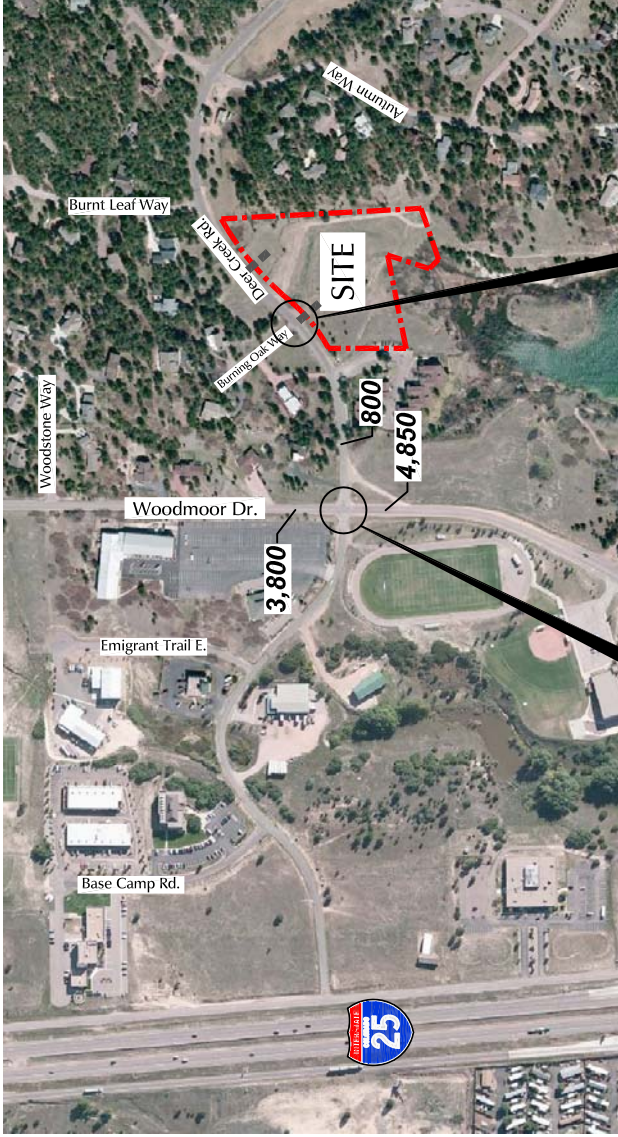
XXX = Average Weekday Traffic (vehicles per day)  
 Estimates by LSC



Figure 2

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

North Bay at Woodmoor (LSC #164340)



# LEGEND:

⊥ = Stop Sign

$\frac{26}{31}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
PM Weekday Peak-Hour Traffic (vehicles per hour)

$\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
PM Individual Movement Peak-Hour Level of Service

XXX = Average Weekday Traffic (vehicles per day)

Figure 3

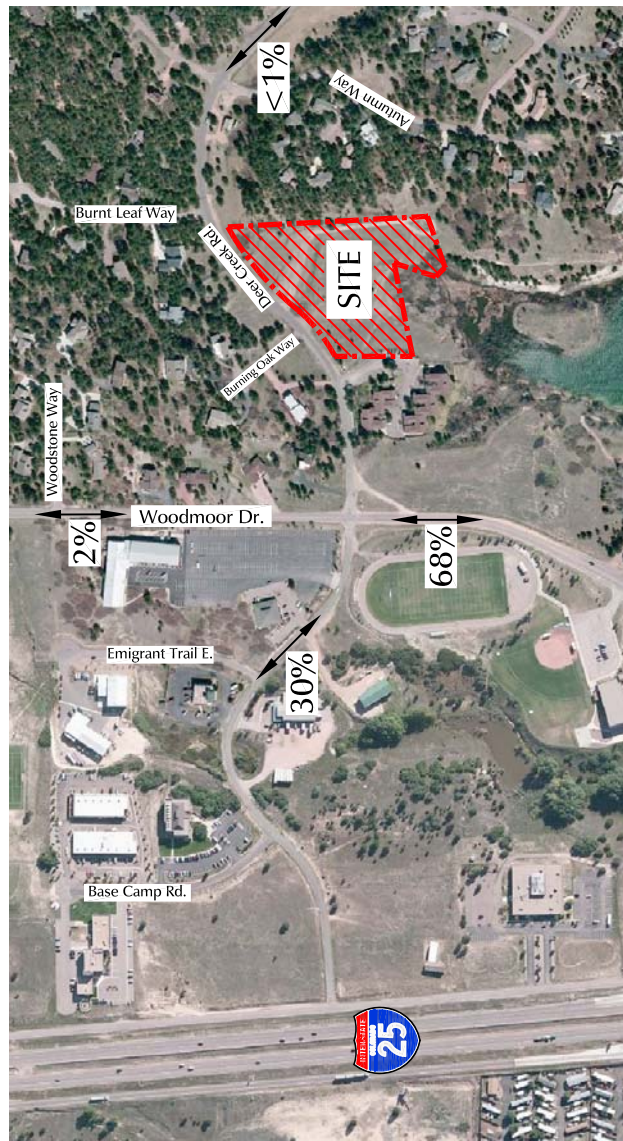
## Year 2040 Background Traffic, Lane Geometry, Traffic Control & Level of Service

North Bay at Woodmoor (LSC #164340)





Approximate Scale  
Scale: 1" = 400'



LEGEND:



XX% = Percent Directional Distribution

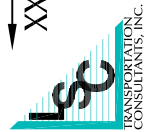


Figure 4

# Directional Distribution of Site-Generated Traffic

North Bay at Woodmoor (LSC #164340)

