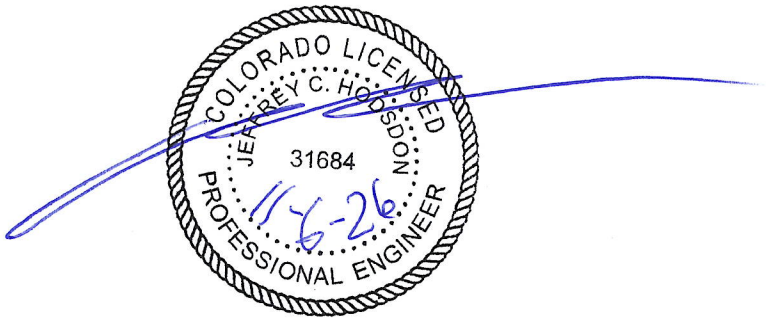
LSC TRANSPORTATION CONSULTANTS, INC.
102 S. Tejon Street, Suite 1100
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E-mail: lsc@lsctrans.com
Website: http://www.lsctrans.com

Woodmoor Family Dentistry
Transportation Memorandum
(LSC #264210)
November 6, 2026

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.

_____ _____

Date

Woodmoor Family Dentistry

Transportation Memorandum

Prepared for:
Mr. Joe Butler
Hammers Construction
1411 Woolsey Heights
Colorado Springs, CO 80915

NOVEMBER 6, 2026

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

LSC #S264230

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November 6, 2026

Mr. Joe Butler
Hammers Construction
1411 Woolsey Heights
Colorado Springs, CO 80915

RE: Woodmoor Family Dentistry
El Paso County, CO
Traffic Impact Study
LSC #S264210

Dear Mr. Butler,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for the proposed Woodmoor Family Dentistry development. The site is located northeast of the intersection of Woodmoor Drive/Lake Woodmoor Drive in El Paso County, CO (parcel ID 7114205002).

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

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on major thoroughfares adjacent to the site, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Morning and afternoon peak-hour turning-movement traffic counts at the following "study-area" intersection:
    - Woodmoor Drive/Lake Woodmoor Drive
    - Lake Woodmoor Drive/south access for Community Banks of Colorado (CBC)
    - Lake Woodmoor Drive/west access for Woodmoor Center
- Average weekday daily traffic (ADT) volumes on the study-area roadway segments;
- Projections of 20-year background traffic volumes on the study-area roadways adjacent to the site;
- The proposed site land use and access plan; and
- Findings and recommendations.

LIST OF OTHER TRAFFIC REPORTS USED IN THE PREPARATION OF THIS REPORT

- *Woodmoor Dr & Lake Woodmoor Dr Traffic Study* prepared for El Paso County by Benesch dated April 10, 2025

For reference: the following studies were completed more than five years ago and were utilized in preparation of this study:

- *Brookmoor Office Park* by LSC Transportation Consultants, Inc. (December 15, 2000)
- *The Beach at Woodmoor* by LSC Transportation Consultants, Inc. (November 2, 2017)

REPORT SCENARIOS

Short term

- Assuming existing road network and intersection configurations and traffic control
- AM peak hours (7:00-8:00 a.m.) and afternoon peak hour (2:45-3:45 p.m.) to match the peak hours analyzed in the *Woodmoor Dr & Lake Woodmoor Dr Traffic Study*

Long Term

- Assumes completion of the upcoming EPC DPW Woodmoor Drive project – ¾ restriction at Woodmoor Drive & Lake Woodmoor Drive and roundabout at the north access to the park n' ride.
- AM peak hours (7am-8am) and afternoon peak hour (2:45-3:45 p.m.) to match the peak hours analyzed in the *Woodmoor Dr & Lake Woodmoor Dr Traffic Study*.

LAND USE AND ACCESS

Proposed Land Use

A 3,800-square-foot dental practice is proposed for the property. A copy of the site plan is attached and shown in Figure 2.

Proposed Site Access Locations

No new access to Lake Woodmoor Drive is proposed, as existing shared access to Lake Woodmoor Drive will be utilized:

- 500 feet west of Woodmoor Drive (centerline distance). Two small parking lots are proposed, which would be accessed from the shopping plaza entry drive located on the east side of the site.
- The existing bank access to Lake Woodmoor Drive located 250 feet east of Woodmoor Drive (centerline distance) may also be utilized as there is an existing parking lot directly west of the proposed building.

Figure 2 also shows the proposed access plan for the site.

INTERSECTION SIGHT DISTANCE

Evaluation Elements

Intersection Sight Distance

Intersection sight distance is also referred to as "entering" or "departure" sight distance). Criteria for intersection sight distance is contained in *ECM* Section 2.3.6.G.

Stopping Sight Distance to Downstream Intersection

Stopping sight distance along a roadway to a downstream access or intersection must meet stopping sight-distances in *ECM* Table 2-17. Criteria used for this application of stopping sight distance are from a driver's eye of an approaching vehicle (3.5-feet height) to a height of 3.5 feet at the center of the access/intersection downstream.

Intersection Sight Distance

Sight distance lines-of-sight for required access sight distance must be maintained at the existing shared site-accesses on Lake Woodmoor Drive. The proposed south site parking lot shown in the site plan may need to be adjusted to avoid impeding sight distance lines of sight for both access points. Additionally, any **existing** sight-distance obstructions would need to be removed, such as existing signage, landscaping, overgrown vegetation, etc. Additionally, any other elements proposed on the site plan that would restrict sight distance would need to be removed from the plan or modified, such as landscaping, signage, etc. proposed for the development.

Figure 9 shows preliminary estimates for future available sight distance from each site access on Lake Woodmoor Drive. These preliminary estimates assume that parked cars would block sight distance for southbound-left-turning vehicles. As such, sight triangles were measured tangent to the future south parking lot corners to avoid parked vehicles.

Approximately 258 feet of sight distance would be available at the east sight access looking west towards Woodmoor Drive. At the west site access, approximately 222 feet of sight distance would be available looking west towards Woodmoor Drive. These sight-distance measurements should be confirmed with field measurements then compared to *ECM* requirements.

Stopping Sight Distance to Downstream Intersection

Based on the approximate line-of-sight measurements, the "stopping sight distance to downstream intersection" at both site accesses would exceed the 150-foot *ECM* standard in both directions for stopping sight distance at a posted speed of 25 mph.

STREET AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION

Study Area Street System

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

Woodmoor Drive is classified as a four-lane, urban, Minor Collector adjacent to the site on the 2045 *El Paso County Major Thoroughfare Plan.* The roadway extends for 2.7 miles between State Highway 105 to the south and Furrow Road to the northeast. Adjacent to the site, the posted speed limit on Woodmoor Drive is 35 mph. A painted two-way left-turn lane (TWLTL) exists in the median on the southbound approach of Woodmoor Drive approaching Lake Woodmoor Drive. There is an upcoming EPC DPW project on Woodmoor Drive, which will include ¾ restriction at Woodmoor Drive & Lake Woodmoor Drive and installation of a roundabout at the north access to the park n' ride.

Lake Woodmoor Drive is a two-lane Urban Minor Collector that extends for 1.5 miles between Woodmoor Drive to the west and Highway 105 to the southeast. The posted speed limit on Lake Woodmoor Drive in the vicinity of the site is 25 mph.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the following study-area intersections at the following times:

- Woodmoor Drive/Lake Woodmoor Drive
  - See *Woodmoor Dr & Lake Woodmoor Dr Traffic Study* by Benesch for more details (September 25, 2024)
- Lake Woodmoor Drive/southeast bank access
  - See *Woodmoor Dr & Lake Woodmoor Dr Traffic Study* by Benesch for more details (September 25, 2024)
- Lake Woodmoor Drive/west Woodmoor Center access drive
  - 6:30 a.m. – 8:30 a.m. on Tuesday, October 13, 2026 (see count sheets by LSC)
  - 2:15 p.m. – 6:00 p.m. on Tuesday, October 13, 2026 (see count sheets by LSC)

Existing Intersection Levels of Service

Please refer to the Level of Service section for current levels of service, including methodology, analysis, and findings.

Existing Pedestrian and Bicycle Facilities

Sidewalks currently exist in the following locations adjacent to the site:

- North-to-south on the west side of Woodmoor Drive
- East-to-west on the south side of Lake Woodmoor Drive

No dedicated bicycle lanes currently exist adjacent to the site.

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed Woodmoor Family Dentistry have been made using the nationally published trip-generation rates from *Trip Generation, 12th Edition, 2025* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from ITE land use category "720 – Medical/Dental Office Building" have been used to develop the trip-generation estimates for the site.

Table 3 (attached) presents the trip-generation estimate for the site.

The proposed development is projected to generate about 79 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 10 entering vehicles and 3 exiting vehicles are estimated to be generated. Approximately 4 entering and 4 exiting vehicles are estimated to be generated by the site during the mid-afternoon peak hour and approximately 2 entering and 6 exiting vehicles are estimated to be generated by the site during the late-afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

The directional distribution estimate of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches.

Site-Generated Traffic

Site-generated traffic volumes have been estimated at the following intersections:

- Woodmoor Drive/Lake Woodmoor Drive
- Lake Woodmoor Drive/south access for Community Banks of Colorado (CBC)
- Lake Woodmoor Drive/west access for Woodmoor Center

These site-generated volumes have been calculated by applying directional-distribution percentages and trip routing estimates by LSC (from Figure 4) to the trip-generation estimates

(from Table 3). Figure 5 shows projected site-generated traffic volumes for the weekday morning and mid-afternoon peak hours.

Short-Term Total Traffic Volumes

Figure 6 shows the sum of the existing traffic volumes (from Figure 3) and site-generated peak-hour volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following site buildout without the addition of any background growth.

2046 Background Traffic Volumes

Long-term background traffic volumes at study-area intersections are estimates by LSC, based on projected background growth shown in the County TIS for Woodmoor Drive and estimates by LSC.

Future trips from vacant parcels adjacent to and east of the site on the north side of Lake Woodmoor Drive have also been estimated by LSC and are included in the 2046 background traffic estimates. Volumes have been balanced with the future projected volumes in the Woodmoor Drive study. Estimated site-generated traffic for the proposed Woodmoor Family Dentistry site has **not** been included in 2046 background traffic volumes. Please refer to Figure 7 for estimated long-term background volumes and assumed laneage at the study-area intersections.

