

# The Rock Commerce Center

## Traffic Impact Study



Photo Source: Google Earth

**DATE:** July 11, 2023

**PREPARED FOR:**

Redland  
1500 West Canal Court  
Littleton, CO 80120

**PREPARED BY:**

Fox Tuttle Transportation Group, LLC  
1580 Logan Street, 6<sup>th</sup> Floor  
Denver, CO 80203

Add "PCD File No. PPR2329" to the cover sheet.

Please provide a signature page in accordance with ECM Appendix D.8. Include El Paso County signature blocks for the design engineer and owner/developer.

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Please update traffic impact study since only one access will be allowed to come off of Monument Hill Road. Provide analysis if a left-turn lane will be required due to the change in access.

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**APPENDIX**

Level of Service Definitions

Traffic Count Data Sheets

Intersection Capacity Worksheets

-Indicate if the MTCP shows any improvements in the 2040 or preservation requirements for the 2060 build out years.

-Address intersection spacing

-Address any school routes through the site, as it is adjacent to a school.

-Discuss any potential projects in the area (Northbay at Woodmoor (PUDSP228) & Waterside (PUDSP229))

-Indicate if any deviations are needed

-Provide for analysis for Deer Creek/Woodmoor intersection. Improvements are planned there for County Project. Need to show how much traffic this project will contribute to this intersection. Escrow may need to be provided based on traffic impacts. Contact John Lantz (johnlantz@elpasoco.com or 719-520-6863) at EPC Capital Improvements Projects for more information on this project.

-Include analysis and discussion on how this project will impact/work with school traffic.

-Include discussion for Woodmoor at SH105. Is there a large enough traffic increase or improvements needed to warrant a CDOT access permit?

## THE ROCK COMMERCE CENTER

## TRAFFIC IMPACT STUDY

The assessor's site shows the lot having 10 acres. Please revise.

## 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 ± 15.2 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 and short-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.

Per ECM B.2.2 the traffic study shall include the long-range horizon (20-25 years out).

## 2.0 PROJECT DESCRIPTION

The Rock Commerce Center project proposes constructing a 163,800 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. The existing traffic volumes, lane configuration and traffic control are illustrated on **Figure 3**. Count data sheets are provided in the **Appendix**.

### 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 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

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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).



existing sidewalks along Monument Hill Road. The intersections on Monument Hill Road are all side-street stop-controlled in the project vicinity.

**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.

**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.

**SH 105** is an east-west, four-lane ~~Major~~ 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.

**Deer Creek Road** is an east-west, two-lane ~~Local~~ 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.

**Base Camp Road** is a north-south, two-lane 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.

**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.

Misty Acres Blvd needs to be included

## 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 Drive (side-street stop controlled)

Include Misty Acres Blvd & Monument Hill Rd, Deer Creek & Woodmoor, Deer Creek & Base Camp intersections

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 El Paso County 2040 Major Transportation Corridor Plan.

#### 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**.

All project intersections are shown to be operating at LOS B or better overall in the AM and PM peak hours, with all movements operating at LOS C or better. There are no existing operational issues identified in the study area.

#### 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.

### 5.0 CONDITIONS WITH PROJECT DEVELOPMENT

#### 5.1 Trip Generation

The Rock Commerce Center project proposes to develop the currently vacant site with a 163,800 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*

Please provide intersection capacity analysis for the 2043 year.

For traffic generation state if peak hour factors were used, if so provide the factor. Refer to ECM Appendix B.3.1.B

*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. 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.

Please discuss if pass-by trips were taken in account for the trip generation calculations.

## 5.2 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 4** 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 also shown on **Figure 5**. The site-generated volumes were then added to the background traffic to develop the future total traffic volumes, as summarized on **Figure 6**.

## 5.3 Project Build-Out Intersection Capacity Analysis

At Project build-out, all study area intersections operate at overall LOS B or better in the AM and PM peak periods. With the project-added traffic, no movements drop below LOS D. Projected intersection operations are acceptable with the added project trips.

Provide turn lane discussion for short and long term scenarios. Are existing lengths adequate or will they need to be revised?

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



### 5.4 Project Build-Out Intersection Queue Analysis

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

### 5.5 Site Accesses

State what the sight distances are and what the required distance per the ECM is for each proposed access.

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.

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**.

Please state what VPH is for each access and turn.

Provide accident history within the study area and impact to/from the development. If there is no accident data available please state so.

### 6.0 CONCLUSIONS

The Rock Commerce Center project proposes to construct a 163,800 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 and site-build out 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, project-generated trips can be successfully accommodated in the existing network.**

Per ECM Appendix B.8 state what the applicable road impact fees are and time of payment.

Provide a section or table on recommended improvements. Please discuss if signalization of intersections is anticipated at completion of the project and within the 20 year lookout.



Provide information for build-out  
(2043 analysis)

