

# The Rock Commerce Center

## Traffic Impact Study



Photo Source: Google Earth

**DATE:** November 14, 2023

PCD File No. PPR2329

**PREPARED FOR:**

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**PREPARED BY:**

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The attached traffic report and supporting information were prepared under my responsible charge and the 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 County for traffic reports.

Scott Kilgore, PE

11/14/2023



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

Signature:

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## THE ROCK COMMERCE CENTER

### TRAFFIC IMPACT STUDY

#### 1.0 INTRODUCTION

The Fox Tuttle Transportation Group has prepared this traffic impact study for the proposed The Rock Commerce Center project in El Paso County, Colorado. The currently vacant ± 10-acre site is located along Monument Hill Road to the east of I-25. The project proposes to construct a warehouse building with limited retail showroom space.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. Per the El Paso County Transportation Impact Study (TIS) Guidelines, this project requires a Full, Individual Site TIS. The traffic study addresses existing, short-term, and long-term buildout peak hour intersection and roadway conditions in the study area with and without the project generated traffic. The information contained in this study is anticipated to be used by El Paso County in identifying any intersection or roadway deficiencies and potential improvements for the future conditions. This study focuses on the weekday AM and PM peak hours which represent the periods of highest trip generation for the proposed uses and adjacent roadway traffic. It also includes an evaluation of roadway capacity needs, auxiliary lane requirements, and intersection traffic controls.

#### 2.0 PROJECT DESCRIPTION

The Rock Commerce Center project proposes constructing a 164,166 square foot warehouse building with some retail showroom space on the currently vacant site. A surface parking lot will have 230 parking stalls.

Vehicle access to the site is proposed via two driveways to Monument Hill Road and a third access to Base Camp Road. Monument Hill Road is classified as a Rural Minor Collector. Base Camp Road is classified as a Rural Local Roadway. Neither roadway has separate pedestrian or bicycle facilities, and The Rock Commerce Center does not propose to add pedestrian or bicycle facilities.

A vicinity map is shown on **Figure 1**. The concept site and access plan is provided on **Figure 2** (note that the site plan is subject to change as the project is still in design/development).

#### 3.0 STUDY CONSIDERATIONS

##### 3.1 Data Collection

Intersection turning movement and daily roadway volumes were collected for this project in June 2023 for most intersections. Turning movement counts for additional intersections, including

nearest Palmer Ridge High School, were collected in September 2023 when school was in session. All traffic counts were collected during weekdays to capture typical commute patterns. The existing traffic volumes, lane configuration and traffic control are illustrated on **Figure 3**. Count data sheets are provided in the **Appendix**.

Crash data were not available for analysis within the project study area.

### 3.2 Evaluation Methodology

The traffic operations analysis addressed the signalized and unsignalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual*<sup>1</sup> (HCM). Existing peak hour factors were applied to the intersections for the existing and future scenarios. Study intersections were evaluated using Synchro (v11) software.

### 3.3 Level of Service Definitions

A level of service analysis was conducted to determine the existing and future performance of the study area intersections and to determine the most appropriate traffic controls and need for any other roadway or intersection improvements.

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as “Level of Service” (LOS) that is defined by the *HCM*. LOS characterizes the operational conditions of an intersection’s traffic flow, ranging from LOS A (indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement. A more detailed discussion of LOS methodology is contained in the **Appendix** for reference.

Typically, the desired standard for overall intersection performance is LOS D or better. Individual movements may be allowed to fall to LOS E/F depending on the circumstances, such as a low-volume side street approach to a major arterial or a protected-only left-turn on a major arterial.

## 4.0 EXISTING CONDITIONS

### 4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. Conversations with County staff informed the

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<sup>1</sup> [Highway Capacity Manual](#), Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 6<sup>th</sup> Edition (2016).

intersections included in this study. The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 1**.

**Monument Hill Road** is a two-lane, Rural Minor Collector roadway on the west edge of the site. Monument Hill Road runs north/south roughly parallel to I-25. Turning movements at intersections and major access points are provided via a center turn lane. The posted speed limit is 45 miles per hour (mph) within the study area. There are no existing sidewalks along Monument Hill Road. The intersections on Monument Hill Road are all side-street stop-controlled in the project vicinity. The current El Paso County Major Transportation Corridors Plan (MTCP) retains the two-lane Rural Minor Collector classification for Monument Hill Road through the plan horizon.

**Palmer Divide Road** is a two-lane, Rural Minor Arterial roadway providing east/west connectivity with I-25. The posted speed limit is 35 miles per hour (mph) within the study area. There are no existing sidewalks or bicycle facilities on Palmer Divide Road in the study area. Both I-25 ramp intersections are stop-controlled on the ramp, with no auxiliary turn lanes on Palmer Divide Road. There are no planned roadway improvements to Palmer Divide Road identified in the MTCP.

**Woodmoor Drive** is a north-south, two-lane Rural Minor Collector roadway north of Monument Hill Road with four lanes south of Monument Hill Road. The posted speed limit is 35 mph. There are no bicycle facilities on Woodmoor Drive. Pedestrian connectivity is limited, with sporadic sidewalks along some properties, with some attached and some detached sidewalks. Monument Hill Road is stop-controlled at Woodmoor Drive with a free right turn. The intersection of Woodmoor Drive and SH 105 is signalized. There are no planned roadway improvements to Woodmoor Drive identified in the MTCP.

**SH 105** is an east-west, four-lane Urban Principal Arterial roadway in the area. SH 105 provides regional connections to other arterial roadways, as well as to and across I-25. The posted speed limit is 45 mph in the study area. Sidewalk is present on the north side of SH 105, with no on-street bicycle facilities. There are no planned roadway improvements to SH 105 in the project area identified in the MTCP.

**Deer Creek Road** is an east-west, two-lane Rural Minor Collector roadway to the south of the project site. The posted speed limit is 30 mph. Deer Creek Road is stop-controlled at Monument Hill Road with dedicated left and right turn lanes at the intersection. There are no sidewalks or bicycle facilities on Deer Creek Road. Deer Creek Road is planned in the MTCP to be upgraded to a Rural Minor Collector by year 2040 extending east from the study area.

**Base Camp Road** is a north-south, two-lane Rural Local roadway to the south of the project site. The speed limit is not posted. Base Camp Road has limited connectivity and

provides access to a couple office and warehouse buildings. There are no sidewalks or bicycle facilities on Base Camp Road. There are no planned roadway improvements to Base Camp Road in the project area identified in the MTCP.

**Misty Acres Boulevard** is a north-south, two-lane Rural Minor Collector roadway that runs parallel to Monument Hill Road to the north of the project site. Misty Acres Boulevard is side-street stop controlled at Monument Hill Road, with dedicated left and right turn lanes at the intersection. The posted speed limit is 35 mph. There are no sidewalks or bicycle facilities on Misty Acres Boulevard. There are no planned roadway improvements to Misty Acres Boulevard in the MTCP.

**I-25** is a north-south six-lane interstate freeway in the project vicinity. The posted speed limit is 65 mph. Access from the project site is available via interchanges on Palmer Divide Road and SH 105.

## 4.2 Intersections

The study area includes five (5) existing intersections that are listed below with the current traffic control and were analyzed for existing and future background year traffic operations:

1. Palmer Divide Road and I-25 Southbound Ramps (side-street stop controlled)
2. Palmer Divide Road and I-25 Northbound Ramps (side-street stop controlled)
3. SH 105 and Woodmoor Drive (signalized)
4. Monument Hill Road and Woodmoor Drive (side-street stop controlled)
5. Monument Hill Road and Deer Creek Road (side-street stop controlled)
6. Monument Hill Road and Misty Acres Boulevard (side-street stop controlled)
7. Deer Creek Road and Woodmoor Drive (side-street stop controlled)
8. Deer Creek Road and Base Camp Road (side-street stop controlled)

The existing lane configuration at each of the study locations is illustrated on **Figure 3**.

## 4.3 Pedestrian and Bicycle

There are no on-street bicycle facilities on any of the study roadways. Pedestrian connectivity within the study area is limited. Few sidewalks exist in the study area, and there is limited continuity between them. The study area is rural in nature and does not have any planned multimodal upgrades identified in the MTCP.



#### 4.4 Transit

There is no transit within one-half mile of the project site. At the south end of the study area, a regional park-and-ride is located northwest of the SH 105 and Woodmoor Drive intersection. The park-and-ride is served by regional routes connecting major destinations along I-25.

#### 4.5 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. The results of the LOS calculations for the intersections are summarized on **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**. Observed heavy vehicle percentage and peak hour factors were used for intersection analysis.

All project intersections are shown to be operating at LOS D or better overall in the AM and PM peak hours. Individual movements operating worse than LOS D are listed below:

- **Southbound Right at Woodmoor Drive and SH 105** – this movement operates at LOS F in the AM peak and LOS E in the PM peak. High delay is incurred at the signal, but queue lengths are not found to impede upstream intersections or driveways.
- **Westbound Left at Misty Acres Boulevard and Monument Hill Road** – this movement operates at LOS E in the AM peak, driven by high demand from school traffic. The queue does not impede upstream driveways, and overall intersection LOS is B. High delay for side-street stop-controlled movements is common during peak times. Traffic volumes are not approaching signal warrant thresholds.

#### 4.6 Existing Intersection Queue Analysis

Intersection queue length analysis for 2023 existing volumes is shown in **Table 1**. The 95<sup>th</sup> percentile queue lengths are within the available storage space for all movements except the southbound right turn at Woodmoor Drive and Monument Hill Road in the PM peak. The PM peak southbound right queue may extend beyond the Monument Park and Ride bus access but does not affect any publicly accessible driveways.

### 5.0 FUTURE BACKGROUND CONDITIONS

#### 5.1 Background Growth Assumption

Traffic growth is expected in the future as additional development occurs in the region. The expected background growth is estimated by the Colorado Department of Transportation (CDOT) for state highways. In the project area, the nearest estimate of regional traffic growth is available on SH 105 just east of Woodmoor Drive. In 2022, the AADT at that location was 20,000 vehicles per day. In 2043, the AADT is estimated to be 26,510 vehicles per day at that location. Based on

that estimate, the annual background growth in the area is 1.4%. This level of background growth was assumed for all roadways in the study area.

Recently completed traffic studies for nearby development projects Northbay at Woodmoor and Waterside were reviewed to ensure that future projected volumes align with the anticipated trip generation of these known developments. The assumed background growth of 1.4% annually throughout the study area is conservative when compared to projected future volumes from the two nearby projects.

## 5.2 Year 2026 Background Operations

Buildout of the project is estimated to be completed in Year 2026, so this year was selected for short-term analysis. Existing traffic from Year 2023 was grown by 1.4% annually to estimate future Year 2026 traffic. Estimated traffic volumes for Year 2026 are shown in **Figure 4**. Intersection LOS and queue lengths for Year 2026 background are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

All project intersections are estimated to operate at LOS C or better overall in the AM and PM peak hours for Year 2026 background. With signal timing optimization at Woodmoor Drive and SH 105, only one movement falls below LOS D in 2026 Background:

- **Westbound Left at Misty Acres Boulevard and Monument Hill Road** – this movement is estimated to operate at LOS F in the AM peak, driven by high demand from school traffic. The 95<sup>th</sup> percentile queue is predicted to barely exceed storage length on Misty Acres Boulevard. High delay for side-street stop-controlled movements is common during peak times, and the intersection operates at LOS C overall. Traffic volumes are not approaching signal warrant thresholds.

The southbound right turn 95<sup>th</sup> percentile queue at Woodmoor Drive and Monument Hill Road is estimated to slightly exceed available storage in the PM peak. The peak queue may extend beyond the Monument Park and Ride bus access but does not affect any publicly accessible driveways.

## 5.3 Year 2043 Background Operations

Long-term analysis of the study area uses a 20-year horizon of Year 2043. Existing traffic from Year 2023 was grown by 1.4% annually to estimate future Year 2043 traffic. Estimated traffic volumes for Year 2043 are shown in **Figure 5**. Intersection LOS and queue lengths for Year 2043 background are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

All project intersections are estimated to operate at LOS C or better overall in the AM and PM peak hours for Year 2043 background. Individual movements operating worse than LOS D are listed below:

- **Southbound Left + Through + Right at Palmer Divide Road and Southbound I-25 Ramps** – the southbound I-25 off ramp is predicted to operate at LOS E in the PM peak. Estimated queue length for the off ramp is within the available storage and is predicted to allow adequate braking distance for vehicles exiting the freeway. High delay for side-street stop-controlled movements is common during peak times and the intersection operates at LOS C overall in the PM peak. Traffic volumes are not approaching signal warrant thresholds.
- **Eastbound Left at Woodmoor Drive and SH 105** – this movement is estimated to operate at LOS E in the AM and PM peak hours. Estimated queue lengths for AM and PM peak are within the available storage length. High delay for protected-only left turn movements at signalized intersections is acceptable for the safety benefit of protected-only operation.
- **Westbound Left at Misty Acres Boulevard and Monument Hill Road** – this movement is estimated to continue to operate at LOS F in the AM peak, driven by high demand from school traffic. The 95<sup>th</sup> percentile queue is estimated to slightly exceed available storage length but does not extend upstream to the nearest driveway. Traffic volumes are not approaching signal warrant thresholds.
- **Westbound Left at Deer Creek Road and Monument Hill Road** – this movement is estimated to operate at LOS F during the AM peak. The short 95<sup>th</sup> percentile queue length of approximately three (3) vehicles suggests that the high delay for this movement is not causing an operational issue. High delay for side-street stop-controlled movements can be accepted during peak times and the intersection operates at LOS B overall in the AM peak. Traffic volumes are not approaching signal warrant thresholds.

The southbound right turn 95<sup>th</sup> percentile queue at Woodmoor Drive and Monument Hill Road is estimated to slightly exceed available storage in the AM peak and PM peak. The peak queue is predicted to extend beyond the Monument Park and Ride bus access but does not affect any publicly accessible driveways. It is suggested that the potential for a second southbound right turn lane be explored with protected-only operation to increase southbound right turn capacity and vehicle storage. Two receiving lanes exist on westbound SH 105 and the painted median space on Woodmoor Drive is measured to be between 11' and 13', suggesting that the second southbound right turn lane could be added without additional pavement width. This analysis assumes one (1) southbound right turn lane.

## 6.0 CONDITIONS WITH PROJECT DEVELOPMENT

### 6.1 Trip Generation

The Rock Commerce Center project proposes to develop the currently vacant site with a 164,166 square foot warehouse building with some retail showroom space. In order to estimate the volume of new vehicular trips that will be generated by the project, trip rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*<sup>2</sup> were applied to estimate the traffic for proposed land uses.

**Given the proposed land uses, ITE trip generation rates for “Warehouse” (#150), and “Shopping Plaza” (#821) were applied to the proposed uses on site.** The trip generation estimates using these rates are summarized on **Table 2**. It is predicted that about 75% of the total project square footage will be used for warehousing and the other 25% will be retail/showroom use. Square footage for estimating trip generation was broken out by these anticipated uses. There is no current use that matches the proposed showroom use, so “Shopping Plaza” was used as the most applicable land use category. It is likely that this trip generation estimate is conservatively high for the proposed use. Due to the specific nature of the showroom use, no pass-by trips were assumed for the project. The project is anticipated to generate 3,431 new daily, 124 new AM peak hour, and 285 new PM peak hour vehicle trips.

Per the El Paso County Engineering Criteria Manual (ECM), the maximum ADT for a rural collector roadway is 1,500 vehicles per day (VPD). Without the proposed development trips, daily traffic on Monument Hill Road is 2,970 VPD. Since Monument Hill Road already exceeds the volume threshold for the current roadway classification (based on June 2023 data – without Palmer Ridge High School in session), the project-added trips do not result in a change in roadway classification.

### 6.2 Trip Distribution and Assignment

The estimated trip volumes were distributed onto the study area street network based on existing traffic characteristics, land uses, and traffic patterns in the area. **Figure 6** summarizes the trip distribution assumptions.

Using these distribution assumptions, the project-added traffic was assigned to the study area roadway network for the weekday AM and PM peak hours. The site-generated volumes are shown on **Figure 7**.

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<sup>2</sup> Trip Generation 11<sup>th</sup> Edition, Institute of Transportation Engineers, 2021.

### 6.3 Year 2026 Background + Project Operations

Total predicted traffic volumes with the project trips for Year 2026 are shown in **Figure 8**. Estimated LOS and queue lengths under 2026 Background + Project conditions are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

For Year 2026 Background + Project, all study area intersections operate at LOS C or better overall in the AM and PM peak periods. With the project-added traffic, only one movement drops below LOS D:

- **Eastbound Left at Woodmoor Drive and SH 105** - this movement is estimated to operate at LOS E in the AM and PM peak hours. Estimated queue lengths for AM and PM peak are within the available storage length. High delay for protected-only left turn movements at signalized intersections is acceptable for the safety benefit of protected-only operation.

No new movements have queues exceeding storage length in the AM or PM peak hours with the project-generated trips added.

### 6.4 Year 2043 Background + Project Operations

Total predicted traffic volumes with the project trips for Year 2043 are shown in **Figure 9**. Estimated LOS and queue lengths under 2043 Background + Project conditions are summarized in **Table 1**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

For Year 2043 Background + Project, all study area intersections operate at LOS C or better overall in the AM and PM peak periods. With the project-added traffic, the following movements drop below LOS D:

- **Westbound Right at Woodmoor Drive and SH 105** – this movement is estimated to operate at LOS E in the PM peak due to signal timing optimization at the intersection. The estimated 95<sup>th</sup> percentile queue is well within the available storage length and is not predicted to cause operational or safety issues at the intersection.
- **Southbound Right at Woodmoor Drive and SH 105** – this movement is estimated to operate at LOS E in the PM peak with the project-added trips. Estimated 95<sup>th</sup> percentile queue is expected to extend beyond the Monument Park & Ride bus access as in 2043 Background, without affecting any publicly accessible driveways. As recommended in 2043 Background, a second southbound right lane may be added without additional pavement and would greatly increase capacity for this movement. This analysis assumes one (1) southbound right turn lane.

No additional queues are estimated to exceed storage capacity with the project-added trips as compared to 2043 Background.

## 6.5 Site Accesses

Both site access points to Monument Hill Road are proposed to be side-street stop-controlled intersections. The site access points adhere to appropriate intersection spacing for Rural Collector roadways as defined in the ECM Table 2.5, as noted on **Figure 2**. Sight distance for both access points meet or exceed the required minimum distance defined in the ECM. The two site accesses are spaced 656' apart. Access spacing of approximately 810' is provided between the north site access and Palmer Ridge High School access to the north. A spacing of 678' currently exists between the Palmer Ridge High School access and Misty Acres Boulevard. There is approximately 935' spacing between the south project access, which is the primary access for trucks to and from the site, and Deer Creek Road to the south.

The project is proposing to build showroom use with associated warehouse space. Few multi-unit trucks are expected at the project, with multi-unit truck traffic limited to periodic large deliveries of new stock. Multi-unit truck trips are expected outside of peak hours, similar to the truck distribution shown in **Table 2**. Less than two (2) multi-unit trucks are anticipated per day at the project, with typical truck traffic for the site being single-unit trucks making deliveries to customers. Therefore, the appropriate design vehicle for the south project access is a single unit truck. Customers and employees are expected to primarily use the north project access, which directs most traffic to the site closer to the public-facing showroom space and parking. The appropriate design vehicle for the north access is a passenger car/pickup truck. Required sight distance and spacing of access driveways described in ECM Table 2-35 are exceeded for the design vehicle at both of the proposed driveway locations. On site vehicle circulation and building siting has been designed to create separation of the two user groups.

State what the spacing is

Per the El Paso County Engineering Criteria Manual Section 2.3.7.D.1 and 2.3.7.D.2, for a minor arterial or lesser classification, left-turn deceleration lanes would be required where left-turn volumes are 25 vehicles per hour (VPH) or greater and right-turn lanes where right-turn volumes are 50 VPH or greater. Based on the trip generation and access volume projections for buildout, the only turn deceleration lane required is for northbound right turns at the north access. Per Table 2-24 of the ECM, the turn lane should be 235' long with a 200' taper length.

Both site access points are estimated to operate acceptably with LOS A overall for both AM and PM peak hours. All movements operate at LOS B or better for both peak hours. Maximum queues of 1 vehicle are expected at both access intersections. Calculated delays, LOS and queues for access intersections are shown in **Table 1**.



### 6.5.1 Right-In Right-Out North Access Option

As requested by El Paso County staff, an option with the north site access driveway restricted to right-in right-out (RIRO) only access was analyzed for informational purposes. Restricting access at the north driveway results in a redistribution of trips in and out of the site accordingly. Traffic volumes for the scenario with RIRO north access are shown in **Figure 10**. Estimated LOS and queue lengths with RIRO north access and 2043 Background + Project conditions are summarized in **Table 3**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

Based on criteria in ECM Section 2.3.7D, removing southbound left in access to the north site access increases southbound left turn demand at the south access to meet the threshold to require a separate southbound left turn lane. The southbound left turn lane should be designed with 235' lane length and 200' approach taper per ECM Table 2-24.

Both site access intersections are estimated to operate at LOS A in both AM and PM peak hours with the north site access restricted to RIRO. Delay and queue are slightly increased at the south access with all left turns shifted to that access, though individual movement LOS is unchanged. Capacity exists to accommodate all left turns acceptably at the south access if the north access is restricted to RIRO.

### 6.6 School Interaction

The project site is located adjacent to Palmer Ridge High School. Access to Palmer Ridge High School is currently provided from Monument Hill Road and Misty Acres Boulevard. It should be noted that there are no planned access routes through the site connecting to the adjacent Palmer Ridge High School property. The project will not be altering access or traffic flow patterns to and from the school.

Afternoon peak travel for the project is anticipated to fall outside of the school peak, which will minimize impact to traffic operations during the most concentrated traffic generation of the school. In the morning peak, analysis at Misty Acres Boulevard and Monument Hill Road shows that the project-added trips result in minimal impact to westbound left turns, with an increase to 95<sup>th</sup> percentile queue of only one car length in the short-term and long-term horizons. In the short-term horizon (Year 2026) the project added trips only increase delay for westbound left turns at Misty Acres Boulevard by 12 seconds, which is reduced to only 9 seconds of added delay with the project trips in the long-term horizon (Year 2043). It should be noted that this analysis assumes only a slight change in peak hour factor for the long-term horizon, which is expected to be conservative since traffic growth at the school is expected to be less than non-school traffic growth on Misty Acres Boulevard.

## 6.7 Standard Compliance

As requested by El Paso County staff, the following discussion is provided to clarify compliance with applicable standards.

The CDOT Access Code requires an access permit when a proposed land use change is anticipated to increase vehicle volume by 20 percent or more. Comparing the project-added trips shown in **Figure 7** to the background trips in **Figure 4**, the project does not trigger the access permit requirement. In the short term buildout (year 2026), the project-added trips result in a 10% increase in vehicles on Woodmoor Drive in the AM peak hour and a 19% increase in vehicles on Woodmoor Drive in the PM peak hour. Signal timing changes are shown to provide acceptable performance at the Woodmoor Drive and SH 105 intersection in the buildout and horizon years, so no change in access is required to accommodate the project-added trips.

Prior to and independent of this project, El Paso County initiated a project to bring future improvements to Deer Creek Road and Woodmoor Drive. This project is shown to have a minimal impact on the intersection, with only 4 additional vehicles expected in the AM peak hour and 7 additional vehicles expected in the PM peak hour at the intersection. The project-added traffic represents a 0.6% increase in total traffic at the intersection in the AM peak hour at buildout (in 2026), and a 1.3% increase in total traffic in the PM peak hour at buildout. As shown in **Table 1**, the project-added trips do not change the level of service for the intersection during both peak hours, and individual movement level of service is unchanged with the project-added trips. The project is shown to have minimal impact on the Deer Creek Road and Woodmoor Drive intersection and will not impact the implementation of previously identified improvements.

The project does not request any deviation from requirements in the ECM. The only concurrence decision requested is the appropriate design vehicle for access spacing on Monument Hill Road as described in Section 6.5.

## 7.0 CONCLUSIONS

The Rock Commerce Center project proposes to construct a 164,166 square foot warehouse building with some retail showroom space on the currently vacant site. A surface parking lot will have 230 parking stalls. This traffic study addresses existing, short-term, and long-term intersection and roadway conditions in the study area.

The project is anticipated to generate 3,431 new daily, 124 new AM peak hour, and 285 new PM peak hour trips at full buildout. Two full-movement site access points are proposed to Monument Hill Road.

**Based on this analysis, the following improvements are recommended to accommodate future anticipated traffic volumes:**

- Background Traffic Related:
  - Extend westbound left turn storage length at Misty Acres Boulevard and Monument Hill Road to Palmer Ridge High School access by Year 2043.
  - Explore second southbound right turn lane with protected-only and overlap signal phases at Woodmoor Drive and SH 105 by Year 2043.
- Project Related:
  - Construct two access driveways to the project site as full-movement side-street stop-controlled intersections.
  - Construct a northbound right turn deceleration lane at the north site access with length of 235' and 200' taper.

The applicable Road Impact Fee assessed for this project will be determined in coordination between the project owner and County staff. The proposed showroom use of this project is not identified in the El Paso County Road Impact Fee Schedule.

Indicate if the applicant intends to pay the full-fee amount or use one of the two PID options. Refer to Resolution 19-471 (Copy attached in EDARP for reference)



Table 1 - Level of Service and Queue Summary

Intersection and Critical Lane Groups	Storage or Adjacent Intersection Distance	Year 2023 Existing						Year 2026 Background						Year 2026 Background + Project						Year 2043 Background						Year 2043 Background + Project					
		AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak		
		Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue
SIDE STREET STOP CONTROL																															
<b>1. Palmer Divide Road at I-25 SB Ramps</b>		5	A		9	A		6	A		10	A		6	A		10	B		7	A		17	C		8	A		20	C	
Eastbound Through+Right	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Westbound Left+Through	300'	8	A	13'	8	A	5'	8	A	15'	8	A	8'	8	A	15'	8	A	8'	8	A	20'	8	A	8'	8	A	20'	8	A	8'
Southbound Left+Through+Right	1000'	17	C	23'	17	C	68'	18	C	25'	18	C	75'	19	C	28'	20	C	88'	28	D	50'	36	E	180'	31	D	60'	43	E	210'
SIDE STREET STOP CONTROL																															
<b>2. Palmer Divide Road at I-25 NB Ramps</b>		3	A		5	A		3	A		5	A		3	A		5	A		4	A		7	A		4	A		8	A	
Eastbound Left+Through	300'	9	A	3'	8	A	3'	9	A	3'	8	A	3'	9	A	3'	8	A	3'	9	A	5'	8	A	3'	9	A	5'	8	A	3'
Westbound Through+Right	600'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Left+Through+Right	650'	13	B	28'	14	B	48'	13	B	30'	15	B	53'	12	B	20'	16	C	58'	17	C	53'	22	C	108'	17	C	55'	24	C	118'
SIGNAL CONTROL																															
<b>3. Woodmoor Drive at SH 105</b>		32	C		26	C		26	C		26	C		27	C		31	C		32	C		32	C		34	C		40	D	
Eastbound Left	300'	54	D	69'	54	D	95'	55	D	78'	54	D	101'	55	E	86'	57	E	113'	60	E	99'	60	E	127'	61	E	108'	62	E	150'
Eastbound Through	615'	7	A	56'	11	B	113'	10	B	87'	12	B	117'	11	B	91'	14	B	132'	14	B	115'	13	B	155'	15	B	115'	14	B	167'
Westbound Through	750'	15	B	270'	23	C	330'	21	C	306'	24	C	337'	22	C	311'	29	C	354'	31	C	416'	30	C	455'	32	C	416'	35	D	478'
Westbound Right	300'	15	B	48'	25	C	59'	21	C	53'	25	C	58'	24	C	57'	27	D	65'	31	C	58'	34	C	62'	37	D	60'	56	E	71'
Southbound Left	260'	36	D	69'	28	C	75'	29	C	59'	29	C	78'	28	C	61'	25	C	84'	25	C	71'	28	C	95'	25	C	74'	26	C	102'
Southbound Right	260'	86	F	235'	36	D	283'	40	D	238'	38	D	295'	39	D	256'	36	D	374'	40	D	357'	48	D	448'	44	D	385'	55	E	573'
SIDE STREET STOP CONTROL																															
<b>4. Monument Hill Road at Woodmoor Drive</b>		1	A		2	A		1	A		2	A		2	A		3	A		1	A		2	A		2	A		3	A	
Eastbound Left	80'	16	C	0'	17	C	0'	17	C	0'	17	C	0'	21	C	0'	24	C	0'	22	C	0'	23	C	3'	27	D	0'	33	D	3'
Eastbound Right	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Left	470'	8	A	8'	8	A	10'	8	A	8'	8	A	10'	9	A	13'	8	A	20'	9	A	10'	8	A	15'	9	A	18'	9	A	25'
Northbound Through	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Southbound Through+Right	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
SIDE STREET STOP CONTROL																															
<b>5. Monument Hill Road at Deer Creek Road</b>		2	A		3	A		2	A		3	A		2	A		2	A		2	A		3	A		2	A		3	A	
Westbound Left	90'	10	B	3'	13	B	10'	10	B	3'	13	B	10'	11	B	3'	19	C	18'	11	B	5'	15	C	18'	12	B	5'	24	C	30'
Westbound Right	90'	9	A	3'	10	A	3'	9	A	3'	10	A	3'	9	A	3'	11	B	5'	9	A	3'	10	A	5'	9	A	5'	11	B	5'
Southbound Left	470'	8	A	0'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	8	A	3'	9	A	5'
Southbound Through	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Through	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Right	220'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
SIDE STREET STOP CONTROL																															
<b>6. Monument Hill Road at Misty Acres Blvd</b>		15	B		3	A		19	C		3	A		22	C		3	A		21	C		4	A		23	C		4	A	
Westbound Left	250'	47	E	215'	10	B	13'	61	F	260'	10	B	15'	73	F	285'	11	B	15'	63	F	290'	11	B	20'	72	F	315'	12	B	23'
Westbound Right	250'	9	A	5'	9	A	0'	9	A	5'	9	A	0'	9	A	5'	9	A	0'	9	A	5'	9	A	0'	9	A	5'	9	A	0'
Southbound Left	280'	9	A	13'	8	A	0'	9	A	13'	8	A	0'	9	A	13'	8	A	0'	9	A	13'	8	A	0'	9	A	13'	8	A	0'
Southbound Through	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Through	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Right	180'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
SIDE STREET STOP CONTROL																															
<b>7. Deer Creek Road at Woodmoor Drive</b>		6	A		3	A		6	A		3	A		6	A		3	A		11	B		4	A		11	B		4	A	
Eastbound Left+Through+Right	-	15	C	35'	11	B	15'	16	C	40'	12	B	15'	16	C	40'	12	B	15'	25	C	85'	13	B	23'	25	D	88'	13	B	25'
Westbound Left+Through+Right	-	23	C	25'	14	B	5'	25	C	30'	14	B	8'	25	C	30'	14	B	8'	53	F	78'	17	C	10'	55	F	80'	17	C	10'
Southbound Left+Through+Right	-	0	A	0'	8	A	0'	0	A	0'	8	A	0'	0	A	0'	8	A	0'	0	A	0'	8	A	0'	0	A	0'	8	A	0'
Northbound Left+Through+Right	-	9	A	8'	8	A	0'	9	A	8'	8	A	0'	9	A	8'	8	A	0'	9	A	10'	8	A	3'	9	A	10'	8	A	3'
SIDE STREET STOP CONTROL																															
<b>8. Deer Creek Road at Base Camp Road</b>		1	A		4	A		1	A		4	A		1	A		4	A		1	A		4	A		1	A		4	A	
Eastbound Left+Through	90'	8	A	3'	7	A	0'	8	A	3'	7	A	0'	8	A	3'	7	A	0'	8	A	5'	7	A	0'	8	A	5'	7	A	0'
Westbound Through+Right	90'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Southbound Left+Right	470'	13	B	3'	9	A	5'	11	B	3'	9	A	5'	11	B	3'	9	A	8'	12	B	3'	9	A	8'	12	B	5'	9	A	8'
SIDE STREET STOP CONTROL																															
<b>9. Monument Hill Road at South Site Access</b>														1	A		1	A								1	A		1	A	
Westbound Left+Right	50'													9	A	3'	11	B	8'							11	B	3'	13	B	10'
Southbound Left+Through	-													8	A	0'	8	A	0'							8	A	0'	8	A	0'
Northbound Through+Right	-													0	A	0'	0	A	0'							0	A	0'	0	A	0'
SIDE STREET STOP CONTROL																															
<b>10. Monument Hill Road at North Site Access</b>														1	A		2	A								1	A		2	A	
Westbound Left+Right	50'													10	A	3'	12	B	13'							11	B	5'	13	B	18'
Southbound Left+Through	-													8	A	0'	8	A	0'							8	A	0'	8	A	0'
Northbound Through	-													0	A	0'	0	A	0'							0	A	0'	0	A	0'
Northbound Right	235'													0	A	0'	0	A	0'							0	A	0'	0	A	0'

Note: Delay represented in average seconds per vehicle. Queue represented in feet. Queues highlighted in blue font exceed the existing or proposed storage length or reach the upstream intersection.