2046 Total Traffic Volumes

Figure 8 shows the sum of 2046 background traffic volumes (from Figure 7) plus site-generated traffic volumes (from Figure 5).

LEVEL OF SERVICE ANALYSIS

Intersection Level of Service

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 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (seconds per vehicle)	Unsignalized Intersections 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.		

LOS values have been included in each figure for each turning movement/approach during the weekday morning and afternoon peak hours for the proposed site-access intersections and off-site intersections in the study area:

- Figure 3: 2026 Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 6: 2026 Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: 2046 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2046 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

LOS calculations for long-term scenarios were based upon the recommended lane geometries and traffic controls outlined in the figures above.

Woodmoor Drive/Lake Woodmoor Drive

Please refer to the *Woodmoor Drive & Lake Woodmoor Drive Traffic Study* by Benesch from April 2025 for more details.

Lake Woodmoor Drive/West Site Access

All movements at this intersection currently operate at and are projected to remain at LOS A during both weekday peak hours through the 20-year horizon, with or without the addition of site-generated traffic.

Lake Woodmoor Drive/East Site Access

All movements at this intersection currently operate at and are projected to remain at LOS C or better during both weekday peak hours through the 20-year horizon, with or without the addition of site-generated traffic.

Intersection Improvements – Auxiliary Turn Lanes

Auxiliary Turn Lane Needs Evaluation and Recommendations

Auxiliary turn lane needs evaluation for Lake Woodmoor Drive access point intersections is presented below. These findings are based on Auxiliary Turn Lane Criteria in the ECM.

Left-Turn Deceleration Lanes

According to the El Paso County *Engineering Criteria Manual* (*ECM*), exclusive left-turn lanes shall be provided for any access on "Minor Arterials and lower classifications" with a projected peak-hour ingress turning volume of 25 vehicles per hour (vph) or greater.

Based on projected long-term total traffic volumes, an eastbound-left deceleration lane would **not** be required on Lake Woodmoor Drive approaching either site access.

Note: there is already an existing TWLTL on Lake Woodmoor Drive at its intersection with the east site access.

Right-Turn Deceleration Lane

Per Section 2.3.7.D.1 of the *ECM* for Minor Arterials and lower classifications, exclusive right-turn lanes shall be provided for any access with a projected peak-hour ingress turning volume of 50 vehicles per hour (vph) or greater.

Based on projected long-term total traffic volumes, a westbound-right deceleration lane would **not** be required on Lake Woodmoor Drive approaching either site access.

Right-Turn Acceleration Lanes

Right-turn acceleration lanes are generally not required on Minor Arterials and lower classifications roadways, per Section 2.3.7.D.2 of the *ECM*.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Per *ECM* Appendix B: *State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment*.

This project will be required to participate in the El Paso County Road Improvement Fee Program. If applicant elects the opt out (of the PID) options, the full fee rate at building is $3,340 per

1,000 square feet. Based on the proposed 3,800-square-foot office, the total building permit fee would be $428,990.

Reimbursable Improvements

No potentially-reimbursable roadway improvements have been identified within the immediate area/study area of the site.

DEVIATIONS

No deviations to El Paso County design standards are included with this Transportation Memorandum submittal.

FINDINGS AND CONCLUSIONS

- The site is projected to generate about 79 new driveway vehicle-trips on the average weekday 24-hour period.
- During the morning peak hour, 10 vehicles would enter the site while 3 vehicles would exit.
- During the afternoon peak hour (2:45-3:45 p.m.), 4 vehicles would enter the site while 4 vehicles would exit.
- Please refer to the “Level of Service” section for more details.
- Please refer to Figure 9 for a preliminary sight-distance assessment at the site accesses on Lake Woodmoor Drive based on the future south parking-lot configuration.
- Based on projected long-term total traffic volumes, no auxiliary turn lanes would be required on Lake Woodmoor Drive at either site access.

There is an upcoming EPC DPW project on Woodmoor Drive, which will include ¾ restriction at Woodmoor Drive & Lake Woodmoor Drive and installation of a roundabout at the north access to the park n’ ride.

* * * * *

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 3
Figure 1 – Figure 9
Traffic Count Reports
Synchro LOS Reports

Tables

TRANSPORTATION
CONSULTANTS, INC.

Table 3: Detailed Trip Generation Estimate

ITE		Value	Units [1]	Trip Generation Rates [3]					Total Trips Generated				
				Average Weekday	A.M. Peak Hour		P.M. Peak Hour		Average Weekday [3]	A.M. Peak Hour [4]		P.M. Peak Hour [4]	
Code	Description				In	Out	In	Out		In	Out	In	Out
720	Medical-Dental Office Building	3.800	KSF	20.82	2.58	0.73	0.66	1.53	79	10	3	2	6

[1] KSF = 1,000 square feet

[2] Source: *Trip Generation, 12th Edition (2025)* by the Institute of Transportation Engineers (ITE)

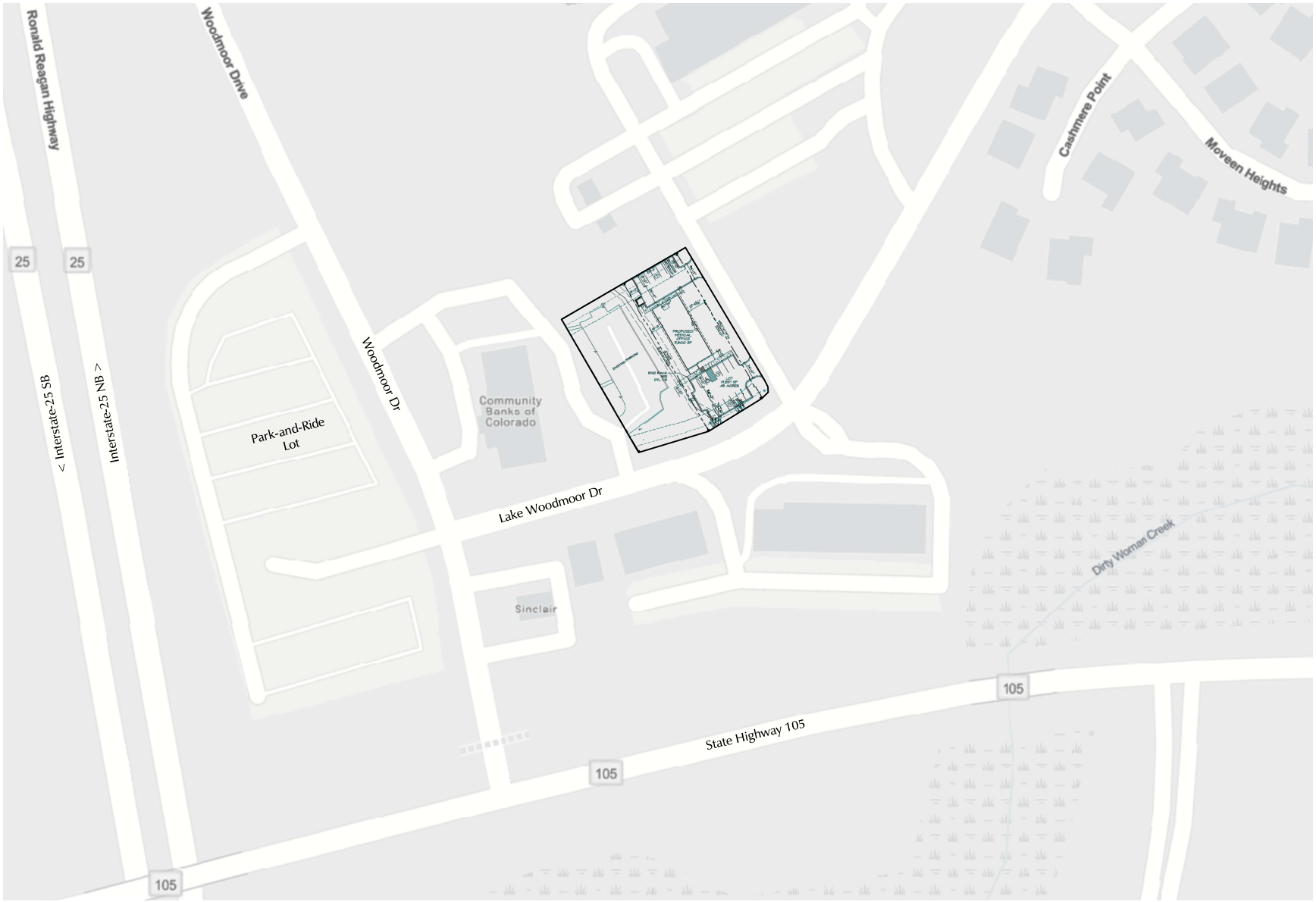
[3] Units = vehicle-trips per day

[4] Units = vehicle-trips per hour

November 5, 2026

Figures

TRANSPORTATION
CONSULTANTS, INC.



TRANSPORTATION CONSULTANTS, INC.