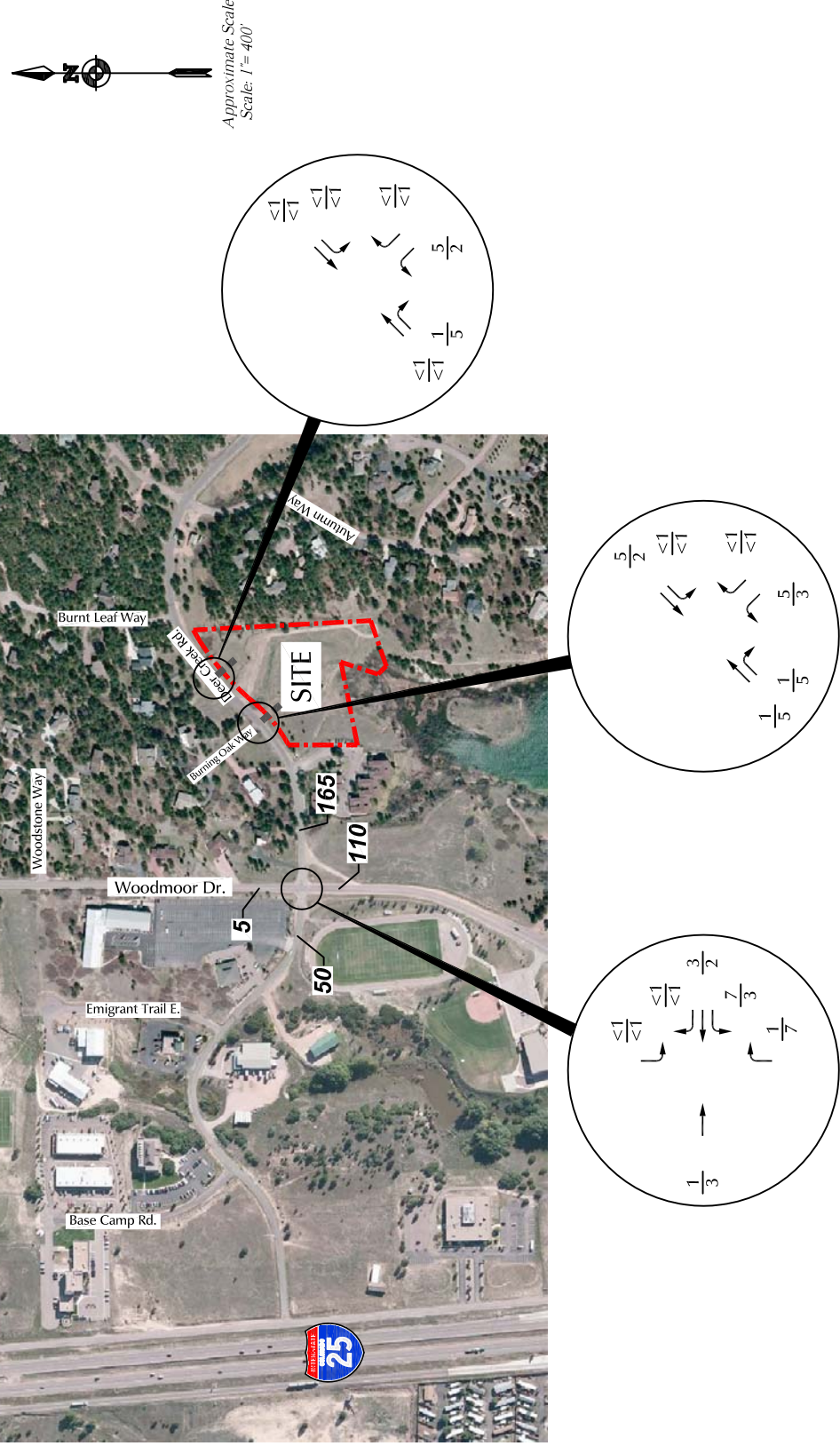


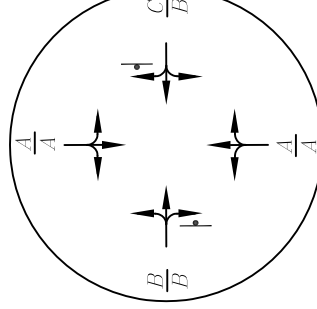
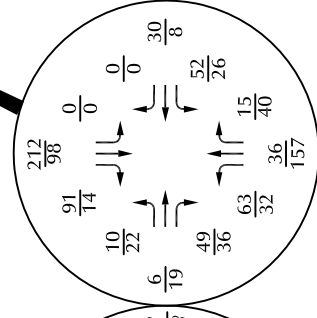
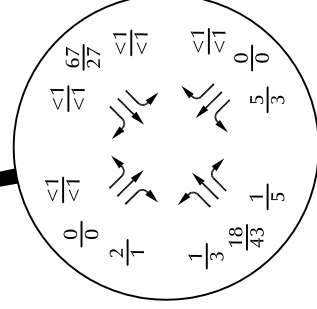
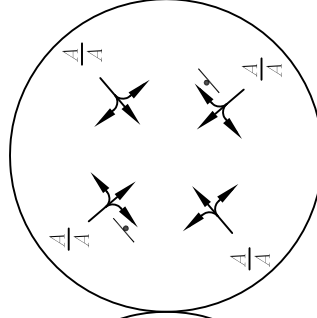
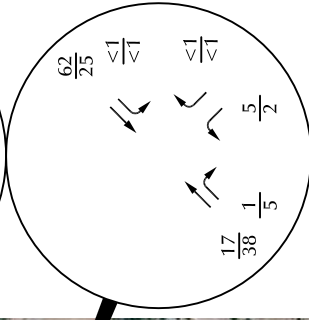
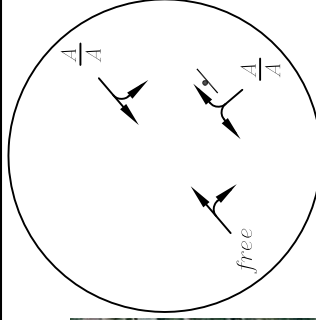
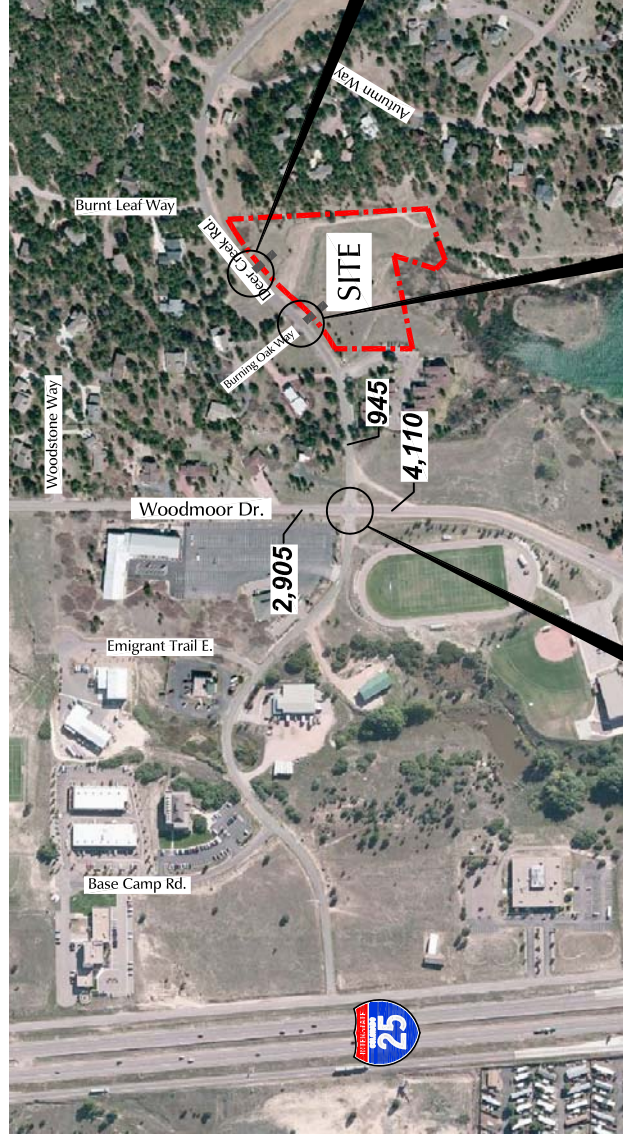
Figure 5  
**Assignment of  
 Site-Generated Traffic**  
 North Bay at Woodmoor (LSC #164340)