Table 2 - Trip Generation Summary

Land Use	Size	Unit	Non-Auto Factor	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
ITE 150: Warehousing (vehicles)	123	1000 sf	1.00	1.71	210	105	105	0.17	21	16	5	0.18	22	6	16
ITE 821: Shopping Plaza (40-150k)	41	1000 sf	1.00	67.52	2765	1383	1382	1.73	71	44	27	5.19	213	104	109
ITE 150: Warehousing (trucks)	123	1000 sf	1.00	0.60	74	37	37	0.02	2	1	1	0.03	4	2	2
<b>Total Weekday New Trips:</b>					<b>3,431</b>	<b>1,717</b>	<b>1,714</b>		<b>124</b>	<b>80</b>	<b>44</b>		<b>285</b>	<b>133</b>	<b>152</b>

Source: ITE Trip Generation 11th Edition, 2021.



**Table 3 - Level of Service and Queue Comparison for Right-In Right-Out North Access**

Intersection and Critical Lane Groups	Storage or Adjacent Intersection Distance	Year 2043 Background + Project North Access Full Movement						Year 2043 Background + Project North Access Right-In Right-Out					
		AM Peak			PM Peak			AM Peak			PM Peak		
		Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue
		<b>SIDE STREET STOP CONTROL</b>						<b>SIDE STREET STOP CONTROL</b>					
<b>9. Monument Hill Road at South Site Access</b>		<b>1</b>	<b>A</b>		<b>1</b>	<b>A</b>		<b>1</b>	<b>A</b>		<b>3</b>	<b>A</b>	
Westbound Left+Right	50'	11	B	3'	13	B	10'	11	B	5'	15	B	28'
Southbound Left+Through	-	8	A	0'	8	A	0'						
Southbound Left	235'							8	A	0'	8	A	3'
Southbound Through	-							0	A	0'	0	A	0'
Northbound Through+Right	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'
		<b>SIDE STREET STOP CONTROL</b>						<b>SIDE STREET STOP CONTROL</b>					
<b>10. Monument Hill Road at North Site Access</b>		<b>1</b>	<b>A</b>		<b>2</b>	<b>A</b>		<b>0</b>	<b>A</b>		<b>0</b>	<b>A</b>	
Westbound Left+Right	50'	11	B	5'	13	B	18'						
Westbound Right	50'							9	A	0'	10	A	3'
Southbound Left+Through	-	8	A	0'	8	A	0'						
Southbound Through								0	A	0'	0	A	0'
Northbound Through	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Right	235'	0	A	0'	0	A	0'	0	A	0'	0	A	0'

Note: Delay represented in average seconds per vehicle. Queue represented in feet.

Queues highlighted in **blue font** exceed the existing or proposed storage length or reach the upstream intersection.



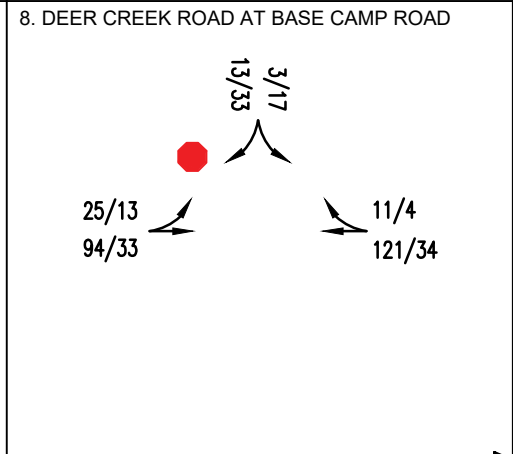
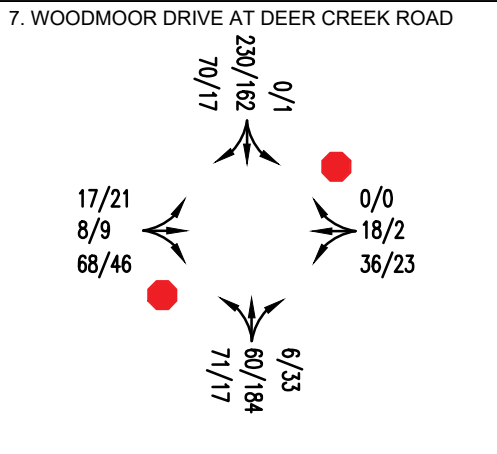
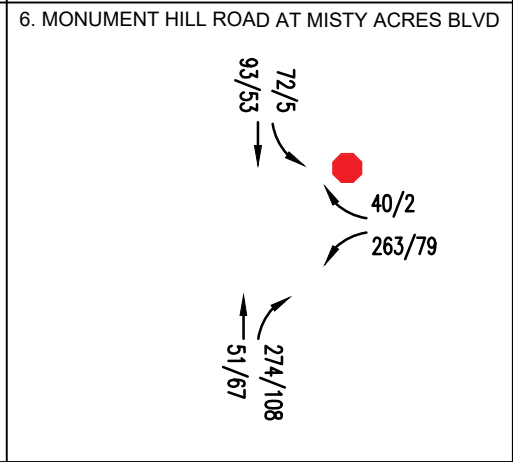
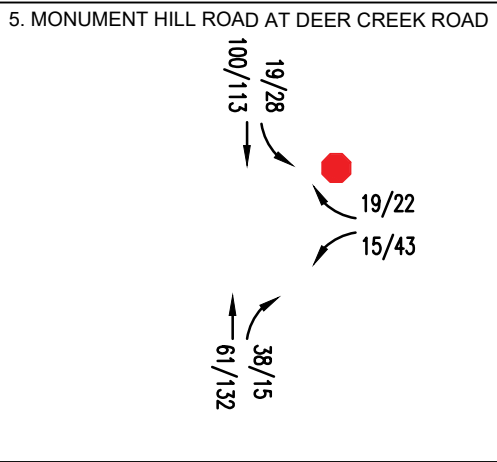
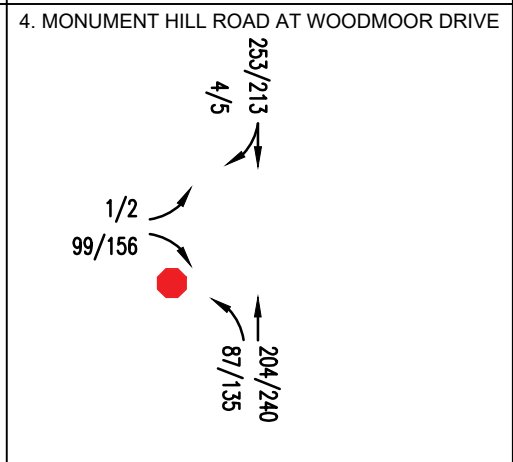
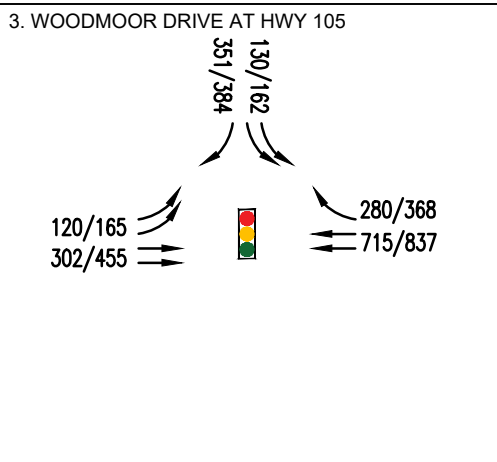
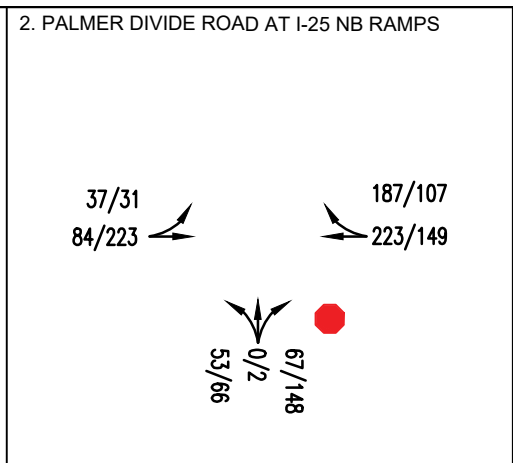
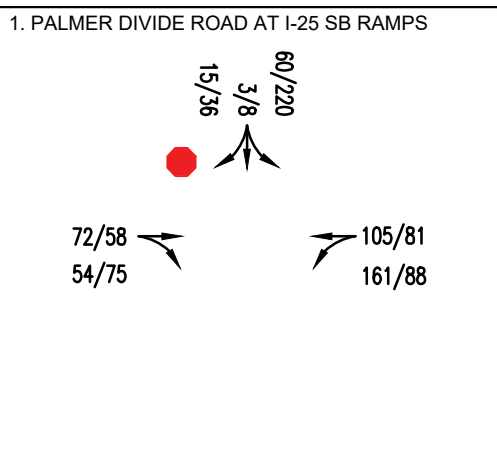
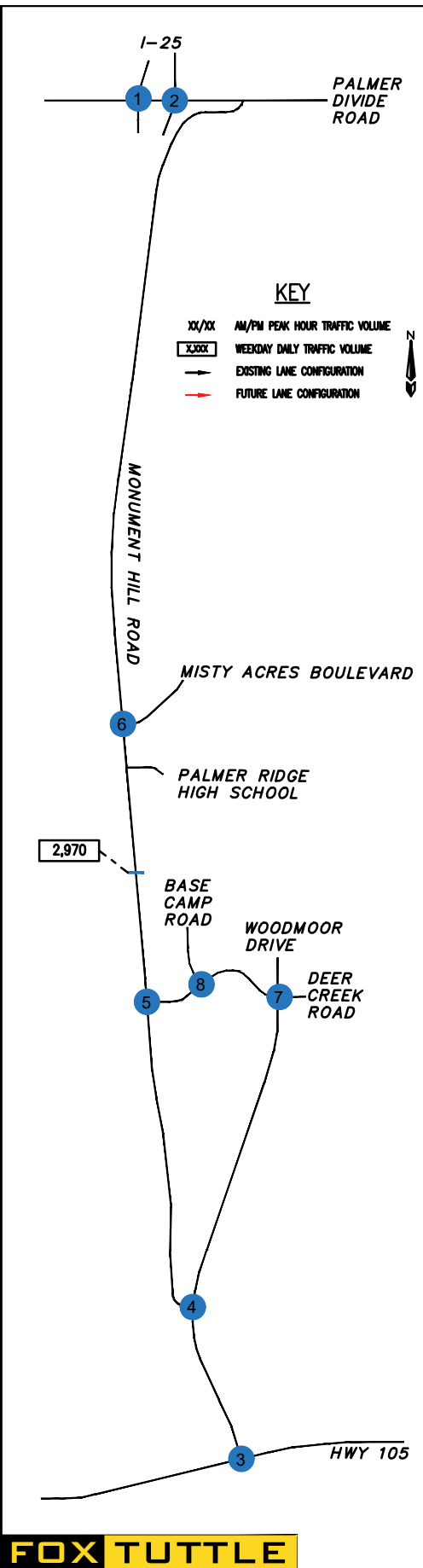
**Area Map**



THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
VICINITY MAP

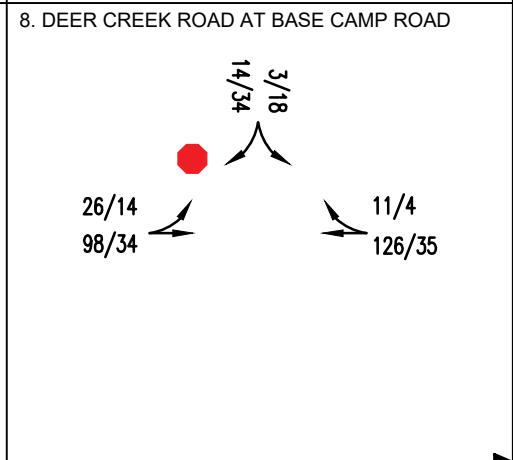
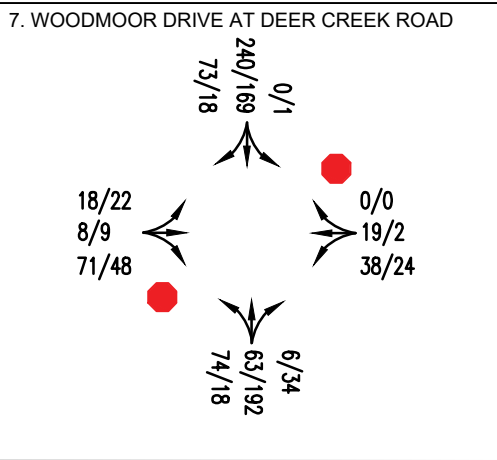
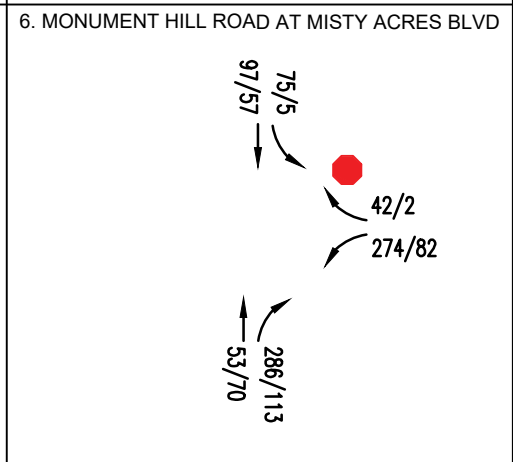
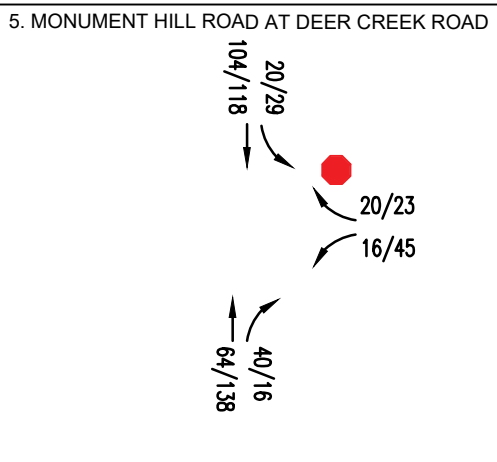
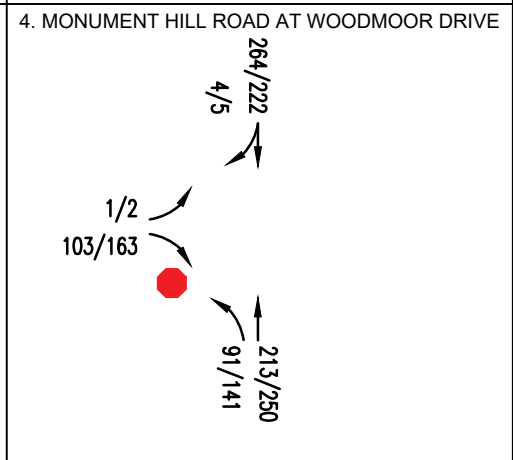
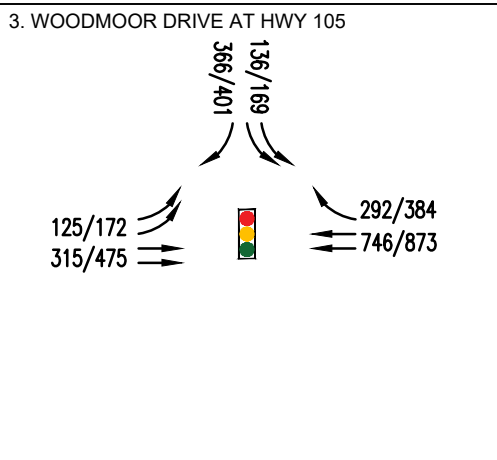
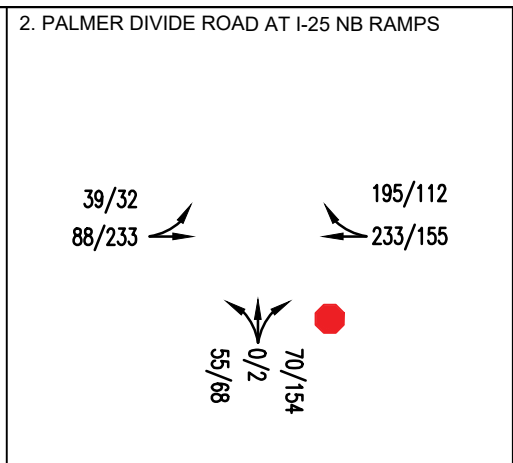
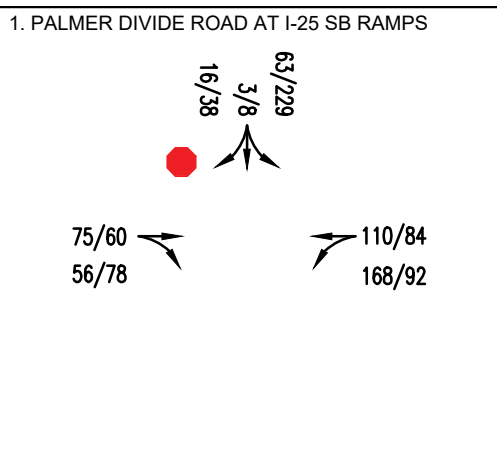
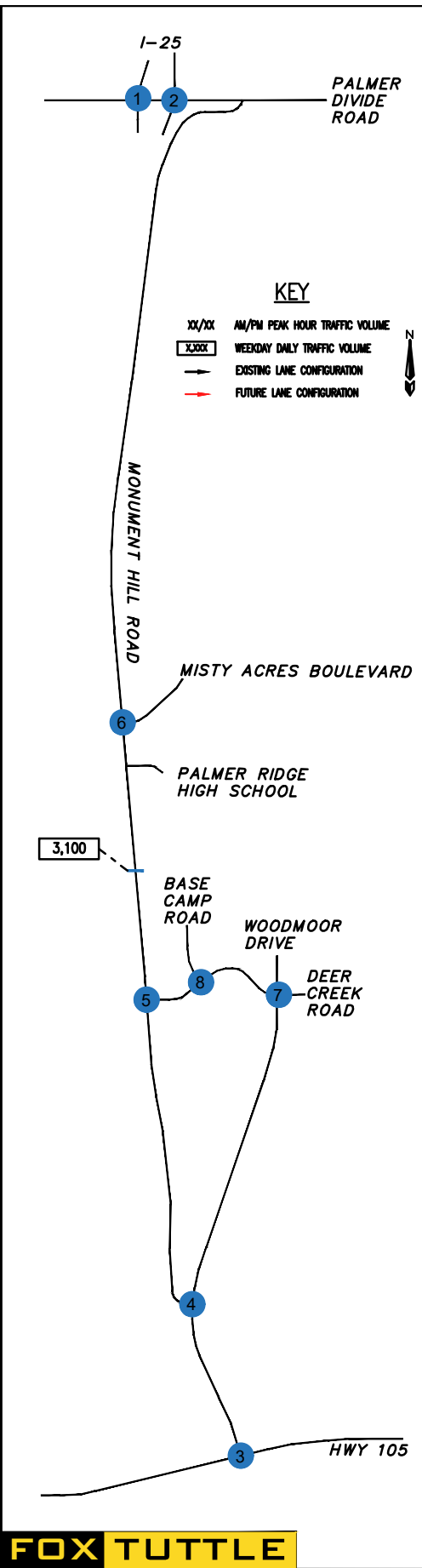
Project #	23046	Original Scale	NTS	Date	10/19/2023	Drawn by	SKK	Figure #	1
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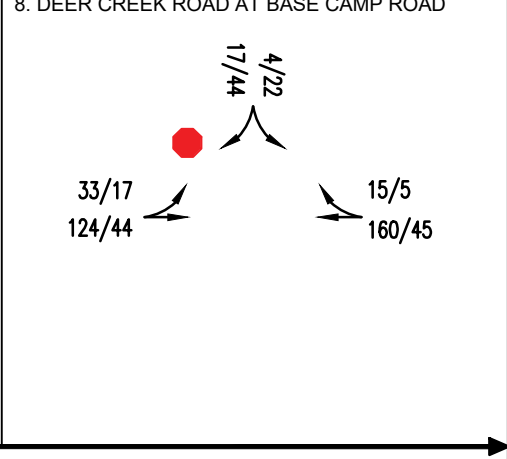
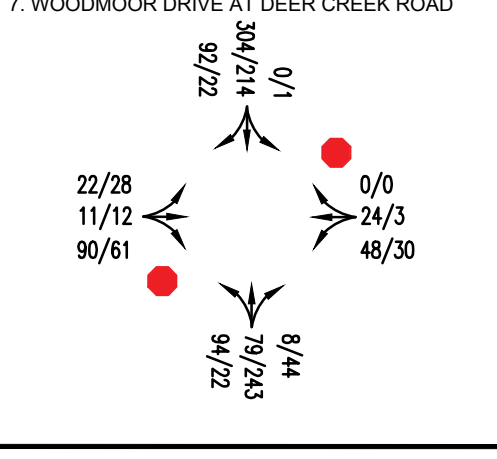
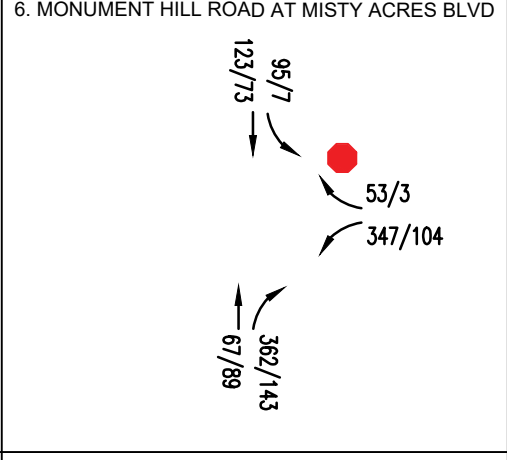
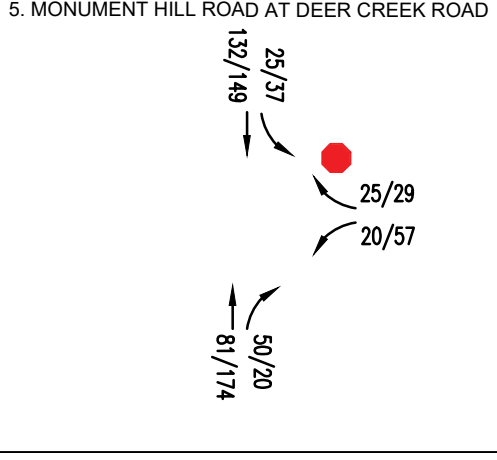
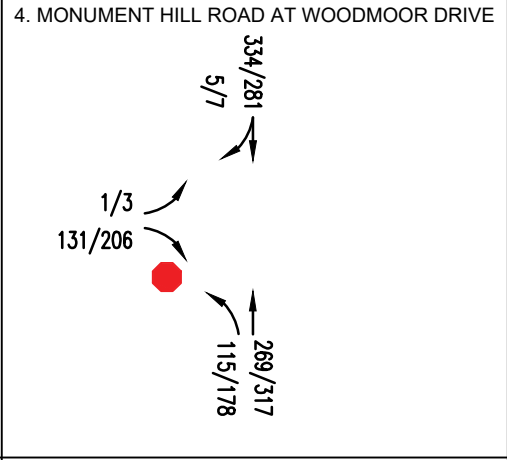
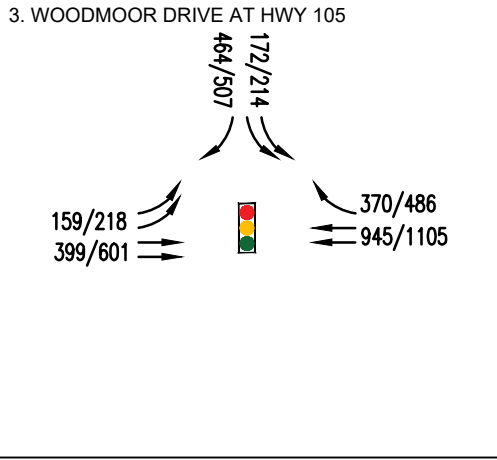
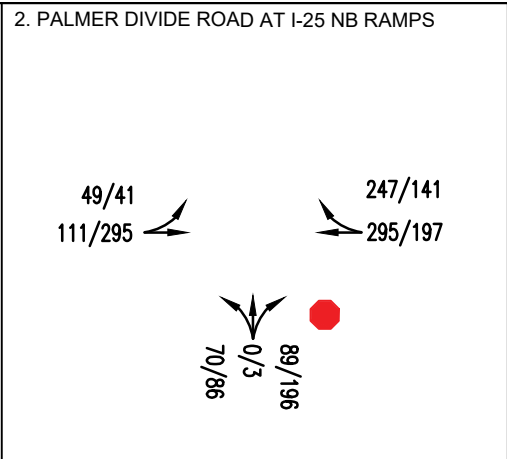
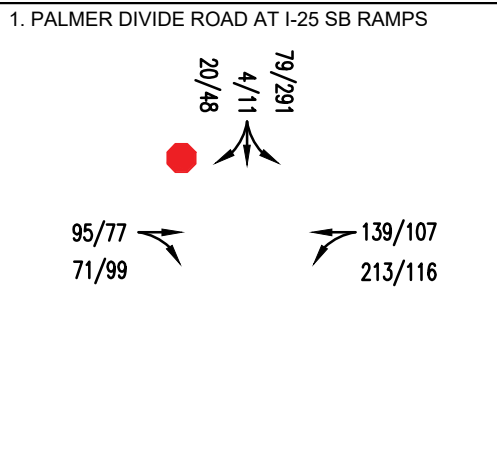
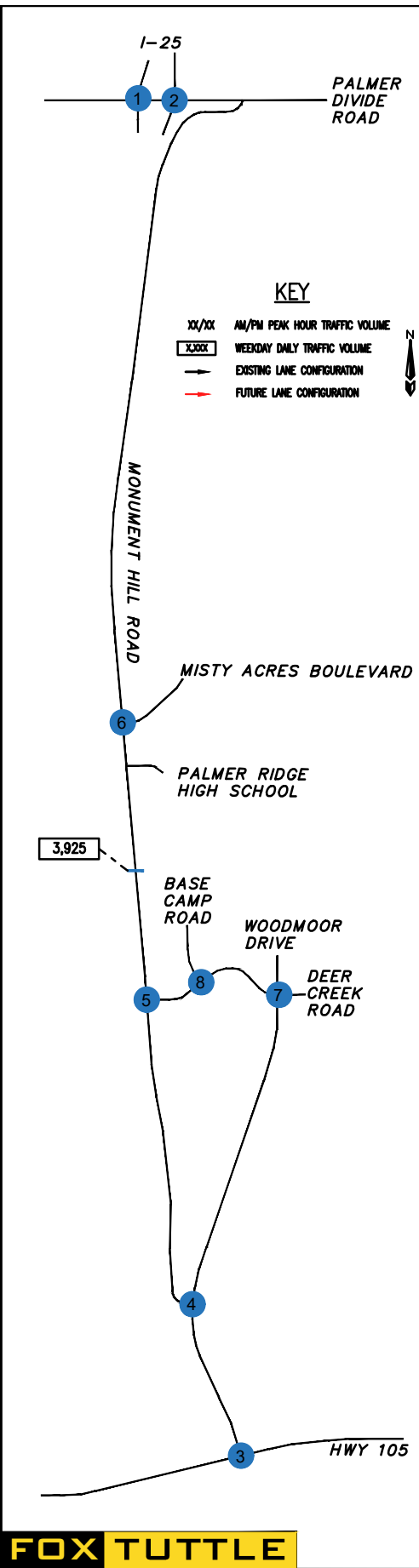
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
 2023 EXISTING TRAFFIC VOLUMES