Figure 1

Vicinity Map

Woodmoor Family Dentistry (LSC #S264210)

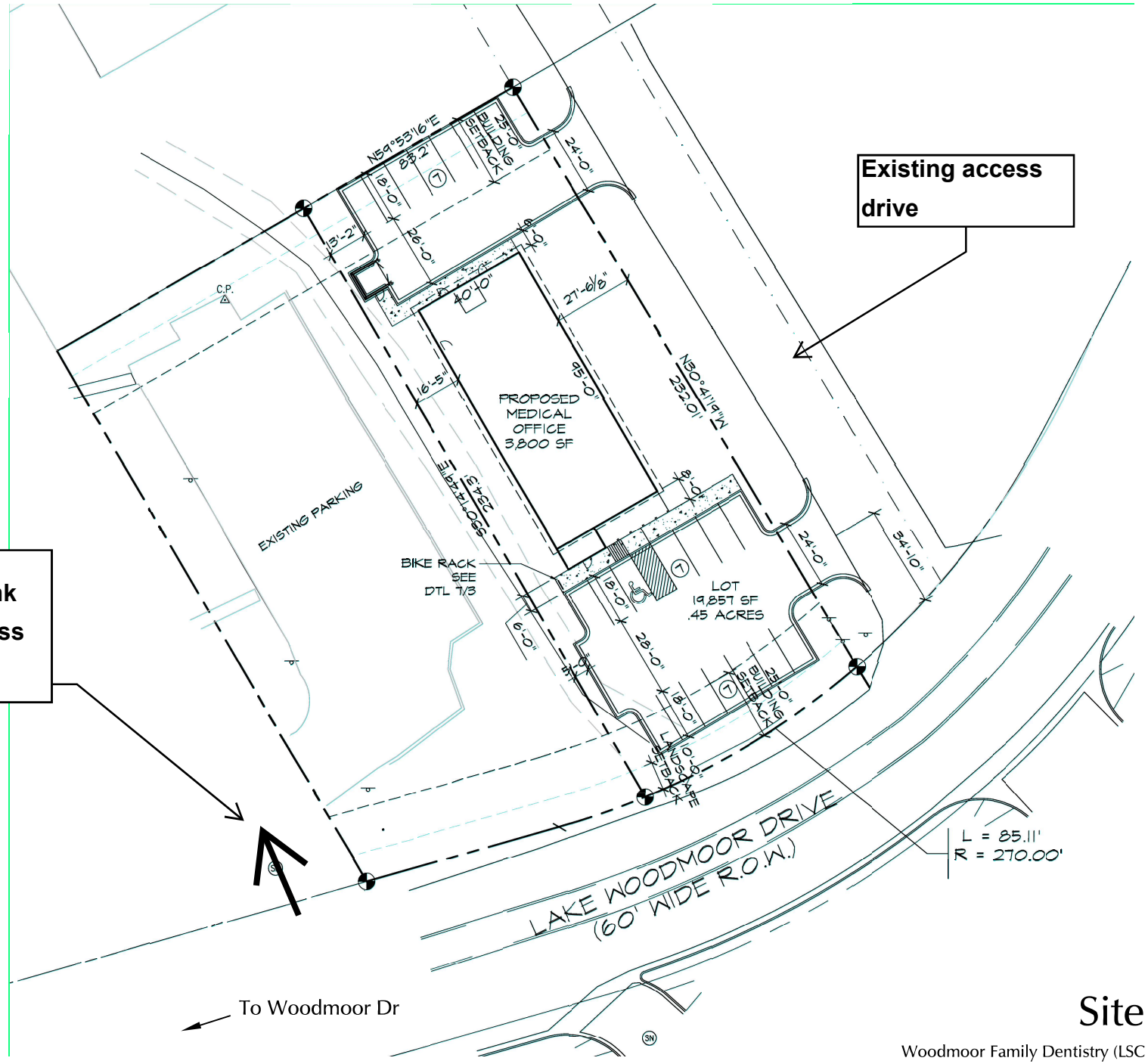
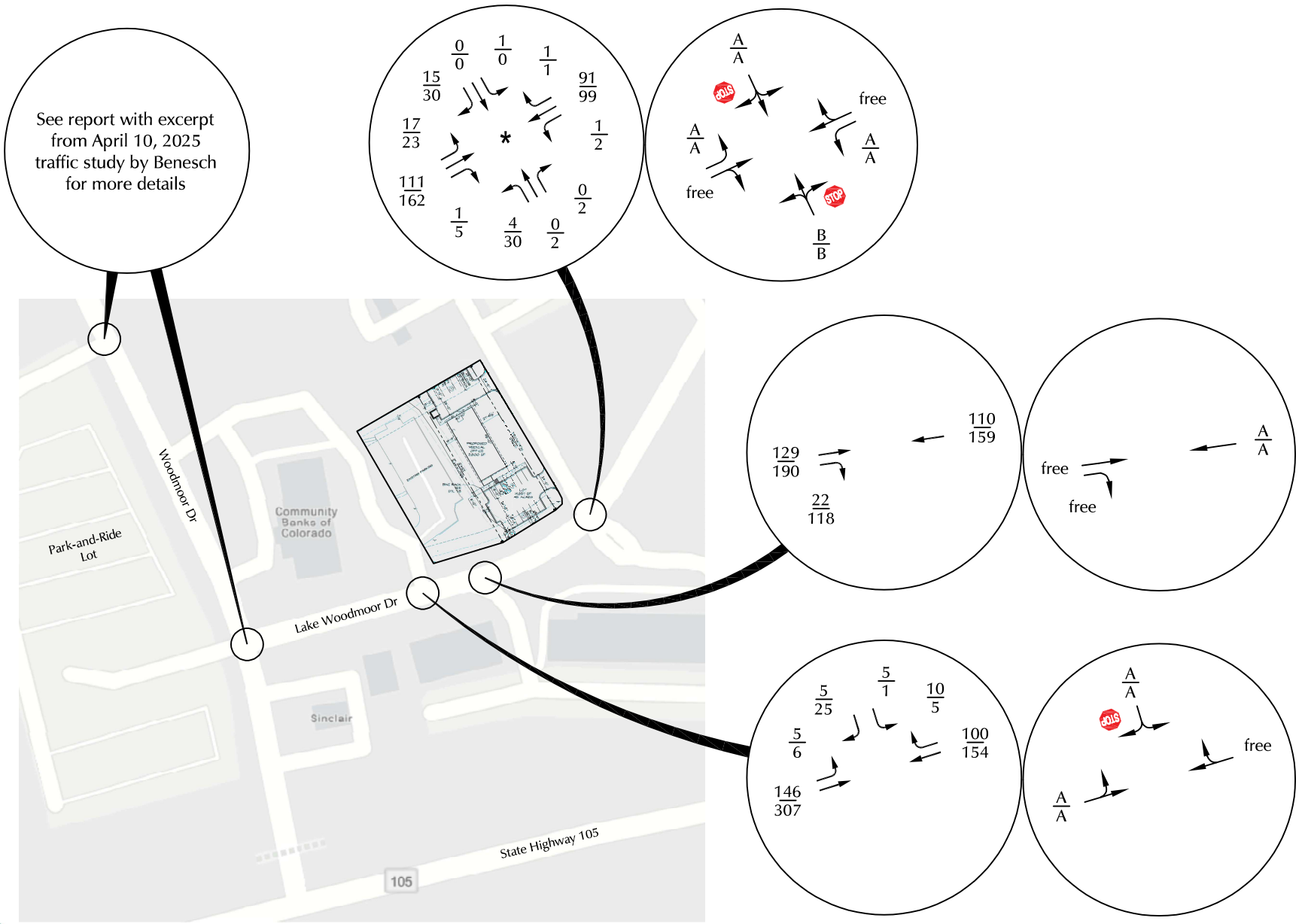


Figure 2

Site Plan

Woodmoor Family Dentistry (LSC #S264210)



TRANSPORTATION CONSULTANTS, INC.

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hr) / PM Weekday Peak-Hour Traffic (Veh/Hr)

X,XXX = Average Daily Traffic (Veh/Day)

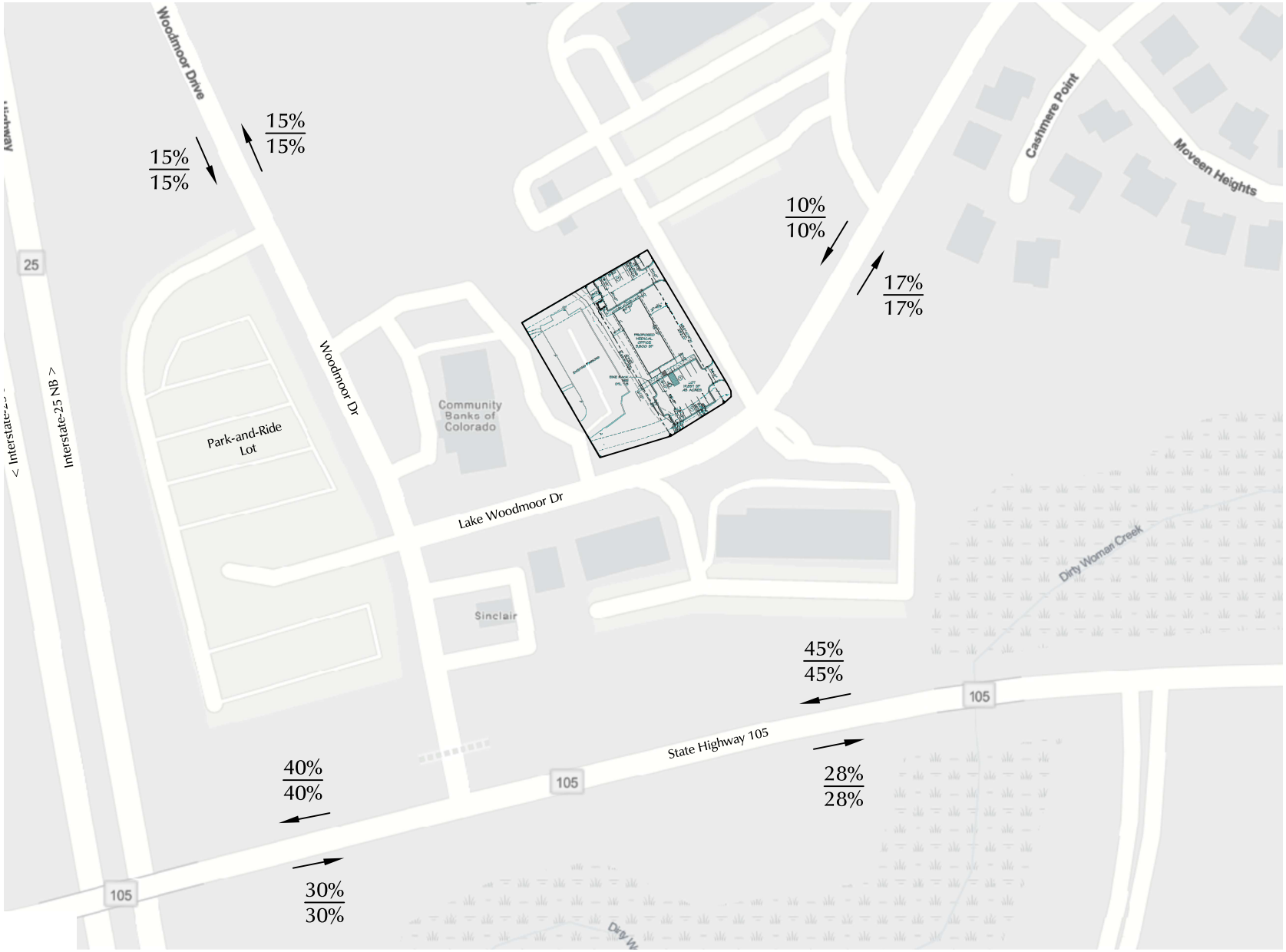
* Counts by **NDS** (September 2026)