**LEGEND:**

$\frac{26}{31}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 PM Weekday Peak-Hour Traffic (vehicles per hour)  
 XXX = Average Weekday Traffic (vehicles per day)

**LSC**  
 TRANSPORTATION  
 CONSULTANTS, INC.





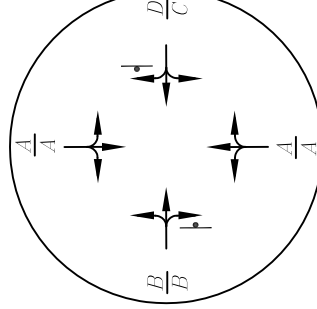
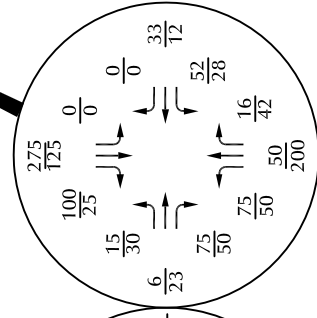
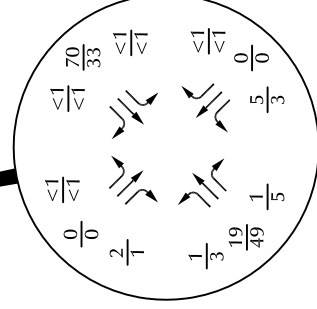
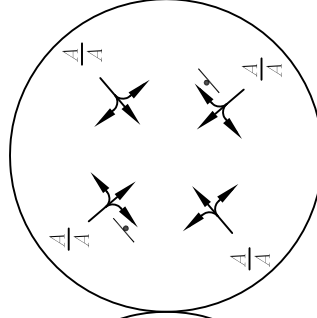
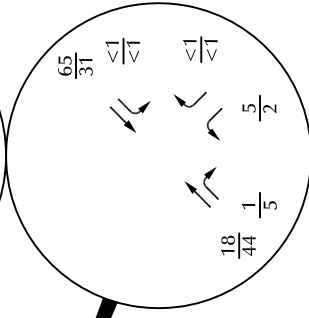
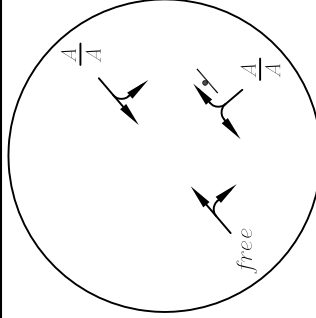
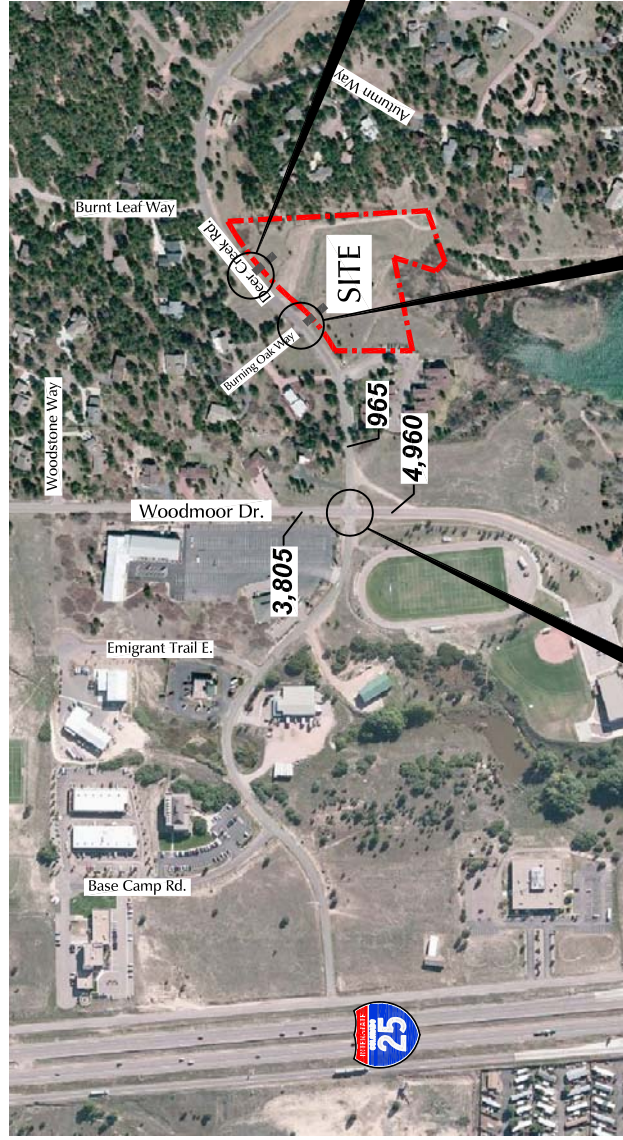
# LEGEND:

- = Stop Sign
- $\frac{26}{31}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
PM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
PM Individual Movement Peak-Hour Level of Service
- XXX = Average Weekday Traffic (vehicles per day)

Figure 6

## Existing + Site-Generated Traffic, Lane Geometry, Traffic Control & Level of Service

North Bay at Woodmoor (LSC #164340)



# LEGEND:

- = Stop Sign
- $\frac{26}{31}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
PM Weekday Peak-Hour Traffic (vehicles per hour)
- $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
PM Individual Movement Peak-Hour Level of Service
- XXX = Average Weekday Traffic (vehicles per day)

Figure 7

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

North Bay at Woodmoor (LSC #164340)

LSC Transportation Consultants, Inc.  
**545 E. Pikes Peak Ave., #210**  
**Colorado Springs, CO 80903**  
**(719) 633-2868**

LSC Transportation Consultants, Inc.