Table 1 - Level of Service and Queue Summary

Intersection and Critical Lane Groups	Storage or Adjacent Intersection Distance	Year 2023 Existing						Short-Term With Project					
		AM Peak			PM Peak			AM Peak			PM Peak		
		Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue	Delay	LOS	95th Queue
		SIDE STREET STOP CONTROL						SIDE STREET STOP CONTROL					
<b>1. Palmer Divide Road at I-25 SB Ramps</b>		<b>5</b>	<b>A</b>		<b>9</b>	<b>A</b>		<b>5</b>	<b>A</b>		<b>9</b>	<b>A</b>	
Eastbound Through+Right	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Westbound Left+Through	300'	8	A	10'	8	A	5'	8	A	10'	8	A	5'
Southbound Left+Through+Right	1000'	14	B	15'	16	C	63'	15	B	20'	17	C	73'
		SIDE STREET STOP CONTROL						SIDE STREET STOP CONTROL					
<b>2. Palmer Divide Road at I-25 NB Ramps</b>		<b>3</b>	<b>A</b>		<b>4</b>	<b>A</b>		<b>3</b>	<b>A</b>		<b>4</b>	<b>A</b>	
Eastbound Left+Through	300'	8	A	3'	8	A	3'	8	A	3'	8	A	3'
Westbound Through+Right	600'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Left+Through+Right	650'	12	B	18'	13	B	40'	12	B	18'	14	B	40'
		SIGNAL CONTROL						SIGNAL CONTROL					
<b>3. Woodmoor Drive at SH 105</b>		<b>16</b>	<b>B</b>		<b>18</b>	<b>B</b>		<b>17</b>	<b>B</b>		<b>22</b>	<b>C</b>	
Eastbound Left	300'	34	C	44'	34	C	65'	35	C	47'	34	C	72'
Eastbound Through	615'	6	A	27'	6	A	64'	6	A	28'	6	A	64'
Westbound Through	750'	12	B	172'	14	B	208'	13	B	172'	15	B	208'
Westbound Right	300'	13	B	41'	16	B	46'	14	B	44'	19	B	50'
Southbound Left	260'	21	C	52'	21	C	54'	20	C	55'	21	C	62'
Southbound Right	260'	28	C	154'	32	C	189'	30	C	169'	48	D	255'
		SIDE STREET STOP CONTROL						SIDE STREET STOP CONTROL					
<b>4. Monument Hill Road at Woodmoor Drive</b>		<b>1</b>	<b>A</b>		<b>2</b>	<b>A</b>		<b>2</b>	<b>A</b>		<b>3</b>	<b>A</b>	
Eastbound Left	80'	15	B	0'	16	C	0'	17	C	0'	22	C	0'
Eastbound Right	-	0	A	0'	0	A	0'	0	A	0'	0	A	0'
Northbound Left	470'	8	A	5'	8	A	10'	8	A	10'	8	A	18'
Northbound Through	-	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'
		SIDE STREET STOP CONTROL						SIDE STREET STOP CONTROL					
<b>5. Monument Hill Road at Deer Creek Road</b>		<b>2</b>	<b>A</b>		<b>3</b>	<b>A</b>		<b>1</b>	<b>A</b>		<b>2</b>	<b>A</b>	
Westbound Left	90'	10	A	3'	11	B	5'	11	B	3'	13	B	8'
Westbound Right	90'	9	A	3'	9	A	3'	9	A	3'	10	A	3'
Southbound Left	470'	8	A	0'	8	A	3'	8	A	0'	8	A	3'
Southbound Through	-	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'
Northbound Right	220'	0	A	0'	0	A	0'	0	A	0'	0	A	0'
		SIDE STREET STOP CONTROL						SIDE STREET STOP CONTROL					
<b>6. Monument Hill Road at South Site Access</b>								<b>1</b>	<b>A</b>		<b>1</b>	<b>A</b>	
Westbound Left+Right	50'							10	B	3'	12	B	8'
Southbound Left+Through	-							8	A	0'	8	A	0'
Northbound Through+Right	-							0	A	0'	0	A	0'
		SIDE STREET STOP CONTROL						SIDE STREET STOP CONTROL					
<b>7. Monument Hill Road at North Site Access</b>								<b>1</b>	<b>A</b>		<b>2</b>	<b>A</b>	
Westbound Left+Right	50'							10	A	3'	12	B	13'
Southbound Left+Through	-							8	A	0'	8	A	0'
Northbound Through	-							0	A	0'	0	A	0'
Northbound Right	235'							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.

**Area Map**



THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
VICINITY MAP

Project #	23046	Original Scale	NTS	Date	07/11/2023	Drawn by	SKK	Figure #	1
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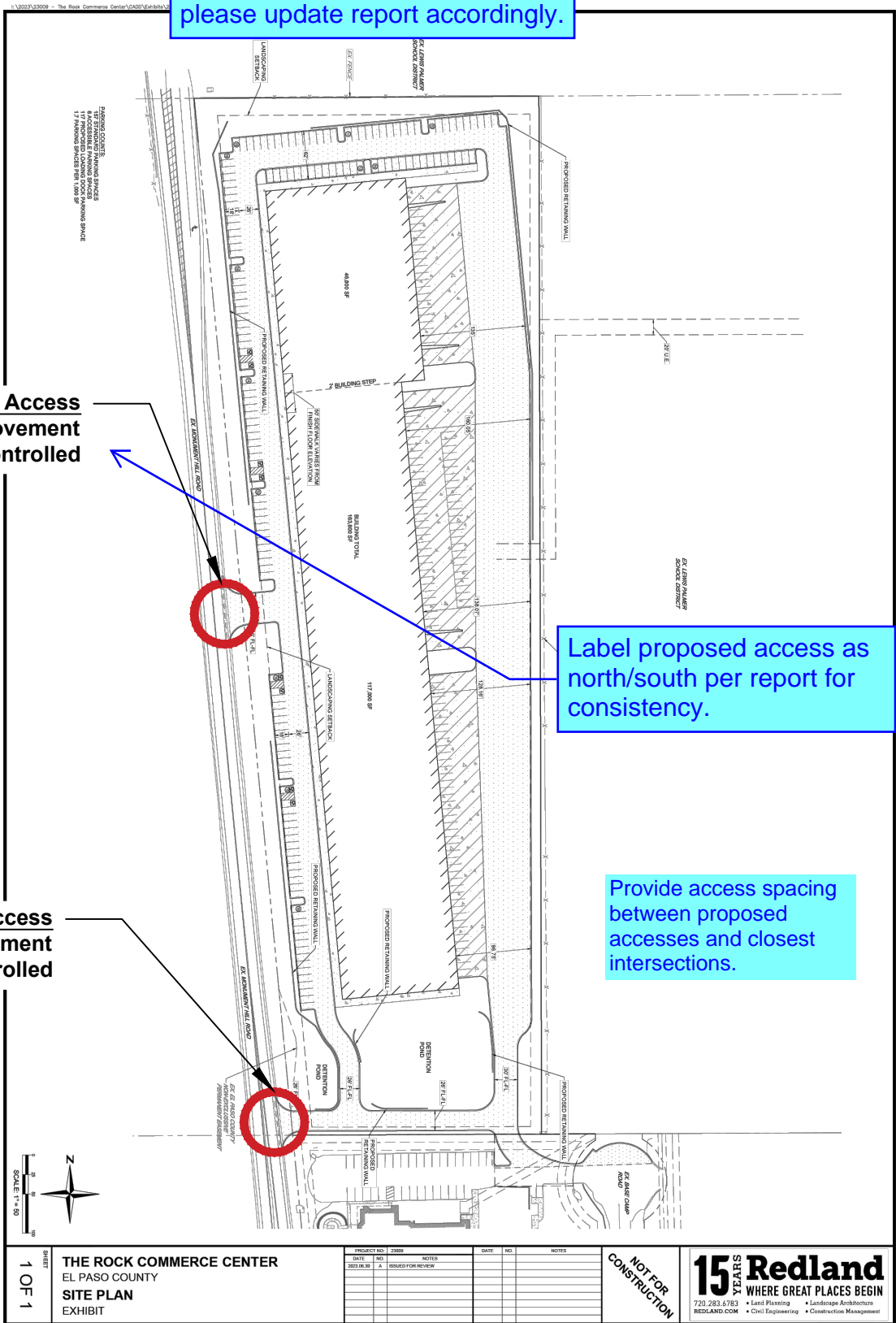
Only 1 driveway access will be allowed on Monument Hill Road please update report accordingly.