STOP = Stop Sign

Figure 3

2026 Existing Traffic, Lane Geometry, Traffic Control, and LOS

Woodmoor Family Dentistry (LSC #S264210)



1" = 200' scale

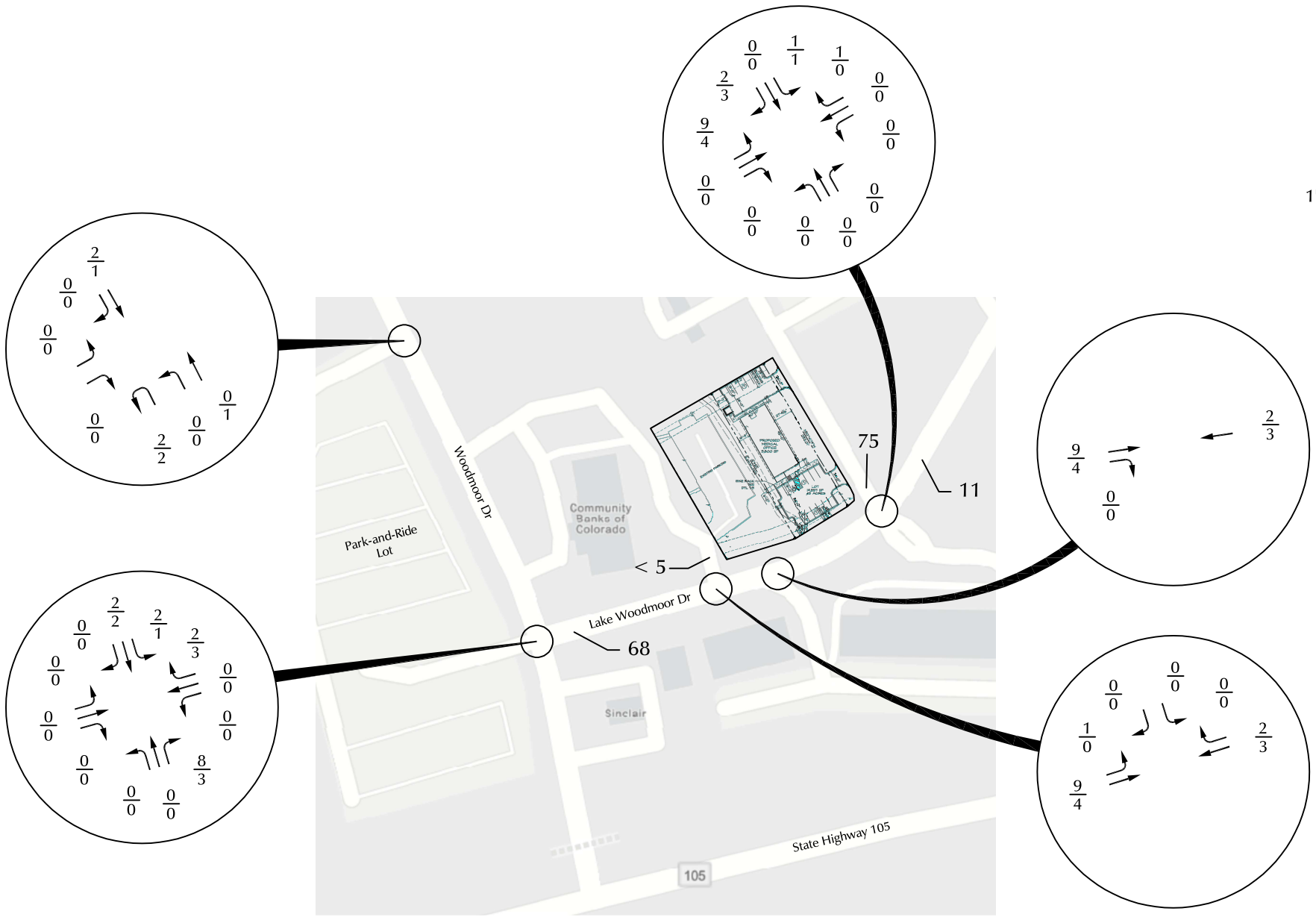
TRANSPORTATION CONSULTANTS, INC.

XX% / XX% = A.M. Peak Hour % Distribution of Site-Generated Trips / P.M. Peak Hour % Distribution of Site-Generated Trips

Figure 4

Directional Distribution

Woodmoor Family Dentistry (LSC #S264210)



TRANSPORTATION CONSULTANTS, INC.

XX / XX = AM Weekday Peak-Hour Traffic (Veh/Hr) / PM Weekday Peak-Hour Traffic (Veh/Hr)

X,XXX = Average Daily Traffic (Veh/Day)

Figure 5

Site-Generated Traffic

Woodmoor Family Dentistry (LSC #S264210)

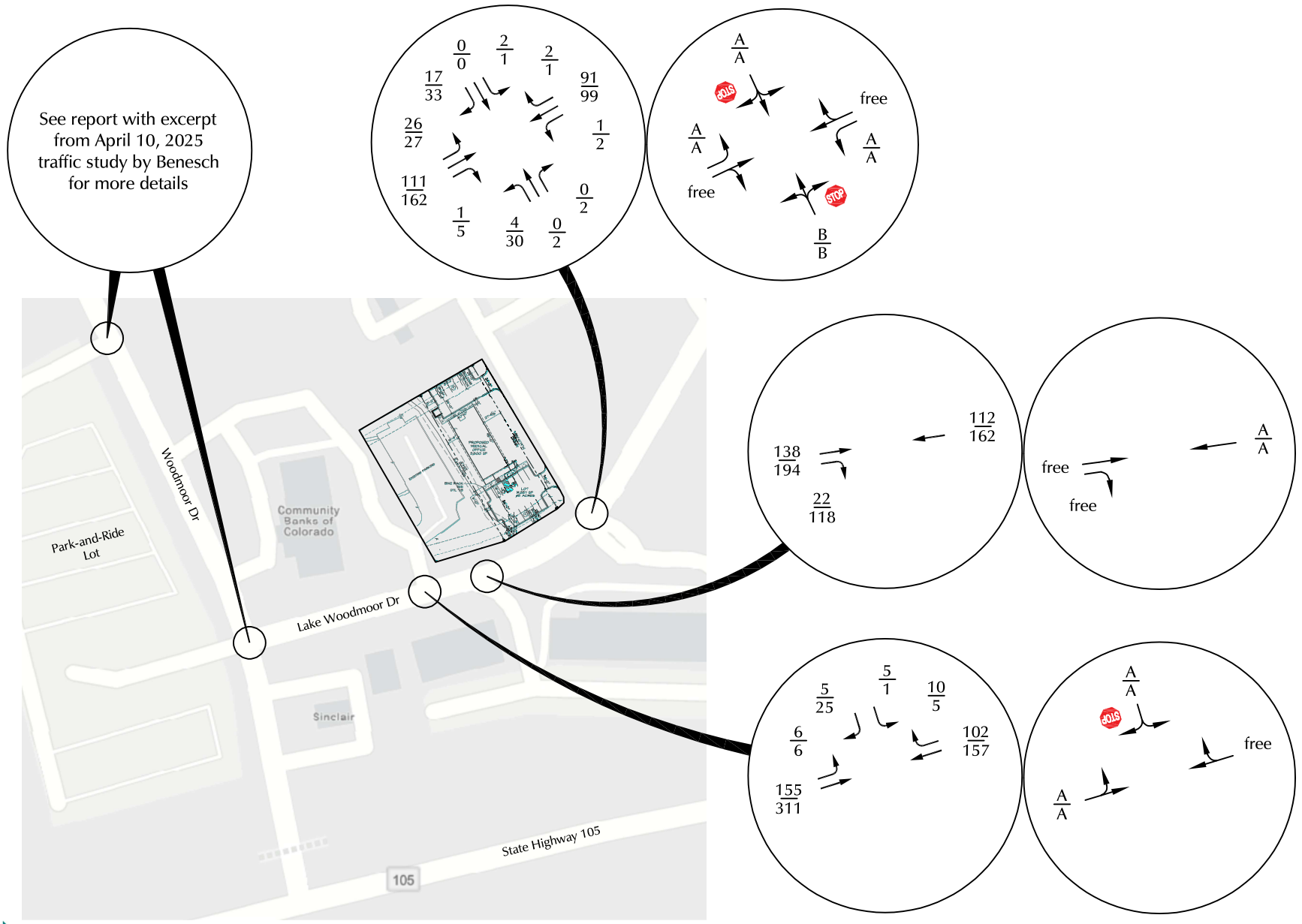


Figure 6

2026 Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS

Woodmoor Family Dentistry (LSC #S264210)

TRANSPORTATION CONSULTANTS, INC.