Project #	23046	Original Scale	NTS	Date	10/19/2023	Drawn by	SKK	Figure #	3
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THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
2026 BACKGROUND TRAFFIC VOLUMES

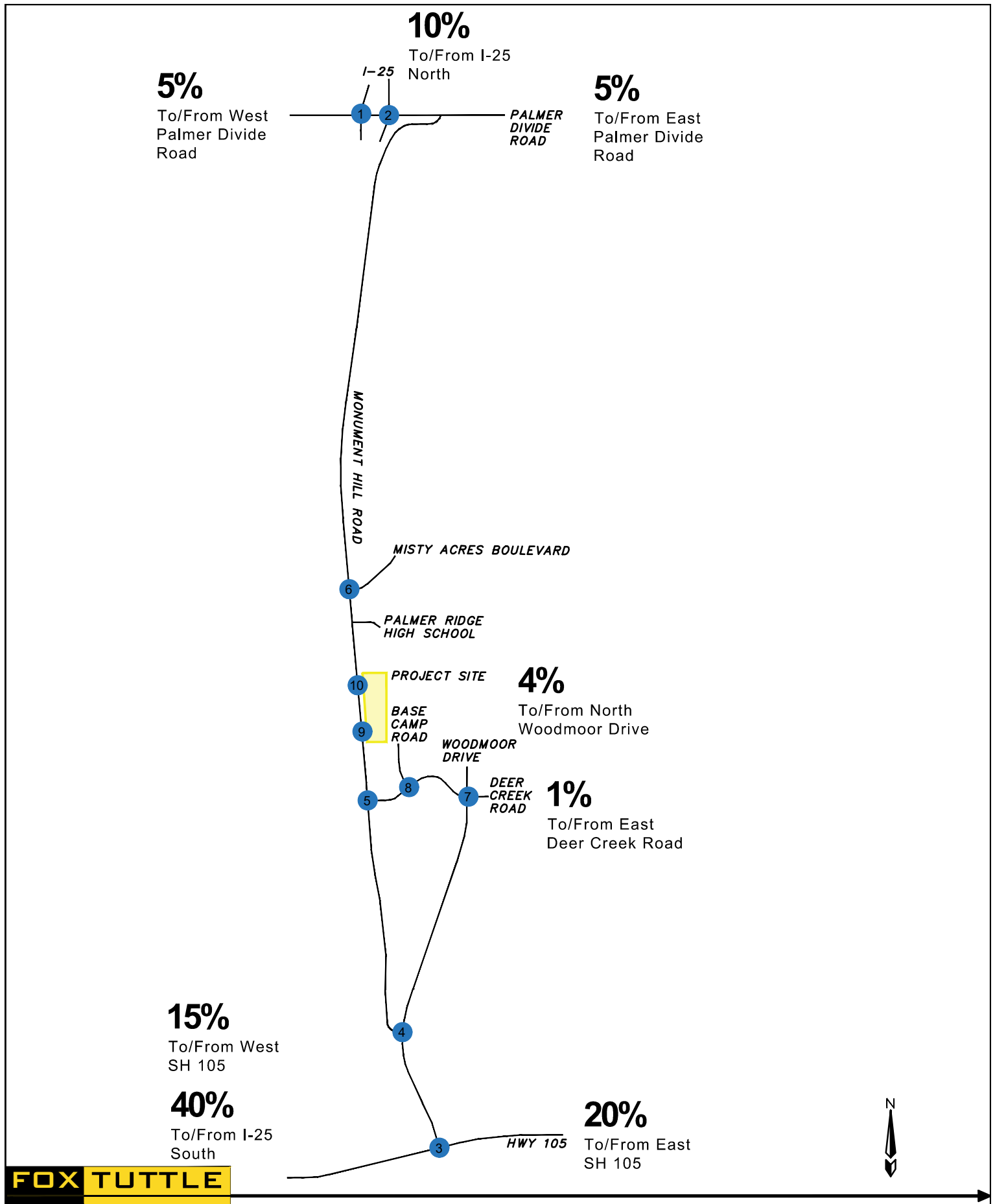
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THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
2043 BACKGROUND TRAFFIC VOLUMES

Project #	23046	Original Scale	NTS	Date	10/19/2023	Drawn by	SKK	Figure #	5
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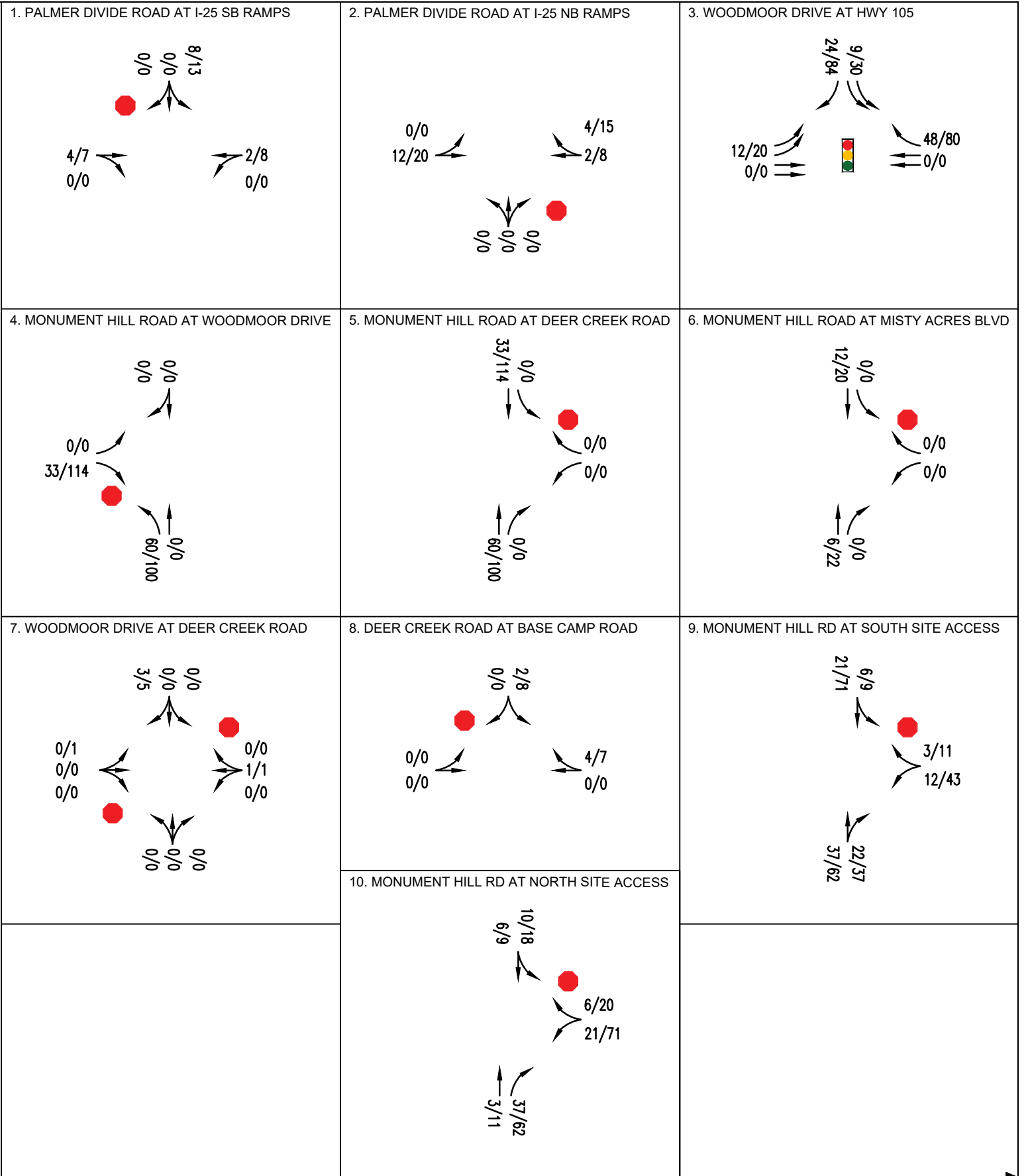
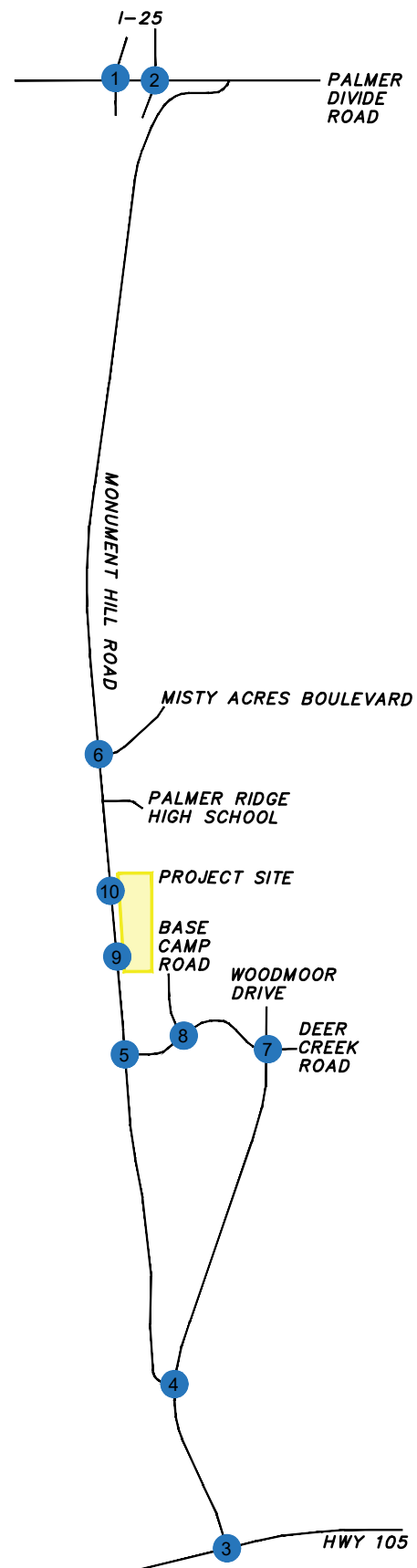




THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
SITE TRAFFIC DISTRIBUTION

Project #	23046	Original Scale	NTS	Date	10/19/2023	Drawn by	SKK	Figure #	6
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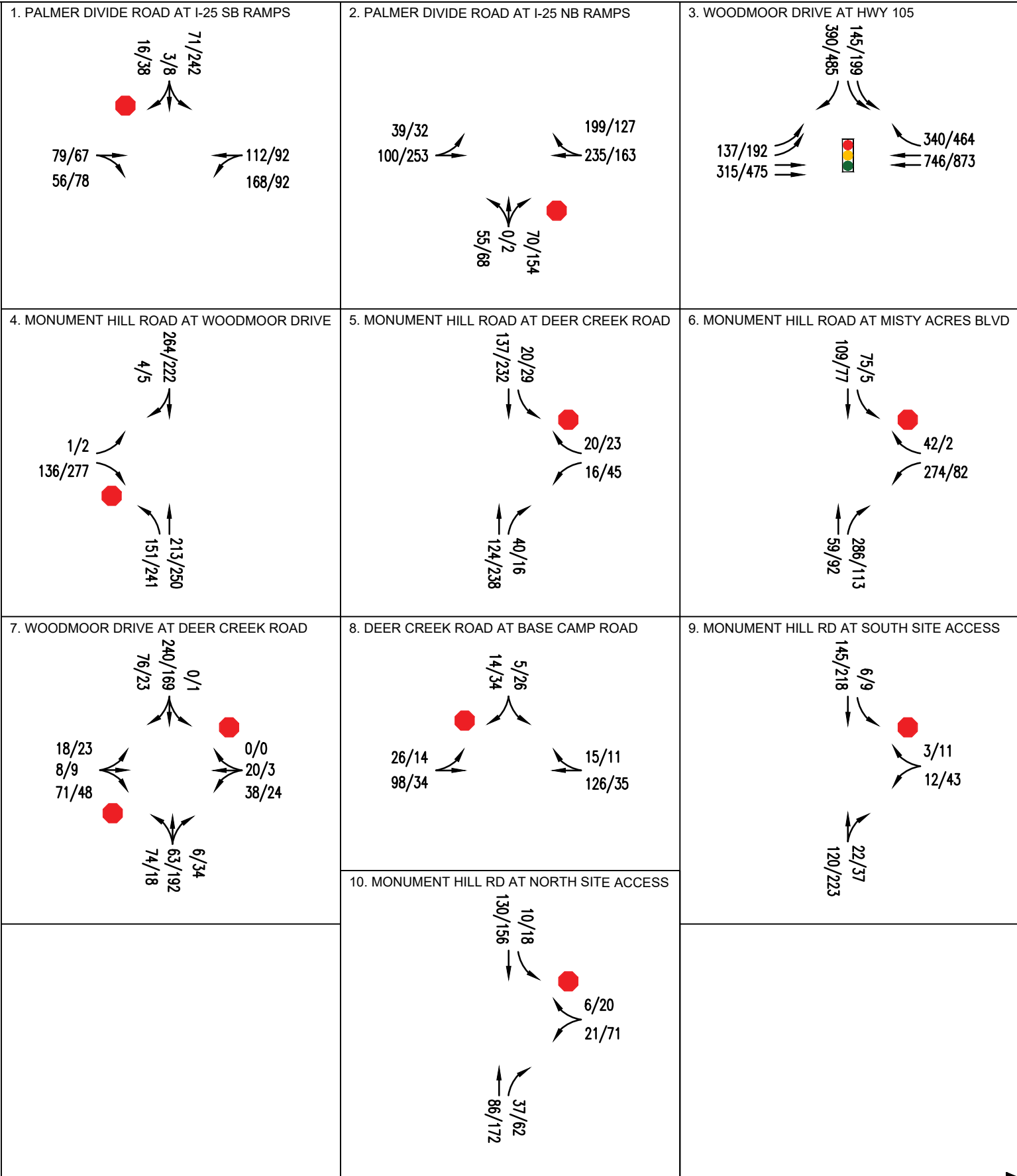
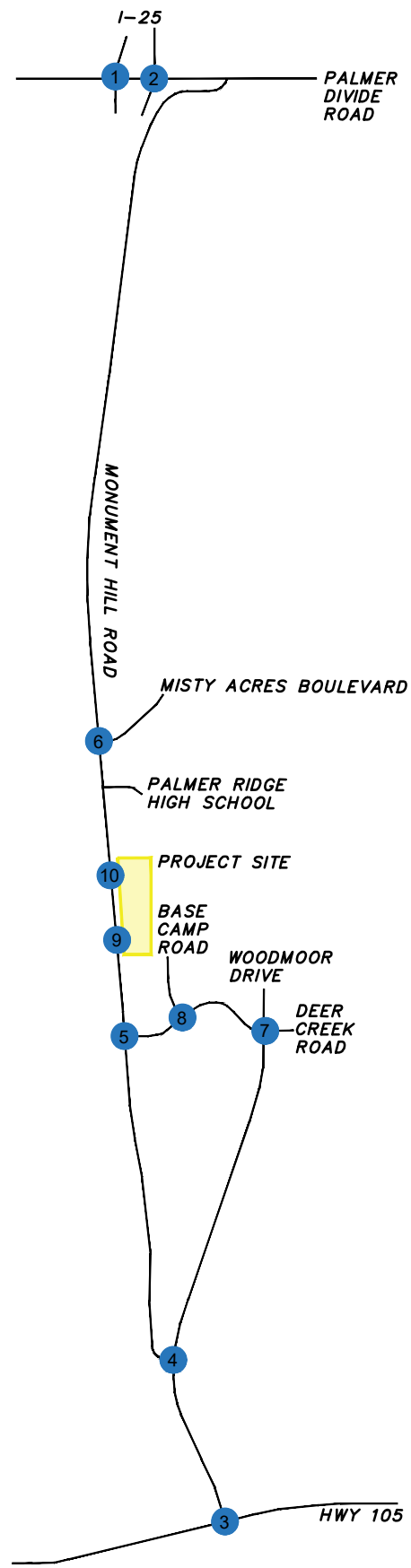




**KEY**  
 XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME  
 XXXX WEEKDAY DAILY TRAFFIC VOLUME  
 → EXISTING LANE CONFIGURATION  
 → FUTURE LANE CONFIGURATION



THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
 PROJECT ADDED TRIPS



**KEY**

xx/xx AM/PM PEAK HOUR TRAFFIC VOLUME

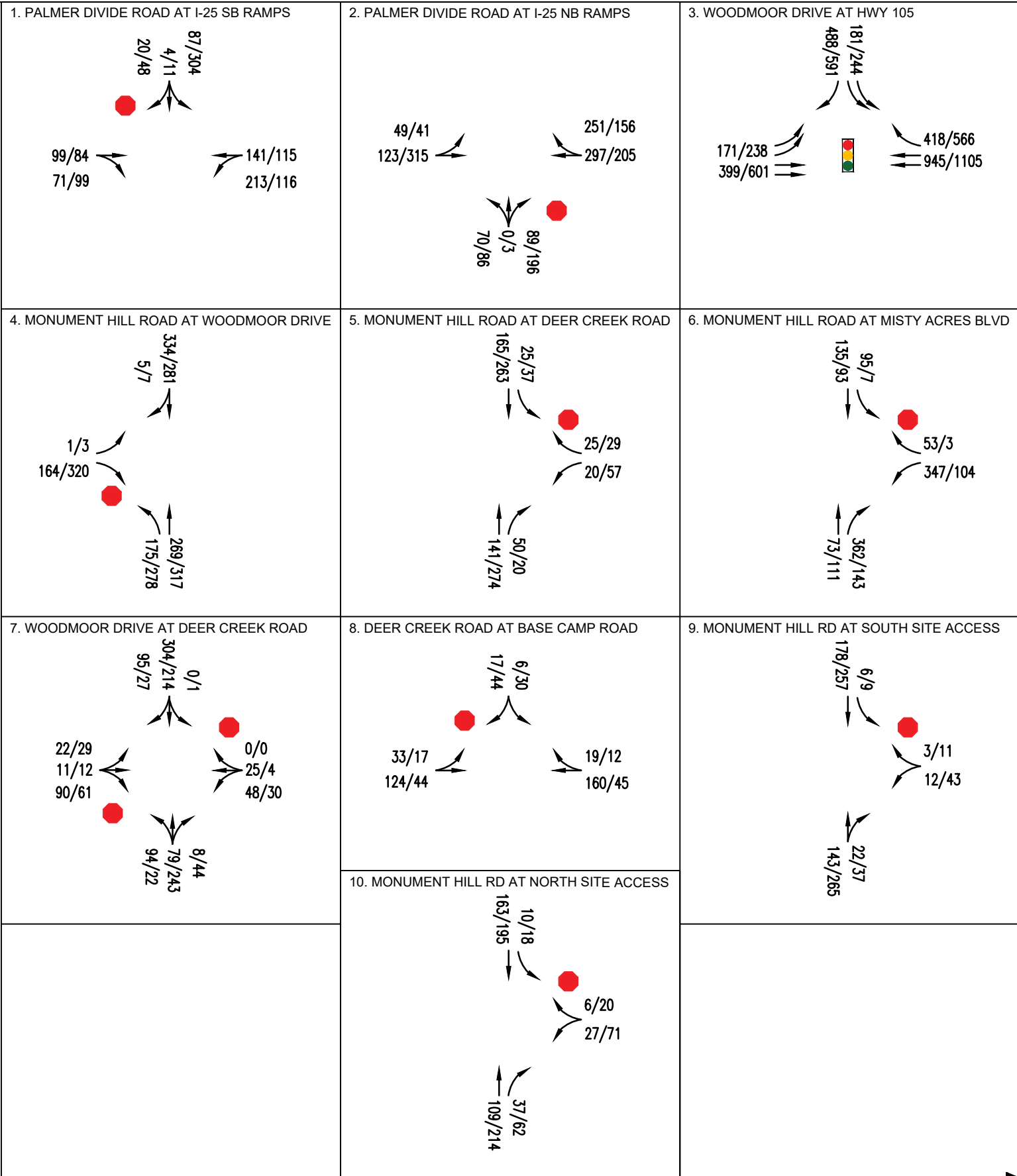
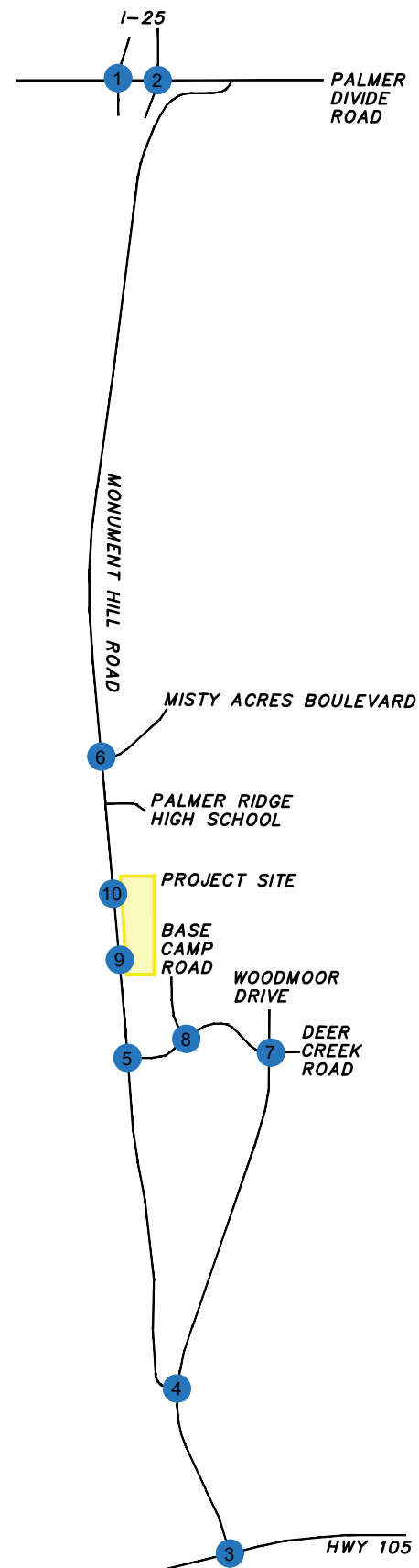
XXXXX WEEKDAY DAILY TRAFFIC VOLUME

— EXISTING LANE CONFIGURATION

— FUTURE LANE CONFIGURATION



THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
2026 BACKGROUND + PROJECT TRAFFIC VOLUMES

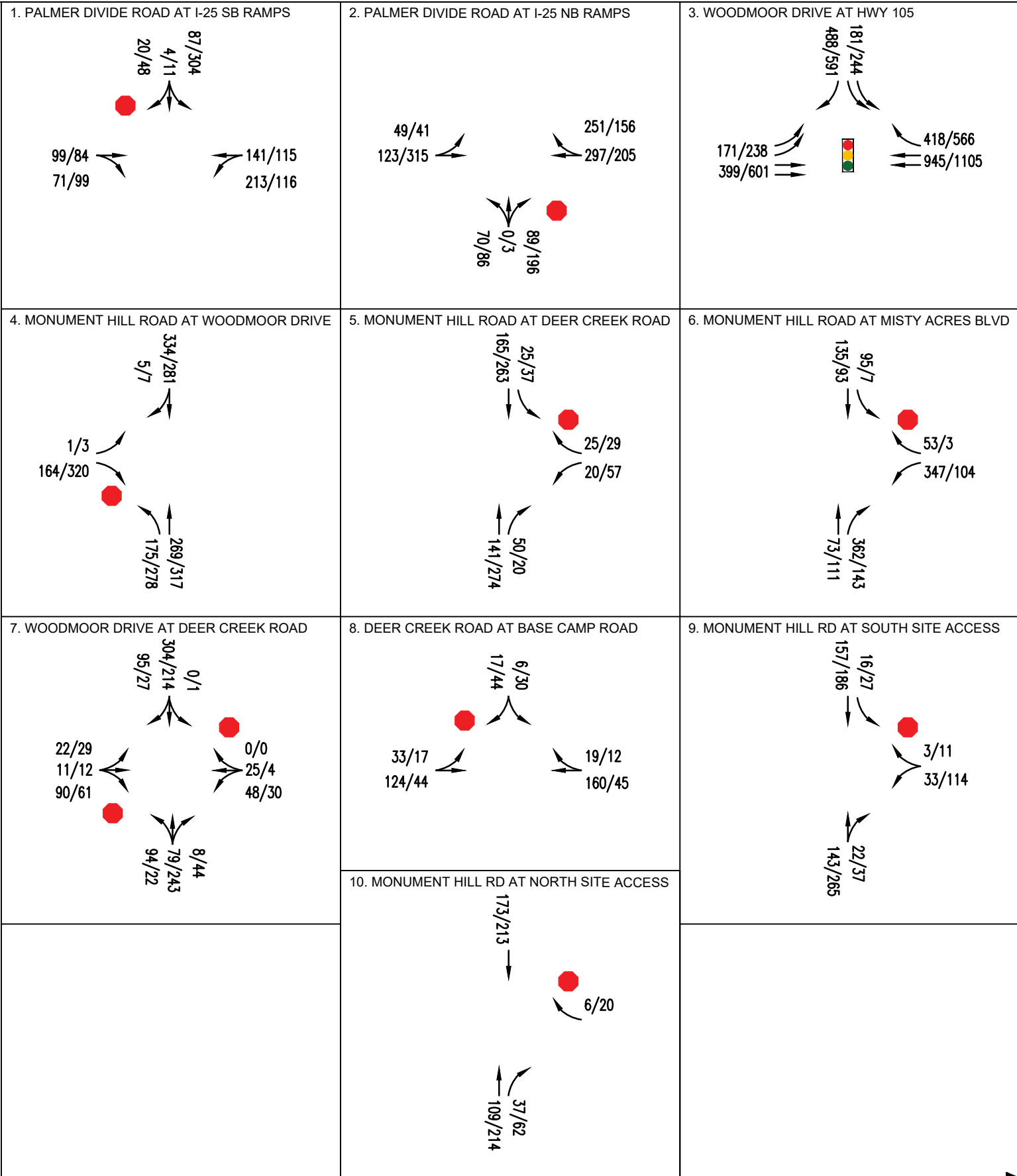
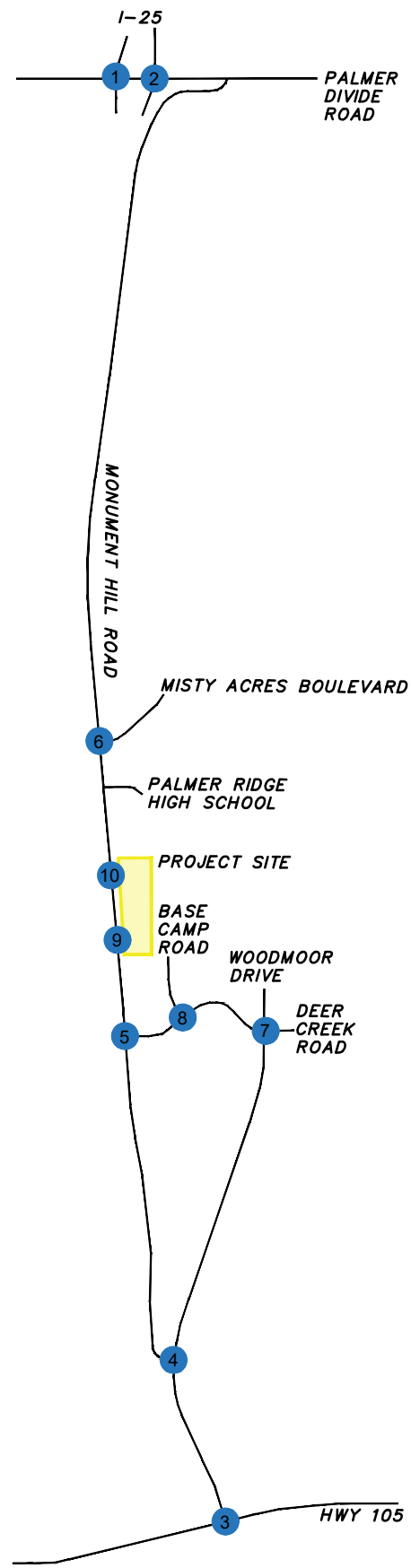


**KEY**

xx/xx AM/PM PEAK HOUR TRAFFIC VOLUME  
 XXXX WEEKDAY DAILY TRAFFIC VOLUME  
 EXISTING LANE CONFIGURATION  
 FUTURE LANE CONFIGURATION



THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
 2043 BACKGROUND + PROJECT TRAFFIC VOLUMES



**KEY**

xx/xx AM/PM PEAK HOUR TRAFFIC VOLUME  
 XXXX WEEKDAY DAILY TRAFFIC VOLUME  
 EXISTING LANE CONFIGURATION  
 FUTURE LANE CONFIGURATION



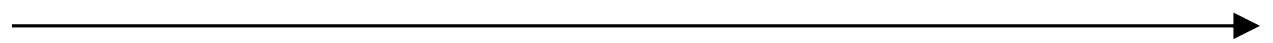
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
 2043 BACKGROUND + PROJECT TRAFFIC VOLUMES WITH RIGHT-IN RIGHT-OUT NORTH ACCESS

# ***Appendix:***

*Level of Service Definitions*

*Traffic Count Data Sheets*

*Intersection Capacity Worksheets*



## *Level of Service Definitions*



## LEVEL OF SERVICE (LOS) DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, “Levels of Service” (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

Level of Service Rating	Delay in seconds per vehicle*		Definition
	Signalized	Unsignalized	
A	0.0 to 10.0	0.0 to 10.0	Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	10.1 to 20.0	10.1 to 15.0	Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome, and drivers are not subject to appreciable tension.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic operations, however, the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor.
D	35.1 to 55.0	25.1 to 35.0	Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable.
E	55.1 to 80.0	35.1 to 50.0	Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors.
F	> 80.0	> 50.0	Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

\* Delay ranges based on 2010 Highway Capacity Manual Criteria

***Traffic Count Data Sheets***

Location: Monument Hill Rd S/O Palmer Ridge High School  
 Date Range: 6/7/2023 - 6/13/2023  
 Site Code: 01