Project Name : Woodmoor Dr - Deer Creek Rd AM  
 Site Code : 00164340  
 Start Date : 04/28/2016  
 Page No : 1

Groups Printed- Unshifted

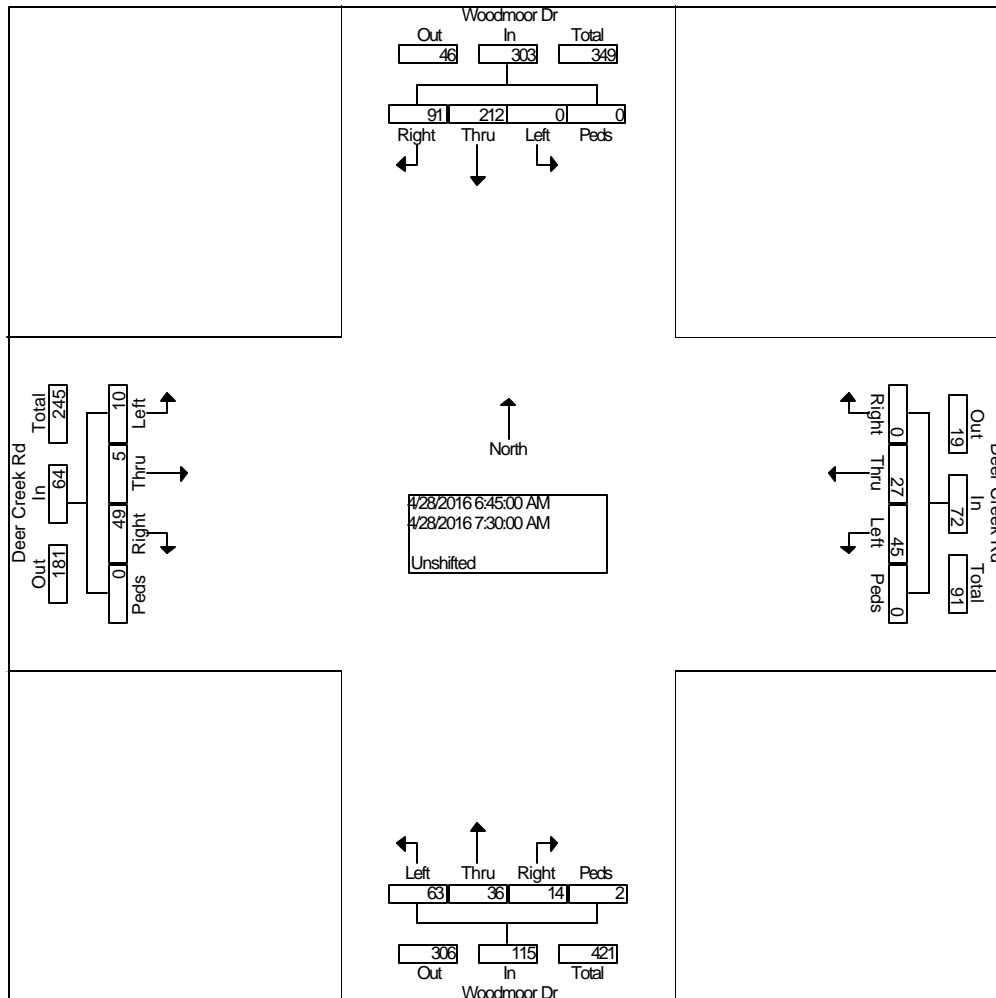
	Woodmoor Dr From North				Deer Creek Rd From East				Woodmoor Dr From South				Deer Creek Rd From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	9	29	0	0	0	1	13	0	4	4	12	0	6	1	1	0	80
06:45 AM	11	31	0	0	0	2	17	0	7	6	15	0	8	0	0	0	97
Total	20	60	0	0	0	3	30	0	11	10	27	0	14	1	1	0	177
07:00 AM	14	89	0	0	0	13	12	0	3	10	13	1	20	2	1	0	178
07:15 AM	44	48	0	0	0	4	9	0	2	14	31	1	14	2	3	0	172
07:30 AM	22	44	0	0	0	8	7	0	2	6	4	0	7	1	6	0	107
07:45 AM	6	36	0	0	0	1	10	0	4	16	11	1	4	1	3	0	93
Total	86	217	0	0	0	26	38	0	11	46	59	3	45	6	13	0	550
08:00 AM	2	38	0	0	0	1	7	0	5	11	12	0	4	1	0	0	81
08:15 AM	3	33	0	0	0	3	7	0	3	17	12	0	6	0	0	0	84
Grand Total	111	348	0	0	0	33	82	0	30	84	110	3	69	8	14	0	892
Apprch %	24.2	75.8	0.0	0.0	0.0	28.7	71.3	0.0	13.2	37.0	48.5	1.3	75.8	8.8	15.4	0.0	
Total %	12.4	39.0	0.0	0.0	0.0	3.7	9.2	0.0	3.4	9.4	12.3	0.3	7.7	0.9	1.6	0.0	



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**545 E. Pikes Peak Ave., #210**  
**Colorado Springs, CO 80903**  
**(719) 633-2868**

Project Name : Woodmoor Dr - Deer Creek Rd AM  
 Site Code : 00164340  
 Start Date : 04/28/2016  
 Page No : 2

	Woodmoor Dr From North					Deer Creek Rd From East					Woodmoor Dr From South					Deer Creek Rd From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	06:45 AM																				
Volume	91	212	0	0	303	0	27	45	0	72	14	36	63	2	115	49	5	10	0	64	554
Percent	30.	70.	0.0	0.0		0.0	37.	62.	0.0		12.	31.	54.	1.7		76.	7.8	15.	0.0		
	0	0					5	5			2	3	8			6		6			
07:00	14	89	0	0	103	0	13	12	0	25	3	10	13	1	27	20	2	1	0	23	178
Volume																					
Peak																					0.778
Factor																					
High Int.	07:00 AM					07:00 AM					07:15 AM					07:00 AM					
Volume	14	89	0	0	103	0	13	12	0	25	2	14	31	1	48	20	2	1	0	23	
Peak																					
Factor					0.735					0.720					0.599					0.696	



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**545 E. Pikes Peak Ave., #210**  
**Colorado Springs, CO 80903**  
**(719) 633-2868**

LSC Transportation Consultants, Inc.

Name : Woodmoor Dr - Deer Creek Rd PM  
 Site Code : 00164340  
 Start Date : 04/28/2016  
 Page No : 1