$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hr) / PM Weekday Peak-Hour Traffic (Veh/Hr)

X,XXX = Average Daily Traffic (Veh/Day)

STOP = Stop Sign

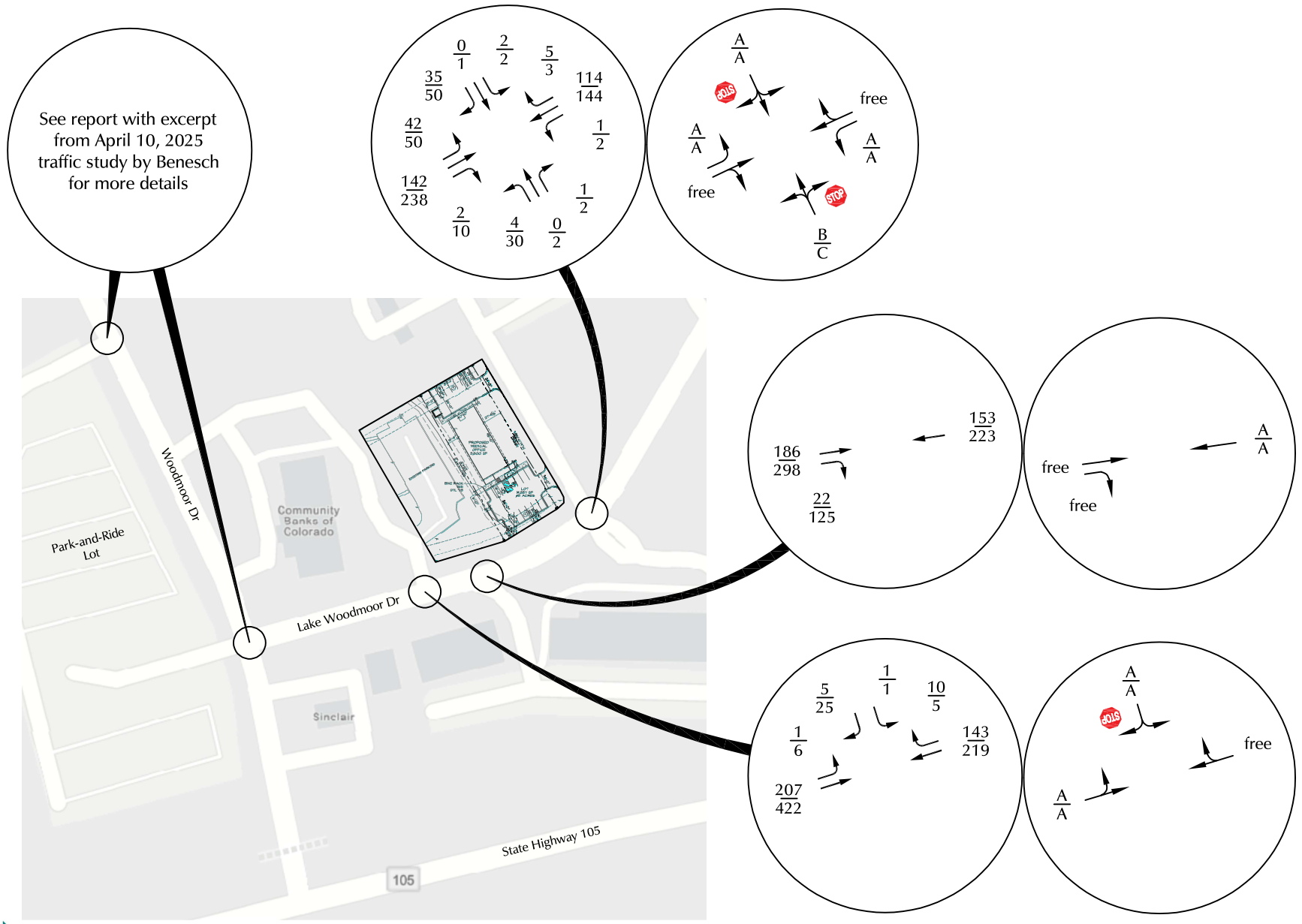


Figure 7

2046 Background Traffic, Lane Geometry, Traffic Control, and LOS

Woodmoor Family Dentistry (LSC #S264210)

LSC TRANSPORTATION CONSULTANTS, INC.

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hr) / PM Weekday Peak-Hour Traffic (Veh/Hr)

X,XXX = Average Daily Traffic (Veh/Day)

STOP = Stop Sign

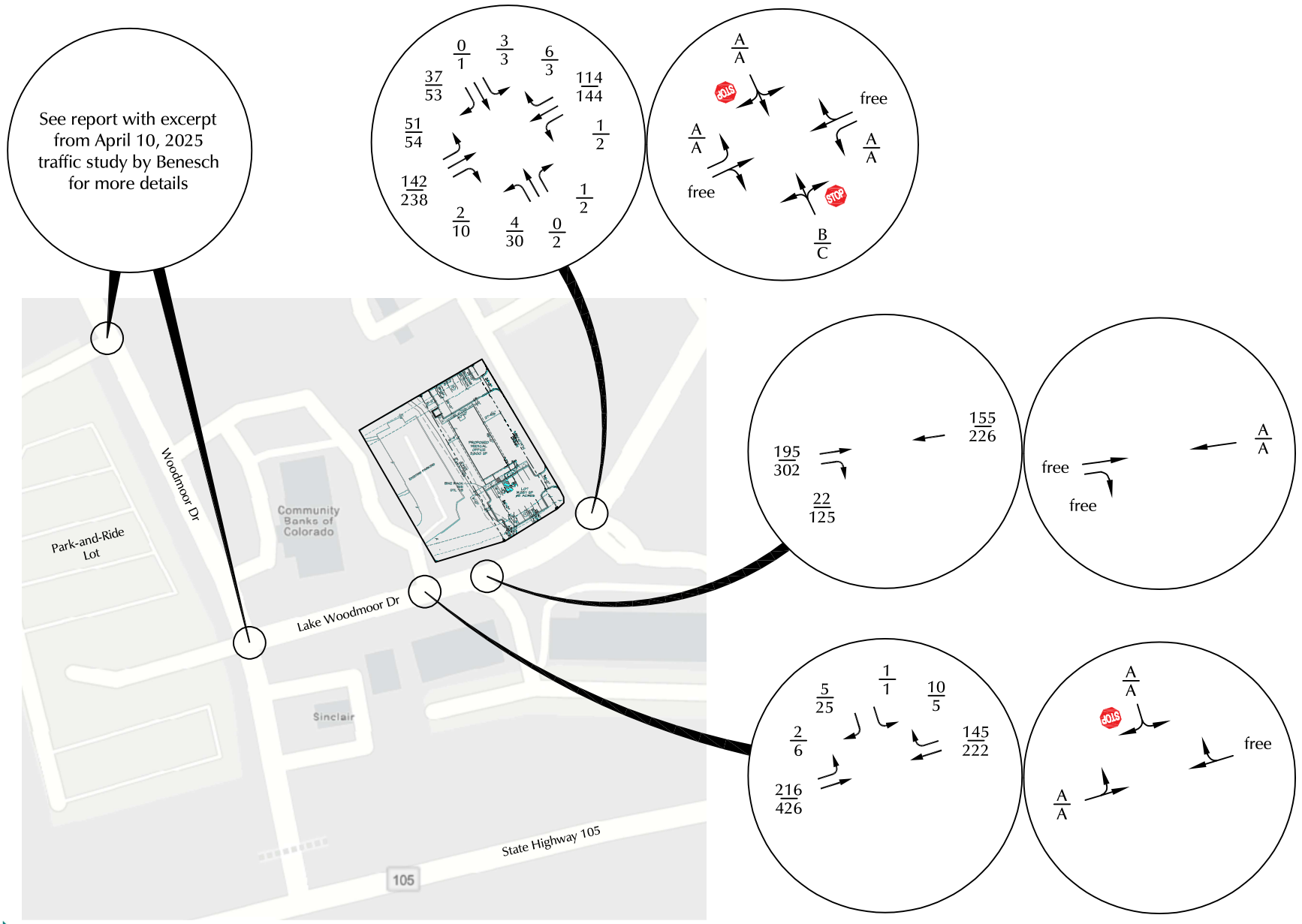


Figure 8

2046 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Woodmoor Family Dentistry (LSC #S264210)

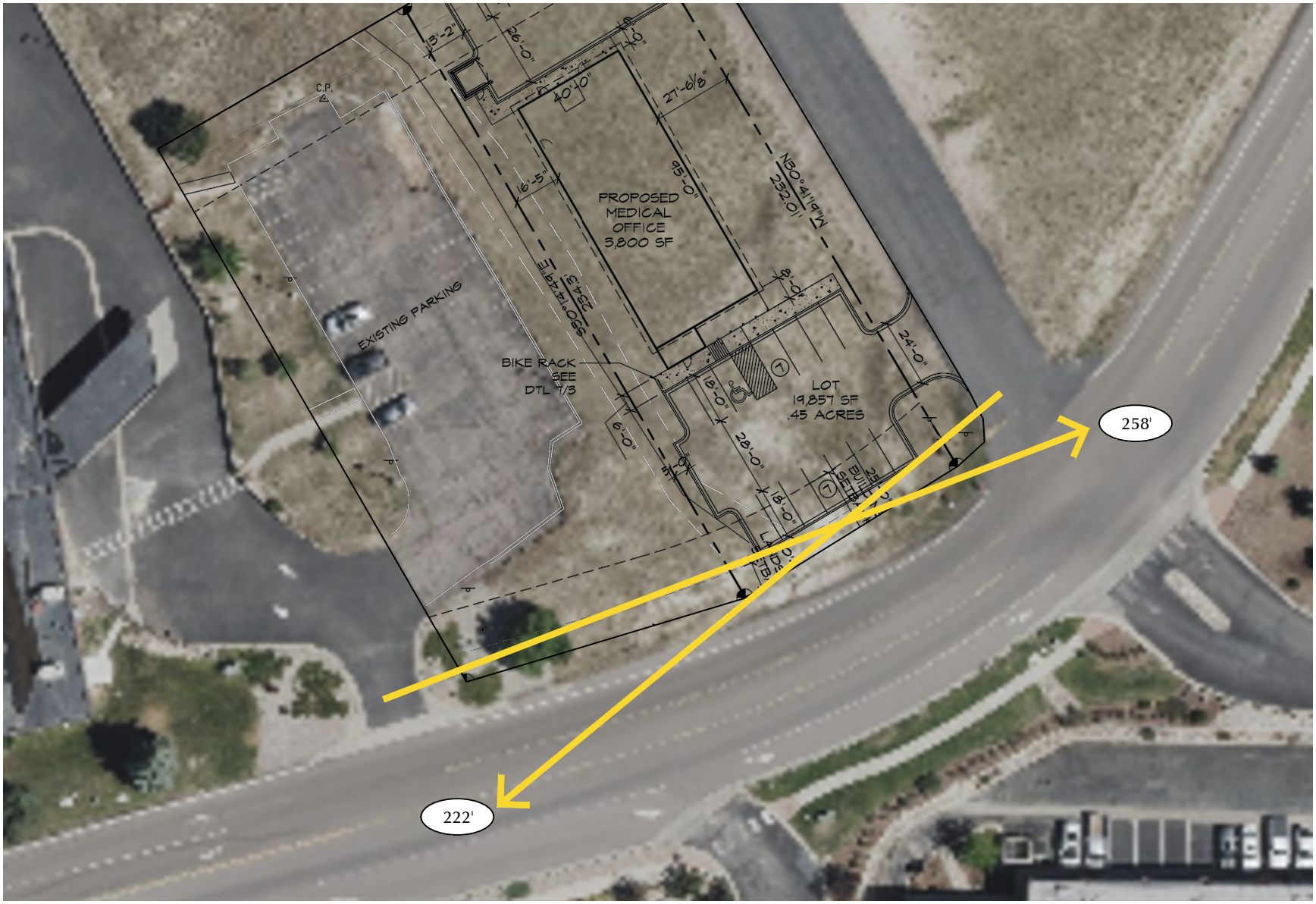
TRANSPORTATION CONSULTANTS, INC.