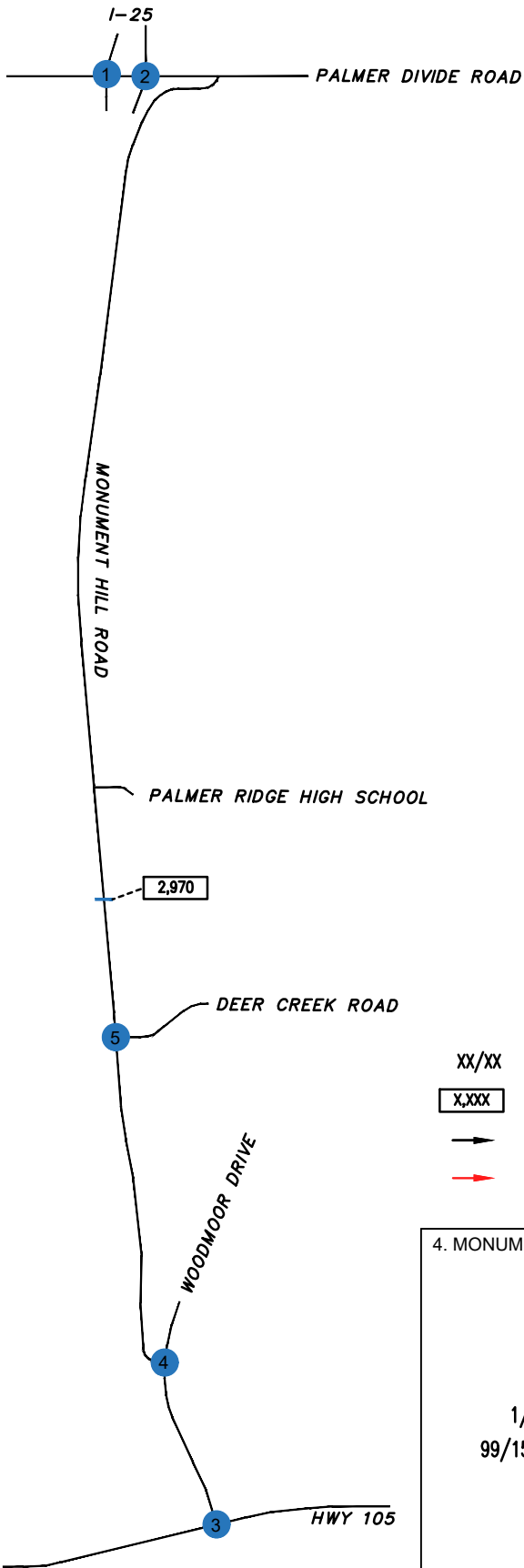
**Proposed Access**  
Full-Movement  
Side-Street Stop-Controlled

Label proposed access as north/south per report for consistency.

Provide access spacing between proposed accesses and closest intersections.

**Proposed Access**  
Full-Movement  
Side-Street Stop-Controlled

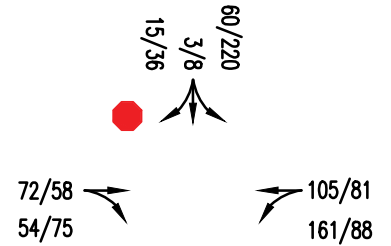




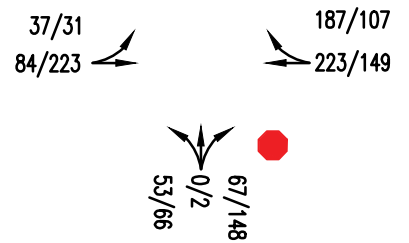
**KEY**

- XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME
- X,XXX WEEKDAY DAILY TRAFFIC VOLUME
- EXISTING LANE CONFIGURATION
- FUTURE LANE CONFIGURATION

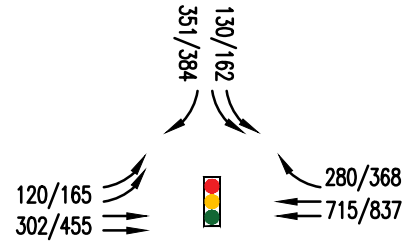
1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



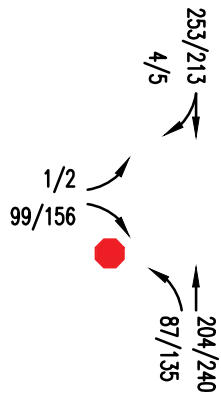
2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