Time	Wednesday 6/7/2023			Thursday 6/8/2023			Friday 6/9/2023			Saturday 6/10/2023			Sunday 6/11/2023			Monday 6/12/2023			Tuesday 6/13/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	5	16	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	3	11
1:00 AM	5	3	8	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	7
2:00 AM	0	1	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	1	0	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	1	8	9	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	7	9
5:00 AM	9	16	25	8	16	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	16	25
6:00 AM	96	80	176	84	68	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	74	164
7:00 AM	86	103	189	67	95	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	99	176
8:00 AM	78	105	183	59	101	160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	103	172
9:00 AM	74	84	158	83	74	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	79	158
10:00 AM	114	131	245	117	118	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	125	240
11:00 AM	106	142	248	98	123	221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	133	235
12:00 PM	119	123	242	104	107	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112	115	227
1:00 PM	116	100	216	103	110	213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	105	215
2:00 PM	87	65	152	100	70	170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	68	161
3:00 PM	138	100	238	86	92	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	112	96	208
4:00 PM	119	78	197	123	89	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	121	84	205
5:00 PM	158	149	307	140	97	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	149	123	272
6:00 PM	94	70	164	78	68	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	69	155
7:00 PM	75	53	128	78	61	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	57	134
8:00 PM	53	29	82	56	34	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	32	86
9:00 PM	32	23	55	41	23	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	23	60
10:00 PM	20	11	31	24	9	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	10	32
11:00 PM	13	7	20	19	7	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	7	23
<b>Total</b>	<b>1,605</b>	<b>1,486</b>	<b>3,091</b>	<b>1,477</b>	<b>1,373</b>	<b>2,850</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>1,541</b>	<b>1,430</b>	<b>2,971</b>
<b>Percent</b>	<b>52%</b>	<b>48%</b>		<b>52%</b>	<b>48%</b>		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>52%</b>	<b>48%</b>	
AM Peak	10:00	11:00	11:00	10:00	11:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10:00	11:00	10:00
Vol.	114	142	248	117	123	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	133	240
PM Peak	17:00	17:00	17:00	17:00	13:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	158	149	307	140	110	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	149	123	272

1. Mid-week average includes data between Tuesday and Thursday.



<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	1	1	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0
7:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	5	0
<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	23
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	18
8:15 AM	0	0	3	1	0	0	1	0	0	0	0	0	0	1	0	2	8	21
8:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	3	19
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6	19
Count Total	0	0	4	4	0	2	5	0	0	0	0	0	0	20	3	4	42	0
Peak Hour	0	0	3	4	0	2	1	0	0	0	0	0	0	6	1	2	19	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 SB Ramps			I-25 SB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

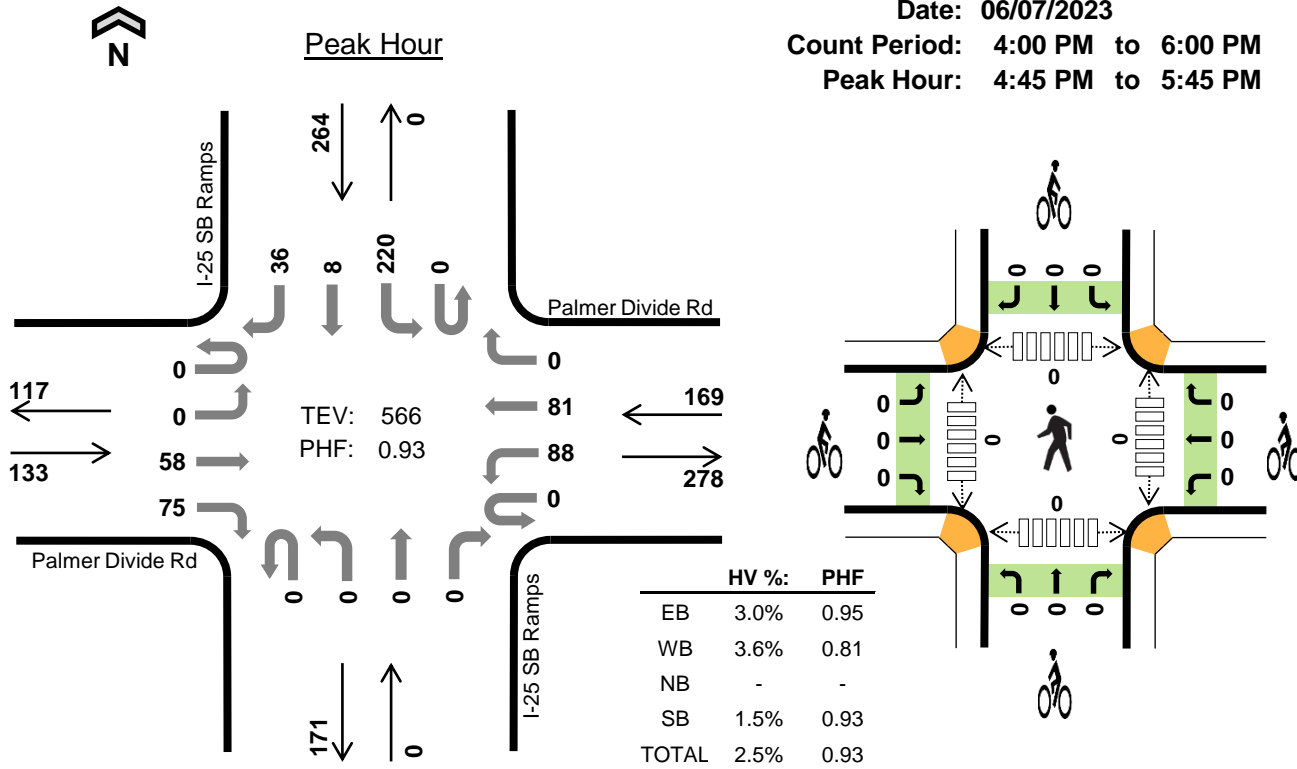
# I-25 SB Ramps Palmer Divide Rd



Date: 06/07/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM



## Two-Hour Count Summaries

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	27	20	0	23	20	0	0	0	0	0	0	48	1	7	146	0	
4:15 PM	0	0	14	9	0	26	26	0	0	0	0	0	0	49	2	6	132	0	
4:30 PM	0	0	11	23	0	24	27	0	0	0	0	0	0	42	0	11	138	0	
4:45 PM	0	0	12	20	0	21	17	0	0	0	0	0	0	63	1	7	141	557	
5:00 PM	0	0	18	15	0	29	23	0	0	0	0	0	0	52	4	11	152	563	
5:15 PM	0	0	13	20	0	17	17	0	0	0	0	0	0	44	2	9	122	553	
5:30 PM	0	0	15	20	0	21	24	0	0	0	0	0	0	61	1	9	151	566	
5:45 PM	0	0	17	12	0	18	29	0	0	0	0	0	0	45	1	9	131	556	
Count Total	0	0	127	139	0	179	183	0	0	0	0	0	0	404	12	69	1,113	0	
Peak Hour	All	0	0	58	75	0	88	81	0	0	0	0	0	0	220	8	36	566	0
	HV	0	0	2	2	0	3	3	0	0	0	0	0	0	2	2	0	14	0
	HV%	-	-	3%	3%	-	3%	4%	-	-	-	-	-	-	1%	25%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	3	0	3	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	8	11	0	12	31	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	6	0	4	14	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	4	0
4:15 PM	0	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	4	0
4:30 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	3	0	0	7	0
4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	17
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	0	5	18
5:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	17
5:30 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	4	14
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	14
Count Total	0	0	3	5	0	4	7	0	0	0	0	0	0	9	2	1	31	0
Peak Hour	0	0	2	2	0	3	3	0	0	0	0	0	0	2	2	0	14	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 SB Ramps			I-25 SB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

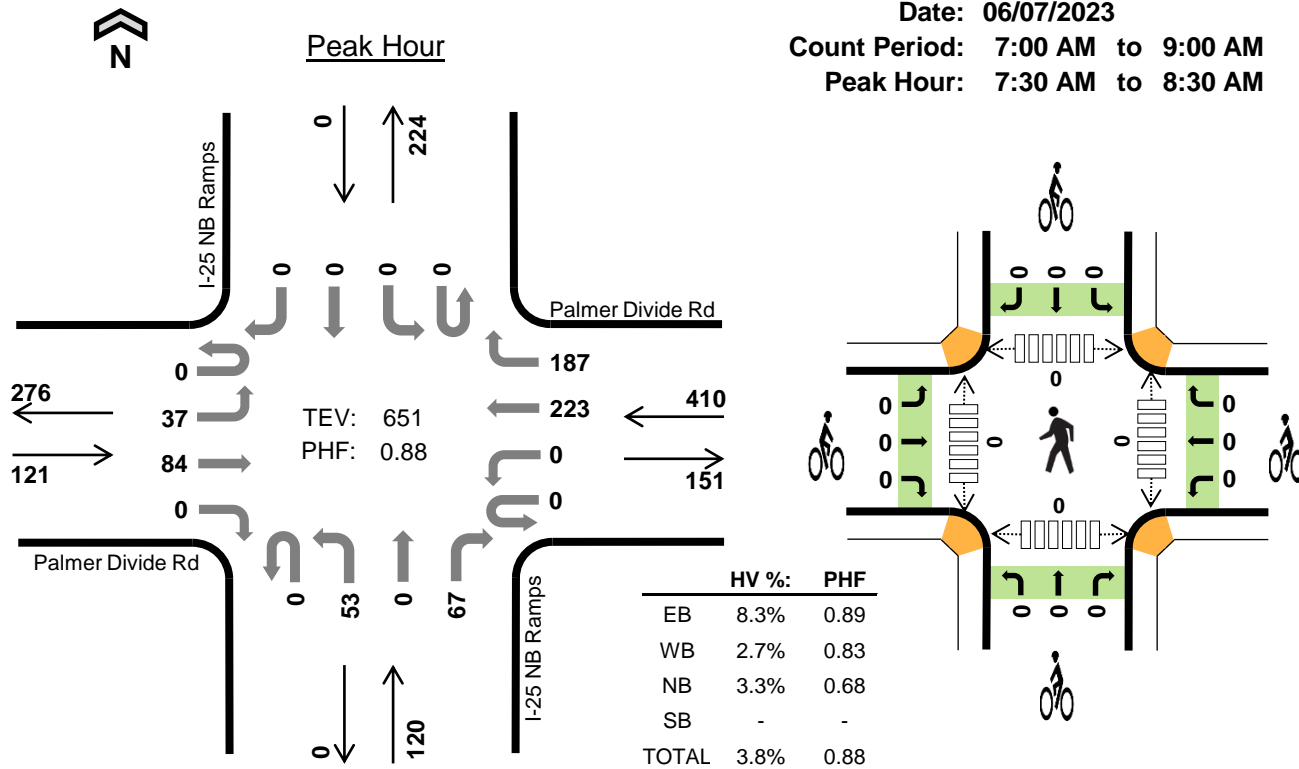
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



## I-25 NB Ramps Palmer Divide Rd



Date: 06/07/2023  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:30 AM to 8:30 AM



### Two-Hour Count Summaries

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound				Southbound										
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	6	13	0	0	0	24	68	0	7	1	5	0	0	0	0	124	0	
7:15 AM	0	8	16	0	0	0	51	54	0	9	3	5	0	0	0	0	146	0	
7:30 AM	0	9	14	0	0	0	63	60	0	15	0	16	0	0	0	0	177	0	
7:45 AM	0	9	23	0	0	0	68	42	0	22	0	22	0	0	0	0	186	633	
8:00 AM	0	8	24	0	0	0	42	35	0	5	0	11	0	0	0	0	125	634	
8:15 AM	0	11	23	0	0	0	50	50	0	11	0	18	0	0	0	0	163	651	
8:30 AM	0	10	24	0	0	0	53	41	0	13	0	12	0	0	0	0	153	627	
8:45 AM	0	9	25	0	0	0	35	31	0	19	0	16	0	0	0	0	135	576	
Count Total	0	70	162	0	0	0	386	381	0	101	4	105	0	0	0	0	1,209	0	
Peak Hour	All	0	37	84	0	0	0	223	187	0	53	0	67	0	0	0	0	651	0
	HV	0	1	9	0	0	0	2	9	0	3	0	1	0	0	0	0	25	0
	HV%	-	3%	11%	-	-	-	1%	5%	-	6%	-	1%	-	-	-	-	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	3	3	0	8	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	4	1	0	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	23	15	6	0	44	0	0	0	0	0	0	0	0	0	0
Peak Hour	10	11	4	0	25	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	5	0	0	0	0	0	0	0	1	1	0	0	0	0	7	0
7:30 AM	0	0	2	0	0	0	1	2	0	2	0	1	0	0	0	0	8	0
7:45 AM	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	4	22
8:00 AM	0	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	5	24
8:15 AM	0	1	2	0	0	0	0	4	0	1	0	0	0	0	0	0	8	25
8:30 AM	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	5	22
8:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22
Count Total	0	1	22	0	0	0	3	12	0	3	1	2	0	0	0	0	44	0
Peak Hour	0	1	9	0	0	0	2	9	0	3	0	1	0	0	0	0	25	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 NB Ramps			I-25 NB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

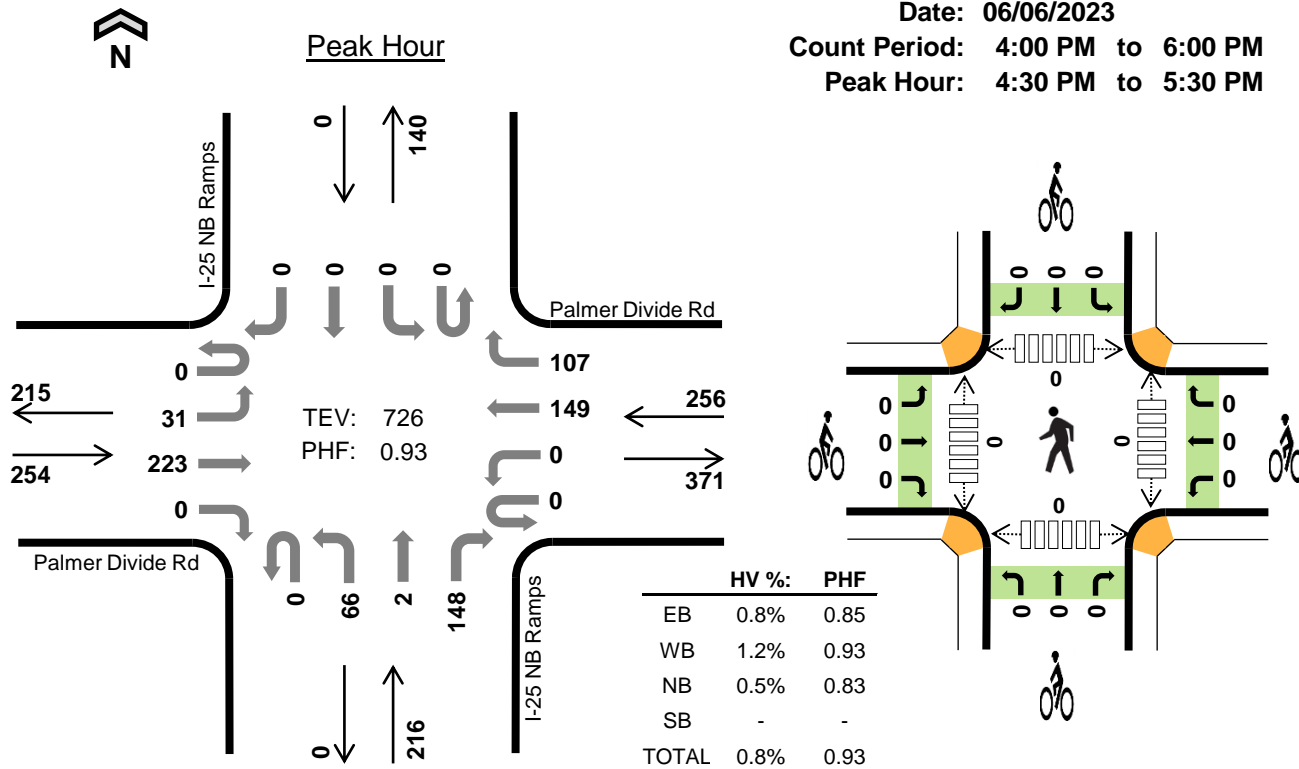
# I-25 NB Ramps Palmer Divide Rd



Date: 06/06/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



## Two-Hour Count Summaries

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	5	67	0	0	0	34	25	0	15	1	28	0	0	0	0	175	0	
4:15 PM	0	5	44	0	0	0	37	26	0	6	0	38	0	0	0	0	156	0	
4:30 PM	0	7	48	0	0	0	37	28	0	18	0	29	0	0	0	0	167	0	
4:45 PM	0	10	52	0	0	0	40	29	0	25	1	39	0	0	0	0	196	694	
5:00 PM	0	6	69	0	0	0	38	21	0	9	1	44	0	0	0	0	188	707	
5:15 PM	0	8	54	0	0	0	34	29	0	14	0	36	0	0	0	0	175	726	
5:30 PM	0	4	45	0	0	0	30	19	0	13	0	34	0	0	0	0	145	704	
5:45 PM	0	4	69	0	0	0	28	23	0	11	0	30	0	0	0	0	165	673	
Count Total	0	49	448	0	0	0	278	200	0	111	3	278	0	0	0	0	1,367	0	
Peak Hour	All	0	31	223	0	0	0	149	107	0	66	2	148	0	0	0	0	726	0
	HV	0	0	2	0	0	0	0	3	0	1	0	0	0	0	0	0	6	0
	HV%	-	0%	1%	-	-	-	0%	3%	-	2%	0%	0%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	4	2	0	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	5	10	4	0	19	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	3	1	0	0	1	1	0	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0
4:45 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	13
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6
5:30 PM	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0	4	8
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	5	0	0	0	4	6	0	2	1	1	0	0	0	0	19	0
Peak Hour	0	0	2	0	0	0	0	3	0	1	0	0	0	0	0	0	6	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 NB Ramps			I-25 NB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	SH 105				SH 105				n/a				Woodmoor Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	5	0	0	0	1	3	0	0	0	0	0	1	0	0	11	0
7:15 AM	0	2	1	0	0	0	2	3	0	0	0	0	0	0	0	1	9	0
7:30 AM	0	1	1	0	0	0	5	2	0	0	0	0	0	0	0	2	11	0
<b>7:45 AM</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	43
8:00 AM	0	0	2	0	0	0	7	3	0	0	0	0	0	3	0	3	18	50
8:15 AM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	6	47
8:30 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	1	8	44
8:45 AM	0	2	2	0	0	0	2	2	0	0	0	0	0	1	0	1	10	42
Count Total	0	8	16	0	0	0	32	14	0	0	0	0	0	7	0	8	85	0
Peak Hour	0	2	7	0	0	0	22	4	0	0	0	0	0	5	0	4	44	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	SH 105			SH 105			n/a			Woodmoor Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

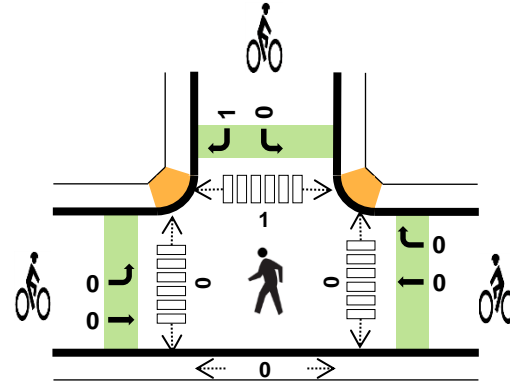
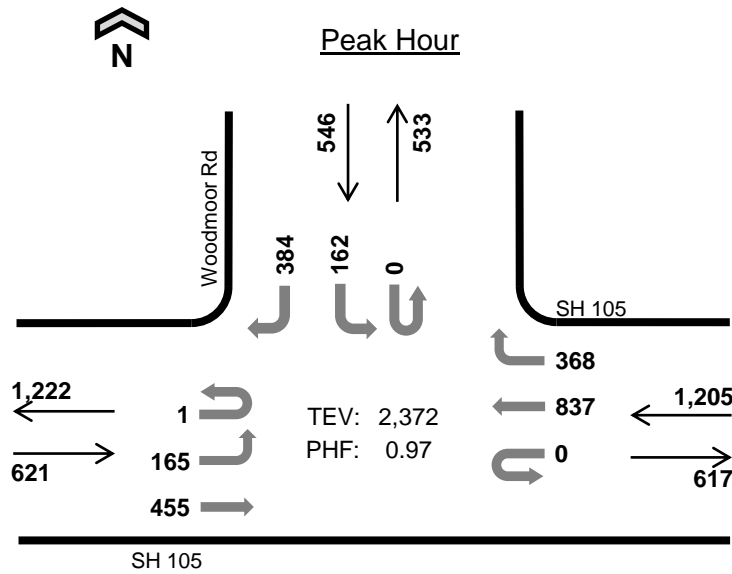
### Woodmoor Rd SH 105



Date: 06/07/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.3%	0.92
WB	1.3%	0.95
NB	-	-
SB	0.9%	0.90
TOTAL	1.2%	0.97

#### Two-Hour Count Summaries

Interval Start	SH 105 Eastbound				SH 105 Westbound				n/a Northbound				Woodmoor Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	38	98	0	0	0	210	70	0	0	0	0	0	32	0	106	554	0	
4:15 PM	0	54	100	0	0	0	204	72	0	0	0	0	1	33	0	91	555	0	
<b>4:30 PM</b>	<b>1</b>	<b>39</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>110</b>	<b>599</b>	<b>0</b>	
4:45 PM	0	51	110	0	0	0	208	103	0	0	0	0	0	33	0	90	595	2,303	
<b>5:00 PM</b>	<b>0</b>	<b>40</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>90</b>	<b>609</b>	<b>2,358</b>	
5:15 PM	0	35	119	0	0	0	193	96	0	0	0	0	0	32	0	94	569	2,372	
5:30 PM	0	47	102	0	0	0	171	88	0	0	0	0	0	44	0	109	561	2,334	
5:45 PM	0	33	80	0	0	0	194	92	0	0	0	0	0	35	0	100	534	2,273	
Count Total	1	337	835	0	0	0	1,616	690	0	0	0	0	1	306	0	790	4,576	0	
Peak Hour	All	1	165	455	0	0	0	837	368	0	0	0	0	0	162	0	384	2,372	0
	HV	0	2	6	0	0	0	10	6	0	0	0	0	0	4	0	1	29	0
	HV%	0%	1%	1%	-	-	-	1%	2%	-	-	-	-	-	2%	-	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	7	0	0	8	0	0	0	0	0	0	0	1	0	1
4:15 PM	1	3	0	2	6	0	0	0	0	0	0	0	0	0	0
<b>4:30 PM</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4:45 PM	0	3	0	1	4	0	0	0	0	0	0	0	1	0	1
<b>5:00 PM</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5:15 PM	2	4	0	1	7	0	0	0	1	1	0	0	0	0	0
5:30 PM	2	2	0	5	9	1	0	0	0	1	0	0	0	0	0
5:45 PM	0	3	0	1	4	0	0	0	0	0	0	0	1	0	1
Count Total	12	31	0	13	56	1	0	0	1	2	0	0	3	0	3
Peak Hr	8	16	0	5	29	0	0	0	1	1	0	0	1	0	1

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	SH 105				SH 105				n/a				Woodmoor Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	5	2	0	0	0	0	0	0	0	0	8	0
4:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	2	6	0
4:30 PM	0	1	4	0	0	0	5	2	0	0	0	0	0	3	0	0	15	0
4:45 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	4	33
5:00 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	28
5:15 PM	0	0	2	0	0	0	3	1	0	0	0	0	0	1	0	0	7	29
5:30 PM	0	1	1	0	0	0	1	1	0	0	0	0	0	1	0	4	9	23
5:45 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	4	23
Count Total	0	3	9	0	0	0	21	10	0	0	0	0	0	5	0	8	56	0
Peak Hour	0	2	6	0	0	0	10	6	0	0	0	0	0	4	0	1	29	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	SH 105			SH 105			n/a			Woodmoor Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



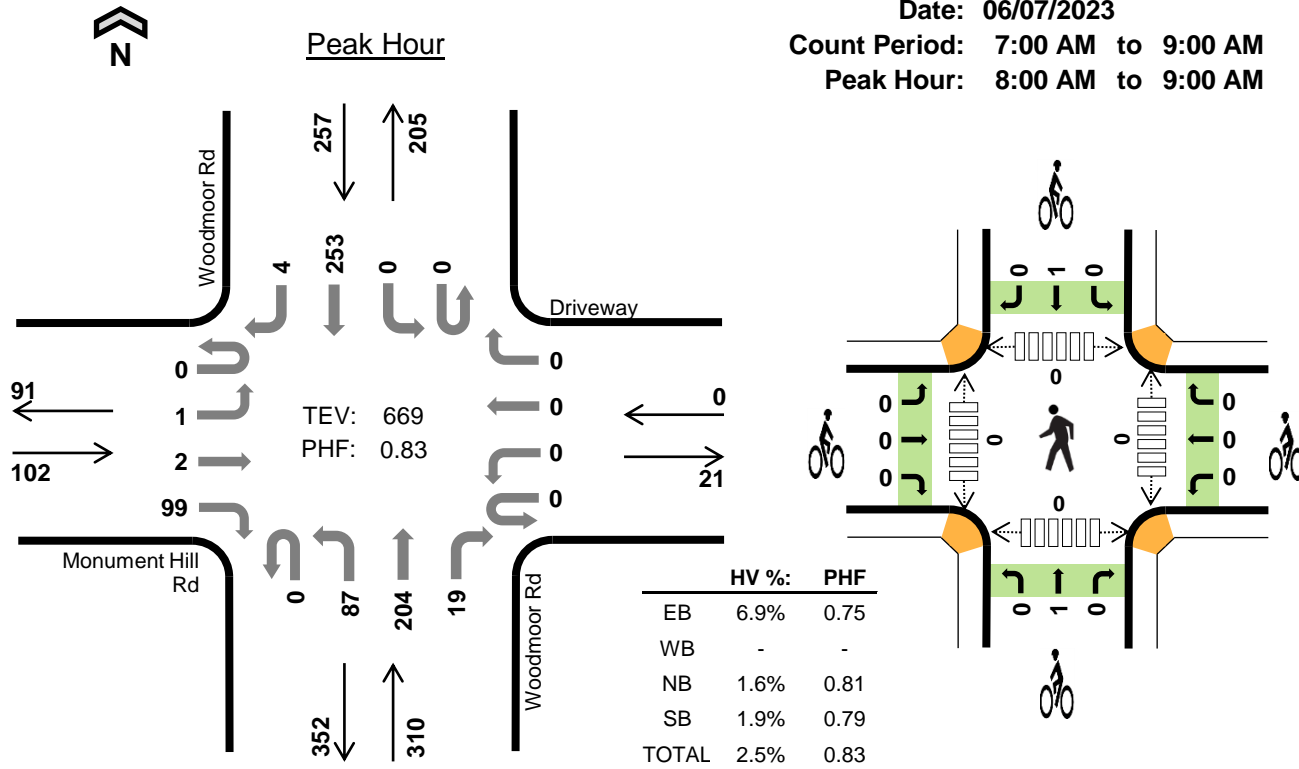
# Woodmoor Rd Monument Hill Rd



Date: 06/07/2023

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



## Two-Hour Count Summaries

Interval Start	Monument Hill Rd				Driveway				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	0	18	0	2	0	0	0	22	27	3	0	0	36	1	110	0	
7:15 AM	0	1	0	22	0	1	0	0	0	21	38	1	0	0	46	1	131	0	
7:30 AM	0	1	0	24	0	1	0	0	0	29	40	4	0	0	44	0	143	0	
7:45 AM	0	1	0	34	0	0	0	0	0	32	43	4	0	0	55	1	170	554	
<b>8:00 AM</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>1</b>	<b>185</b>	<b>629</b>	
8:15 AM	0	0	1	16	0	0	0	0	0	18	51	6	0	0	45	0	137	635	
8:30 AM	0	0	0	21	0	0	0	0	0	16	51	2	0	0	53	3	146	638	
<b>8:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>201</b>	<b>669</b>	
Count Total	0	5	2	197	0	4	0	0	0	191	352	31	0	0	434	7	1,223	0	
Peak Hour	All	0	1	2	99	0	0	0	0	0	87	204	19	0	0	253	4	669	0
	HV	0	1	0	6	0	0	0	0	0	2	3	0	0	0	4	1	17	0
	HV%	-	100%	0%	6%	-	-	-	-	-	2%	1%	0%	-	-	2%	25%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	6	2	9	0	0	1	0	1	0	0	0	0	0
7:30 AM	1	0	2	0	3	0	0	0	1	1	0	0	0	0	0
7:45 AM	1	0	2	1	4	0	0	0	0	0	0	0	0	0	0
<b>8:00 AM</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	2	0	0	1	1	2	0	0	0	0	0
<b>8:45 AM</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Count Total	10	0	16	8	34	0	0	2	2	4	0	0	0	0	0
Peak Hour	7	0	5	5	17	0	0	1	1	2	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																			
Interval Start	Monument Hill Rd				Driveway				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	1	0	0	0	0	0	4	2	0	0	0	1	1	0	9	0
7:30 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	4	17
<b>8:00 AM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>26</b>	
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	17
<b>8:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>17</b>	
Count Total	0	1	0	9	0	0	0	0	0	11	5	0	0	0	6	2	0	34	0
Peak Hour	0	1	0	6	0	0	0	0	0	2	3	0	0	0	4	1	0	17	0

<b>Two-Hour Count Summaries - Bikes</b>																			
Interval Start	Monument Hill Rd			Driveway			Woodmoor Rd			Woodmoor Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
<b>8:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	2	2
<b>8:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
Count Total	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	4	0	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