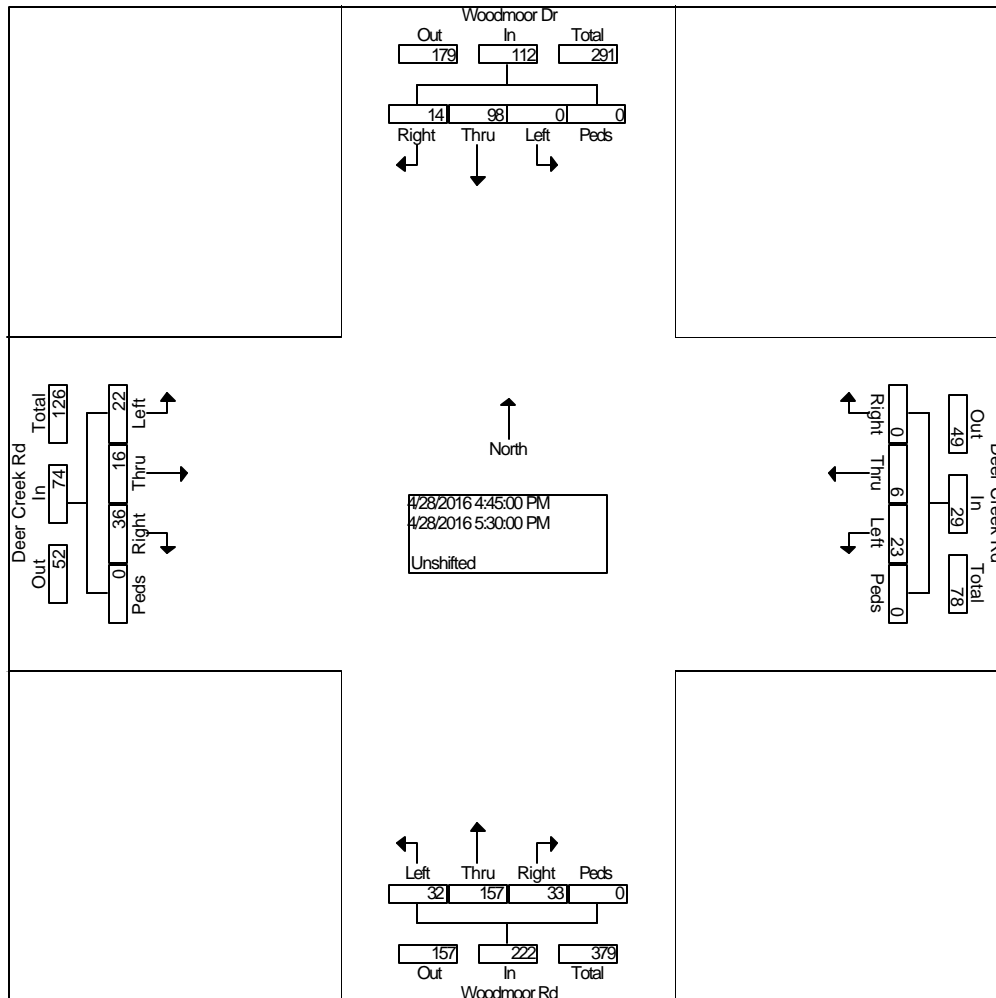
Groups Printed- Unshifted

	Woodmoor Dr From North				Deer Creek Rd From East				Woodmoor Rd From South				Deer Creek Rd From West				Int. Total
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	3	32	0	0	0	3	5	0	8	30	8	0	22	5	5	0	121
04:15 PM	4	23	0	0	1	3	4	0	12	33	8	0	10	4	5	0	107
04:30 PM	3	21	0	0	0	0	10	0	8	34	8	0	16	1	6	0	107
04:45 PM	3	25	0	0	0	0	5	0	9	29	3	0	7	4	5	0	90
Total	13	101	0	0	1	6	24	0	37	126	27	0	55	14	21	0	425
05:00 PM	3	29	0	0	0	2	5	0	8	52	7	0	14	5	4	0	129
05:15 PM	4	23	0	0	0	4	9	0	9	35	9	0	8	2	7	0	110
05:30 PM	4	21	0	0	0	0	4	0	7	41	13	0	7	5	6	0	108
05:45 PM	3	19	0	0	0	2	2	0	6	33	11	0	6	1	5	0	88
Total	14	92	0	0	0	8	20	0	30	161	40	0	35	13	22	0	435
Grand Total	27	193	0	0	1	14	44	0	67	287	67	0	90	27	43	0	860
Apprch %	12.3	87.7	0.0	0.0	1.7	23.7	74.6	0.0	15.9	68.2	15.9	0.0	56.3	16.9	26.9	0.0	
Total %	3.1	22.4	0.0	0.0	0.1	1.6	5.1	0.0	7.8	33.4	7.8	0.0	10.5	3.1	5.0	0.0	

LSC Transportation Consultants, Inc.  
**545 E. Pikes Peak Ave., #210**  
**Colorado Springs, CO 80903**  
**(719) 633-2868**





Project Name : Woodmoor Dr - Deer Creek Rd PM  
 Site Code : 00164340  
 Start Date : 04/28/2016  
 Page No : 2

	Woodmoor Dr From North					Deer Creek Rd From East					Woodmoor Rd From South					Deer Creek Rd From West					
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	14	98	0	0	112	0	6	23	0	29	33	157	32	0	222	36	16	22	0	74	437
Percent	12.5	87.5	0.0	0.0		0.0	20.7	79.3	0.0		14.9	70.7	14.4	0.0		48.6	21.6	29.7	0.0		
05:00 Volume	3	29	0	0	32	0	2	5	0	7	8	52	7	0	67	14	5	4	0	23	129
Peak Factor																					0.847
High Int. Volume	05:00 PM					05:15 PM					05:00 PM					05:00 PM					
Peak Factor	3	29	0	0	32	0	4	9	0	13	8	52	7	0	67	14	5	4	0	23	
	0.875					0.558					0.828					0.804					






HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

Existing Traffic  
AM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	5	49	45	27	0	63	36	14	0	212	91
Future Vol, veh/h	10	5	49	45	27	0	63	36	14	0	212	91
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	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	70	70	70	72	72	72	100	100	100	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	7	70	63	38	0	63	36	14	0	286	123
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	538	528	352	560	582	45	411	0	0	52	0	0
Stage 1	350	350	-	171	171	-	-	-	-	-	-	-
Stage 2	188	178	-	389	411	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	454	456	692	439	425	1025	1148	-	-	1554	-	-
Stage 1	666	633	-	831	757	-	-	-	-	-	-	-
Stage 2	814	752	-	635	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	403	429	690	371	399	1023	1146	-	-	1554	-	-
Mov Cap-2 Maneuver	403	429	-	371	399	-	-	-	-	-	-	-
Stage 1	627	632	-	782	713	-	-	-	-	-	-	-
Stage 2	727	708	-	563	594	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.1			17.8			4.6			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1146	-	-	595	381	1554	-	-				
HCM Lane V/C Ratio	0.055	-	-	0.154	0.262	-	-	-				
HCM Control Delay (s)	8.3	0	-	12.1	17.8	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.5	1	0	-	-				

HCM 2010 TWSC  
3: Deer Creek Rd & Burning Oak Way

Existing Traffic  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	17	62	0
Future Vol, veh/h	0	2	1	17	62	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	70	70	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1	24	86	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	113	86	86	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	884	973	1510	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	883	973	1510	-	-	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s	8.7	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1510	-	973	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.4	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