X/X = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

XX/XX = AM Weekday Peak-Hour Traffic (Veh/Hr) / PM Weekday Peak-Hour Traffic (Veh/Hr)

X,XXX = Average Daily Traffic (Veh/Day)

STOP = Stop Sign



TRANSPORTATION CONSULTANTS, INC.

###' Approximate lines of sight for sight distance from site access points by avoiding proposed edge of parking lot where future cars will park

Figure 9

Preliminary Sight Distance Analysis

Woodmoor Family Dentistry (LSC #S264210)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

National Data & Surveying Services Intersection Turning Movement Count

Location: 1731 Lake Woodmoor Dr Access Dwy/Woodmoor Center Access Dwy & Lake Woodmoor Dr
City: Monument
Control: 1-Way Stop(SB)

Project ID: 26-770144-001
Date: 10/13/2026

Data - Totals

NS/EW Streets:	1731 Lake Woodmoor Dr Access Dwy/Woodmoor Center Access Dwy				1731 Lake Woodmoor Dr Access Dwy/Woodmoor Center Access Dwy				Lake Woodmoor Dr				Lake Woodmoor Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:45 AM	0	0	0	0	0	0	2	0	4	2	0	0	0	5	0	0	13
6:50 AM	1	0	0	0	0	0	4	0	1	0	0	0	0	6	0	0	12
6:55 AM	1	0	0	0	0	0	0	0	1	6	0	0	1	7	0	0	16
7:00 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	4	0	0	9
7:05 AM	0	0	0	0	0	0	1	0	1	7	0	0	0	6	0	0	15
7:10 AM	0	0	0	0	0	0	1	0	2	5	0	0	0	5	0	0	13
7:15 AM	0	0	0	0	1	0	1	0	0	12	0	1	0	10	0	0	25
7:20 AM	1	0	0	0	0	0	1	0	1	7	0	0	0	8	0	0	18
7:25 AM	1	0	0	0	0	0	0	0	2	7	0	0	0	11	0	0	21
7:30 AM	0	0	0	0	0	0	2	0	2	12	0	0	0	7	0	0	23
7:35 AM	0	0	0	0	0	0	0	0	2	8	0	0	0	6	0	0	16
7:40 AM	0	0	0	0	0	0	1	0	3	15	0	0	0	7	1	0	27
7:45 AM	1	0	0	0	0	0	0	0	1	17	0	0	0	6	0	0	25
7:50 AM	0	0	0	0	0	0	4	0	2	11	1	0	1	17	0	0	36
7:55 AM	1	0	0	0	0	0	2	0	1	7	0	0	0	4	0	0	15
8:00 AM	1	0	0	0	0	0	2	0	3	11	0	0	0	10	0	0	27
8:05 AM	0	1	0	0	0	0	3	0	3	8	0	0	1	5	0	0	21
8:10 AM	2	0	0	0	0	0	6	0	1	6	1	0	0	4	0	0	20
8:15 AM	2	0	0	0	1	0	2	0	4	1	0	0	0	8	0	0	18
8:20 AM	0	0	0	0	0	0	1	0	1	3	0	0	0	3	0	0	8
8:25 AM	0	0	0	0	0	0	1	0	1	8	1	0	0	5	0	0	16
8:30 AM	0	0	0	0	0	0	4	0	0	9	0	0	0	9	0	0	22
8:35 AM	0	0	0	0	0	0	3	0	1	25	1	0	0	8	0	0	38
8:40 AM	1	0	0	0	0	0	0	0	1	18	0	0	0	12	0	0	32
8:45 AM	1	0	1	0	0	0	2	0	1	18	1	0	0	36	0	0	60
8:50 AM	1	1	0	0	0	0	3	0	1	12	2	0	0	18	0	0	38
8:55 AM	0	1	1	0	0	0	1	0	2	14	0	0	0	19	0	0	38
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	3	2	0	2	0	49	0	42	252	7	1	3	246	1	0	622
APPROACH %'s :	73.68%	15.79%	10.53%	0.00%	3.92%	0.00%	96.08%	0.00%	13.91%	83.44%	2.32%	0.33%	1.20%	98.40%	0.40%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	8	3	2	0	1	0	28	0	19	133	6	0	1	137	0	0	338
PEAK HR FACTOR :	0.667	0.375	0.250	0.000	0.250	0.000	0.636	0.000	0.679	0.639	0.500	0.000	0.250	0.469	0.000	0.000	0.621
	0.542				0.659				0.718				0.473				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:15 PM	1	0	0	0	0	0	0	0	0	7	0	0	0	9	0	0	17
2:20 PM	3	0	0	0	0	1	4	0	0	6	0	0	0	9	0	0	23
2:25 PM	3	0	0	0	0	0	0	0	2	11	1	0	1	6	0	0	24
2:30 PM	2	0	1	0	0	0	4	0	4	7	1	0	0	12	0	0	31
2:35 PM	0	0	1	0	0	0	1	0	1	5	1	0	0	14	0	0	23
2:40 PM	2	1	1	0	0	0	4	0	1	11	0	0	0	9	0	0	29
2:45 PM	1	1	0	0	0	0	0	0	0	18	1	0	1	8	0	0	30
2:50 PM	2	0	1	0	0	0	1	0	0	13	0	0	0	6	0	0	23
2:55 PM	4	0	0	0	0	0	6	0	7	8	0	0	0	9	0	0	34
3:00 PM	1	0	0	0	0	0	3	0	3	12	0	0	0	4	0	0	23
3:05 PM	3	0	0	0	0	0	1	0	2	14	1	0	0	12	0	0	33
3:10 PM	4	0	0	0	0	0	1	0	2	7	0	0	0	13	0	0	27
3:15 PM	1	0	0	0	0	0	3	0	1	13	1	0	0	11	0	0	30
3:20 PM	4	0	0	0	0	0	3	0	1	14	0	0	1	5	1	0	29
3:25 PM	2	0	0	0	0	0	4	0	1	15	0	0	0	8	0	0	30
3:30 PM	1	0	1	0	0	0	1	0	3	15	0	0	0	11	0	0	32
3:35 PM	2	1	0	0	0	0	4	0	0	16	0	0	0	6	0	0	29
3:40 PM	5	0	0	0	0	0	3	0	3	17	2	0	0	6	0	0	36
3:45 PM	4	0	1	0	0	0	1	0	4	25	1	0	0	5	0	0	41
3:50 PM	0	0	0	0	0	0	3	0	4	16	1	0	1	10	0	0	35
3:55 PM	2	0	0	0	0	0	2	0	1	15	0	0	0	12	0	0	32
4:00 PM	2	1	0	0	1	0	2	0	1	14	1	0	0	28	0	0	50
4:05 PM	3	1	4	0	0	0	0	0	2	7	0	0	1	29	0	0	47
4:10 PM	1	0	1	0	0	0	0	0	1	8	1	0	0	4	0	0	16
4:15 PM	4	0	0	0	0	0	0	0	1	5	3	0	0	13	0	0	26
4:20 PM	3	0	0	0	0	0	4	0	1	12	0	0	0	13	0	0	33
4:25 PM	3	0	2	0	0	0	2	0	1	9	2	0	1	9	0	0	29
4:30 PM	6	0	0	0	0	0	2	0	0	13	1	0	0	11	0	0	33
4:35 PM	6	0	0	0	0	0	4	0	1	10	0	0	0	8	0	0	29
4:40 PM	3	0	0	0	0	0	1	0	2	9	0	0	0	6	0	0	21
4:45 PM	5	0	0	0	0	0	1	0	0	7	0	0	0	2	0	0	15
4:50 PM	3	0	0	0	0	0	1	0	1	8	1	0	0	9	0	0	23
4:55 PM	1	0	0	0	0	0	1	0	2	10	1	0	0	9	0	0	24
5:00 PM	3	0	1	0	0	0	0	0	1	8	3	0	0	9	0	0	25
5:05 PM	5	0	0	0	0	0	2	0	0	9	0	0	0	11	0	0	27
5:10 PM	3	0	0	0	0	0	1	0	1	9	0	0	1	9	0	0	24
5:15 PM	4	0	0	0	0	0	0	0	1	13	0	0	0	8	0	0	26
5:20 PM	6	0	1	0	0	0	2	0	4	9	1	0	0	9	0	0	32
5:25 PM	5	0	1	0	0	0	5	0	5	9	0	0	0	15	0	0	40
5:30 PM	4	0	3	0	2	0	0	0	2	4	0	0	0	7	0	0	22
5:35 PM	3	0	0	0	1	0	2	0	3	9	1	0	1	8	0	0	28
5:40 PM	5	1	0	0	0	0	2	0	2	9	0	0	0	8	0	0	27
5:45 PM	4	0	1	0	0	0	2	0	0	11	0	0	1	8	0	0	27
5:50 PM	4	0	1	0	1	0	7	0	2	7	0	0	1	7	0	0	30
5:55 PM	2	0	0	0	0	0	2	0	1	8	1	0	0	4	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	135	6	21	0	5	1	92	0	75	482	26	0	10	429	1	0	1283
APPROACH %'s :	83.33%	3.70%	12.96%	0.00%	5.10%	1.02%	93.88%	0.00%	12.86%	82.68%	4.46%	0.00%	2.27%	97.50%	0.23%	0.00%	
PEAK HR :	03:10 PM - 04:10 PM																TOTAL
PEAK HR VOL :	30	3	6	0	1	0	27	0	23	174	6	0	3	144	1	0	418
PEAK HR FACTOR :	0.833	0.375	0.375	0.000	0.250	0.000	0.750	0.000	0.523	0.750	0.375	0.000	0.750	0.522	0.250	0.000	0.810
	0.750				0.778				0.695				0.529				