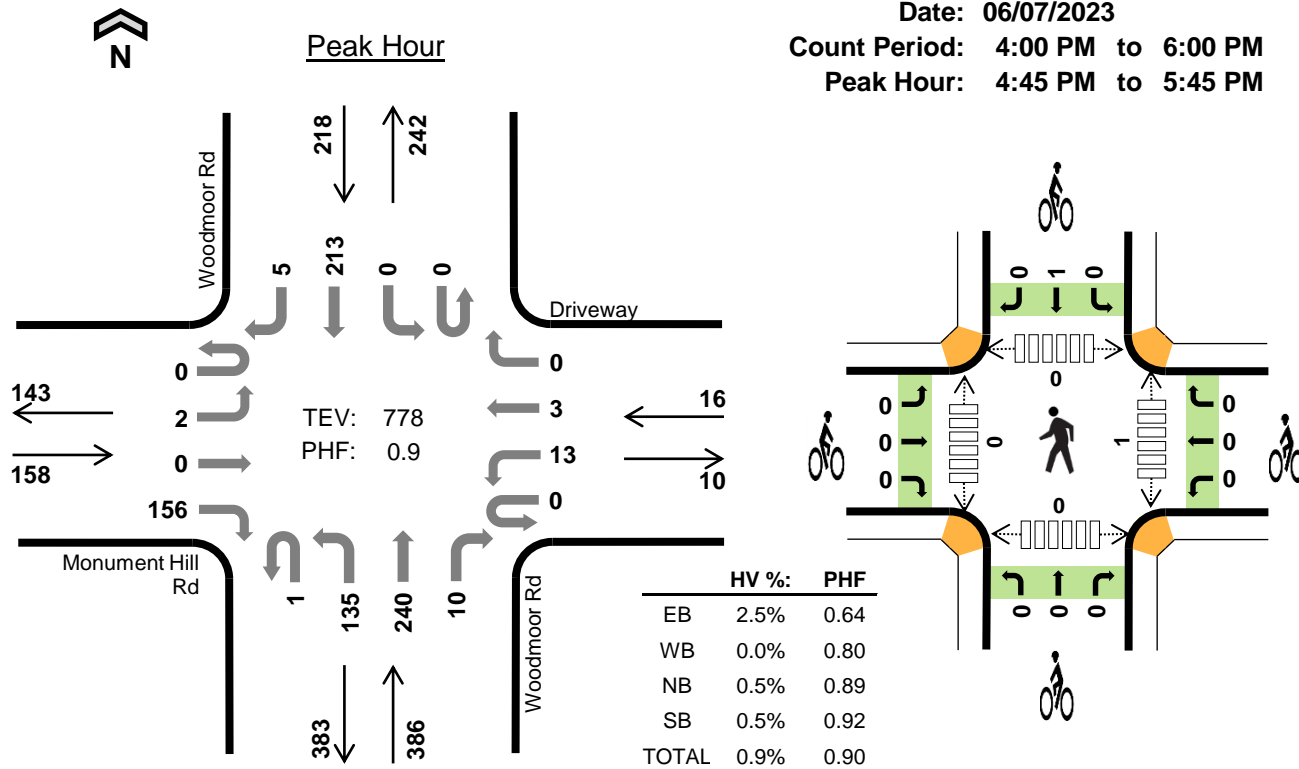
# Woodmoor Rd Monument Hill Rd



Date: 06/07/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM



### Two-Hour Count Summaries

Interval Start	Monument Hill Rd				Driveway				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	23	0	5	0	0	0	26	54	0	0	0	70	2	180	0	
4:15 PM	0	0	0	23	0	6	0	0	0	27	70	0	0	0	64	2	192	0	
4:30 PM	0	0	0	21	0	4	0	0	0	32	50	4	0	0	58	1	170	0	
4:45 PM	0	0	0	28	0	5	0	0	1	26	73	1	0	0	47	1	182	724	
5:00 PM	0	0	0	42	0	1	2	0	0	22	58	4	0	0	59	0	188	732	
5:15 PM	0	2	0	24	0	3	0	0	0	56	49	3	0	0	52	3	192	732	
5:30 PM	0	0	0	62	0	4	1	0	0	31	60	2	0	0	55	1	216	778	
5:45 PM	0	1	0	27	0	3	0	0	0	31	56	1	0	0	60	0	179	775	
Count Total	0	3	0	250	0	31	3	0	1	251	470	15	0	0	465	10	1,499	0	
Peak Hour	All	0	2	0	156	0	13	3	0	1	135	240	10	0	0	213	5	778	0
	HV	0	1	0	3	0	0	0	0	0	1	1	0	0	0	1	0	7	0
	HV%	-	50%	-	2%	-	0%	0%	-	0%	1%	0%	0%	-	-	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	1	0	3	0	0	0	1	1	0	0	0	0	0
5:30 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	0	5	4	13	0	0	1	1	2	1	0	0	0	1
Peak Hour	4	0	2	1	7	0	0	0	1	1	1	0	0	0	1

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Monument Hill Rd				Driveway				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	7
5:30 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	4	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	1	0	3	0	0	0	0	0	1	4	0	0	0	3	1	13	0
Peak Hour	0	1	0	3	0	0	0	0	0	1	1	0	0	0	1	0	7	0

Two-Hour Count Summaries - Bikes																
Interval Start	Monument Hill Rd			Driveway			Woodmoor Rd			Woodmoor Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Count Total	0	0	0	0	0	0	0	1	0	0	1	0	2	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0		

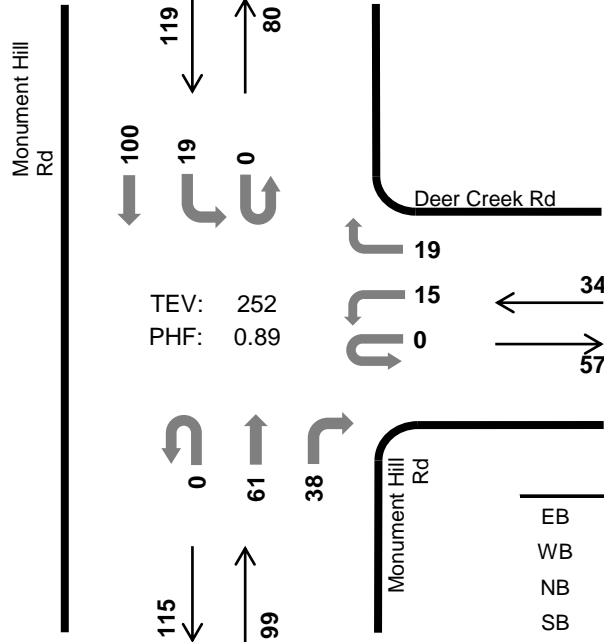
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Monument Hill Rd Deer Creek Rd



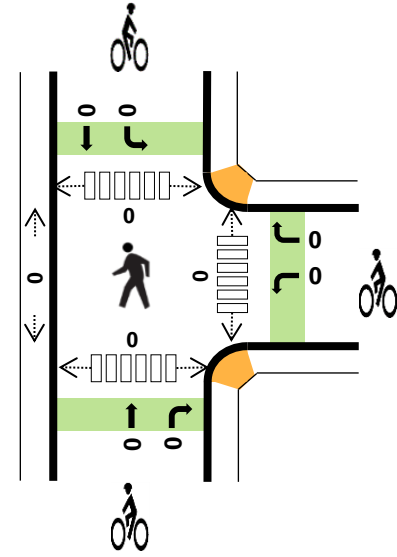
Peak Hour

Date: 06/07/2023  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:30 AM to 8:30 AM



TEV: 252  
PHF: 0.89

	HV %:	PHF
EB	-	-
WB	8.8%	0.61
NB	6.1%	0.83
SB	5.0%	0.85
TOTAL	6.0%	0.89



## Two-Hour Count Summaries

Interval Start	n/a				Deer Creek Rd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	6	0	4	0	0	15	7	1	3	10	0	46	0	
7:15 AM	0	0	0	0	0	2	0	3	0	0	11	12	1	0	23	0	52	0	
7:30 AM	0	0	0	0	0	4	0	10	0	0	19	9	0	4	24	0	70	0	
7:45 AM	0	0	0	0	0	3	0	3	0	0	17	13	0	4	31	0	71	239	
8:00 AM	0	0	0	0	0	3	0	2	0	0	11	12	0	2	26	0	56	249	
8:15 AM	0	0	0	0	0	5	0	4	0	0	14	4	0	9	19	0	55	252	
8:30 AM	0	0	0	0	0	0	0	1	0	0	16	4	0	0	17	0	38	220	
8:45 AM	0	0	0	0	0	4	0	6	1	0	22	7	0	7	31	0	78	227	
Count Total	0	0	0	0	0	27	0	33	1	0	125	68	2	29	181	0	466	0	
Peak Hour	All	0	0	0	0	0	15	0	19	0	0	61	38	0	19	100	0	252	0
	HV	0	0	0	0	0	1	0	2	0	0	4	2	0	1	5	0	15	0
	HV%	-	-	-	-	-	7%	-	11%	-	-	7%	5%	-	5%	5%	-	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	2	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	4	1	2	7	0	0	0	0	0	0	0	0	0	0
Count Total	0	8	13	12	33	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	3	6	6	15	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	n/a				Deer Creek Rd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	1	0	1	0	0	7	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2	0	5	18
8:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	3	0	7	22	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13	
8:45 AM	0	0	0	0	0	1	0	3	0	0	0	1	0	1	1	0	7	15	
Count Total	0	0	0	0	0	3	0	5	0	0	9	4	2	3	7	0	33	0	
Peak Hour	0	0	0	0	0	1	0	2	0	0	4	2	0	1	5	0	15	0	

Two-Hour Count Summaries - Bikes																
Interval Start	n/a			Deer Creek Rd			Monument Hill Rd			Monument Hill Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

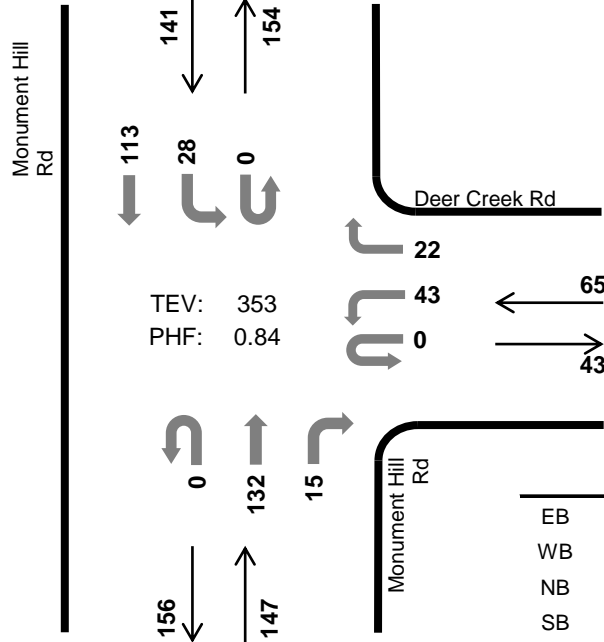
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Monument Hill Rd Deer Creek Rd



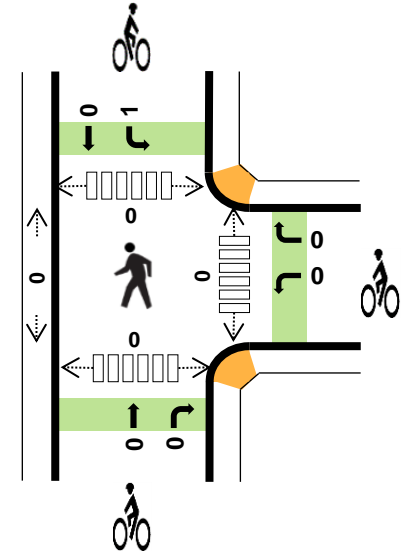
Peak Hour

Date: 06/07/2023  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:45 PM to 5:45 PM



TEV: 353  
PHF: 0.84

	HV %:	PHF
EB	-	-
WB	0.0%	0.71
NB	1.4%	0.64
SB	2.1%	0.63
TOTAL	1.4%	0.84



### Two-Hour Count Summaries

Interval Start	n/a				Deer Creek Rd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	10	0	1	0	0	26	4	0	7	18	0	66	0	
4:15 PM	0	0	0	0	0	3	0	4	0	0	22	4	0	4	14	0	51	0	
4:30 PM	0	0	0	0	0	10	0	8	0	0	29	4	0	3	10	0	64	0	
4:45 PM	0	0	0	0	0	17	0	6	0	0	22	6	0	6	16	0	73	254	
5:00 PM	0	0	0	0	0	12	0	5	0	0	25	3	0	7	22	0	74	262	
5:15 PM	0	0	0	0	0	6	0	8	0	0	54	3	0	5	29	0	105	316	
5:30 PM	0	0	0	0	0	8	0	3	0	0	31	3	0	10	46	0	101	353	
5:45 PM	0	0	0	0	0	5	0	4	0	0	28	3	0	3	25	0	68	348	
Count Total	0	0	0	0	0	71	0	39	0	0	237	30	0	45	180	0	602	0	
Peak Hour	All	0	0	0	0	0	43	0	22	0	0	132	15	0	28	113	0	353	0
	HV	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	5	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	7%	-	0%	3%	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	4	3	7	0	0	0	1	1	0	0	0	0	0
Peak Hr	0	0	2	3	5	0	0	0	1	1	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	n/a				Deer Creek Rd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Count Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	3	0	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	5	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	n/a			Deer Creek Rd			Monument Hill Rd			Monument Hill Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



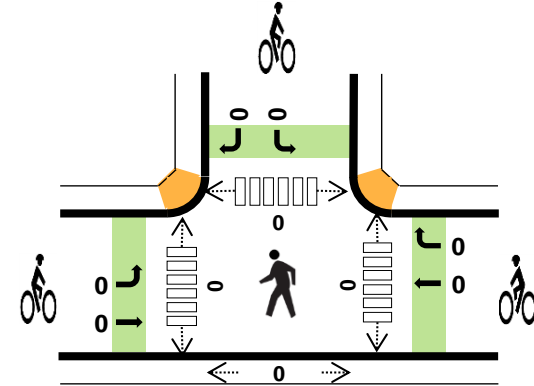
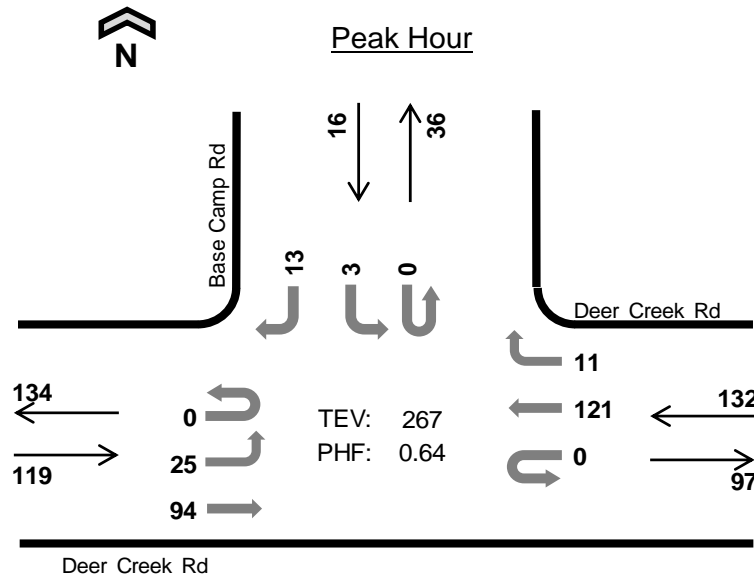
# Base Camp Rd Deer Creek Rd



Date: 09/26/2023

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	1.7%	0.50
WB	2.3%	0.46
NB	-	-
SB	0.0%	0.80
TOTAL	1.9%	0.64

## Count Summaries

Interval Start	Deer Creek Rd				Deer Creek Rd				N/A				Base Camp Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	9	50	0	0	0	34	3	0	0	0	0	0	0	0	0	5	101	0
7:15 AM	0	7	24	0	0	0	66	5	0	0	0	0	0	0	1	0	2	105	0
7:30 AM	0	2	14	0	0	0	15	1	0	0	0	0	0	0	2	0	2	36	0
7:45 AM	0	7	6	0	0	0	6	2	0	0	0	0	0	0	0	0	4	25	267
8:00 AM	0	8	7	0	0	0	3	2	0	0	0	0	0	0	2	0	2	24	190
8:15 AM	0	6	2	0	0	0	6	3	0	0	0	0	0	0	1	0	4	22	107
8:30 AM	0	9	0	0	0	0	4	1	0	0	0	0	0	0	2	0	4	20	91
8:45 AM	0	9	3	0	0	0	12	4	0	0	0	0	0	0	3	0	2	33	99
Count Total	0	57	106	0	0	0	146	21	0	0	0	0	0	0	11	0	25	366	0
Peak Hour	All	0	25	94	0	0	0	121	11	0	0	0	0	0	3	0	13	267	0
	HV	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	0%	2%	-	-	-	2%	0%	-	-	-	-	-	0%	-	0%	2%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
Peak Hr	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0

<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Deer Creek Rd				Deer Creek Rd				N/A				Base Camp Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
Peak Hour	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0

<b>Count Summaries - Bikes</b>																	
Interval Start	Deer Creek Rd			Deer Creek Rd			N/A			Base Camp Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

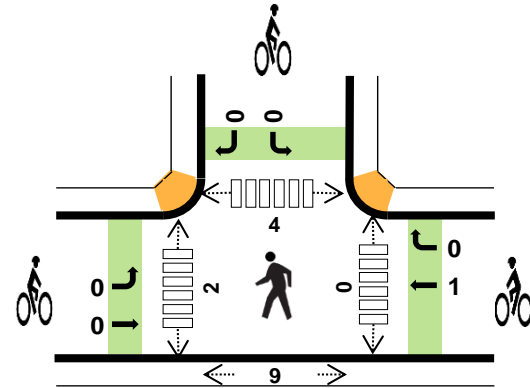
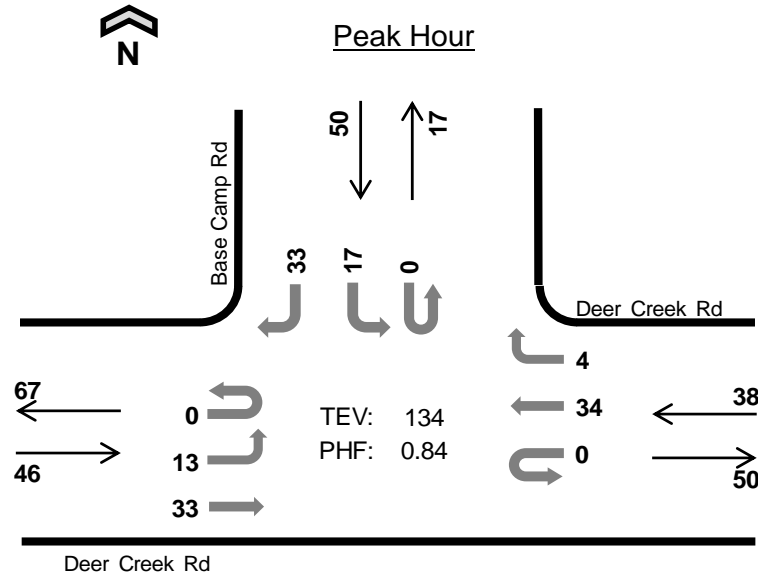
# Base Camp Rd Deer Creek Rd



Date: 09/26/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.2%	0.82
WB	2.6%	0.73
NB	-	-
SB	0.0%	0.83
TOTAL	1.5%	0.84

## Count Summaries

Interval Start	Deer Creek Rd				Deer Creek Rd				N/A				Base Camp Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	6	0	0	0	9	4	0	0	0	0	0	1	0	3	25	0	
4:15 PM	0	4	1	0	0	0	5	1	0	0	0	0	0	3	0	7	21	0	
4:30 PM	0	5	5	0	0	0	3	1	0	0	0	0	0	6	0	7	27	0	
4:45 PM	0	3	5	0	0	0	7	3	0	0	0	0	0	6	0	8	32	105	
5:00 PM	0	2	12	0	0	0	13	0	0	0	0	0	0	2	0	6	35	115	
5:15 PM	0	3	11	0	0	0	11	0	0	0	0	0	0	3	0	12	40	134	
5:30 PM	0	1	19	0	0	0	5	0	0	0	0	0	0	1	0	1	27	134	
5:45 PM	0	3	4	0	0	0	7	1	0	0	0	0	0	2	0	5	22	124	
Count Total	0	23	63	0	0	0	60	10	0	0	0	0	0	24	0	49	229	0	
Peak Hour	All	0	13	33	0	0	0	34	4	0	0	0	0	0	17	0	33	134	0
	HV	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	0%	3%	-	-	-	3%	0%	-	-	-	-	-	0%	-	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	2	2	7	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	2	1	0	0	3	0	1	0	0	1	0	2	4	9	
Peak Hr	1	1	0	0	2	0	1	0	0	1	0	2	4	9	

<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	Deer Creek Rd				Deer Creek Rd				N/A				Base Camp Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0

<b>Count Summaries - Bikes</b>																	
Interval Start	Deer Creek Rd			Deer Creek Rd			N/A			Base Camp Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

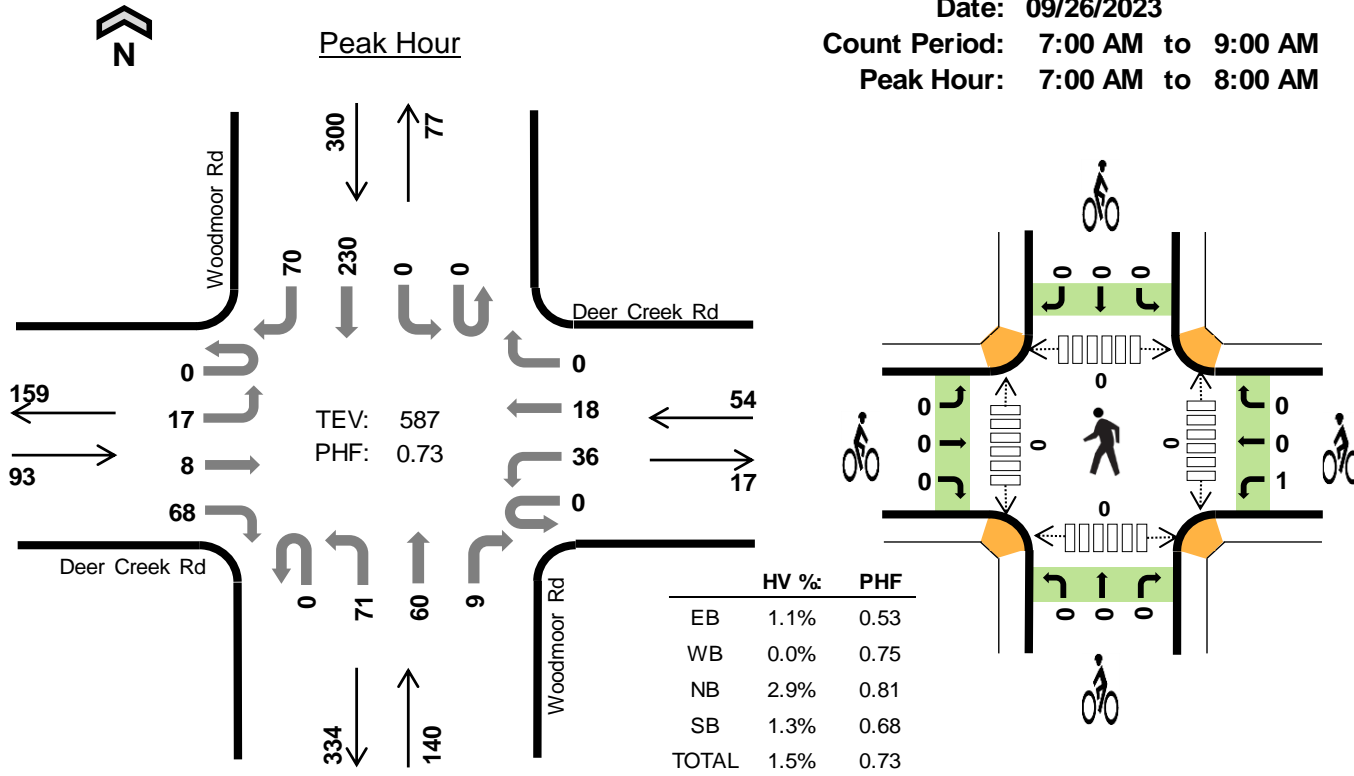
# Woodmoor Rd Deer Creek Rd



Date: 09/26/2023

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:00 AM to 8:00 AM



## Count Summaries

Interval Start	Deer Creek Rd				Deer Creek Rd				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	1	41	0	5	6	0	0	17	17	1	0	0	88	22	200	0	
7:15 AM	0	5	5	20	0	12	6	0	0	30	12	1	0	0	50	33	174	0	
7:30 AM	0	8	1	4	0	11	4	0	0	14	14	3	0	0	44	11	114	0	
7:45 AM	0	2	1	3	0	8	2	0	0	10	17	4	0	0	48	4	99	587	
8:00 AM	0	2	0	2	0	5	0	0	0	9	16	5	0	0	38	0	77	464	
8:15 AM	0	0	1	4	0	5	5	0	0	15	20	2	0	0	34	3	89	379	
8:30 AM	0	1	1	5	0	7	1	0	0	21	24	3	0	0	40	1	104	369	
8:45 AM	0	3	0	5	0	2	3	1	0	20	30	3	0	0	45	12	124	394	
Count Total	0	23	10	84	0	55	27	1	0	136	150	22	0	0	387	86	981	0	
Peak Hour	All	0	17	8	68	0	36	18	0	0	71	60	9	0	0	230	70	587	0
	HV	0	0	0	1	0	0	0	0	0	0	3	1	0	0	3	1	9	0
	HV%	-	0%	0%	1%	-	0%	0%	-	-	0%	5%	11%	-	-	1%	1%	2%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	2	3	0	1	0	0	1	0	0	0	0	0
7:15 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	3	0	5	0	0	0	1	1	0	0	0	0	0
8:15 AM	1	0	2	2	5	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	2	3	0	0	0	0	0	1	0	0	0	1
Count Total	4	1	12	9	26	0	1	0	1	2	1	0	0	0	1
Peak Hour	1	0	4	4	9	0	1	0	0	1	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	Deer Creek Rd				Deer Creek Rd				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	3	9
8:00 AM	0	1	0	1	0	0	0	0	0	1	1	1	0	0	0	0	5	11
8:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	5	13
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	17
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	17
Count Total	0	1	0	3	0	0	0	1	0	1	9	2	0	0	8	1	26	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	3	1	0	0	3	1	9	0

Count Summaries - Bikes														
Interval Start	Deer Creek Rd			Deer Creek Rd			Woodmoor Rd			Woodmoor Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	1	0	0	0	0	0	0	1	0	2	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

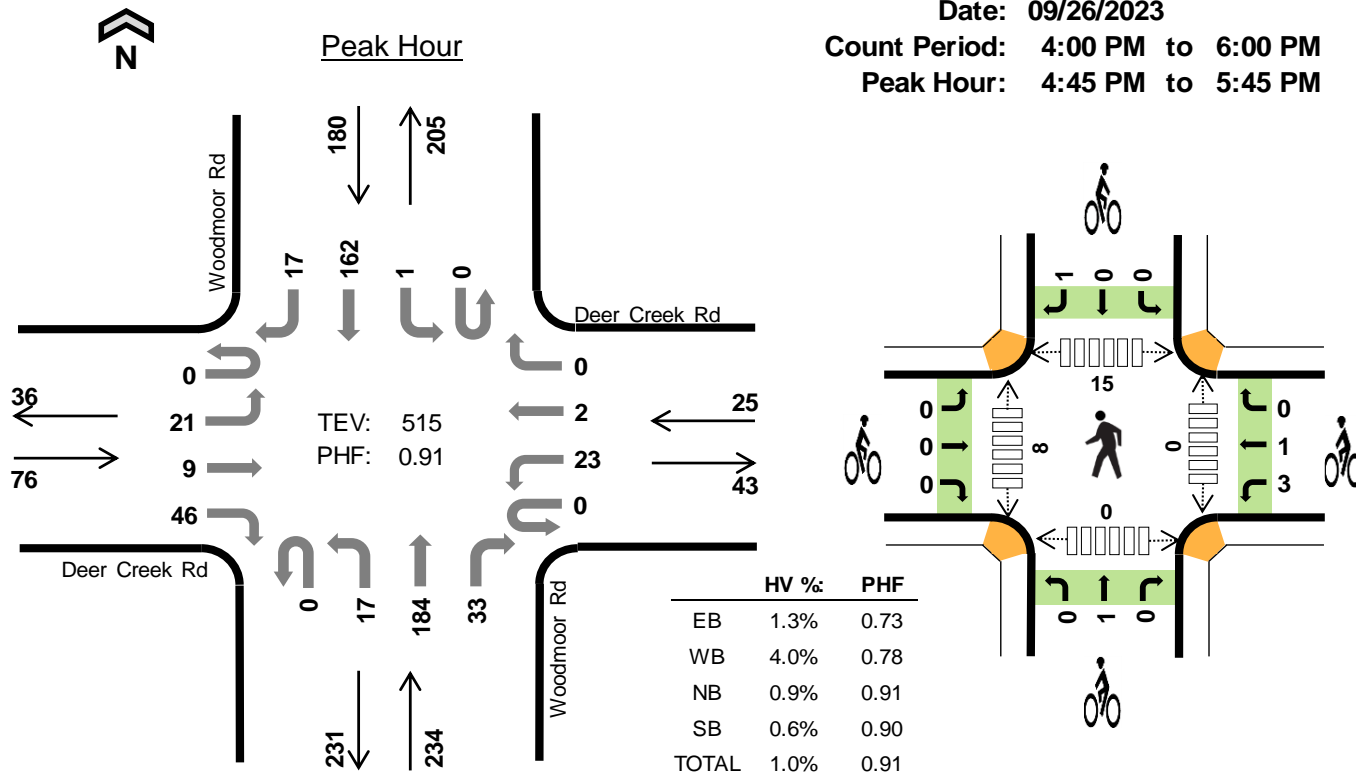
# Woodmoor Rd Deer Creek Rd



Date: 09/26/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM



## Count Summaries

Interval Start	Deer Creek Rd				Deer Creek Rd				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	3	18	0	13	0	0	0	5	49	10	0	0	48	0	148	0	
4:15 PM	0	2	0	5	0	13	1	0	0	4	29	6	0	0	43	0	103	0	
4:30 PM	0	2	2	12	0	3	0	0	0	3	46	8	0	0	31	2	109	0	
4:45 PM	0	2	3	6	0	8	0	0	0	5	47	12	0	1	36	4	124	484	
5:00 PM	0	6	2	18	0	5	2	0	0	3	49	8	0	0	45	4	142	478	
5:15 PM	0	4	2	14	0	5	0	0	0	4	42	6	0	0	44	6	127	502	
5:30 PM	0	9	2	8	0	5	0	0	0	5	46	7	0	0	37	3	122	515	
5:45 PM	0	1	2	8	0	5	0	0	0	4	34	6	0	0	24	7	91	482	
Count Total	0	28	16	89	0	57	3	0	0	33	342	63	0	1	308	26	966	0	
Peak Hour	All	0	21	9	46	0	23	2	0	0	17	184	33	0	1	162	17	515	0
	HV	0	0	0	1	0	1	0	0	0	2	0	0	0	0	1	0	5	0
	HV%	-	0%	0%	2%	-	4%	0%	-	-	12%	0%	0%	-	0%	1%	0%	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	0	2	0	0	0	1	1	0	0	1	0	1
4:45 PM	0	0	0	1	1	0	0	0	0	0	0	6	12	0	18
5:00 PM	0	1	0	0	1	0	0	0	1	1	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2
5:30 PM	1	0	2	0	3	0	1	0	0	1	0	1	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	2	5	2	13	0	4	1	2	7	0	8	17	0	25
Peak Hour	1	1	2	1	5	0	4	1	1	6	0	8	15	0	23

Count Summaries - Heavy Vehicles																		
Interval Start	Deer Creek Rd				Deer Creek Rd				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	3	0
4:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	0
4:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	4	0	2	0	0	0	3	1	1	0	0	2	0	13	0
Peak Hour	0	0	0	1	0	1	0	0	0	2	0	0	0	0	1	0	5	0

Count Summaries - Bikes																		
Interval Start	Deer Creek Rd			Deer Creek Rd			Woodmoor Rd			Woodmoor Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
5:15 PM	0	0	0	2	1	0	0	1	0	0	0	0	4	6				
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	6				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6				
Count Total	0	0	0	3	1	0	0	1	0	0	1	1	7	0				
Peak Hour	0	0	0	3	1	0	0	1	0	0	0	1	6	0				

Note: U-Turn volumes for bikes are included in Left-Turn, if any.