Existing Traffic  
PM Peak Hour




Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<div>↕</div>			<div>↕</div>			<div>↕</div>			<div>↕</div>	
Traffic Vol, veh/h	22	16	36	23	6	0	32	157	33	0	98	14
Future Vol, veh/h	22	16	36	23	6	0	32	157	33	0	98	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	80	80	80	100	100	100	83	83	83	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	20	45	23	6	0	39	189	40	0	111	16
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	408	425	119	438	413	209	127	0	0	229	0	0
Stage 1	119	119	-	286	286	-	-	-	-	-	-	-
Stage 2	289	306	-	152	127	-	-	-	-	-	-	-
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	554	521	933	529	529	831	1459	-	-	1339	-	-
Stage 1	885	797	-	721	675	-	-	-	-	-	-	-
Stage 2	719	662	-	850	791	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	505	933	477	513	831	1459	-	-	1339	-	-
Mov Cap-2 Maneuver	536	505	-	477	513	-	-	-	-	-	-	-
Stage 1	858	797	-	699	654	-	-	-	-	-	-	-
Stage 2	690	641	-	789	791	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.3			12.9			1.1			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1459	-	-	665	484	1339	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.139	0.06	-	-	-				
HCM Control Delay (s)	7.5	0	-	11.3	12.9	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-				

HCM 2010 TWSC  
3: Deer Creek Rd & Burning Oak Way

Existing Traffic  
PM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1	3	38	25	0
Future Vol, veh/h	0	1	3	38	25	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	4	48	27	0





Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	82	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	55	-	-	-	-	-
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	920	1048	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	917	1048	1587	-	-	-
Mov Cap-2 Maneuver	917	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.4	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1587	-	1048	-	-
HCM Lane V/C Ratio	0.002	-	0.001	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd





Existing + Site-Generated Traffic  
AM Peak Hour

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	10	6	49	52	30	0	63	36	15	0	212	91
Future Vol, veh/h	10	6	49	52	30	0	63	36	15	0	212	91
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	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	70	70	70	72	72	72	100	100	100	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	9	70	72	42	0	63	36	15	0	286	123
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	540	529	352	561	583	46	411	0	0	53	0	0
Stage 1	350	350	-	172	172	-	-	-	-	-	-	-
Stage 2	190	179	-	389	411	-	-	-	-	-	-	-
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	453	455	692	438	424	1023	1148	-	-	1553	-	-
Stage 1	666	633	-	830	756	-	-	-	-	-	-	-
Stage 2	812	751	-	635	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	428	690	369	399	1021	1146	-	-	1553	-	-
Mov Cap-2 Maneuver	398	428	-	369	399	-	-	-	-	-	-	-
Stage 1	627	632	-	781	712	-	-	-	-	-	-	-
Stage 2	721	707	-	562	594	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.2			18.5			4.6			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1146	-	-	590	379	1553	-	-				
HCM Lane V/C Ratio	0.055	-	-	0.157	0.3	-	-	-				
HCM Control Delay (s)	8.3	0	-	12.2	18.5	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.6	1.2	0	-	-				






HCM 2010 TWSC  
3: Deer Creek Rd & The Cove Access/Burning Oak Way

Existing + Site-Generated Traffic  
AM Peak Hour

Intersection																
Int Delay, s/veh	0.7															
Movement	SEL	SET	SER		NWL	NWT	NWR		NEL	NET	NER		SWL	SWT	SWR	
Lane Configurations																
Traffic Vol, veh/h	0	0	2		5	0	0		1	18	1		0	67	0	
Future Vol, veh/h	0	0	2		5	0	0		1	18	1		0	67	0	
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	72	92	72		92	92	92		70	70	92		92	72	72	
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2		2	2	2	
Mvmt Flow	0	0	3		5	0	0		1	26	1		0	93	0	
Major/Minor	Minor2			Minor1			Major1			Major2						
Conflicting Flow All	122	123	93		123	122	26		93	0	0		27	0	0	
Stage 1	93	93	-		29	29	-		-	-	-		-	-	-	
Stage 2	29	30	-		94	93	-		-	-	-		-	-	-	
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	853	767	964		852	768	1050		1501	-	-		1587	-	-	
Stage 1	914	818	-		988	871	-		-	-	-		-	-	-	
Stage 2	988	870	-		913	818	-		-	-	-		-	-	-	
Platoon blocked, %										-	-			-	-	
Mov Cap-1 Maneuver	852	766	964		849	767	1050		1501	-	-		1587	-	-	
Mov Cap-2 Maneuver	852	766	-		849	767	-		-	-	-		-	-	-	
Stage 1	913	818	-		987	870	-		-	-	-		-	-	-	
Stage 2	987	869	-		910	818	-		-	-	-		-	-	-	
Approach	SE			NW			NE			SW						
HCM Control Delay, s	8.7			9.3			0.4			0						
HCM LOS	A			A												
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR									
Capacity (veh/h)	1501	-	-	849	964	1587	-	-								
HCM Lane V/C Ratio	0.001	-	-	0.006	0.003	-	-	-								
HCM Control Delay (s)	7.4	0	-	9.3	8.7	0	-	-								
HCM Lane LOS	A	A	-	A	A	A	-	-								
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-								





HCM 2010 TWSC  
10: Deer Creek Rd & East Access

Existing + Site-Generated Traffic  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	0	17	1	0	62
Future Vol, veh/h	5	0	17	1	0	62
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	70	92	92	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	24	1	0	86
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	111	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	86	-	-	-	-	-
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	886	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	886	1051	-	-	1589	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Approach	NW		NE		SW	
HCM Control Delay, s	9.1		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	- 886	1589	-		
HCM Lane V/C Ratio	-	- 0.006	-	-		
HCM Control Delay (s)	-	- 9.1	0	-		
HCM Lane LOS	-	- A	A	-		
HCM 95th %tile Q(veh)	-	- 0	0	-		

HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

Existing + Site-Generated Traffic  
PM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	19	36	26	8	0	32	157	40	0	98	14
Future Vol, veh/h	22	19	36	26	8	0	32	157	40	0	98	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	80	80	80	100	100	100	83	83	83	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	24	45	26	8	0	39	189	48	0	111	16
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	413	433	119	444	417	213	127	0	0	237	0	0
Stage 1	119	119	-	290	290	-	-	-	-	-	-	-
Stage 2	294	314	-	154	127	-	-	-	-	-	-	-
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	549	516	933	524	527	827	1459	-	-	1330	-	-
Stage 1	885	797	-	718	672	-	-	-	-	-	-	-
Stage 2	714	656	-	848	791	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	530	500	933	469	511	827	1459	-	-	1330	-	-
Mov Cap-2 Maneuver	530	500	-	469	511	-	-	-	-	-	-	-
Stage 1	858	797	-	696	651	-	-	-	-	-	-	-
Stage 2	683	636	-	783	791	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.5			13.1			1.1			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1459	-	-	652	478	1330	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.148	0.071	-	-	-				
HCM Control Delay (s)	7.5	0	-	11.5	13.1	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-				