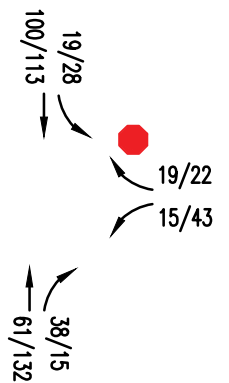
3. WOODMOOR DRIVE AT HWY 105



4. MONUMENT HILL ROAD AT WOODMOOR DRIVE

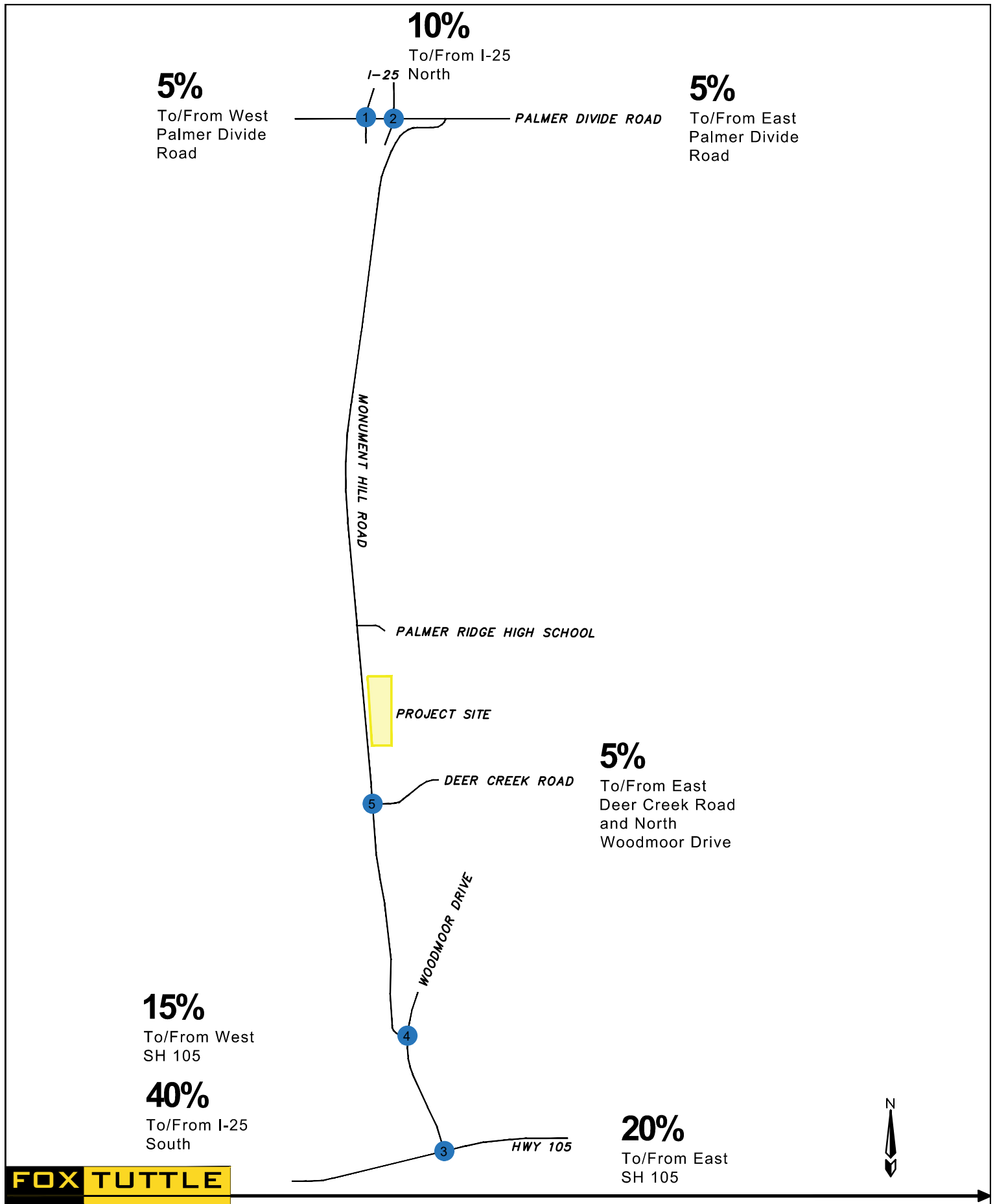


5. MONUMENT HILL ROAD AT DEER CREEK ROAD



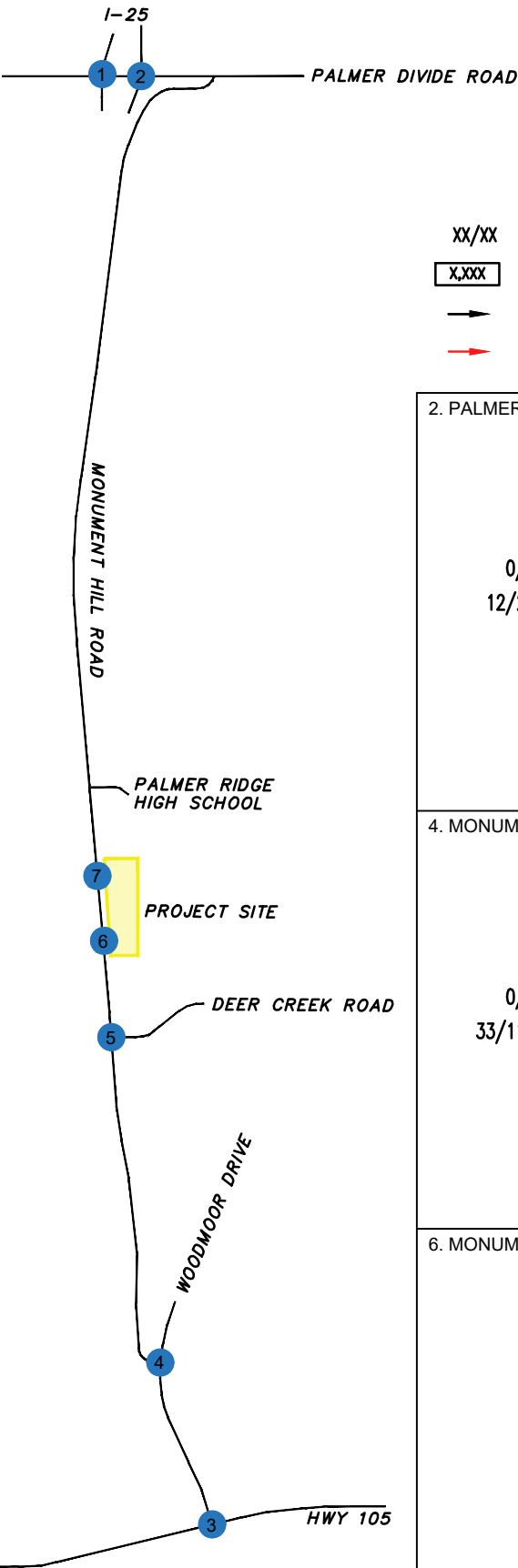
THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
EXISTING TRAFFIC VOLUMES





THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
SITE TRAFFIC DISTRIBUTION

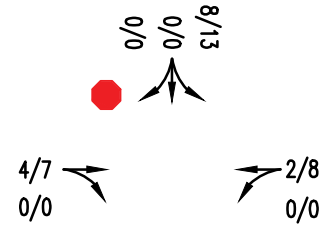
Project #	23046	Original Scale	NTS	Date	07/11/2023	Drawn by	SKK	Figure #	4
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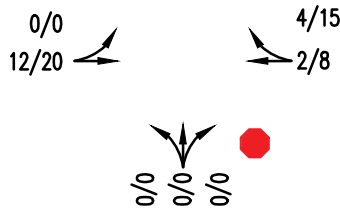
**KEY**

- XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME
- X,XXX WEEKDAY DAILY TRAFFIC VOLUME
- EXISTING LANE CONFIGURATION
- FUTURE LANE CONFIGURATION

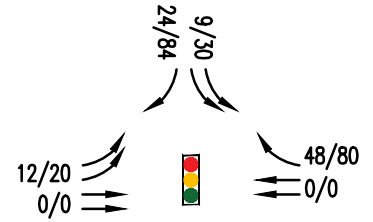
1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