<b>Count Summaries - Heavy Vehicles</b>																		
Interval Start	n/a				Misty Acres Blvd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	3	5
Count Total	0	0	0	0	0	1	0	1	0	0	2	1	0	1	1	0	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0

<b>Count Summaries - Bikes</b>																
Interval Start	n/a			Misty Acres Blvd			Monument Hill Rd			Monument Hill Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0		

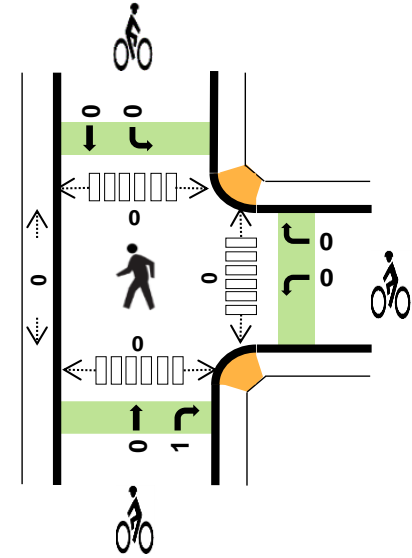
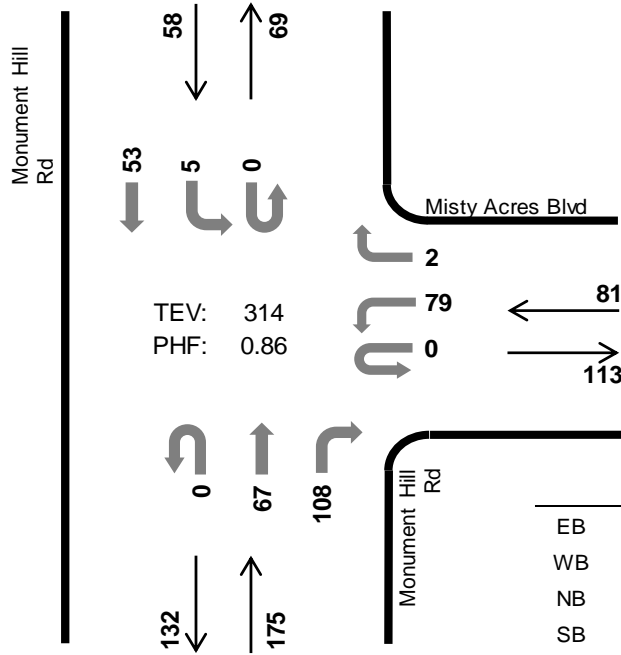
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Monument Hill Rd Misty Acres Blvd



Peak Hour

Date: 09/26/2023  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.63
NB	1.1%	0.91
SB	1.7%	0.73
TOTAL	1.0%	0.86

### Count Summaries

Interval Start	n/a				Misty Acres Blvd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	23	0	2	0	0	15	33	0	1	11	0	85	0	
4:15 PM	0	0	0	0	0	17	0	0	0	0	17	17	0	0	11	0	62	0	
4:30 PM	0	0	0	0	0	15	0	0	0	0	10	21	0	0	3	0	49	0	
4:45 PM	0	0	0	0	0	25	0	0	0	0	10	18	0	1	11	0	65	261	
5:00 PM	0	0	0	0	0	15	0	0	0	0	16	29	0	1	10	0	71	247	
5:15 PM	0	0	0	0	0	17	0	1	0	0	12	26	0	3	17	0	76	261	
5:30 PM	0	0	0	0	0	31	0	1	0	0	18	30	0	0	11	0	91	303	
5:45 PM	0	0	0	0	0	16	0	0	0	0	21	23	0	1	15	0	76	314	
Count Total	0	0	0	0	0	159	0	4	0	0	119	197	0	7	89	0	575	0	
Peak Hour	All	0	0	0	0	0	79	0	2	0	0	67	108	0	5	53	0	314	0
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	3%	0%	-	0%	2%	-	1%	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	9	3	13	0	0	1	0	1	0	0	0	0	0
Peak Hr	0	0	2	1	3	0	0	1	0	1	0	0	0	0	0

Count Summaries - Heavy Vehicles																			
Interval Start	n/a				Misty Acres Blvd				Monument Hill Rd				Monument Hill Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	1	0	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
Count Total	0	0	0	0	0	1	0	0	0	0	0	7	2	0	0	3	0	13	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0

Count Summaries - Bikes																			
Interval Start	n/a			Misty Acres Blvd			Monument Hill Rd			Monument Hill Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

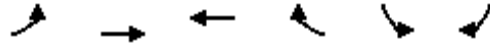
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## *Intersection Capacity Worksheets*

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Queues  
3: SH 105 & Woodmoor Dr

2023 Existing AM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	140	351	803	315	163	439
v/c Ratio	0.38	0.15	0.44	0.33	0.23	0.70
Control Delay	47.2	6.5	18.5	3.0	37.1	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	6.5	18.5	3.0	37.1	29.9
Queue Length 50th (ft)	49	42	174	0	49	222
Queue Length 95th (ft)	69	56	270	48	69	235
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	749	2410	1818	965	733	790
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.15	0.44	0.33	0.22	0.56
<b>Intersection Summary</b>						

HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

2023 Existing AM  
The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	302	715	280	130	351
Future Volume (veh/h)	120	302	715	280	130	351
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	140	351	803	315	162	439
Peak Hour Factor	0.86	0.86	0.89	0.89	0.80	0.80
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	209	2391	1967	877	738	434
Arrive On Green	0.06	0.67	0.56	0.56	0.21	0.21
Sat Flow, veh/h	3456	3647	3618	1572	3456	1585
Grp Volume(v), veh/h	140	351	803	315	162	439
Grp Sat Flow(s),veh/h/ln	1728	1777	1763	1572	1728	1585
Q Serve(g_s), s	4.4	3.9	14.3	12.2	4.3	23.5
Cycle Q Clear(g_c), s	4.4	3.9	14.3	12.2	4.3	23.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	209	2391	1967	877	738	434
V/C Ratio(X)	0.67	0.15	0.41	0.36	0.22	1.01
Avail Cap(c_a), veh/h	754	2391	1967	877	738	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	6.5	13.9	13.4	35.7	39.9
Incr Delay (d2), s/veh	3.7	0.1	0.6	1.1	0.1	45.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.4	5.6	4.4	1.8	16.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.3	6.7	14.6	14.6	35.8	85.8
LnGrp LOS	D	A	B	B	D	F
Approach Vol, veh/h		491	1118		601	
Approach Delay, s/veh		20.3	14.6		72.4	
Approach LOS		C	B		E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.6	67.4			80.0	30.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	24.0	44.0			74.0	23.5
Max Q Clear Time (g_c+I1), s	6.4	16.3			5.9	25.5
Green Ext Time (p_c), s	0.4	7.4			2.5	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			31.5			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	72	54	161	105	0	0	0	0	60	3	15
Future Vol, veh/h	0	72	54	161	105	0	0	0	0	60	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	76	76	76	92	92	92	89	89	89
Heavy Vehicles, %	6	6	6	1	1	1	2	2	2	12	12	12
Mvmt Flow	0	87	65	212	138	0	0	0	0	67	3	17

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	152	0	0		682	714	138
Stage 1	-	-	-	-	-	-		562	562	-
Stage 2	-	-	-	-	-	-		120	152	-
Critical Hdwy	-	-	-	4.11	-	-		6.52	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-		5.52	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.52	5.62	-
Follow-up Hdwy	-	-	-	2.209	-	-		3.608	4.108	3.408
Pot Cap-1 Maneuver	0	-	-	1435	-	0		401	345	884
Stage 1	0	-	-	-	-	0		551	494	-
Stage 2	0	-	-	-	-	0		881	753	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1435	-	-		337	0	884
Mov Cap-2 Maneuver	-	-	-	-	-	-		337	0	-
Stage 1	-	-	-	-	-	-		551	0	-
Stage 2	-	-	-	-	-	-		740	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.8	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1435	-	385
HCM Lane V/C Ratio	-	-	0.148	-	0.228
HCM Control Delay (s)	-	-	7.9	0	17.1
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.5	-	0.9



Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	37	84	0	0	223	187	53	0	67	0	0	0
Future Vol, veh/h	37	84	0	0	223	187	53	0	67	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	68	68	68	92	92	92
Heavy Vehicles, %	8	8	8	3	3	3	3	3	3	2	2	2
Mvmt Flow	42	94	0	0	269	225	78	0	99	0	0	0

Major/Minor	Major1	Major2		Minor1				
Conflicting Flow All	494	0	-	-	0	560	672	94
Stage 1	-	-	-	-	-	178	178	-
Stage 2	-	-	-	-	-	382	494	-
Critical Hdwy	4.18	-	-	-	-	6.43	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.272	-	-	-	-	3.527	4.027	3.327
Pot Cap-1 Maneuver	1039	-	0	0	-	488	376	960
Stage 1	-	-	0	0	-	850	750	-
Stage 2	-	-	0	0	-	688	545	-
Platoon blocked, %		-			-			
Mov Cap-1 Maneuver	1039	-	-	-	-	467	0	960
Mov Cap-2 Maneuver	-	-	-	-	-	467	0	-
Stage 1	-	-	-	-	-	813	0	-
Stage 2	-	-	-	-	-	688	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.6	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	655	1039	-	-	-
HCM Lane V/C Ratio	0.269	0.04	-	-	-
HCM Control Delay (s)	12.5	8.6	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙		↙	↑	↗	
Traffic Vol, veh/h	1	0	87	204	253	4
Future Vol, veh/h	1	0	87	204	253	4
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	81	81	79	79
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	1	0	107	252	320	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	789	-	325	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.47	-	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	-	2.218	-	-	-
Pot Cap-1 Maneuver	353	0	1235	-	-	-
Stage 1	723	0	-	-	-	-
Stage 2	621	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	-	1235	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	2.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1235	-	322	-	-
HCM Lane V/C Ratio	0.087	-	0.004	-	-
HCM Control Delay (s)	8.2	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	15	19	61	38	19	100
Future Vol, veh/h	15	19	61	38	19	100
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	83	83	85	85
Heavy Vehicles, %	9	9	6	6	5	5
Mvmt Flow	25	31	73	46	22	118

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	235	73	0	0	119
Stage 1	73	-	-	-	-
Stage 2	162	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.15
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.245
Pot Cap-1 Maneuver	738	970	-	-	1451
Stage 1	932	-	-	-	-
Stage 2	850	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	727	970	-	-	1451
Mov Cap-2 Maneuver	727	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	837	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	727	970	1451	-
HCM Lane V/C Ratio	-	-	0.034	0.032	0.015	-
HCM Control Delay (s)	-	-	10.1	8.8	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection						
Int Delay, s/veh	15					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	263	40	51	274	72	93
Future Vol, veh/h	263	40	51	274	72	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	63	63	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	365	56	81	435	144	186

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	555	81	0	0	516	0
Stage 1	81	-	-	-	-	-
Stage 2	474	-	-	-	-	-
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	493	979	-	-	1050	-
Stage 1	942	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	979	-	-	1050	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.1	0	3.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	425	979	1050	-
HCM Lane V/C Ratio	-	-	0.859	0.057	0.137	-
HCM Control Delay (s)	-	-	47.2	8.9	9	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	8.6	0.2	0.5	-

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	8	68	36	18	0	71	60	6	0	230	70
Future Vol, veh/h	17	8	68	36	18	0	71	60	6	0	230	70
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	53	53	53	75	75	75	81	81	81	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	32	15	128	48	24	0	88	74	7	0	338	103

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	656	647	390	715	695	78	441	0	0	81	0	0
Stage 1	390	390	-	254	254	-	-	-	-	-	-	-
Stage 2	266	257	-	461	441	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	390	658	346	366	983	1114	-	-	1517	-	-
Stage 1	634	608	-	750	697	-	-	-	-	-	-	-
Stage 2	739	695	-	581	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	336	358	658	253	336	983	1114	-	-	1517	-	-
Mov Cap-2 Maneuver	336	358	-	253	336	-	-	-	-	-	-	-
Stage 1	581	608	-	688	639	-	-	-	-	-	-	-
Stage 2	652	637	-	456	577	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.2		22.6		4.4		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	528	276	1517	-	-
HCM Lane V/C Ratio	0.079	-	-	0.332	0.261	-	-	-
HCM Control Delay (s)	8.5	0	-	15.2	22.6	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.4	1	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	13	3	25	94	121	11
Future Vol, veh/h	13	3	25	94	121	11
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	80	80	50	50	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	4	50	188	263	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	563	275	287	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	288	-	-	-	-	-
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	487	764	1275	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	764	1275	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1275	-	503	-	-
HCM Lane V/C Ratio	0.039	-	0.04	-	-
HCM Control Delay (s)	7.9	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Queues  
3: SH 105 & Woodmoor Dr

2023 Existing PM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	495	881	387	180	427
v/c Ratio	0.51	0.24	0.59	0.43	0.17	0.58
Control Delay	51.5	11.6	26.6	3.9	28.6	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	11.6	26.6	3.9	28.6	23.7
Queue Length 50th (ft)	62	84	244	0	47	204
Queue Length 95th (ft)	95	113	330	59	75	283
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	749	2059	1503	895	1045	923
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.59	0.43	0.17	0.46
<b>Intersection Summary</b>						



HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

2023 Existing PM  
The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔↔	↔
Traffic Volume (veh/h)	165	455	837	368	162	384
Future Volume (veh/h)	165	455	837	368	162	384
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	495	881	387	180	427
Peak Hour Factor	0.92	0.92	0.95	0.95	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	252	2068	1614	720	1052	598
Arrive On Green	0.07	0.58	0.45	0.45	0.30	0.30
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	179	495	881	387	180	427
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	5.6	7.4	19.8	19.4	4.2	25.2
Cycle Q Clear(g_c), s	5.6	7.4	19.8	19.4	4.2	25.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	252	2068	1614	720	1052	598
V/C Ratio(X)	0.71	0.24	0.55	0.54	0.17	0.71
Avail Cap(c_a), veh/h	754	2068	1614	720	1052	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	11.2	21.8	21.7	28.1	29.2
Incr Delay (d2), s/veh	3.7	0.3	1.3	2.9	0.4	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.9	8.3	7.5	1.8	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.5	11.4	23.1	24.5	28.4	36.3
LnGrp LOS	D	B	C	C	C	D
Approach Vol, veh/h		674	1268		607	
Approach Delay, s/veh		22.6	23.5		33.9	
Approach LOS		C	C		C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	56.0			70.0	40.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	24.0	34.0			64.0	33.5
Max Q Clear Time (g_c+I1), s	7.6	21.8			9.4	27.2
Green Ext Time (p_c), s	0.5	5.8			3.6	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			25.8			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	58	75	88	81	0	0	0	0	220	8	36
Future Vol, veh/h	0	58	75	88	81	0	0	0	0	220	8	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	81	81	81	92	92	92	93	93	93
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	61	79	109	100	0	0	0	0	237	9	39

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	140	0	0		419	458	100
Stage 1	-	-	-	-	-	-		318	318	-
Stage 2	-	-	-	-	-	-		101	140	-
Critical Hdwy	-	-	-	4.14	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1431	-	0		591	499	956
Stage 1	0	-	-	-	-	0		738	654	-
Stage 2	0	-	-	-	-	0		923	781	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1431	-	-		543	0	956
Mov Cap-2 Maneuver	-	-	-	-	-	-		543	0	-
Stage 1	-	-	-	-	-	-		738	0	-
Stage 2	-	-	-	-	-	-		848	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1431	-	578
HCM Lane V/C Ratio	-	-	0.076	-	0.491
HCM Control Delay (s)	-	-	7.7	0	17.1
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	2.7

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	31	223	0	0	149	107	65	2	148	0	0	0
Future Vol, veh/h	31	223	0	0	149	107	65	2	148	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	262	0	0	160	115	78	2	178	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	275	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1288	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1288	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	653	1288	-	-	-
HCM Lane V/C Ratio	0.397	0.028	-	-	-
HCM Control Delay (s)	14.1	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙		↙	↑	↘	
Traffic Vol, veh/h	2	0	135	240	213	5
Future Vol, veh/h	2	0	135	240	213	5
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	89	89	92	92
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	3	0	152	270	232	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	809	-	237	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.43	-	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.218	-	-	-
Pot Cap-1 Maneuver	348	0	1330	-	-	-
Stage 1	802	0	-	-	-	-
Stage 2	561	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	-	1330	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	308	-	-
HCM Lane V/C Ratio	0.114	-	0.01	-	-
HCM Control Delay (s)	8.1	-	16.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	43	22	132	15	28	113
Future Vol, veh/h	43	22	132	15	28	113
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	64	64	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	31	206	23	44	179

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	473	206	0	0	229
Stage 1	206	-	-	-	-
Stage 2	267	-	-	-	-
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	550	835	-	-	1339
Stage 1	829	-	-	-	-
Stage 2	778	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	532	835	-	-	1339
Mov Cap-2 Maneuver	532	-	-	-	-
Stage 1	829	-	-	-	-
Stage 2	752	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	532	835	1339	-
HCM Lane V/C Ratio	-	-	0.114	0.037	0.033	-
HCM Control Delay (s)	-	-	12.6	9.5	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	79	2	67	108	5	53
Future Vol, veh/h	79	2	67	108	5	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	3	74	119	7	73

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	161	74	0	0	193
Stage 1	74	-	-	-	-
Stage 2	87	-	-	-	-
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	830	988	-	-	1380
Stage 1	949	-	-	-	-
Stage 2	936	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	826	988	-	-	1380
Mov Cap-2 Maneuver	826	-	-	-	-
Stage 1	949	-	-	-	-
Stage 2	931	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	826	988	1380	-
HCM Lane V/C Ratio	-	-	0.152	0.003	0.005	-
HCM Control Delay (s)	-	-	10.1	8.7	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	9	46	23	2	0	17	184	33	1	162	17
Future Vol, veh/h	21	9	46	23	2	0	17	184	33	1	162	17
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	73	73	73	78	78	78	91	91	91	90	90	90
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	29	12	63	29	3	0	19	202	36	1	180	19

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	452	468	190	487	459	220	199	0	0	238	0	0
Stage 1	192	192	-	258	258	-	-	-	-	-	-	-
Stage 2	260	276	-	229	201	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	518	493	852	488	496	815	1373	-	-	1329	-	-
Stage 1	810	742	-	742	691	-	-	-	-	-	-	-
Stage 2	745	682	-	769	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	509	485	852	437	488	815	1373	-	-	1329	-	-
Mov Cap-2 Maneuver	509	485	-	437	488	-	-	-	-	-	-	-
Stage 1	797	741	-	730	680	-	-	-	-	-	-	-
Stage 2	730	671	-	700	730	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		13.8		0.6		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1373	-	-	668	441	1329	-	-
HCM Lane V/C Ratio	0.014	-	-	0.156	0.073	0.001	-	-
HCM Control Delay (s)	7.7	0	-	11.4	13.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	17	33	13	33	4	34
Future Vol, veh/h	17	33	13	33	4	34
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	83	83	82	82	73	73
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	20	40	16	40	5	47

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	101	29	52	0	0
Stage 1	29	-	-	-	-
Stage 2	72	-	-	-	-
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	898	1046	1554	-	-
Stage 1	994	-	-	-	-
Stage 2	951	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	888	1046	1554	-	-
Mov Cap-2 Maneuver	888	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	951	-	-	-	-

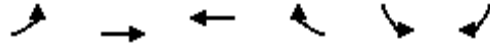
Approach	SE	NE	SW
HCM Control Delay, s	8.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1554	- 986	-	-
HCM Lane V/C Ratio	0.01	- 0.061	-	-
HCM Control Delay (s)	7.3	0 8.9	-	-
HCM Lane LOS	A	A A	-	-
HCM 95th %tile Q(veh)	0	- 0.2	-	-





Queues  
3: SH 105 & Woodmoor Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	145	366	838	328	170	458
v/c Ratio	0.48	0.17	0.50	0.36	0.18	0.67
Control Delay	53.1	10.1	22.6	3.6	30.0	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	10.1	22.6	3.6	30.0	26.7
Queue Length 50th (ft)	51	54	210	0	47	222
Queue Length 95th (ft)	78	87	306	53	59	236
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	344	2187	1667	917	1170	698
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.17	0.50	0.36	0.15	0.66
Intersection Summary						

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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

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HCM 6th Signalized Intersection Summary  
 3: SH 105 & Woodmoor Dr

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	125	315	746	292	136	366
Future Volume (veh/h)	125	315	746	292	136	366
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	145	366	838	328	170	458
Peak Hour Factor	0.86	0.86	0.89	0.89	0.80	0.80
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	207	2107	1686	752	1014	560
Arrive On Green	0.06	0.59	0.48	0.48	0.29	0.29
Sat Flow, veh/h	3456	3647	3618	1572	3456	1585
Grp Volume(v), veh/h	145	366	838	328	170	458
Grp Sat Flow(s),veh/h/ln	1728	1777	1763	1572	1728	1585
Q Serve(g_s), s	4.5	5.1	17.9	15.1	4.0	28.9
Cycle Q Clear(g_c), s	4.5	5.1	17.9	15.1	4.0	28.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	207	2107	1686	752	1014	560
V/C Ratio(X)	0.70	0.17	0.50	0.44	0.17	0.82
Avail Cap(c_a), veh/h	346	2107	1686	752	1178	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	10.2	19.6	18.9	28.9	32.3
Incr Delay (d2), s/veh	4.2	0.2	1.0	1.8	0.1	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.0	7.3	5.7	1.7	11.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.9	10.3	20.7	20.8	28.9	39.7
LnGrp LOS	D	B	C	C	C	D
Approach Vol, veh/h		511	1166		628	
Approach Delay, s/veh		23.0	20.7		36.8	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.6	58.6			71.2	38.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	11.0	43.0			60.0	37.5
Max Q Clear Time (g_c+I1), s	6.5	19.9			7.1	30.9
Green Ext Time (p_c), s	0.2	7.4			2.6	1.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			25.6			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary  
 16: Monument Hill Rd

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 The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
30: Monument Hill Rd

2026 Background AM  
The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	75	56	168	110	0	0	0	0	63	3	16
Future Vol, veh/h	0	75	56	168	110	0	0	0	0	63	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	76	76	76	92	92	92	89	89	89
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	12	12	12
Mvmt Flow	0	90	67	221	145	0	0	0	0	71	3	18

Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	157	0	0				711	744	145
Stage 1	-	-	-	-	-	-				587	587	-
Stage 2	-	-	-	-	-	-				124	157	-
Critical Hdwy	-	-	-	4.12	-	-				6.52	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-				5.52	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.52	5.62	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.608	4.108	3.408
Pot Cap-1 Maneuver	0	-	-	1423	-	0				385	331	876
Stage 1	0	-	-	-	-	0				537	481	-
Stage 2	0	-	-	-	-	0				877	749	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	1423	-	-				320	0	876
Mov Cap-2 Maneuver	-	-	-	-	-	-				320	0	-
Stage 1	-	-	-	-	-	-				537	0	-
Stage 2	-	-	-	-	-	-				729	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.8	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1423	-	367
HCM Lane V/C Ratio	-	-	0.155	-	0.251
HCM Control Delay (s)	-	-	8	0	18.1
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.6	-	1



Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	39	88	0	0	233	195	55	0	70	0	0	0
Future Vol, veh/h	39	88	0	0	233	195	55	0	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	68	68	68	92	92	92
Heavy Vehicles, %	8	8	8	3	3	3	3	3	3	2	2	2
Mvmt Flow	44	99	0	0	281	235	81	0	103	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	516	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.18	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.272	-	-
Pot Cap-1 Maneuver	1020	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1020	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	2.7	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	638	1020	-	-	-
HCM Lane V/C Ratio	0.288	0.043	-	-	-
HCM Control Delay (s)	12.9	8.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.2	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶		↶	↶	↶	
Traffic Vol, veh/h	1	0	91	213	264	4
Future Vol, veh/h	1	0	91	213	264	4
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	81	81	79	79
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	1	0	112	263	334	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	824	-	339	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.47	-	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	-	2.218	-	-	-
Pot Cap-1 Maneuver	336	0	1220	-	-	-
Stage 1	712	0	-	-	-	-
Stage 2	608	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	305	-	1220	-	-	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1220	-	305	-	-
HCM Lane V/C Ratio	0.092	-	0.004	-	-
HCM Control Delay (s)	8.2	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	16	20	64	40	20	104
Future Vol, veh/h	16	20	64	40	20	104
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	83	83	85	85
Heavy Vehicles, %	9	9	6	6	5	5
Mvmt Flow	26	33	77	48	24	122

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	247	77	0	0	125
Stage 1	77	-	-	-	-
Stage 2	170	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.15
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.245
Pot Cap-1 Maneuver	726	965	-	-	1443
Stage 1	929	-	-	-	-
Stage 2	843	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	714	965	-	-	1443
Mov Cap-2 Maneuver	714	-	-	-	-
Stage 1	929	-	-	-	-
Stage 2	829	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	714	965	1443	-
HCM Lane V/C Ratio	-	-	0.037	0.034	0.016	-
HCM Control Delay (s)	-	-	10.2	8.9	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Intersection						
Int Delay, s/veh	19.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	274	42	53	286	75	97
Future Vol, veh/h	274	42	53	286	75	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	63	63	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	381	58	84	454	150	194

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	578	84	0	0	538	0
Stage 1	84	-	-	-	-	-
Stage 2	494	-	-	-	-	-
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	478	975	-	-	1030	-
Stage 1	939	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	408	975	-	-	1030	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.4	0	4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	408	975	1030
HCM Lane V/C Ratio	-	-	0.933	0.06	0.146
HCM Control Delay (s)	-	-	61.4	8.9	9.1
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	10.4	0.2	0.5

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	8	71	38	19	0	74	63	6	0	240	73
Future Vol, veh/h	18	8	71	38	19	0	74	63	6	0	240	73
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	53	53	53	75	75	75	81	81	81	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	34	15	134	51	25	0	91	78	7	0	353	107

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	683	674	407	745	724	82	460	0	0	85	0	0
Stage 1	407	407	-	264	264	-	-	-	-	-	-	-
Stage 2	276	267	-	481	460	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	376	644	330	352	978	1096	-	-	1512	-	-
Stage 1	621	597	-	741	690	-	-	-	-	-	-	-
Stage 2	730	688	-	566	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	343	644	236	321	978	1096	-	-	1512	-	-
Mov Cap-2 Maneuver	319	343	-	236	321	-	-	-	-	-	-	-
Stage 1	567	597	-	677	630	-	-	-	-	-	-	-
Stage 2	640	628	-	437	566	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.9		24.6		4.4		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	511	259	1512	-	-
HCM Lane V/C Ratio	0.083	-	-	0.358	0.293	-	-	-
HCM Control Delay (s)	8.6	0	-	15.9	24.6	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.6	1.2	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	14	26	98	126	11
Future Vol, veh/h	3	14	26	98	126	11
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	80	80	50	50	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	18	52	196	274	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	586	286	298	0	0
Stage 1	286	-	-	-	-
Stage 2	300	-	-	-	-
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	473	753	1263	-	-
Stage 1	763	-	-	-	-
Stage 2	752	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	451	753	1263	-	-
Mov Cap-2 Maneuver	451	-	-	-	-
Stage 1	728	-	-	-	-
Stage 2	752	-	-	-	-

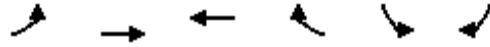
Approach	SE	NE	SW
HCM Control Delay, s	10.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1263	-	673	-	-
HCM Lane V/C Ratio	0.041	-	0.032	-	-
HCM Control Delay (s)	8	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Queues  
3: SH 105 & Woodmoor Dr

2026 Background PM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	187	516	919	404	188	446
v/c Ratio	0.54	0.25	0.61	0.45	0.18	0.59
Control Delay	52.7	11.7	26.9	3.8	28.7	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	11.7	26.9	3.8	28.7	22.6
Queue Length 50th (ft)	65	88	260	0	50	199
Queue Length 95th (ft)	101	117	337	58	78	295
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	405	2059	1508	906	1045	783
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.25	0.61	0.45	0.18	0.57
<b>Intersection Summary</b>						



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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

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HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