Prepared by National Data & Surveying Services

1731 Lake Woodmoor Dr Access Dwy/Woodmoor Center Access Dwy & Lake Woodmoor Dr

Peak Hour Turning Movement Count

ID: 26-770144-001
City: Monument

Day: Tuesday
Date: 10/13/2026

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 03:10 PM - 04:10 PM

COUNT PERIODS

AM: 06:45 AM - 09:00 AM
NOON: NONE
PM: 02:15 PM - 06:00 PM

SOUTHBOUND — 1731 Lake Woodmoor Dr Access Dwy/Woodmoor Center Access Dwy

AM	28	0	1	0	22	AM
NOON	0	0	0	0	0	NOON
PM	27	0	1	0	27	PM

EASTBOUND — Lake Woodmoor Dr

AM	NOON	PM	
173	0	201	
0	0	0	0
19	0	23	0
133	0	174	1
6	0	6	1

WESTBOUND — Lake Woodmoor Dr

PM	NOON	AM	
1	0	0	0
144	0	137	1
3	0	1	0
0	0	0	0
181	0	136	

NORTHBOUND — 1731 Lake Woodmoor Dr Access Dwy/Woodmoor Center Access Dwy

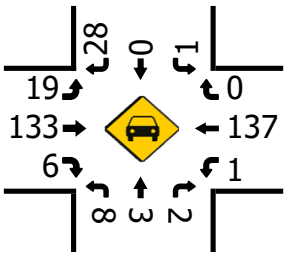
PM	9	0	30	3	6	PM
NOON	0	0	0	0	0	NOON
AM	7	0	8	3	2	AM

CONTROL

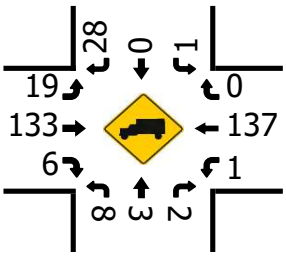
1-Way Stop(SB)

	AM	NOON	PM
TEV	338	0	418
PHF	0.62	0.00	0.81

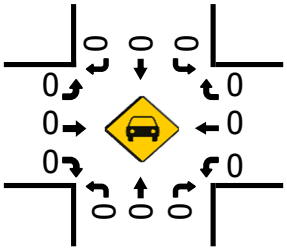
Cars (AM)



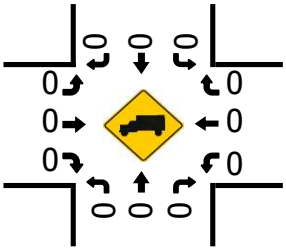
Cars (AM)



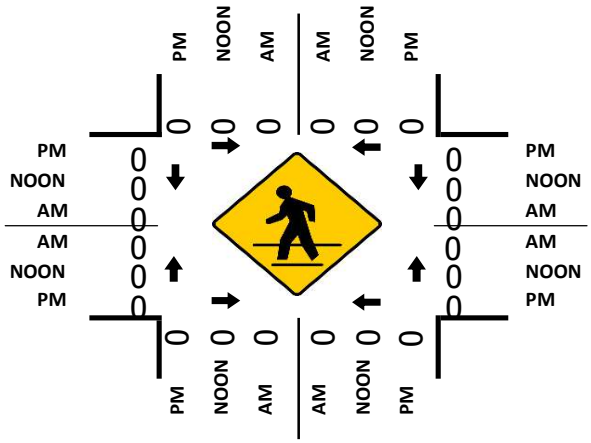
Cars (NOON)



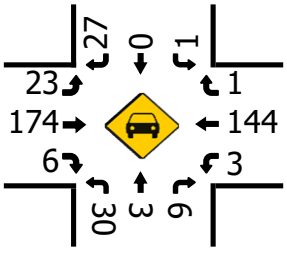
Cars (NOON)



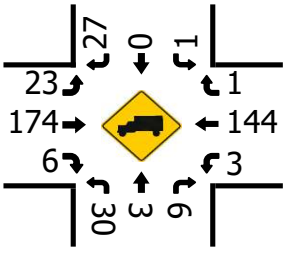
Pedestrians (Crosswalks)



Cars (PM)



Cars (PM)