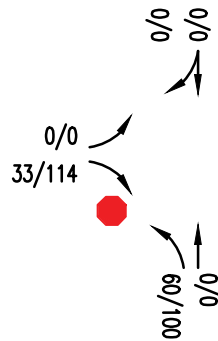
2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



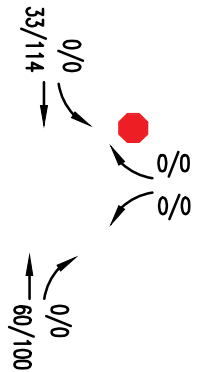
3. WOODMOOR DRIVE AT HWY 105



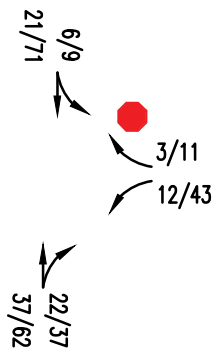
4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



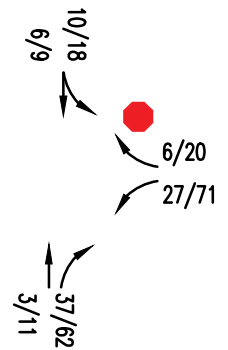
5. MONUMENT HILL ROAD AT DEER CREEK ROAD



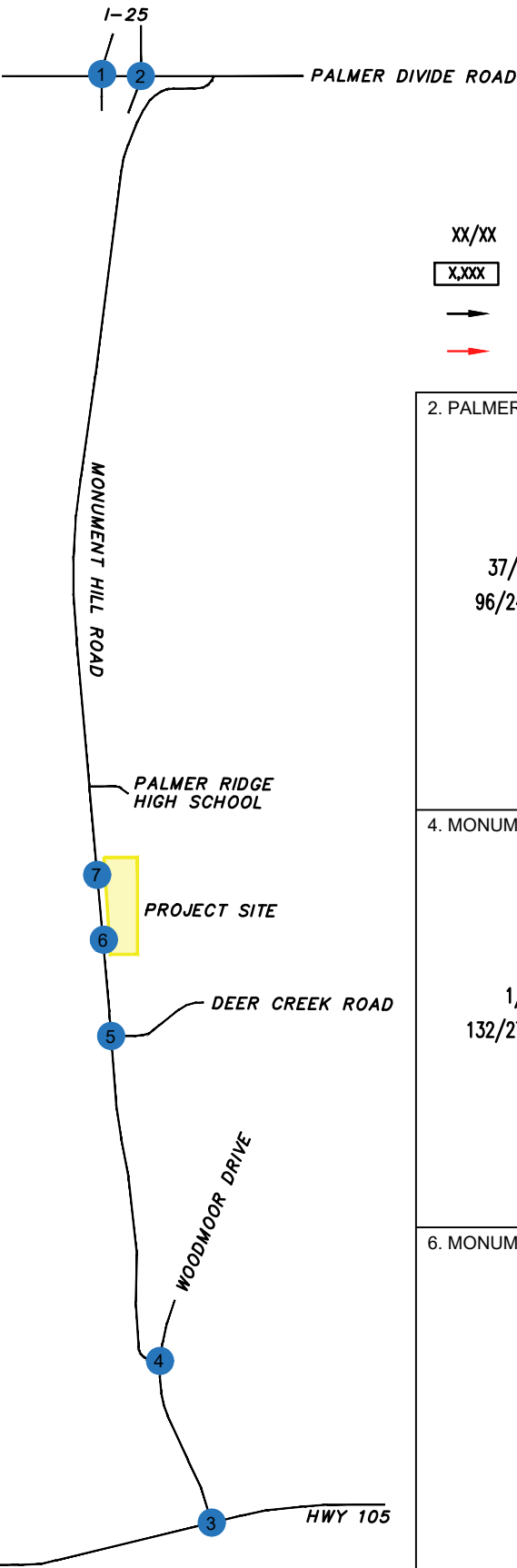
6. MONUMENT HILL RD AT SOUTH SITE ACCESS



7. MONUMENT HILL RD AT NORTH SITE ACCESS



THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
SITE GENERATED TRAFFIC VOLUMES

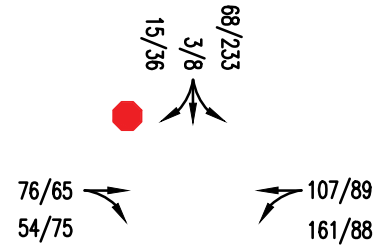


**KEY**

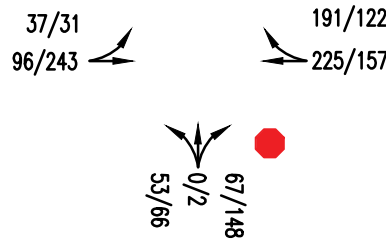
- XX/XX AM/PM PEAK HOUR TRAFFIC VOLUME
- X,XXX WEEKDAY DAILY TRAFFIC VOLUME
- EXISTING LANE CONFIGURATION
- FUTURE LANE CONFIGURATION



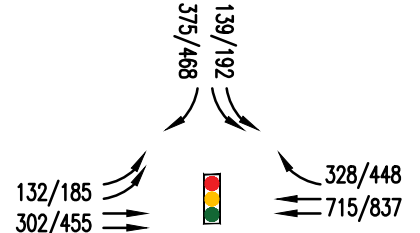
1. PALMER DIVIDE ROAD AT I-25 SB RAMPS



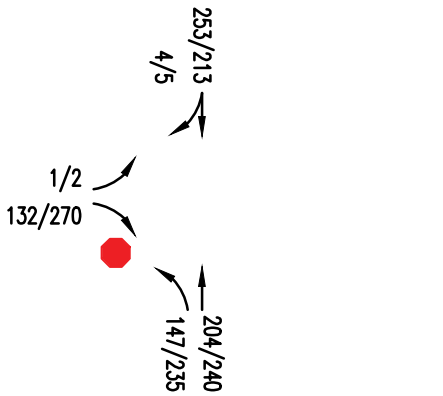
2. PALMER DIVIDE ROAD AT I-25 NB RAMPS



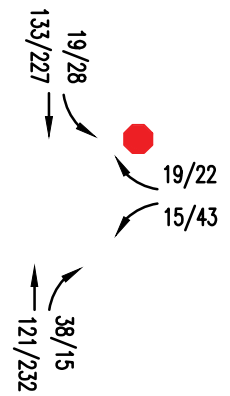
3. WOODMOOR DRIVE AT HWY 105



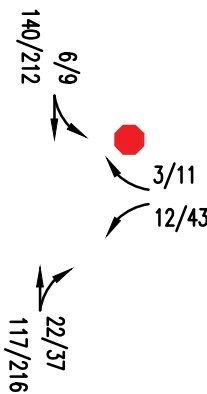
4. MONUMENT HILL ROAD AT WOODMOOR DRIVE



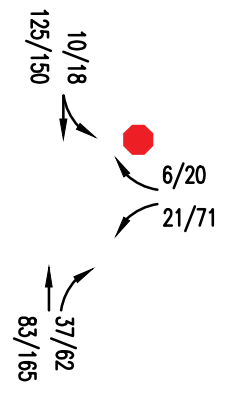
5. MONUMENT HILL ROAD AT DEER CREEK ROAD