2026 Background PM  
The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	475	873	384	169	401
Future Volume (veh/h)	172	475	873	384	169	401
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	516	919	404	188	446
Peak Hour Factor	0.92	0.92	0.95	0.95	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	2068	1613	720	1052	599
Arrive On Green	0.07	0.58	0.45	0.45	0.30	0.30
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	187	516	919	404	188	446
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	5.8	7.8	20.9	20.5	4.4	26.8
Cycle Q Clear(g_c), s	5.8	7.8	20.9	20.5	4.4	26.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	253	2068	1613	720	1052	599
V/C Ratio(X)	0.74	0.25	0.57	0.56	0.18	0.74
Avail Cap(c_a), veh/h	408	2068	1613	720	1052	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	11.3	22.1	22.0	28.1	29.6
Incr Delay (d2), s/veh	4.2	0.3	1.5	3.2	0.4	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.0	8.7	8.0	1.9	11.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.1	11.5	23.6	25.2	28.5	37.8
LnGrp LOS	D	B	C	C	C	D
Approach Vol, veh/h		703	1323		634	
Approach Delay, s/veh		22.9	24.1		35.1	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	55.9			70.0	40.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	13.0	45.0			64.0	33.5
Max Q Clear Time (g_c+I1), s	7.8	22.9			9.8	28.8
Green Ext Time (p_c), s	0.3	8.3			3.8	1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			26.4			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary  
 16: Monument Hill Rd

2026 Background PM  
 The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(l)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+11), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
30: Monument Hill Rd

2026 Background PM  
The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↷	
Traffic Vol, veh/h	0	60	78	92	84	0	0	0	0	229	8	38
Future Vol, veh/h	0	60	78	92	84	0	0	0	0	229	8	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	81	81	81	92	92	92	93	93	93
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	63	82	114	104	0	0	0	0	246	9	41

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	145	0	0		436	477	104
Stage 1	-	-	-	-	-	-		332	332	-
Stage 2	-	-	-	-	-	-		104	145	-
Critical Hdwy	-	-	-	4.14	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1425	-	0		578	487	951
Stage 1	0	-	-	-	-	0		727	644	-
Stage 2	0	-	-	-	-	0		920	777	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	1425	-	-		529	0	951
Mov Cap-2 Maneuver	-	-	-	-	-	-		529	0	-
Stage 1	-	-	-	-	-	-		727	0	-
Stage 2	-	-	-	-	-	-		842	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1425	-	565
HCM Lane V/C Ratio	-	-	0.08	-	0.523
HCM Control Delay (s)	-	-	7.7	0	18.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.3	-	3

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	32	233	0	0	155	112	68	2	154	0	0	0
Future Vol, veh/h	32	233	0	0	155	112	68	2	154	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	274	0	0	167	120	82	2	186	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	287	0	- - - 0 577 637 274
Stage 1	-	-	- - - 350 350 -
Stage 2	-	-	- - - 227 287 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1275	- 0 0	- - - 478 395 765
Stage 1	-	- 0 0	- - - 713 633 -
Stage 2	-	- 0 0	- - - 811 674 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1275	- - -	- - - 461 0 765
Mov Cap-2 Maneuver	-	- - -	- - - 461 0 -
Stage 1	-	- - -	- - - 688 0 -
Stage 2	-	- - -	- - - 811 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	636	1275	-	-	-
HCM Lane V/C Ratio	0.424	0.03	-	-	-
HCM Control Delay (s)	14.8	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖		↖	↑	↗	
Traffic Vol, veh/h	2	0	141	250	222	5
Future Vol, veh/h	2	0	141	250	222	5
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	89	89	92	92
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	3	0	158	281	241	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	841	-	246	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.43	-	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.218	-	-	-
Pot Cap-1 Maneuver	334	0	1320	-	-	-
Stage 1	794	0	-	-	-	-
Stage 2	548	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	-	1320	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	294	-	-
HCM Lane V/C Ratio	0.12	-	0.011	-	-
HCM Control Delay (s)	8.1	-	17.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0	-	-



Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	45	23	138	16	29	118
Future Vol, veh/h	45	23	138	16	29	118
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	64	64	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	32	216	25	46	187

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	495	216	0	0	241	0
Stage 1	216	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	534	824	-	-	1326	-
Stage 1	820	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	515	824	-	-	1326	-
Mov Cap-2 Maneuver	515	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	515	824	1326	-
HCM Lane V/C Ratio	-	-	0.123	0.039	0.035	-
HCM Control Delay (s)	-	-	13	9.5	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	82	2	70	113	5	57
Future Vol, veh/h	82	2	70	113	5	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	3	77	124	7	78

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	169	77	0	0	201
Stage 1	77	-	-	-	-
Stage 2	92	-	-	-	-
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	821	984	-	-	1371
Stage 1	946	-	-	-	-
Stage 2	932	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	817	984	-	-	1371
Mov Cap-2 Maneuver	817	-	-	-	-
Stage 1	946	-	-	-	-
Stage 2	927	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	817	984	1371	-
HCM Lane V/C Ratio	-	-	0.159	0.003	0.005	-
HCM Control Delay (s)	-	-	10.2	8.7	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	0	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	9	48	24	2	0	18	192	34	1	169	18
Future Vol, veh/h	22	9	48	24	2	0	18	192	34	1	169	18
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	73	73	73	78	78	78	91	91	91	90	90	90
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	30	12	66	31	3	0	20	211	37	1	188	20

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	471	488	198	509	480	230	208	0	0	248	0	0
Stage 1	200	200	-	270	270	-	-	-	-	-	-	-
Stage 2	271	288	-	239	210	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	503	480	843	471	482	804	1363	-	-	1318	-	-
Stage 1	802	736	-	731	682	-	-	-	-	-	-	-
Stage 2	735	674	-	760	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	494	471	843	420	473	804	1363	-	-	1318	-	-
Mov Cap-2 Maneuver	494	471	-	420	473	-	-	-	-	-	-	-
Stage 1	788	735	-	719	670	-	-	-	-	-	-	-
Stage 2	720	663	-	688	724	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		14.2		0.6		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	655	424	1318	-	-
HCM Lane V/C Ratio	0.015	-	-	0.165	0.079	0.001	-	-
HCM Control Delay (s)	7.7	0	-	11.6	14.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	18	34	14	34	35	4
Future Vol, veh/h	18	34	14	34	35	4
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	83	83	82	82	73	73
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	22	41	17	41	48	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	126	51	53	0	0
Stage 1	51	-	-	-	-
Stage 2	75	-	-	-	-
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	869	1017	1553	-	-
Stage 1	971	-	-	-	-
Stage 2	948	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	859	1017	1553	-	-
Mov Cap-2 Maneuver	859	-	-	-	-
Stage 1	960	-	-	-	-
Stage 2	948	-	-	-	-

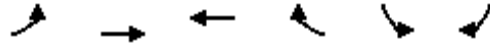
Approach	SE	NE	SW
HCM Control Delay, s	9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1553	-	956	-
HCM Lane V/C Ratio	0.011	-	0.066	-
HCM Control Delay (s)	7.3	0	9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.2	-



Queues  
3: SH 105 & Woodmoor Dr

2026 Build AM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	159	366	838	382	181	488
v/c Ratio	0.51	0.17	0.52	0.41	0.19	0.69
Control Delay	53.6	10.9	24.2	3.8	28.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	10.9	24.2	3.8	28.8	26.7
Queue Length 50th (ft)	55	56	219	0	49	239
Queue Length 95th (ft)	86	91	311	57	61	256
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	330	2131	1603	924	1232	719
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.17	0.52	0.41	0.15	0.68
Intersection Summary						

HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

2026 Build AM  
The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	315	746	340	145	390
Future Volume (veh/h)	137	315	746	340	145	390
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	159	366	838	382	181	488
Peak Hour Factor	0.86	0.86	0.89	0.89	0.80	0.80
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	221	2047	1613	719	1073	593
Arrive On Green	0.06	0.58	0.46	0.46	0.31	0.31
Sat Flow, veh/h	3456	3647	3618	1572	3456	1585
Grp Volume(v), veh/h	159	366	838	382	181	488
Grp Sat Flow(s),veh/h/ln	1728	1777	1763	1572	1728	1585
Q Serve(g_s), s	5.0	5.4	18.6	19.2	4.2	30.6
Cycle Q Clear(g_c), s	5.0	5.4	18.6	19.2	4.2	30.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	221	2047	1613	719	1073	593
V/C Ratio(X)	0.72	0.18	0.52	0.53	0.17	0.82
Avail Cap(c_a), veh/h	314	2047	1613	719	1241	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	11.0	21.2	21.4	27.6	31.1
Incr Delay (d2), s/veh	4.5	0.2	1.2	2.8	0.1	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.1	7.7	7.4	1.7	12.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.1	11.2	22.4	24.2	27.7	38.5
LnGrp LOS	E	B	C	C	C	D
Approach Vol, veh/h		525	1220		669	
Approach Delay, s/veh		24.5	23.0		35.5	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	56.3			69.4	40.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	10.0	42.0			58.0	39.5
Max Q Clear Time (g_c+I1), s	7.0	21.2			7.4	32.6
Green Ext Time (p_c), s	0.1	7.3			2.6	1.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			26.8			
HCM 6th LOS			C			

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	0	79	56	168	112	0	0	0	0	71	3	16
Future Vol, veh/h	0	79	56	168	112	0	0	0	0	71	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	76	76	76	92	92	92	89	89	89
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	12	12	12
Mvmt Flow	0	95	67	221	147	0	0	0	0	80	3	18

Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	162	0	0				718	751	147
Stage 1	-	-	-	-	-	-				589	589	-
Stage 2	-	-	-	-	-	-				129	162	-
Critical Hdwy	-	-	-	4.12	-	-				6.52	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-				5.52	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.52	5.62	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.608	4.108	3.408
Pot Cap-1 Maneuver	0	-	-	1417	-	0				381	328	874
Stage 1	0	-	-	-	-	0				535	480	-
Stage 2	0	-	-	-	-	0				873	745	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	1417	-	-				316	0	874
Mov Cap-2 Maneuver	-	-	-	-	-	-				316	0	-
Stage 1	-	-	-	-	-	-				535	0	-
Stage 2	-	-	-	-	-	-				725	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	0		4.8		19	
HCM LOS					C	

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1417	-	358
HCM Lane V/C Ratio	-	-	0.156	-	0.282
HCM Control Delay (s)	-	-	8	0	19
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.6	-	1.1



Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	39	100	0	0	235	199	55	0	70	0	0	0
Future Vol, veh/h	39	100	0	0	235	199	55	0	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	3	3	3	3	3	3	2	2	2
Mvmt Flow	42	109	0	0	255	216	60	0	76	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	471	0	0
Stage 1	-	-	193
Stage 2	-	-	363
Critical Hdwy	4.18	-	6.43
Critical Hdwy Stg 1	-	-	5.43
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	2.272	-	3.527
Pot Cap-1 Maneuver	1060	0	490
Stage 1	-	0	837
Stage 2	-	0	702
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1060	-	469
Mov Cap-2 Maneuver	-	-	469
Stage 1	-	-	802
Stage 2	-	-	702

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	652	1060	-	-	-
HCM Lane V/C Ratio	0.208	0.04	-	-	-
HCM Control Delay (s)	12	8.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖		↖	↑	↗	
Traffic Vol, veh/h	1	0	151	213	264	4
Future Vol, veh/h	1	0	151	213	264	4
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	81	81	79	79
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	1	0	186	263	334	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	972	-	339	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	6.47	-	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	-	2.218	-	-	-
Pot Cap-1 Maneuver	274	0	1220	-	-	-
Stage 1	712	0	-	-	-	-
Stage 2	519	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	-	1220	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	3.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1220	-	232	-	-
HCM Lane V/C Ratio	0.153	-	0.006	-	-
HCM Control Delay (s)	8.5	-	20.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	0	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑	↗	↙	↑
Traffic Vol, veh/h	16	20	124	40	20	137
Future Vol, veh/h	16	20	124	40	20	137
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	83	83	85	85
Heavy Vehicles, %	9	9	6	6	5	5
Mvmt Flow	26	33	149	48	24	161

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	358	149	0	0	197
Stage 1	149	-	-	-	-
Stage 2	209	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.15
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.245
Pot Cap-1 Maneuver	627	879	-	-	1358
Stage 1	862	-	-	-	-
Stage 2	810	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	616	879	-	-	1358
Mov Cap-2 Maneuver	616	-	-	-	-
Stage 1	862	-	-	-	-
Stage 2	795	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	616	879	1358	-
HCM Lane V/C Ratio	-	-	0.043	0.037	0.017	-
HCM Control Delay (s)	-	-	11.1	9.3	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Intersection						
Int Delay, s/veh	22					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	274	42	59	286	75	109
Future Vol, veh/h	274	42	59	286	75	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	63	63	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	381	58	94	454	150	218

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	612	94	0	0	548	0
Stage 1	94	-	-	-	-	-
Stage 2	518	-	-	-	-	-
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	456	963	-	-	1021	-
Stage 1	930	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	389	963	-	-	1021	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	64.8	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	389	963	1021	-
HCM Lane V/C Ratio	-	-	0.978	0.061	0.147	-
HCM Control Delay (s)	-	-	73.4	9	9.1	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	11.4	0.2	0.5	-

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	18	8	71	38	20	0	74	63	6	0	240	76
Future Vol, veh/h	18	8	71	38	20	0	74	63	6	0	240	76
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	53	53	53	75	75	75	81	81	81	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	34	15	134	51	27	0	91	78	7	0	353	112

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	686	676	409	748	729	82	465	0	0	85	0	0
Stage 1	409	409	-	264	264	-	-	-	-	-	-	-
Stage 2	277	267	-	484	465	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	375	642	329	350	978	1091	-	-	1512	-	-
Stage 1	619	596	-	741	690	-	-	-	-	-	-	-
Stage 2	729	688	-	564	563	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	316	342	642	235	319	978	1091	-	-	1512	-	-
Mov Cap-2 Maneuver	316	342	-	235	319	-	-	-	-	-	-	-
Stage 1	565	596	-	676	629	-	-	-	-	-	-	-
Stage 2	637	627	-	435	563	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16		24.8		4.5		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	508	258	1512	-	-
HCM Lane V/C Ratio	0.084	-	-	0.36	0.3	-	-	-
HCM Control Delay (s)	8.6	0	-	16	24.8	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.6	1.2	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	14	26	98	126	15
Future Vol, veh/h	5	14	26	98	126	15
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	80	80	50	50	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	18	52	196	274	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	591	291	307	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	300	-	-	-	-	-
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	470	748	1254	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	448	748	1254	-	-	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1254	-	636	-
HCM Lane V/C Ratio	0.041	-	0.037	-
HCM Control Delay (s)	8	0	10.9	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	12	120	22	6	145
Future Vol, veh/h	3	12	120	22	6	145
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	130	24	7	158

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	314	142	0	0	154
Stage 1	142	-	-	-	-
Stage 2	172	-	-	-	-
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	679	906	-	-	1426
Stage 1	885	-	-	-	-
Stage 2	858	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	676	906	-	-	1426
Mov Cap-2 Maneuver	676	-	-	-	-
Stage 1	885	-	-	-	-
Stage 2	854	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	848	1426
HCM Lane V/C Ratio	-	-	0.019	0.005
HCM Control Delay (s)	-	-	9.3	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↓
Traffic Vol, veh/h	21	6	86	37	10	130
Future Vol, veh/h	21	6	86	37	10	130
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	7	93	40	11	141

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	256	93	0	0	133
Stage 1	93	-	-	-	-
Stage 2	163	-	-	-	-
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	733	964	-	-	1452
Stage 1	931	-	-	-	-
Stage 2	866	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	727	964	-	-	1452
Mov Cap-2 Maneuver	727	-	-	-	-
Stage 1	931	-	-	-	-
Stage 2	859	-	-	-	-

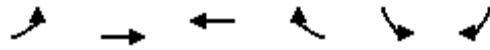
Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	769	1452
HCM Lane V/C Ratio	-	-	0.038	0.007
HCM Control Delay (s)	-	-	9.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Queues  
3: SH 105 & Woodmoor Dr

2026 Build PM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	209	516	919	488	221	539
v/c Ratio	0.64	0.27	0.67	0.54	0.18	0.66
Control Delay	57.4	14.3	31.1	4.5	25.4	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	14.3	31.1	4.5	25.4	23.5
Queue Length 50th (ft)	74	99	281	0	55	250
Queue Length 95th (ft)	113	132	354	65	84	374
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	343	1898	1368	911	1201	820
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.27	0.67	0.54	0.18	0.66
Intersection Summary						

HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

2026 Build PM  
The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖	↖↗	↖
Traffic Volume (veh/h)	192	475	873	464	199	485
Future Volume (veh/h)	192	475	873	464	199	485
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	516	919	488	221	539
Peak Hour Factor	0.92	0.92	0.95	0.95	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	272	1906	1432	639	1209	680
Arrive On Green	0.08	0.54	0.40	0.40	0.35	0.35
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	209	516	919	488	221	539
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	6.5	8.7	22.9	29.2	4.9	32.4
Cycle Q Clear(g_c), s	6.5	8.7	22.9	29.2	4.9	32.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	272	1906	1432	639	1209	680
V/C Ratio(X)	0.77	0.27	0.64	0.76	0.18	0.79
Avail Cap(c_a), veh/h	346	1906	1432	639	1209	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	13.8	26.4	28.3	24.8	27.2
Incr Delay (d2), s/veh	7.7	0.4	2.2	8.4	0.3	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.4	9.8	12.2	2.0	13.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.4	14.2	28.7	36.8	25.2	36.4
LnGrp LOS	E	B	C	D	C	D
Approach Vol, veh/h		725	1407		760	
Approach Delay, s/veh		26.6	31.5		33.1	
Approach LOS		C	C		C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.7	50.3			65.0	45.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	11.0	42.0			59.0	38.5
Max Q Clear Time (g_c+I1), s	8.5	31.2			10.7	34.4
Green Ext Time (p_c), s	0.2	5.9			3.8	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			30.7			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	67	78	92	92	0	0	0	0	242	8	38
Future Vol, veh/h	0	67	78	92	92	0	0	0	0	242	8	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	81	81	81	92	92	92	93	93	93
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	71	82	114	114	0	0	0	0	260	9	41

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	153	0	0		454	495	114
Stage 1	-	-	-	-	-	-		342	342	-
Stage 2	-	-	-	-	-	-		112	153	-
Critical Hdwy	-	-	-	4.14	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1415	-	0		564	476	939
Stage 1	0	-	-	-	-	0		719	638	-
Stage 2	0	-	-	-	-	0		913	771	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	1415	-	-		515	0	939
Mov Cap-2 Maneuver	-	-	-	-	-	-		515	0	-
Stage 1	-	-	-	-	-	-		719	0	-
Stage 2	-	-	-	-	-	-		834	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.9	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1415	-	549
HCM Lane V/C Ratio	-	-	0.08	-	0.564
HCM Control Delay (s)	-	-	7.8	0	19.7
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.3	-	3.5

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	32	253	0	0	163	127	68	2	154	0	0	0
Future Vol, veh/h	32	253	0	0	163	127	68	2	154	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	298	0	0	175	137	82	2	186	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	312	0	- - - 0 618 686 298
Stage 1	-	-	- - - 374 374 -
Stage 2	-	-	- - - 244 312 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1248	- 0 0	- - - 453 370 741
Stage 1	-	- 0 0	- - - 696 618 -
Stage 2	-	- 0 0	- - - 797 658 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1248	- - -	- - - 437 0 741
Mov Cap-2 Maneuver	-	- - -	- - - 437 0 -
Stage 1	-	- - -	- - - 671 0 -
Stage 2	-	- - -	- - - 797 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	611	1248	-	-	-
HCM Lane V/C Ratio	0.442	0.03	-	-	-
HCM Control Delay (s)	15.5	8	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2.3	0.1	-	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶		↶	↷	↷	
Traffic Vol, veh/h	2	0	241	250	222	5
Future Vol, veh/h	2	0	241	250	222	5
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	89	89	92	92
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	3	0	271	281	241	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1067	-	246	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.43	-	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.218	-	-	-
Pot Cap-1 Maneuver	245	0	1320	-	-	-
Stage 1	794	0	-	-	-	-
Stage 2	430	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	-	1320	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.8	4.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	195	-	-
HCM Lane V/C Ratio	0.205	-	0.016	-	-
HCM Control Delay (s)	8.4	-	23.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.8	-	0	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	45	23	238	16	29	232
Future Vol, veh/h	45	23	238	16	29	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	64	64	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	32	372	25	46	368

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	832	372	0	0	397	0
Stage 1	372	-	-	-	-	-
Stage 2	460	-	-	-	-	-
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	339	674	-	-	1162	-
Stage 1	697	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	674	-	-	1162	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	325	674	1162	-
HCM Lane V/C Ratio	-	-	0.195	0.048	0.04	-
HCM Control Delay (s)	-	-	18.7	10.6	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.2	0.1	-

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	2	92	113	5	77
Future Vol, veh/h	82	2	92	113	5	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	3	101	124	7	105

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	220	101	0	0	225
Stage 1	101	-	-	-	-
Stage 2	119	-	-	-	-
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	768	954	-	-	1344
Stage 1	923	-	-	-	-
Stage 2	906	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	764	954	-	-	1344
Mov Cap-2 Maneuver	764	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	901	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	764	954	1344
HCM Lane V/C Ratio	-	-	0.17	0.003	0.005
HCM Control Delay (s)	-	-	10.7	8.8	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	0

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	9	48	24	3	0	18	192	34	1	169	23
Future Vol, veh/h	23	9	48	24	3	0	18	192	34	1	169	23
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	73	73	73	78	78	78	91	91	91	90	90	90
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	32	12	66	31	4	0	20	211	37	1	188	26

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	475	491	201	512	486	230	214	0	0	248	0	0
Stage 1	203	203	-	270	270	-	-	-	-	-	-	-
Stage 2	272	288	-	242	216	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	500	478	840	469	478	804	1356	-	-	1318	-	-
Stage 1	799	733	-	731	682	-	-	-	-	-	-	-
Stage 2	734	674	-	757	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	490	469	840	418	469	804	1356	-	-	1318	-	-
Mov Cap-2 Maneuver	490	469	-	418	469	-	-	-	-	-	-	-
Stage 1	785	732	-	719	670	-	-	-	-	-	-	-
Stage 2	717	663	-	685	719	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		14.3		0.6		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	649	423	1318	-	-
HCM Lane V/C Ratio	0.015	-	-	0.169	0.082	0.001	-	-
HCM Control Delay (s)	7.7	0	-	11.7	14.3	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0	-	-



Intersection						
Int Delay, s/veh	4.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	26	34	14	34	35	11
Future Vol, veh/h	26	34	14	34	35	11
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	83	83	82	82	73	73
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	31	41	17	41	48	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	131	56	63	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	75	-	-	-	-	-
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	863	1011	1540	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	1011	1540	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.2	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1540	-	936	-
HCM Lane V/C Ratio	0.011	-	0.077	-
HCM Control Delay (s)	7.4	0	9.2	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	43	223	37	9	218
Future Vol, veh/h	11	43	223	37	9	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	242	40	10	237

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	519	262	0	0	282
Stage 1	262	-	-	-	-
Stage 2	257	-	-	-	-
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	517	777	-	-	1280
Stage 1	782	-	-	-	-
Stage 2	786	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	512	777	-	-	1280
Mov Cap-2 Maneuver	512	-	-	-	-
Stage 1	782	-	-	-	-
Stage 2	779	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	703	1280
HCM Lane V/C Ratio	-	-	0.083	0.008
HCM Control Delay (s)	-	-	10.6	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↓
Traffic Vol, veh/h	71	20	172	62	18	156
Future Vol, veh/h	71	20	172	62	18	156
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	22	187	67	20	170

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	397	187	0	0	254
Stage 1	187	-	-	-	-
Stage 2	210	-	-	-	-
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	608	855	-	-	1311
Stage 1	845	-	-	-	-
Stage 2	825	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	598	855	-	-	1311
Mov Cap-2 Maneuver	598	-	-	-	-
Stage 1	845	-	-	-	-
Stage 2	811	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	640	1311
HCM Lane V/C Ratio	-	-	0.155	0.015
HCM Control Delay (s)	-	-	11.7	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Queues  
3: SH 105 & Woodmoor Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	185	464	1062	416	215	580
v/c Ratio	0.62	0.23	0.72	0.46	0.19	0.77
Control Delay	58.4	13.1	30.8	4.0	26.4	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	13.1	30.8	4.0	26.4	30.8
Queue Length 50th (ft)	64	84	340	0	55	298
Queue Length 95th (ft)	99	115	416	58	71	357
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	302	1988	1474	900	1232	740
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.23	0.72	0.46	0.17	0.78
<b>Intersection Summary</b>						

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

2043 Background AM  
The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↗	↑↑	↖↗	↗	↖↗	↗
Traffic Volume (veh/h)	159	399	945	370	172	464
Future Volume (veh/h)	159	399	945	370	172	464
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	185	464	1062	416	215	580
Peak Hour Factor	0.86	0.86	0.89	0.89	0.80	0.80
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	246	1893	1435	640	1222	673
Arrive On Green	0.07	0.53	0.41	0.41	0.35	0.35
Sat Flow, veh/h	3456	3647	3618	1572	3456	1585
Grp Volume(v), veh/h	185	464	1062	416	215	580
Grp Sat Flow(s),veh/h/ln	1728	1777	1763	1572	1728	1585
Q Serve(g_s), s	5.8	7.7	28.1	23.5	4.7	36.5
Cycle Q Clear(g_c), s	5.8	7.7	28.1	23.5	4.7	36.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	246	1893	1435	640	1222	673
V/C Ratio(X)	0.75	0.25	0.74	0.65	0.18	0.86
Avail Cap(c_a), veh/h	283	1893	1435	640	1241	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	13.8	27.7	26.3	24.5	28.7
Incr Delay (d2), s/veh	9.4	0.3	3.5	5.1	0.1	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.1	12.1	9.4	1.9	15.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.6	14.1	31.1	31.3	24.6	39.6
LnGrp LOS	E	B	C	C	C	D
Approach Vol, veh/h		649	1478		795	
Approach Delay, s/veh		27.1	31.2		35.5	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.8	50.8			64.6	45.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	9.0	43.0			58.0	39.5
Max Q Clear Time (g_c+I1), s	7.8	30.1			9.7	38.5
Green Ext Time (p_c), s	0.1	7.1			3.3	0.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			31.5			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary  
 16: Monument Hill Rd

2043 Background AM  
 The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			



HCM 6th Signalized Intersection Summary  
30: Monument Hill Rd

2043 Background AM  
The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	95	71	213	139	0	0	0	0	79	4	20
Future Vol, veh/h	0	95	71	213	139	0	0	0	0	79	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	76	76	76	92	92	92	89	89	89
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	12	12	12
Mvmt Flow	0	114	86	280	183	0	0	0	0	89	4	22

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	200	0	0		900	943	183
Stage 1	-	-	-	-	-	-		743	743	-
Stage 2	-	-	-	-	-	-		157	200	-
Critical Hdwy	-	-	-	4.12	-	-		6.52	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-		5.52	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.52	5.62	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.608	4.108	3.408
Pot Cap-1 Maneuver	0	-	-	1372	-	0		297	253	834
Stage 1	0	-	-	-	-	0		453	407	-
Stage 2	0	-	-	-	-	0		848	717	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1372	-	-		230	0	834
Mov Cap-2 Maneuver	-	-	-	-	-	-		230	0	-
Stage 1	-	-	-	-	-	-		453	0	-
Stage 2	-	-	-	-	-	-		656	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5	28.1
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1372	-	269
HCM Lane V/C Ratio	-	-	0.204	-	0.43
HCM Control Delay (s)	-	-	8.3	0	28.1
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.8	-	2

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	49	111	0	0	295	247	70	0	89	0	0	0
Future Vol, veh/h	49	111	0	0	295	247	70	0	89	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	68	68	68	92	92	92
Heavy Vehicles, %	8	8	8	3	3	3	3	3	3	2	2	2
Mvmt Flow	55	125	0	0	355	298	103	0	131	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	653	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.18	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.272	-	-
Pot Cap-1 Maneuver	906	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	906	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	2.8	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	545	906	-	-	-
HCM Lane V/C Ratio	0.429	0.061	-	-	-
HCM Control Delay (s)	16.5	9.2	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2.1	0.2	-	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙		↙	↑	↗	
Traffic Vol, veh/h	1	0	115	269	334	5
Future Vol, veh/h	1	0	115	269	334	5
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	81	81	79	79
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	1	0	142	332	423	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1042	-	429	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.47	-	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	-	2.218	-	-	-
Pot Cap-1 Maneuver	249	0	1130	-	-	-
Stage 1	648	0	-	-	-	-
Stage 2	529	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	-	1130	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.6	2.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1130	-	218	-	-
HCM Lane V/C Ratio	0.126	-	0.006	-	-
HCM Control Delay (s)	8.6	-	21.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	20	25	81	50	25	132
Future Vol, veh/h	20	25	81	50	25	132
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	83	83	85	85
Heavy Vehicles, %	9	9	6	6	5	5
Mvmt Flow	33	41	98	60	29	155

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	311	98	0	0	158
Stage 1	98	-	-	-	-
Stage 2	213	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.15
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.245
Pot Cap-1 Maneuver	667	939	-	-	1403
Stage 1	909	-	-	-	-
Stage 2	806	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	653	939	-	-	1403
Mov Cap-2 Maneuver	653	-	-	-	-
Stage 1	909	-	-	-	-
Stage 2	789	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	653	939	1403
HCM Lane V/C Ratio	-	-	0.05	0.044	0.021
HCM Control Delay (s)	-	-	10.8	9	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1

Intersection						
Int Delay, s/veh	20.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	347	53	67	362	95	123
Future Vol, veh/h	347	53	67	362	95	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	70	70	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	434	66	96	517	127	164

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	514	96	0	0	613	0
Stage 1	96	-	-	-	-	-
Stage 2	418	-	-	-	-	-
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	521	960	-	-	966	-
Stage 1	928	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	453	960	-	-	966	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	55.6	0	4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	453	960	966	-
HCM Lane V/C Ratio	-	-	0.958	0.069	0.131	-
HCM Control Delay (s)	-	-	62.7	9	9.3	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	11.6	0.2	0.5	-

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	11	90	48	24	0	94	79	8	0	304	92
Future Vol, veh/h	22	11	90	48	24	0	94	79	8	0	304	92
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	53	53	53	75	75	75	81	81	81	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	42	21	170	64	32	0	116	98	10	0	447	135