HCM 2010 TWSC  
3: Deer Creek Rd & The Cove Access/Burning Oak Way

Existing + Site-Generated Traffic  
PM Peak Hour

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	3	0	0	3	43	5	0	27	0
Future Vol, veh/h	0	0	1	3	0	0	3	43	5	0	27	0
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	92	92	92	92	92	92	80	80	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	3	0	0	4	54	5	0	29	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	96	29	94	93	56	29	0	0	59	0	0
Stage 1	29	29	-	64	64	-	-	-	-	-	-	-
Stage 2	64	67	-	30	29	-	-	-	-	-	-	-
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	891	794	1046	889	797	1011	1584	-	-	1545	-	-
Stage 1	988	871	-	947	842	-	-	-	-	-	-	-
Stage 2	947	839	-	987	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	792	1046	886	795	1011	1584	-	-	1545	-	-
Mov Cap-2 Maneuver	889	792	-	886	795	-	-	-	-	-	-	-
Stage 1	985	871	-	944	839	-	-	-	-	-	-	-
Stage 2	944	836	-	986	871	-	-	-	-	-	-	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	8.4			9.1			0.4			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR					
Capacity (veh/h)	1584	-	-	886	1046	1545	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.004	0.001	-	-	-				
HCM Control Delay (s)	7.3	0	-	9.1	8.4	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				





HCM 2010 TWSC  
10: Deer Creek Rd & East Access

Existing + Site-Generated Traffic  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	0	38	5	0	25
Future Vol, veh/h	2	0	38	5	0	25
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	80	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	48	5	0	27
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	77	50	0	0	53	0
Stage 1	50	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	912	1018	-	-	1553	-
Stage 1	963	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	912	1018	-	-	1553	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	NW		NE		SW	
HCM Control Delay, s	9		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	- 912	1553	-		
HCM Lane V/C Ratio	-	- 0.002	-	-		
HCM Control Delay (s)	-	- 9	0	-		
HCM Lane LOS	-	- A	A	-		
HCM 95th %tile Q(veh)	-	- 0	0	-		




HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

2040 Background Traffic  
AM Peak Hour

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	75	45	30	0	75	50	15	0	275	100
Future Vol, veh/h	15	5	75	45	30	0	75	50	15	0	275	100
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	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	70	70	70	72	72	72	100	100	100	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	7	107	63	42	0	75	50	15	0	372	135
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	669	658	443	708	719	60	509	0	0	67	0	0
Stage 1	441	441	-	210	210	-	-	-	-	-	-	-
Stage 2	228	217	-	498	509	-	-	-	-	-	-	-
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	371	384	615	350	354	1005	1056	-	-	1535	-	-
Stage 1	595	577	-	792	728	-	-	-	-	-	-	-
Stage 2	775	723	-	554	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	354	613	267	327	1003	1054	-	-	1535	-	-
Mov Cap-2 Maneuver	316	354	-	267	327	-	-	-	-	-	-	-
Stage 1	550	576	-	732	673	-	-	-	-	-	-	-
Stage 2	673	668	-	451	537	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.4			24.4			4.6			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1054	-	-	516	288	1535	-	-				
HCM Lane V/C Ratio	0.071	-	-	0.263	0.362	-	-	-				
HCM Control Delay (s)	8.7	0	-	14.4	24.4	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	1	1.6	0	-	-				





HCM 2010 TWSC  
3: Deer Creek Rd & Burning Oak Way

2040 Background Traffic  
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	18	65	0
Future Vol, veh/h	0	2	1	18	65	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	70	70	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1	26	90	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	119	90	90	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	29	-	-	-	-	-
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	877	968	1505	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	876	968	1505	-	-	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s	8.7	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1505	-	968	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.4	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

2040 Background Traffic  
PM Peak Hour

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	30	20	50	25	10	0	50	200	35	0	125	25
Future Vol, veh/h	30	20	50	25	10	0	50	200	35	0	125	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	100	100	100	83	83	83	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	25	63	25	10	0	60	241	42	0	142	28
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	544	560	156	583	553	262	170	0	0	283	0	0
Stage 1	156	156	-	383	383	-	-	-	-	-	-	-
Stage 2	388	404	-	200	170	-	-	-	-	-	-	-
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	450	437	890	424	441	777	1407	-	-	1279	-	-
Stage 1	846	769	-	640	612	-	-	-	-	-	-	-
Stage 2	636	599	-	802	758	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	425	415	890	362	419	777	1407	-	-	1279	-	-
Mov Cap-2 Maneuver	425	415	-	362	419	-	-	-	-	-	-	-
Stage 1	803	769	-	607	581	-	-	-	-	-	-	-
Stage 2	593	568	-	721	758	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13			15.5			1.3			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1407	-	-	572	377	1279	-	-				
HCM Lane V/C Ratio	0.043	-	-	0.219	0.093	-	-	-				
HCM Control Delay (s)	7.7	0	-	13	15.5	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0	-	-				






HCM 2010 TWSC  
3: Deer Creek Rd & Burning Oak Way

2040 Background Traffic  
PM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1	3	44	31	0
Future Vol, veh/h	0	1	3	44	31	0
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	4	55	34	0





Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	97	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	902	1039	1578	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	1039	1578	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.5	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1578	-	1039	-	-
HCM Lane V/C Ratio	0.002	-	0.001	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-





HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

2040 Total Traffic  
AM Peak Hour

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	6	75	52	33	0	75	50	16	0	275	100
Future Vol, veh/h	15	6	75	52	33	0	75	50	16	0	275	100
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	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	70	70	70	72	72	72	100	100	100	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	9	107	72	46	0	75	50	16	0	372	135
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	672	659	443	709	719	60	509	0	0	68	0	0
Stage 1	441	441	-	210	210	-	-	-	-	-	-	-
Stage 2	231	218	-	499	509	-	-	-	-	-	-	-
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	370	384	615	349	354	1005	1056	-	-	1533	-	-
Stage 1	595	577	-	792	728	-	-	-	-	-	-	-
Stage 2	772	723	-	554	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	311	354	613	266	327	1003	1054	-	-	1533	-	-
Mov Cap-2 Maneuver	311	354	-	266	327	-	-	-	-	-	-	-
Stage 1	550	576	-	732	673	-	-	-	-	-	-	-
Stage 2	666	668	-	450	537	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.6			26			4.6			0		
HCM LOS	B			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1054	-	-	512 287	1533	-	-					
HCM Lane V/C Ratio	0.071	-	-	0.268 0.411	-	-	-					
HCM Control Delay (s)	8.7	0	-	14.6 26	0	-	-					
HCM Lane LOS	A	A	-	B D	A	-	-					
HCM 95th %tile Q(veh)	0.2	-	-	1.1 1.9	0	-	-					