6. MONUMENT HILL RD AT SOUTH SITE ACCESS



7. MONUMENT HILL RD AT NORTH SITE ACCESS



**FOX TUTTLE**

Label the year for build-out. Per ECM Appendix B.8 traffic counts 20 years out, 2043, is required as well.

THE ROCK COMMERCE CENTER TRAFFIC IMPACT STUDY  
TOTAL TRAFFIC AT BUILD-OUT

# ***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***

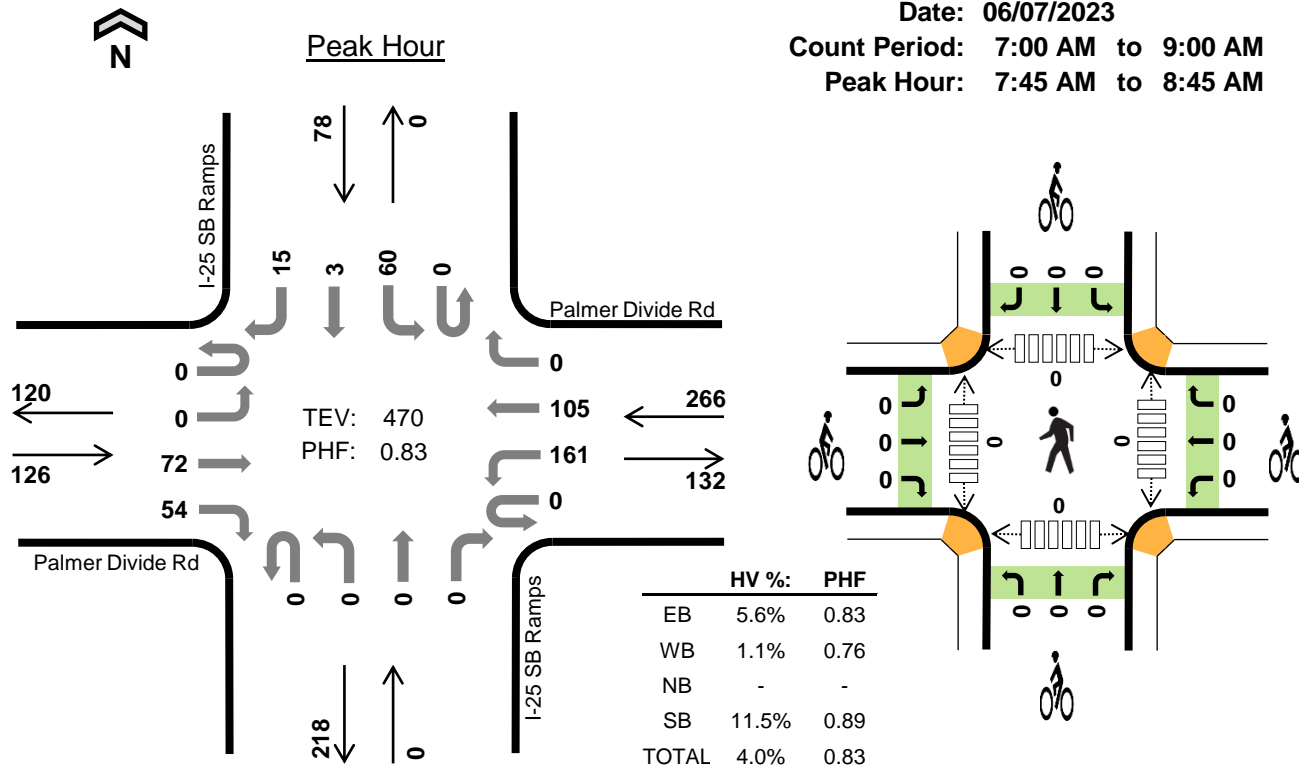
# I-25 SB Ramps Palmer Divide Rd



Date: 06/07/2023

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

Peak Hour: 7:45 AM to 8:45 AM



## 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		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	8	10	0	23	8	0	0	0	0	0	0	10	1	4	64	0	
7:15 AM	0	0	11	9	0	46	17	0	0	0	0	0	0	12	1	3	99	0	
7:30 AM	0	0	10	10	0	46	28	0	0	0	0	0	0	14	1	3	112	0	
<b>7:45 AM</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>141</b>	416	
8:00 AM	0	0	13	11	0	31	21	0	0	0	0	0	0	21	0	1	98	450	
8:15 AM	0	0	19	14	0	43	18	0	0	0	0	0	0	13	2	7	116	467	
8:30 AM	0	0	21	10	0	43	22	0	0	0	0	0	0	13	1	5	115	470	
8:45 AM	0	0	12	18	0	26	29	0	0	0	0	0	0	21	0	5	111	440	
Count Total	0	0	113	101	0	302	187	0	0	0	0	0	0	117	6	30	856	0	
Peak Hour	All	0	0	72	54	0	161	105	0	0	0	0	0	0	60	3	15	470	0
	HV	0	0	3	4	0	2	1	0	0	0	0	0	0	6	1	2	19	0
	HV%	-	-	4%	7%	-	1%	1%	-	-	-	-	-	-	10%	33%	13%	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	1	0	0	6	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0
<b>7:45 AM</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</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>
8:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	1	0	3	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
Count Total	8	7	0	27	42	0	0	0	0	0	0	0	0	0	0
Peak Hour	7	3	0	9	19	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		
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
<b>8:00 AM</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	18
<b>8:15 AM</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</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>2</b>	<b>8</b>	21
<b>8:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</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>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	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	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
<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>	<b>0</b>	0
<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>	0
<b>8:15 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>	0
<b>8:30 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>	0
8:45 AM	0	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	0
Peak Hour	0	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.