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	866	855	515	945	917	103	582	0	0	108	0	0
Stage 1	515	515	-	335	335	-	-	-	-	-	-	-
Stage 2	351	340	-	610	582	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	296	560	242	272	952	987	-	-	1483	-	-
Stage 1	543	535	-	679	643	-	-	-	-	-	-	-
Stage 2	666	639	-	482	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	223	259	560	143	238	952	987	-	-	1483	-	-
Mov Cap-2 Maneuver	223	259	-	143	238	-	-	-	-	-	-	-
Stage 1	475	535	-	594	563	-	-	-	-	-	-	-
Stage 2	550	559	-	323	499	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.8		53.4		4.7		0	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	408	165	1483	-	-
HCM Lane V/C Ratio	0.118	-	-	0.569	0.582	-	-	-
HCM Control Delay (s)	9.1	0	-	24.8	53.4	0	-	-
HCM Lane LOS	A	A	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.4	3.1	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	17	33	124	160	15
Future Vol, veh/h	4	17	33	124	160	15
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	80	80	50	50	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	66	248	348	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	745	365	381	0	-	0
Stage 1	365	-	-	-	-	-
Stage 2	380	-	-	-	-	-
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	382	680	1177	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	680	1177	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1177	-	580	-
HCM Lane V/C Ratio	0.056	-	0.045	-
HCM Control Delay (s)	8.2	0	11.5	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-





Queues  
3: SH 105 & Woodmoor Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	237	653	1163	512	238	563
v/c Ratio	0.71	0.32	0.78	0.53	0.22	0.75
Control Delay	60.6	12.9	32.1	4.1	28.5	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	12.9	32.1	4.1	28.5	30.6
Queue Length 50th (ft)	85	120	367	0	63	303
Queue Length 95th (ft)	#127	155	455	62	95	448
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	343	2026	1489	962	1076	754
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.32	0.78	0.53	0.22	0.75

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

HCM 6th Signalized Intersection Summary  
3: SH 105 & Woodmoor Dr

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	218	601	1105	486	214	507
Future Volume (veh/h)	218	601	1105	486	214	507
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	653	1163	512	238	563
Peak Hour Factor	0.92	0.92	0.95	0.95	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	299	2035	1534	684	1084	634
Arrive On Green	0.09	0.57	0.43	0.43	0.31	0.31
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	237	653	1163	512	238	563
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	7.4	10.6	30.4	29.8	5.6	34.5
Cycle Q Clear(g_c), s	7.4	10.6	30.4	29.8	5.6	34.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	299	2035	1534	684	1084	634
V/C Ratio(X)	0.79	0.32	0.76	0.75	0.22	0.89
Avail Cap(c_a), veh/h	346	2035	1534	684	1084	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	12.3	26.4	26.2	27.8	30.7
Incr Delay (d2), s/veh	10.5	0.4	3.6	7.3	0.5	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.1	13.1	12.2	2.4	16.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.8	12.7	30.0	33.6	28.3	47.5
LnGrp LOS	E	B	C	C	C	D
Approach Vol, veh/h		890	1675		801	
Approach Delay, s/veh		25.2	31.1		41.8	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.5	53.5			69.0	41.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	11.0	46.0			63.0	34.5
Max Q Clear Time (g_c+I1), s	9.4	32.4			12.6	36.5
Green Ext Time (p_c), s	0.1	8.2			5.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			32.1			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary  
 16: Monument Hill Rd

2043 Background PM  
 The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
30: Monument Hill Rd

2043 Background PM  
The Rock Commerce Center TIS



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No			No
Adj Sat Flow, veh/h/ln			1870	0	0	1870
Adj Flow Rate, veh/h			0	0	0	0
Peak Hour Factor			0.92	0.92	0.92	0.92
Percent Heavy Veh, %			2	0	0	2
Cap, veh/h			1496	0	0	1496
Arrive On Green			0.00	0.00	0.00	0.00
Sat Flow, veh/h			1870	0	0	1870
Grp Volume(v), veh/h			0	0	0	0
Grp Sat Flow(s),veh/h/ln			1870	0	0	1870
Q Serve(g_s), s			0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	0.0	0.0	0.0
Prop In Lane				0.00	0.00	
Lane Grp Cap(c), veh/h			1496	0	0	1496
V/C Ratio(X)			0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h			1496	0	0	1496
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh			0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh			0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.0	0.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			0			0
Approach Delay, s/veh			0.0			0.0
Approach LOS						
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		22.5				22.5
Change Period (Y+Rc), s		4.5				4.5
Max Green Setting (Gmax), s		18.0				18.0
Max Q Clear Time (g_c+I1), s		0.0				0.0
Green Ext Time (p_c), s		0.0				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			0.0			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	17.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↷	
Traffic Vol, veh/h	0	77	99	116	107	0	0	0	0	291	11	48
Future Vol, veh/h	0	77	99	116	107	0	0	0	0	291	11	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	81	81	81	92	92	92	93	93	93
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	81	104	143	132	0	0	0	0	313	12	52

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	185	0	0		551	603	132
Stage 1	-	-	-	-	-	-		418	418	-
Stage 2	-	-	-	-	-	-		133	185	-
Critical Hdwy	-	-	-	4.14	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1378	-	0		495	413	917
Stage 1	0	-	-	-	-	0		664	591	-
Stage 2	0	-	-	-	-	0		893	747	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1378	-	-		440	0	917
Mov Cap-2 Maneuver	-	-	-	-	-	-		440	0	-
Stage 1	-	-	-	-	-	-		664	0	-
Stage 2	-	-	-	-	-	-		793	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.1	35.7
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1378	-	475
HCM Lane V/C Ratio	-	-	0.104	-	0.792
HCM Control Delay (s)	-	-	7.9	0	35.7
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0.3	-	7.2



Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	41	295	0	0	197	141	86	3	196	0	0	0
Future Vol, veh/h	41	295	0	0	197	141	86	3	196	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	347	0	0	212	152	104	4	236	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	364	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1195	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1195	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	549	1195	-	-	-
HCM Lane V/C Ratio	0.625	0.04	-	-	-
HCM Control Delay (s)	21.9	8.1	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	4.3	0.1	-	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖		↖	↑	↗	
Traffic Vol, veh/h	3	0	178	317	281	7
Future Vol, veh/h	3	0	178	317	281	7
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	89	89	92	92
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	5	0	200	356	305	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1065	-	313	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Critical Hdwy	6.43	-	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.218	-	-	-
Pot Cap-1 Maneuver	245	0	1247	-	-	-
Stage 1	742	0	-	-	-	-
Stage 2	462	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	-	1247	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1247	-	206	-	-
HCM Lane V/C Ratio	0.16	-	0.023	-	-
HCM Control Delay (s)	8.4	-	22.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.1	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	57	29	174	20	37	149
Future Vol, veh/h	57	29	174	20	37	149
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	64	64	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	41	272	31	59	237

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	627	272	0	0	303	0
Stage 1	272	-	-	-	-	-
Stage 2	355	-	-	-	-	-
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	447	767	-	-	1258	-
Stage 1	774	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	426	767	-	-	1258	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	426	767	1258
HCM Lane V/C Ratio	-	-	0.188	0.053	0.047
HCM Control Delay (s)	-	-	15.4	10	8
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	0.1

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	104	3	89	143	7	73
Future Vol, veh/h	104	3	89	143	7	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	5	98	157	10	100

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	218	98	0	0	255
Stage 1	98	-	-	-	-
Stage 2	120	-	-	-	-
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	770	958	-	-	1310
Stage 1	926	-	-	-	-
Stage 2	905	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	764	958	-	-	1310
Mov Cap-2 Maneuver	764	-	-	-	-
Stage 1	926	-	-	-	-
Stage 2	898	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	764	958	1310	-
HCM Lane V/C Ratio	-	-	0.216	0.005	0.007	-
HCM Control Delay (s)	-	-	11	8.8	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	0	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	12	61	30	3	0	22	243	44	1	214	22
Future Vol, veh/h	28	12	61	30	3	0	22	243	44	1	214	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	78	78	78	91	91	91	90	90	90
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	38	16	84	38	4	0	24	267	48	1	238	24

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	593	615	250	641	603	291	262	0	0	315	0	0
Stage 1	252	252	-	339	339	-	-	-	-	-	-	-
Stage 2	341	363	-	302	264	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	417	407	789	385	410	743	1302	-	-	1245	-	-
Stage 1	752	698	-	671	636	-	-	-	-	-	-	-
Stage 2	674	625	-	703	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	407	398	789	328	401	743	1302	-	-	1245	-	-
Mov Cap-2 Maneuver	407	398	-	328	401	-	-	-	-	-	-	-
Stage 1	735	697	-	656	622	-	-	-	-	-	-	-
Stage 2	655	611	-	613	685	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.3		17.3		0.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1302	-	-	573	334	1245	-	-
HCM Lane V/C Ratio	0.019	-	-	0.241	0.127	0.001	-	-
HCM Control Delay (s)	7.8	0	-	13.3	17.3	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0	-	-

Intersection						
Int Delay, s/veh	4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	22	44	17	44	45	5
Future Vol, veh/h	22	44	17	44	45	5
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	83	83	82	82	73	73
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	27	53	21	54	62	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	162	66	69	0	0
Stage 1	66	-	-	-	-
Stage 2	96	-	-	-	-
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	829	998	1532	-	-
Stage 1	957	-	-	-	-
Stage 2	928	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	817	998	1532	-	-
Mov Cap-2 Maneuver	817	-	-	-	-
Stage 1	944	-	-	-	-
Stage 2	928	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.2	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1532	-	929	-	-
HCM Lane V/C Ratio	0.014	-	0.086	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Queues  
3: SH 105 & Woodmoor Dr

2043 Build AM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	199	464	1062	470	226	610
v/c Ratio	0.72	0.25	0.77	0.52	0.18	0.77
Control Delay	64.5	14.6	34.0	4.4	24.7	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	14.6	34.0	4.4	24.7	29.2
Queue Length 50th (ft)	71	90	340	0	55	324
Queue Length 95th (ft)	#108	115	416	60	74	385
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	280	1866	1372	900	1232	798
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.25	0.77	0.52	0.18	0.76

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



HCM 6th Signalized Intersection Summary  
 3: SH 105 & Woodmoor Dr

2043 Build AM  
 The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	399	945	418	181	488
Future Volume (veh/h)	171	399	945	418	181	488
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	199	464	1062	470	226	610
Peak Hour Factor	0.86	0.86	0.89	0.89	0.80	0.80
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	259	1874	1402	625	1241	688
Arrive On Green	0.07	0.53	0.40	0.40	0.36	0.36
Sat Flow, veh/h	3456	3647	3618	1572	3456	1585
Grp Volume(v), veh/h	199	464	1062	470	226	610
Grp Sat Flow(s),veh/h/ln	1728	1777	1763	1572	1728	1585
Q Serve(g_s), s	6.2	7.8	28.6	28.2	4.9	38.9
Cycle Q Clear(g_c), s	6.2	7.8	28.6	28.2	4.9	38.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	259	1874	1402	625	1241	688
V/C Ratio(X)	0.77	0.25	0.76	0.75	0.18	0.89
Avail Cap(c_a), veh/h	283	1874	1402	625	1241	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	14.1	28.5	28.5	24.2	28.6
Incr Delay (d2), s/veh	11.1	0.3	3.9	8.1	0.3	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.1	12.4	11.7	2.0	17.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.1	14.5	32.4	36.6	24.5	44.3
LnGrp LOS	E	B	C	D	C	D
Approach Vol, veh/h		663	1532		836	
Approach Delay, s/veh		28.4	33.7		38.9	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.2	49.8			64.0	46.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	9.0	43.0			58.0	39.5
Max Q Clear Time (g_c+I1), s	8.2	30.6			9.8	40.9
Green Ext Time (p_c), s	0.1	7.1			3.3	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			34.0			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	99	71	213	141	0	0	0	0	87	4	20
Future Vol, veh/h	0	99	71	213	141	0	0	0	0	87	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	76	76	76	92	92	92	89	89	89
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	12	12	12
Mvmt Flow	0	119	86	280	186	0	0	0	0	98	4	22

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	205	0	0		908	951	186
Stage 1	-	-	-	-	-	-		746	746	-
Stage 2	-	-	-	-	-	-		162	205	-
Critical Hdwy	-	-	-	4.12	-	-		6.52	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-		5.52	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.52	5.62	-
Follow-up Hdwy	-	-	-	2.218	-	-		3.608	4.108	3.408
Pot Cap-1 Maneuver	0	-	-	1366	-	0		293	250	831
Stage 1	0	-	-	-	-	0		451	406	-
Stage 2	0	-	-	-	-	0		843	714	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1366	-	-		226	0	831
Mov Cap-2 Maneuver	-	-	-	-	-	-		226	0	-
Stage 1	-	-	-	-	-	-		451	0	-
Stage 2	-	-	-	-	-	-		650	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5	30.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1366	-	262
HCM Lane V/C Ratio	-	-	0.205	-	0.476
HCM Control Delay (s)	-	-	8.3	0	30.6
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.8	-	2.4

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	49	123	0	0	297	251	70	0	89	0	0	0
Future Vol, veh/h	49	123	0	0	297	251	70	0	89	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	83	83	83	68	68	68	92	92	92
Heavy Vehicles, %	8	8	8	3	3	3	3	3	3	2	2	2
Mvmt Flow	55	138	0	0	358	302	103	0	131	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	660	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.18	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.272	-	-
Pot Cap-1 Maneuver	900	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	900	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	2.6	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	533	900	-	-	-
HCM Lane V/C Ratio	0.439	0.061	-	-	-
HCM Control Delay (s)	16.9	9.3	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2.2	0.2	-	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶		↶	↶	↶	
Traffic Vol, veh/h	1	0	175	269	334	5
Future Vol, veh/h	1	0	175	269	334	5
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	81	81	79	79
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	1	0	216	332	423	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1190	-	429	0	-	0
Stage 1	426	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	6.47	-	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	-	2.218	-	-	-
Pot Cap-1 Maneuver	203	0	1130	-	-	-
Stage 1	648	0	-	-	-	-
Stage 2	451	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	-	1130	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	3.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1130	-	164	-	-
HCM Lane V/C Ratio	0.191	-	0.008	-	-
HCM Control Delay (s)	8.9	-	27.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	0	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	20	25	141	50	25	165
Future Vol, veh/h	20	25	141	50	25	165
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	83	83	85	85
Heavy Vehicles, %	9	9	6	6	5	5
Mvmt Flow	33	41	170	60	29	194

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	422	170	0	0	230
Stage 1	170	-	-	-	-
Stage 2	252	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.15
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.245
Pot Cap-1 Maneuver	575	856	-	-	1320
Stage 1	843	-	-	-	-
Stage 2	774	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	562	856	-	-	1320
Mov Cap-2 Maneuver	562	-	-	-	-
Stage 1	843	-	-	-	-
Stage 2	757	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	562	856	1320	-
HCM Lane V/C Ratio	-	-	0.058	0.048	0.022	-
HCM Control Delay (s)	-	-	11.8	9.4	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection						
Int Delay, s/veh	23.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	347	53	73	362	95	135
Future Vol, veh/h	347	53	73	362	95	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	70	70	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	434	66	104	517	127	180

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	538	104	0	0	621	0
Stage 1	104	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	504	951	-	-	960	-
Stage 1	920	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	437	951	-	-	960	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	63.8	0	3.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	437	951	960
HCM Lane V/C Ratio	-	-	0.993	0.07	0.132
HCM Control Delay (s)	-	-	72.2	9.1	9.3
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	12.6	0.2	0.5

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	11	90	48	25	0	94	79	8	0	304	95
Future Vol, veh/h	22	11	90	48	25	0	94	79	8	0	304	95
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	53	53	53	75	75	75	81	81	81	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	42	21	170	64	33	0	116	98	10	0	447	140

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	869	857	517	948	922	103	587	0	0	108	0	0
Stage 1	517	517	-	335	335	-	-	-	-	-	-	-
Stage 2	352	340	-	613	587	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	272	295	558	241	270	952	983	-	-	1483	-	-
Stage 1	541	534	-	679	643	-	-	-	-	-	-	-
Stage 2	665	639	-	480	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	258	558	142	236	952	983	-	-	1483	-	-
Mov Cap-2 Maneuver	220	258	-	142	236	-	-	-	-	-	-	-
Stage 1	473	534	-	593	562	-	-	-	-	-	-	-
Stage 2	547	558	-	321	497	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.2	54.8	4.8	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	405	164	1483	-
HCM Lane V/C Ratio	0.118	-	-	0.573	0.593	-	-
HCM Control Delay (s)	9.2	0	-	25.2	54.8	0	-
HCM Lane LOS	A	A	-	D	F	A	-
HCM 95th %tile Q(veh)	0.4	-	-	3.5	3.2	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	17	33	124	160	19
Future Vol, veh/h	6	17	33	124	160	19
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	80	80	50	50	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	21	66	248	348	41

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	749	369	389	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	380	-	-	-	-	-
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	379	677	1170	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	354	677	1170	-	-	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1170	-	547	-
HCM Lane V/C Ratio	0.056	-	0.053	-
HCM Control Delay (s)	8.3	0	11.9	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑		↔
Traffic Vol, veh/h	12	3	143	22	6	178
Future Vol, veh/h	12	3	143	22	6	178
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	155	24	7	193

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	362	155	0	0	179
Stage 1	155	-	-	-	-
Stage 2	207	-	-	-	-
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	637	891	-	-	1397
Stage 1	873	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	633	891	-	-	1397
Mov Cap-2 Maneuver	633	-	-	-	-
Stage 1	873	-	-	-	-
Stage 2	823	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	672	1397
HCM Lane V/C Ratio	-	-	0.024	0.005
HCM Control Delay (s)	-	-	10.5	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	6	109	37	10	163
Future Vol, veh/h	27	6	109	37	10	163
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	7	118	40	11	177

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	337	138	0	0	158
Stage 1	138	-	-	-	-
Stage 2	199	-	-	-	-
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	658	910	-	-	1422
Stage 1	889	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	652	910	-	-	1422
Mov Cap-2 Maneuver	652	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	827	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	1422
HCM Lane V/C Ratio	-	-	0.052	0.008
HCM Control Delay (s)	-	-	10.5	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Queues  
3: SH 105 & Woodmoor Dr

2043 Build PM  
The Rock Commerce Center TIS



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	259	653	1163	596	271	657
v/c Ratio	0.77	0.34	0.84	0.61	0.23	0.83
Control Delay	64.1	14.5	36.9	4.8	26.6	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	14.5	36.9	4.8	26.6	34.1
Queue Length 50th (ft)	93	128	386	0	70	374
Queue Length 95th (ft)	#150	167	478	71	102	#575
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	343	1930	1389	983	1170	793
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.34	0.84	0.61	0.23	0.83

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 3: SH 105 & Woodmoor Dr

2043 Build PM  
 The Rock Commerce Center TIS



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	238	601	1105	566	244	591
Future Volume (veh/h)	238	601	1105	566	244	591
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	653	1163	596	271	657
Peak Hour Factor	0.92	0.92	0.95	0.95	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	320	1938	1416	632	1178	687
Arrive On Green	0.09	0.55	0.40	0.40	0.34	0.34
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	259	653	1163	596	271	657
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	8.1	11.3	32.2	39.9	6.2	37.5
Cycle Q Clear(g_c), s	8.1	11.3	32.2	39.9	6.2	37.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	320	1938	1416	632	1178	687
V/C Ratio(X)	0.81	0.34	0.82	0.94	0.23	0.96
Avail Cap(c_a), veh/h	346	1938	1416	632	1178	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	13.9	29.6	31.9	25.9	30.2
Incr Delay (d2), s/veh	12.7	0.5	5.5	24.4	0.5	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.4	14.3	18.9	2.6	20.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.7	14.4	35.1	56.3	26.4	55.3
LnGrp LOS	E	B	D	E	C	E
Approach Vol, veh/h		912	1759		928	
Approach Delay, s/veh		27.8	42.2		46.9	
Approach LOS		C	D		D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.2	49.8			66.0	44.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.5
Max Green Setting (Gmax), s	11.0	43.0			60.0	37.5
Max Q Clear Time (g_c+I1), s	10.1	41.9			13.3	39.5
Green Ext Time (p_c), s	0.1	0.9			5.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			39.8			
HCM 6th LOS			D			

Intersection												
Int Delay, s/veh	20.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	84	99	116	115	0	0	0	0	304	11	48
Future Vol, veh/h	0	84	99	116	115	0	0	0	0	304	11	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	81	81	81	92	92	92	93	93	93
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	88	104	143	142	0	0	0	0	327	12	52

Major/Minor	Major1			Major2			Minor2				
Conflicting Flow All	-	0	0	192	0	0			568	620	142
Stage 1	-	-	-	-	-	-			428	428	-
Stage 2	-	-	-	-	-	-			140	192	-
Critical Hdwy	-	-	-	4.14	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1370	-	0			484	404	906
Stage 1	0	-	-	-	-	0			657	585	-
Stage 2	0	-	-	-	-	0			887	742	-
Platoon blocked, %		-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	1370	-	-			429	0	906
Mov Cap-2 Maneuver	-	-	-	-	-	-			429	0	-
Stage 1	-	-	-	-	-	-			657	0	-
Stage 2	-	-	-	-	-	-			787	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4	42.5
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1370	-	462
HCM Lane V/C Ratio	-	-	0.105	-	0.845
HCM Control Delay (s)	-	-	7.9	0	42.5
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0.3	-	8.4

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	41	315	0	0	205	156	86	3	196	0	0	0
Future Vol, veh/h	41	315	0	0	205	156	86	3	196	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	371	0	0	220	168	104	4	236	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	388	0	- - - 0 771 855 371
Stage 1	-	-	- - - 467 467 -
Stage 2	-	-	- - - 304 388 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1170	-	0 0 - 368 296 675
Stage 1	-	-	0 0 - 631 562 -
Stage 2	-	-	0 0 - 748 609 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1170	-	- - - 349 0 675
Mov Cap-2 Maneuver	-	-	- - - 349 0 -
Stage 1	-	-	- - - 598 0 -
Stage 2	-	-	- - - 748 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	525	1170	-	-	-
HCM Lane V/C Ratio	0.654	0.041	-	-	-
HCM Control Delay (s)	23.9	8.2	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	4.7	0.1	-	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖		↖	↑	↗	
Traffic Vol, veh/h	3	0	278	317	281	7
Future Vol, veh/h	3	0	278	317	281	7
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	-	370	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	89	89	92	92
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	5	0	312	356	305	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1289	-	313	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Critical Hdwy	6.43	-	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.218	-	-	-
Pot Cap-1 Maneuver	180	0	1247	-	-	-
Stage 1	742	0	-	-	-	-
Stage 2	362	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	-	1247	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.6	4.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1247	-	135	-	-
HCM Lane V/C Ratio	0.25	-	0.035	-	-
HCM Control Delay (s)	8.8	-	32.6	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	1	-	0.1	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	57	29	274	20	37	263
Future Vol, veh/h	57	29	274	20	37	263
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	100	-	215	470	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	64	64	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	41	428	31	59	417

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	963	428	0	0	459
Stage 1	428	-	-	-	-
Stage 2	535	-	-	-	-
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	284	627	-	-	1102
Stage 1	657	-	-	-	-
Stage 2	587	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	269	627	-	-	1102
Mov Cap-2 Maneuver	269	-	-	-	-
Stage 1	657	-	-	-	-
Stage 2	555	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	269	627	1102	-
HCM Lane V/C Ratio	-	-	0.298	0.065	0.053	-
HCM Control Delay (s)	-	-	24	11.1	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.2	0.2	-



Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	104	3	111	143	7	93
Future Vol, veh/h	104	3	111	143	7	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	180	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	91	91	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	5	122	157	10	127

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	269	122	0	0	279
Stage 1	122	-	-	-	-
Stage 2	147	-	-	-	-
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	720	929	-	-	1284
Stage 1	903	-	-	-	-
Stage 2	880	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	714	929	-	-	1284
Mov Cap-2 Maneuver	714	-	-	-	-
Stage 1	903	-	-	-	-
Stage 2	873	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	714	929	1284	-
HCM Lane V/C Ratio	-	-	0.231	0.005	0.007	-
HCM Control Delay (s)	-	-	11.6	8.9	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0	0	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	12	61	30	4	0	22	243	44	1	214	27
Future Vol, veh/h	29	12	61	30	4	0	22	243	44	1	214	27
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	73	73	73	78	78	78	91	91	91	90	90	90
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	40	16	84	38	5	0	24	267	48	1	238	30

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	597	618	253	644	609	291	268	0	0	315	0	0
Stage 1	255	255	-	339	339	-	-	-	-	-	-	-
Stage 2	342	363	-	305	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	415	405	786	383	407	743	1296	-	-	1245	-	-
Stage 1	749	696	-	671	636	-	-	-	-	-	-	-
Stage 2	673	625	-	700	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	403	395	786	326	397	743	1296	-	-	1245	-	-
Mov Cap-2 Maneuver	403	395	-	326	397	-	-	-	-	-	-	-
Stage 1	732	695	-	656	621	-	-	-	-	-	-	-
Stage 2	652	611	-	610	681	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		17.4		0.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1296	-	-	567	333	1245	-	-
HCM Lane V/C Ratio	0.019	-	-	0.246	0.131	0.001	-	-
HCM Control Delay (s)	7.8	0	-	13.4	17.4	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.4	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	44	17	44	45	12
Future Vol, veh/h	30	44	17	44	45	12
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	83	83	82	82	73	73
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	36	53	21	54	62	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	166	70	78	0	0
Stage 1	70	-	-	-	-
Stage 2	96	-	-	-	-
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	824	993	1520	-	-
Stage 1	953	-	-	-	-
Stage 2	928	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	812	993	1520	-	-
Mov Cap-2 Maneuver	812	-	-	-	-
Stage 1	940	-	-	-	-
Stage 2	928	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.4	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1520	-	911	-	-
HCM Lane V/C Ratio	0.014	-	0.098	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↓
Traffic Vol, veh/h	43	11	265	37	9	257
Future Vol, veh/h	43	11	265	37	9	257
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	12	288	40	10	279

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	587	288	0	0	328
Stage 1	288	-	-	-	-
Stage 2	299	-	-	-	-
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	472	751	-	-	1232
Stage 1	761	-	-	-	-
Stage 2	752	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	467	751	-	-	1232
Mov Cap-2 Maneuver	467	-	-	-	-
Stage 1	761	-	-	-	-
Stage 2	744	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	506	1232
HCM Lane V/C Ratio	-	-	0.116	0.008
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	20	214	62	18	195
Future Vol, veh/h	71	20	214	62	18	195
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	22	233	67	20	212

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	519	267	0	0	300	0
Stage 1	267	-	-	-	-	-
Stage 2	252	-	-	-	-	-
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	517	772	-	-	1261	-
Stage 1	778	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	508	772	-	-	1261	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	1261
HCM Lane V/C Ratio	-	-	0.18	0.016
HCM Control Delay (s)	-	-	13	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↓
Traffic Vol, veh/h	33	3	143	22	16	157
Future Vol, veh/h	33	3	143	22	16	157
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	155	24	17	171

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	360	155	0	0	179
Stage 1	155	-	-	-	-
Stage 2	205	-	-	-	-
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	639	891	-	-	1397
Stage 1	873	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	631	891	-	-	1397
Mov Cap-2 Maneuver	631	-	-	-	-
Stage 1	873	-	-	-	-
Stage 2	818	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1397
HCM Lane V/C Ratio	-	-	0.06	0.012
HCM Control Delay (s)	-	-	10.9	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	6	109	37	0	173
Future Vol, veh/h	0	6	109	37	0	173
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	118	40	0	188

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	326	138	0	0	158
Stage 1	138	-	-	-	-
Stage 2	188	-	-	-	-
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	668	910	-	-	1422
Stage 1	889	-	-	-	-
Stage 2	844	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	668	910	-	-	1422
Mov Cap-2 Maneuver	668	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	844	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	910	1422
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s)	-	-	9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↓
Traffic Vol, veh/h	114	11	265	37	27	186
Future Vol, veh/h	114	11	265	37	27	186
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	12	288	40	29	202

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	548	288	0	0	328
Stage 1	288	-	-	-	-
Stage 2	260	-	-	-	-
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	497	751	-	-	1232
Stage 1	761	-	-	-	-
Stage 2	783	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	484	751	-	-	1232
Mov Cap-2 Maneuver	484	-	-	-	-
Stage 1	761	-	-	-	-
Stage 2	762	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	1232
HCM Lane V/C Ratio	-	-	0.272	0.024
HCM Control Delay (s)	-	-	14.9	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	20	214	62	0	213
Future Vol, veh/h	0	20	214	62	0	213
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	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	233	67	0	232

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	499	267	0	0	300
Stage 1	267	-	-	-	-
Stage 2	232	-	-	-	-
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	531	772	-	-	1261
Stage 1	778	-	-	-	-
Stage 2	807	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	531	772	-	-	1261
Mov Cap-2 Maneuver	531	-	-	-	-
Stage 1	778	-	-	-	-
Stage 2	807	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1261
HCM Lane V/C Ratio	-	-	0.028	-
HCM Control Delay (s)	-	-	9.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

# V3\_Traffic Impact Study Comments.pdf Markup Summary

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CDurham (2)

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howroom space and parking. The app  
ar car/pickup truck. Required sight di  
V Table 2-35 are exceeded for the de  
1 site vehicle circulation and building si  
groups.

3 Criteria Manual Section 2.3.7.D.1 an  
-turn deceleration lanes would be re  
/PH) or creater and right-turn lanes w

**Subject:** Callout  
**Page Label:** 14  
**Author:** CDurham  
**Date:** 12/5/2023 4:32:50 PM  
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State what the spacing is

4 Construct a northbound right turn deceleration la  
length of 200' and 200' wide.  
The applicable Road Project Fee assessed for this project will  
between the project owner and County staff. The proposed site  
identified in the CDurham County Road Project Fee Schedule.  
submit if the applicant intends to pay the full amount of  
project and pay the CDurham County Road Project Fee (PHI  
this information CDurham County Resolution 19-471

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**Page Label:** 17  
**Author:** CDurham  
**Date:** 12/5/2023 4:43:19 PM  
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Indicate if the applicant intends to pay the full-fee  
amount or use one of the two PID options. Refer to  
Resolution 19-471 (Copy attached in EDARP for  
reference)