Level of Service Reports

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	143	100	10	5	5
Future Vol, veh/h	5	143	100	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	66	73	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	217	137	13	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	150	0	-	0	265	75
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1429	-	-	-	702	971
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1429	-	-	-	699	971
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1429	-	-	-	813
HCM Lane V/C Ratio	0.004	-	-	-	0.016
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	111	1	1	91	1	4	0	0	1	0	15
Future Vol, veh/h	17	111	1	1	91	1	4	0	0	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	66	78	78	73	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	168	1	1	125	1	5	0	0	1	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	169	0	0	339	340	168	340	341	125
Stage 1	-	-	-	-	-	-	212	212	-	128	128	-
Stage 2	-	-	-	-	-	-	127	129	-	212	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	1408	-	-	615	581	876	614	581	925
Stage 1	-	-	-	-	-	-	790	727	-	876	790	-
Stage 2	-	-	-	-	-	-	877	790	-	790	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1408	-	-	593	572	876	605	572	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	593	572	-	605	572	-
Stage 1	-	-	-	-	-	-	779	716	-	875	790	-
Stage 2	-	-	-	-	-	-	858	789	-	779	715	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.85	0.08	11.13	9.11
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	1460	-	-	1408	-	-	896
HCM Lane V/C Ratio	0.009	0.015	-	-	0.001	-	-	0.023
HCM Ctrl Dly (s/v)	11.1	7.5	-	-	7.6	-	-	9.1
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	155	102	10	5	5
Future Vol, veh/h	6	155	102	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	67	84	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	231	121	13	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	134	0	-	0	259	67
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1448	-	-	-	708	983
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1448	-	-	-	704	983
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.24	0	9.46
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1448	-	-	-	820
HCM Lane V/C Ratio	0.005	-	-	-	0.016
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	111	1	1	91	2	4	0	0	2	0	17
Future Vol, veh/h	26	111	1	1	91	2	4	0	0	2	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	67	78	78	84	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	166	1	1	108	3	5	0	0	3	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	167	0	0	343	346	166	345	346	110
Stage 1	-	-	-	-	-	-	232	232	-	112	112	-
Stage 2	-	-	-	-	-	-	111	113	-	232	234	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1479	-	-	1411	-	-	611	577	879	610	577	944
Stage 1	-	-	-	-	-	-	771	712	-	893	803	-
Stage 2	-	-	-	-	-	-	894	802	-	771	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1479	-	-	1411	-	-	583	564	879	595	564	944
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	564	-	595	564	-
Stage 1	-	-	-	-	-	-	753	696	-	892	802	-
Stage 2	-	-	-	-	-	-	873	801	-	753	695	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.25	0.09	11.23	9.16
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	583	1479	-	-	1411	-	-	889
HCM Lane V/C Ratio	0.009	0.023	-	-	0.001	-	-	0.027
HCM Ctrl Dly (s/v)	11.2	7.5	-	-	7.6	-	-	9.2
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	155	102	10	5	5
Future Vol, veh/h	6	155	102	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	66	73	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	235	140	13	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	153	0	-	0	279	76
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1426	-	-	-	688	969
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1426	-	-	-	684	969
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.24	0	9.56
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1426	-	-	-	802
HCM Lane V/C Ratio	0.005	-	-	-	0.016
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	111	1	1	91	2	4	0	0	2	0	17
Future Vol, veh/h	26	111	1	1	91	2	4	0	0	2	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	66	78	78	73	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	168	1	1	125	3	5	0	0	3	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	169	0	0	362	365	168	363	365	126
Stage 1	-	-	-	-	-	-	235	235	-	129	129	-
Stage 2	-	-	-	-	-	-	127	130	-	235	236	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1459	-	-	1408	-	-	594	563	876	593	563	924
Stage 1	-	-	-	-	-	-	768	711	-	875	790	-
Stage 2	-	-	-	-	-	-	877	789	-	768	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1408	-	-	566	550	876	578	550	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	550	-	578	550	-
Stage 1	-	-	-	-	-	-	751	694	-	874	789	-
Stage 2	-	-	-	-	-	-	855	788	-	751	693	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.24	0.08	11.42	9.26
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	1459	-	-	1408	-	-	870
HCM Lane V/C Ratio	0.009	0.023	-	-	0.001	-	-	0.028
HCM Ctrl Dly (s/v)	11.4	7.5	-	-	7.6	-	-	9.3
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	311	157	5	1	25
Future Vol, veh/h	6	311	157	5	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	67	84	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	464	187	6	1	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	438	97
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1377	-	-	-	547	941
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1377	-	-	-	544	941
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	9.08
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1377	-	-	-	915
HCM Lane V/C Ratio	0.006	-	-	-	0.036
HCM Ctrl Dly (s/v)	7.6	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	162	5	2	99	1	30	2	2	1	0	33
Future Vol, veh/h	27	162	5	2	99	1	30	2	2	1	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	67	78	78	84	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	242	6	3	118	1	38	3	3	1	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	248	0	0	434	435	242	436	441	118
Stage 1	-	-	-	-	-	-	311	311	-	124	124	-
Stage 2	-	-	-	-	-	-	123	124	-	312	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1469	-	-	1318	-	-	532	514	797	531	510	933
Stage 1	-	-	-	-	-	-	699	658	-	880	794	-
Stage 2	-	-	-	-	-	-	881	793	-	698	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1318	-	-	495	501	797	513	497	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	501	-	513	497	-
Stage 1	-	-	-	-	-	-	683	643	-	879	792	-
Stage 2	-	-	-	-	-	-	840	792	-	677	639	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.92	0.16	12.77	9.15
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	507	1469	-	-	1318	-	-	911
HCM Lane V/C Ratio	0.086	0.024	-	-	0.002	-	-	0.048
HCM Ctrl Dly (s/v)	12.8	7.5	-	-	7.7	-	-	9.1
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	207	143	10	1	5
Future Vol, veh/h	1	207	143	10	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	66	73	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	314	196	13	1	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	209	0	-	0	362	104
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1359	-	-	-	611	930
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1359	-	-	-	610	930
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	9.25
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1359	-	-	-	855
HCM Lane V/C Ratio	0.001	-	-	-	0.009
HCM Ctrl Dly (s/v)	7.7	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	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	42	142	2	1	114	5	4	0	1	2	0	35
Future Vol, veh/h	42	142	2	1	114	5	4	0	1	2	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	66	78	78	73	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	215	3	1	156	6	5	0	1	3	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	163	0	0	218	0	0	482	488	215	485	487	159
Stage 1	-	-	-	-	-	-	323	323	-	162	162	-
Stage 2	-	-	-	-	-	-	159	165	-	323	325	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1416	-	-	1352	-	-	495	480	825	493	481	886
Stage 1	-	-	-	-	-	-	689	650	-	840	764	-
Stage 2	-	-	-	-	-	-	843	762	-	689	649	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1416	-	-	1352	-	-	452	461	825	473	462	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	461	-	473	462	-
Stage 1	-	-	-	-	-	-	663	626	-	839	763	-
Stage 2	-	-	-	-	-	-	800	761	-	662	624	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.52	0.06	12.35	9.51
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	497	1416	-	-	1352	-	-	846
HCM Lane V/C Ratio	0.013	0.038	-	-	0.001	-	-	0.056
HCM Ctrl Dly (s/v)	12.3	7.6	-	-	7.7	-	-	9.5
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	422	219	5	1	25
Future Vol, veh/h	6	422	219	5	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	67	84	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	630	261	6	1	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	594	134
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1294	-	-	-	436	891
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1294	-	-	-	433	891
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	9.38
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1294	-	-	-	856
HCM Lane V/C Ratio	0.006	-	-	-	0.039
HCM Ctrl Dly (s/v)	7.8	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	238	10	2	144	3	30	2	2	2	1	50
Future Vol, veh/h	50	238	10	2	144	3	30	2	2	2	1	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	67	78	78	84	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	355	13	3	171	4	38	3	3	3	1	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	368	0	0	661	664	355	663	675	173
Stage 1	-	-	-	-	-	-	483	483	-	178	178	-
Stage 2	-	-	-	-	-	-	177	180	-	485	496	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1401	-	-	1190	-	-	376	381	689	375	376	870
Stage 1	-	-	-	-	-	-	564	552	-	823	752	-
Stage 2	-	-	-	-	-	-	825	750	-	564	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1190	-	-	331	363	689	353	358	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	363	-	353	358	-
Stage 1	-	-	-	-	-	-	539	527	-	822	750	-
Stage 2	-	-	-	-	-	-	761	749	-	533	520	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.14	0.12	17.02	9.89
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	1401	-	-	1190	-	-	804
HCM Lane V/C Ratio	0.127	0.046	-	-	0.002	-	-	0.085
HCM Ctrl Dly (s/v)	17	7.7	-	-	8	-	-	9.9
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	216	145	10	1	5
Future Vol, veh/h	2	216	145	10	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	66	73	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	327	199	13	1	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	374	106
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1356	-	-	-	600	928
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1356	-	-	-	599	928
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	9.27
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1356	-	-	-	850
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Ctrl Dly (s/v)	7.7	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	142	2	1	114	6	4	0	1	3	0	37
Future Vol, veh/h	51	142	2	1	114	6	4	0	1	3	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	66	78	78	73	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	215	3	1	156	8	5	0	1	4	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	218	0	0	505	512	215	508	511	160
Stage 1	-	-	-	-	-	-	346	346	-	163	163	-
Stage 2	-	-	-	-	-	-	159	166	-	346	348	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1415	-	-	1352	-	-	478	465	825	475	466	885
Stage 1	-	-	-	-	-	-	670	635	-	839	764	-
Stage 2	-	-	-	-	-	-	843	761	-	670	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1415	-	-	1352	-	-	431	443	825	452	444	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	431	443	-	452	444	-
Stage 1	-	-	-	-	-	-	639	606	-	839	763	-
Stage 2	-	-	-	-	-	-	797	760	-	638	605	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.77	0.06	12.66	9.65
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1415	-	-	1352	-	-	826
HCM Lane V/C Ratio	0.013	0.046	-	-	0.001	-	-	0.062
HCM Ctrl Dly (s/v)	12.7	7.7	-	-	7.7	-	-	9.6
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	426	222	5	1	25
Future Vol, veh/h	6	426	222	5	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	67	84	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	636	264	6	1	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	271	0	-	0	601	135
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1290	-	-	-	432	889
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1290	-	-	-	429	889
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	9.39
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1290	-	-	-	853
HCM Lane V/C Ratio	0.006	-	-	-	0.039
HCM Ctrl Dly (s/v)	7.8	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	238	10	2	144	3	30	2	2	3	1	53
Future Vol, veh/h	54	238	10	2	144	3	30	2	2	3	1	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	67	78	78	84	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	355	13	3	171	4	38	3	3	4	1	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	368	0	0	671	674	355	673	685	173
Stage 1	-	-	-	-	-	-	494	494	-	178	178	-
Stage 2	-	-	-	-	-	-	177	180	-	495	507	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1401	-	-	1190	-	-	370	376	689	369	371	870
Stage 1	-	-	-	-	-	-	557	547	-	823	752	-
Stage 2	-	-	-	-	-	-	825	750	-	556	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1190	-	-	323	357	689	346	352	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	357	-	346	352	-
Stage 1	-	-	-	-	-	-	530	520	-	822	750	-
Stage 2	-	-	-	-	-	-	757	749	-	524	513	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.22	0.12	17.35	10.04
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	1401	-	-	1190	-	-	787
HCM Lane V/C Ratio	0.13	0.049	-	-	0.002	-	-	0.093
HCM Ctrl Dly (s/v)	17.4	7.7	-	-	8	-	-	10
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.3

Woodmoor Dr & Lake Woodmoor Dr Traffic Study

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Figure 1
Existing (2024) Traffic Volumes

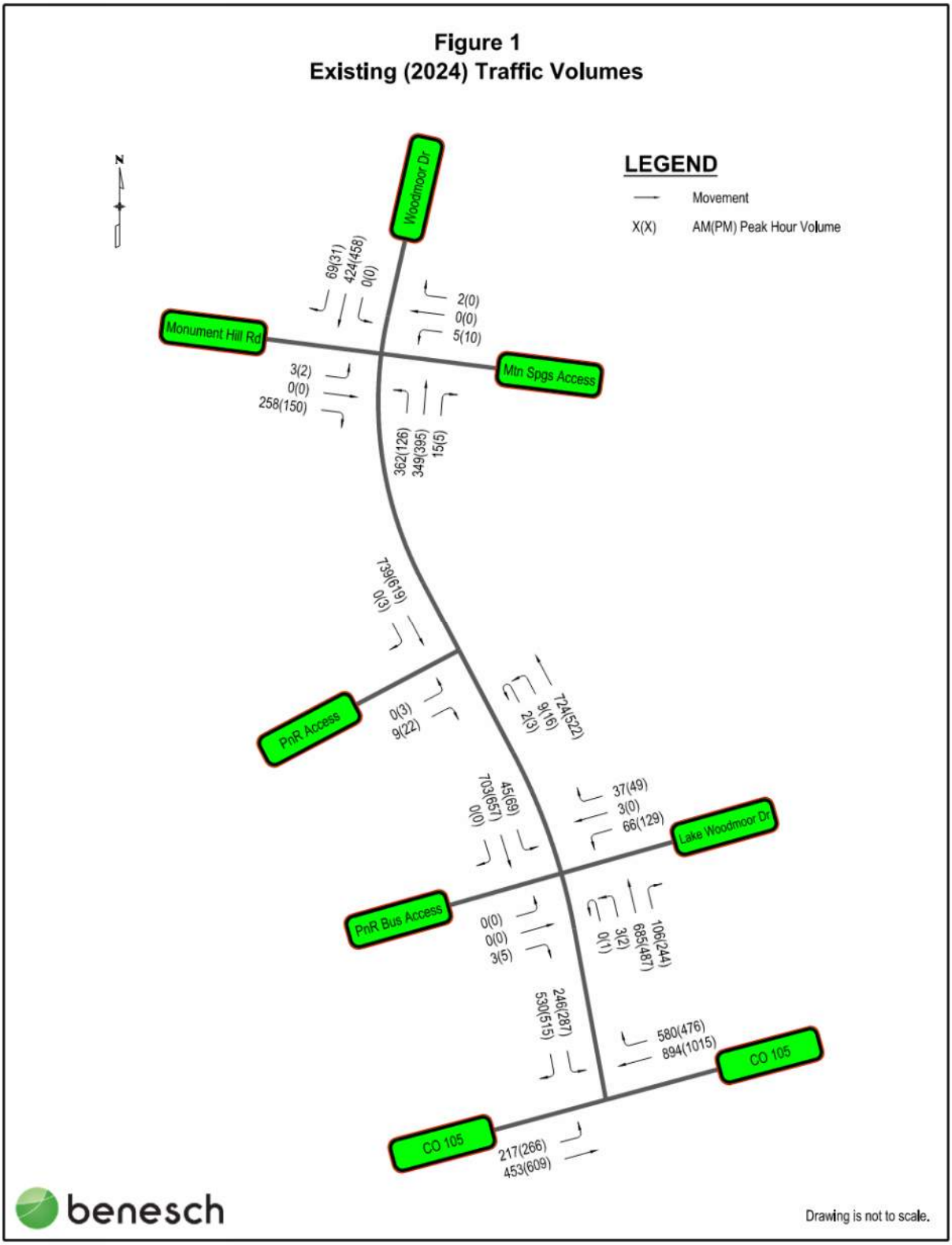


Figure 6
2045 Total Traffic