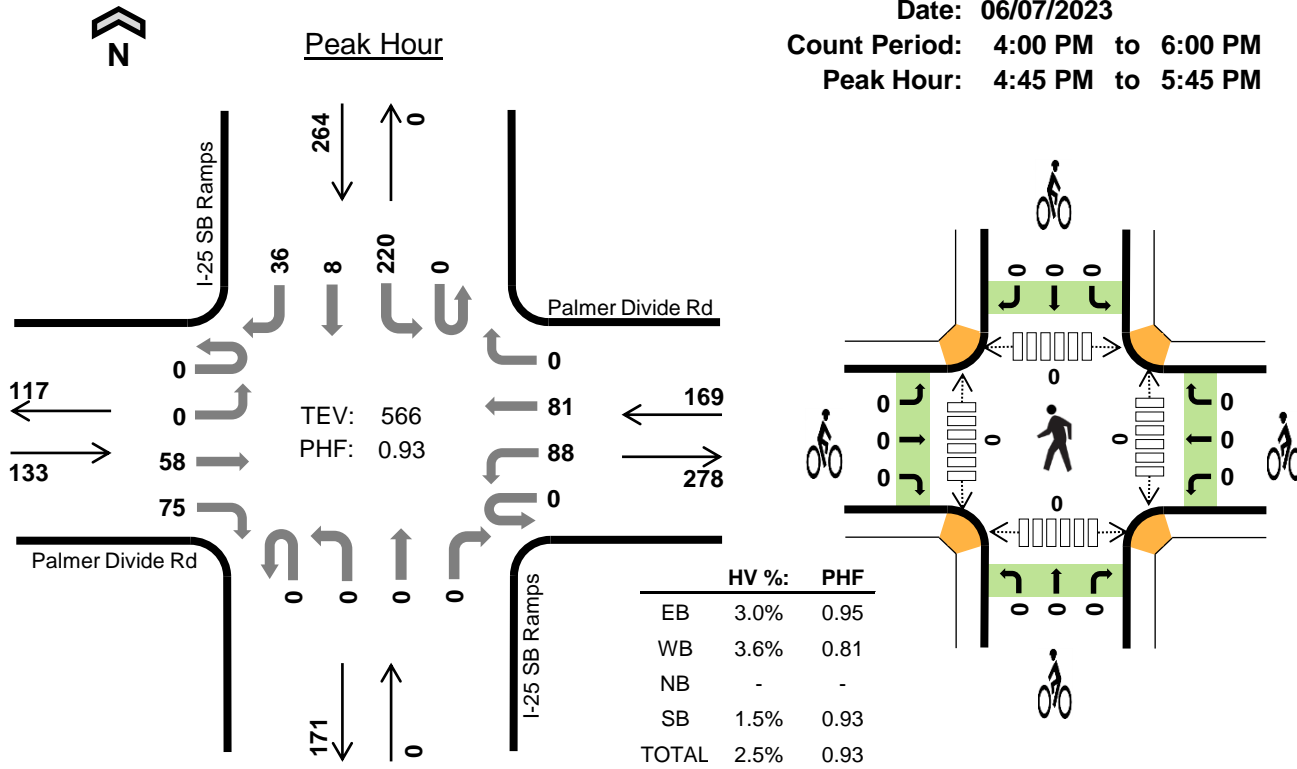
# I-25 SB Ramps Palmer Divide Rd



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.





<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

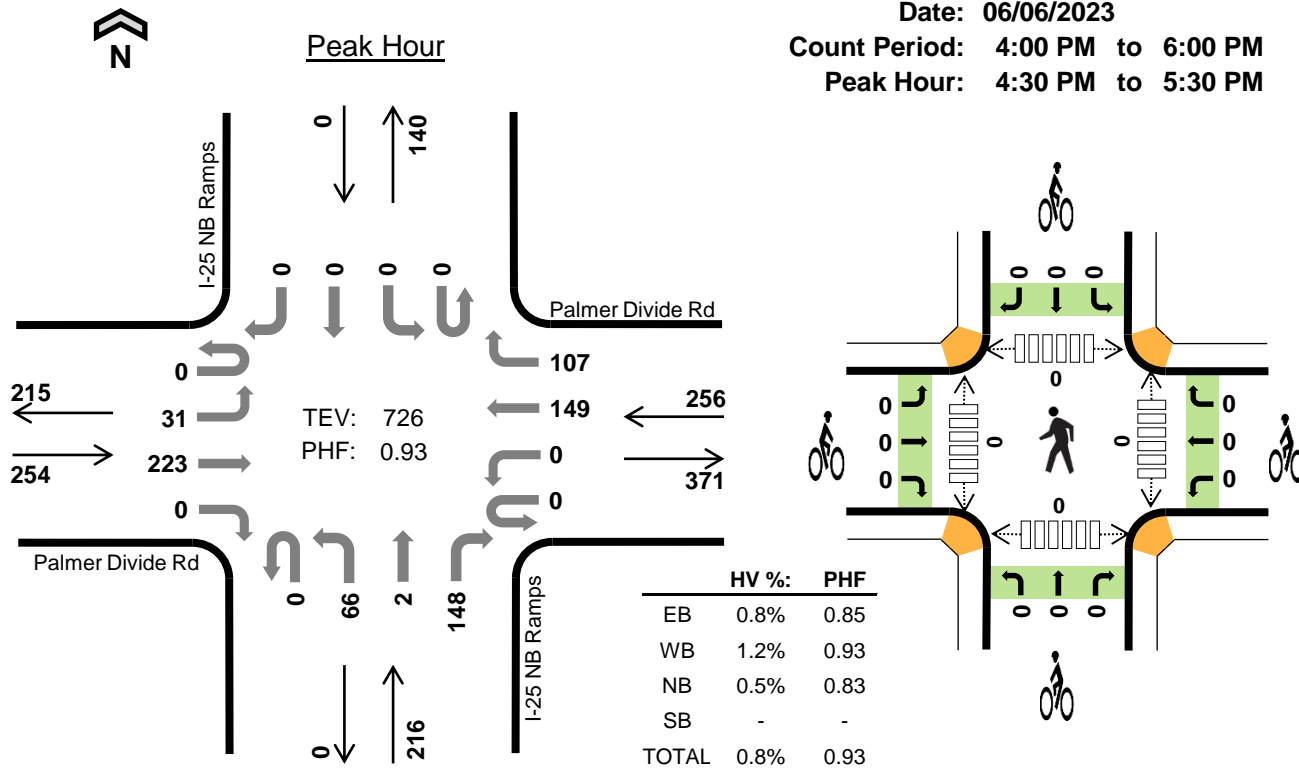
<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 NB Ramps			I-25 NB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0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