HCM 2010 TWSC  
3: Deer Creek Rd & The Cove Access/Burning Oak Way

2040 Total Traffic  
AM Peak Hour




Intersection															
Int Delay, s/veh	0.6														
Movement	SEL	SET	SER		NWL	NWT	NWR		NEL	NET	NER		SWL	SWT	SWR
Lane Configurations															
Traffic Vol, veh/h	0	0	2		5	0	0		1	19	1		0	70	0
Future Vol, veh/h	0	0	2		5	0	0		1	19	1		0	70	0
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	72	92	72		92	92	92		70	70	92		92	72	72
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2		2	2	2
Mvmt Flow	0	0	3		5	0	0		1	27	1		0	97	0
Major/Minor	Minor2				Minor1				Major1				Major2		
Conflicting Flow All	128	128	97		130	128	28		97	0	0		28	0	0
Stage 1	97	97	-		31	31	-		-	-	-		-	-	-
Stage 2	31	31	-		99	97	-		-	-	-		-	-	-
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	845	763	959		843	763	1047		1496	-	-		1585	-	-
Stage 1	910	815	-		986	869	-		-	-	-		-	-	-
Stage 2	986	869	-		907	815	-		-	-	-		-	-	-
Platoon blocked, %										-	-			-	-
Mov Cap-1 Maneuver	844	762	959		840	762	1047		1496	-	-		1585	-	-
Mov Cap-2 Maneuver	844	762	-		840	762	-		-	-	-		-	-	-
Stage 1	909	815	-		985	868	-		-	-	-		-	-	-
Stage 2	985	868	-		904	815	-		-	-	-		-	-	-
Approach	SE				NW				NE				SW		
HCM Control Delay, s	8.8				9.3				0.4				0		
HCM LOS	A				A										
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR								
Capacity (veh/h)	1496	-	-	840	959	1585	-	-							
HCM Lane V/C Ratio	0.001	-	-	0.006	0.003	-	-	-							
HCM Control Delay (s)	7.4	0	-	9.3	8.8	0	-	-							
HCM Lane LOS	A	A	-	A	A	A	-	-							
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-							

HCM 2010 TWSC  
10: Deer Creek Rd & East Access

2040 Total Traffic  
AM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	0	18	1	0	65
Future Vol, veh/h	5	0	18	1	0	65
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	70	92	92	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	26	1	0	90





Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	116	26	0	0	27	0
Stage 1	26	-	-	-	-	-
Stage 2	90	-	-	-	-	-
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	880	1050	-	-	1587	-
Stage 1	997	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	880	1050	-	-	1587	-
Mov Cap-2 Maneuver	880	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	NW		NE		SW
HCM Control Delay, s	9.1		0		0
HCM LOS	A				

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	- 880	1587	-
HCM Lane V/C Ratio	-	- 0.006	-	-
HCM Control Delay (s)	-	- 9.1	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

HCM 2010 TWSC  
1: Woodmoor Dr & Deer Creek Rd

2040 Total Traffic  
PM Peak Hour

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	30	23	50	28	12	0	50	200	42	0	125	15
Future Vol, veh/h	30	23	50	28	12	0	50	200	42	0	125	15
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	80	80	80	100	100	100	83	83	83	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	29	63	28	12	0	60	241	51	0	142	17
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	544	563	151	583	546	266	159	0	0	292	0	0
Stage 1	151	151	-	387	387	-	-	-	-	-	-	-
Stage 2	393	412	-	196	159	-	-	-	-	-	-	-
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	450	435	895	424	445	773	1420	-	-	1270	-	-
Stage 1	851	772	-	637	610	-	-	-	-	-	-	-
Stage 2	632	594	-	806	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	423	413	895	359	422	773	1420	-	-	1270	-	-
Mov Cap-2 Maneuver	423	413	-	359	422	-	-	-	-	-	-	-
Stage 1	808	772	-	605	579	-	-	-	-	-	-	-
Stage 2	587	564	-	722	766	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.3			15.7			1.3			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1420	-	-	564	376	1270	-	-				
HCM Lane V/C Ratio	0.042	-	-	0.228	0.106	-	-	-				
HCM Control Delay (s)	7.6	0	-	13.3	15.7	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0	-	-				

HCM 2010 TWSC  
3: Deer Creek Rd & The Cove Access/Burning Oak Way

2040 Total Traffic  
PM Peak Hour




Intersection															
Int Delay, s/veh	0.6														
Movement	SEL	SET	SER		NWL	NWT	NWR		NEL	NET	NER		SWL	SWT	SWR
Lane Configurations		↕				↕				↕				↕	
Traffic Vol, veh/h	0	0	1		3	0	0		3	49	5		0	33	0
Future Vol, veh/h	0	0	1		3	0	0		3	49	5		0	33	0
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	92	92	92		92	92	92		80	80	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2		2	2	2
Mvmt Flow	0	0	1		3	0	0		4	61	5		0	36	0
Major/Minor	Minor2				Minor1				Major1				Major2		
Conflicting Flow All	107	110	36		107	107	64		36	0	0		67	0	0
Stage 1	36	36	-		71	71	-		-	-	-		-	-	-
Stage 2	71	74	-		36	36	-		-	-	-		-	-	-
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	872	780	1037		872	783	1000		1575	-	-		1535	-	-
Stage 1	980	865	-		939	836	-		-	-	-		-	-	-
Stage 2	939	833	-		980	865	-		-	-	-		-	-	-
Platoon blocked, %										-	-			-	-
Mov Cap-1 Maneuver	870	778	1037		869	781	1000		1575	-	-		1535	-	-
Mov Cap-2 Maneuver	870	778	-		869	781	-		-	-	-		-	-	-
Stage 1	977	865	-		936	833	-		-	-	-		-	-	-
Stage 2	936	831	-		979	865	-		-	-	-		-	-	-
Approach	SE				NW				NE				SW		
HCM Control Delay, s	8.5				9.2				0.4				0		
HCM LOS	A				A										
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR								
Capacity (veh/h)	1575	-	-	869	1037	1535	-	-							
HCM Lane V/C Ratio	0.002	-	-	0.004	0.001	-	-	-							
HCM Control Delay (s)	7.3	0	-	9.2	8.5	0	-	-							
HCM Lane LOS	A	A	-	A	A	A	-	-							
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-							

HCM 2010 TWSC  
10: Deer Creek Rd & East Access

2040 Total Traffic  
PM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	0	44	5	0	31
Future Vol, veh/h	2	0	44	5	0	31
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	80	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	55	5	0	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	92	58	0	0	60	0
Stage 1	58	-	-	-	-	-
Stage 2	34	-	-	-	-	-
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	908	1008	-	-	1544	-
Stage 1	965	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	908	1008	-	-	1544	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	- 908	1544	-
HCM Lane V/C Ratio	-	- 0.002	-	-
HCM Control Delay (s)	-	- 9	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-