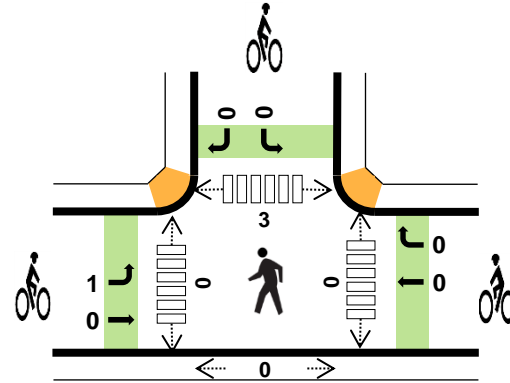
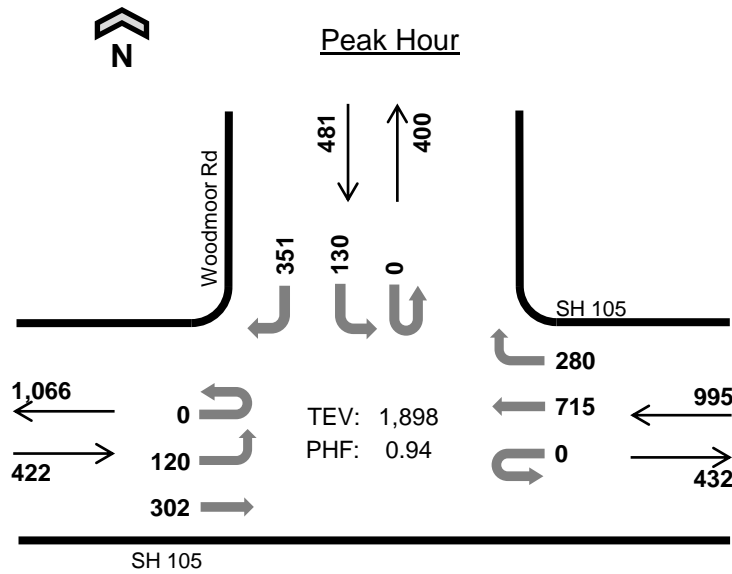
### Woodmoor Rd SH 105



Date: 06/07/2023

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

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.1%	0.86
WB	2.6%	0.89
NB	-	-
SB	1.9%	0.80
TOTAL	2.3%	0.94

#### Two-Hour Count Summaries

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	18	61	0	0	0	152	50	0	0	0	0	0	17	0	71	369	0	
7:15 AM	0	21	59	0	0	0	148	64	0	0	0	0	0	12	0	60	364	0	
7:30 AM	1	25	68	0	0	0	183	70	0	0	0	0	0	15	0	75	437	0	
<b>7:45 AM</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>97</b>	<b>505</b>	1,675	
8:00 AM	0	20	76	0	0	0	165	84	0	0	0	0	0	54	0	97	496	1,802	
8:15 AM	0	36	73	0	0	0	152	69	0	0	0	0	0	22	0	76	428	1,866	
8:30 AM	0	36	87	0	0	0	195	51	0	0	0	0	0	19	0	81	469	1,898	
8:45 AM	0	38	100	0	0	0	147	87	0	0	0	0	0	38	0	82	492	1,885	
Count Total	1	222	590	0	0	0	1,345	551	0	0	0	0	0	212	0	639	3,560	0	
Peak Hour	All	0	120	302	0	0	0	715	280	0	0	0	0	0	130	0	351	1,898	0
	HV	0	2	7	0	0	0	22	4	0	0	0	0	0	5	0	4	44	0
	HV%	-	2%	2%	-	-	-	3%	1%	-	-	-	-	-	4%	-	1%	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
7:00 AM	6	4	0	1	11	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	5	0	1	9	0	0	0	0	0	0	0	2	0	2
7:30 AM	2	7	0	2	11	0	0	0	0	0	0	0	1	0	1
<b>7:45 AM</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>0</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>1</b>
8:00 AM	2	10	0	6	18	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	4	0	0	6	0	0	0	0	0	0	0	2	0	2
8:30 AM	3	4	0	1	8	1	0	0	0	1	0	0	0	0	0
8:45 AM	4	4	0	2	10	0	0	0	0	0	0	0	0	0	0
Count Total	24	46	0	15	85	1	0	0	0	1	0	0	6	0	6
Peak Hr	9	26	0	9	44	1	0	0	0	1	0	0	3	0	3

<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.

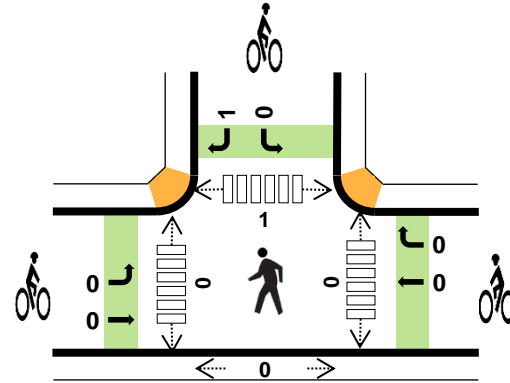
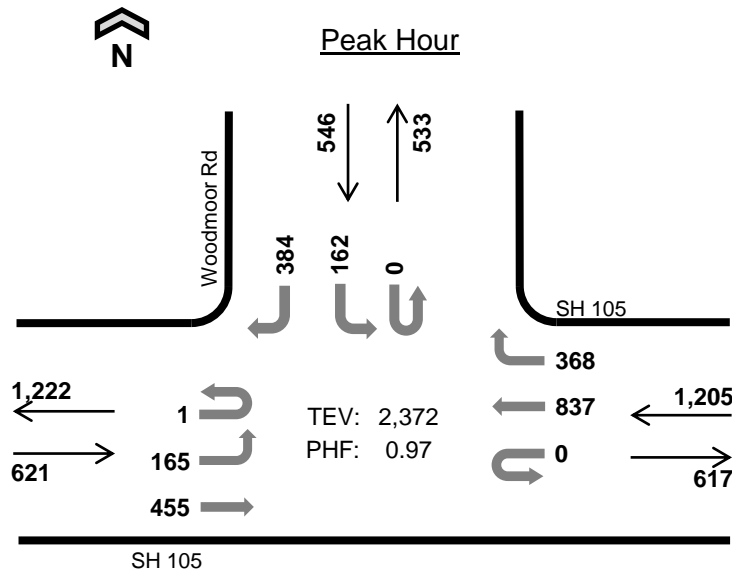
### Woodmoor Rd SH 105



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.

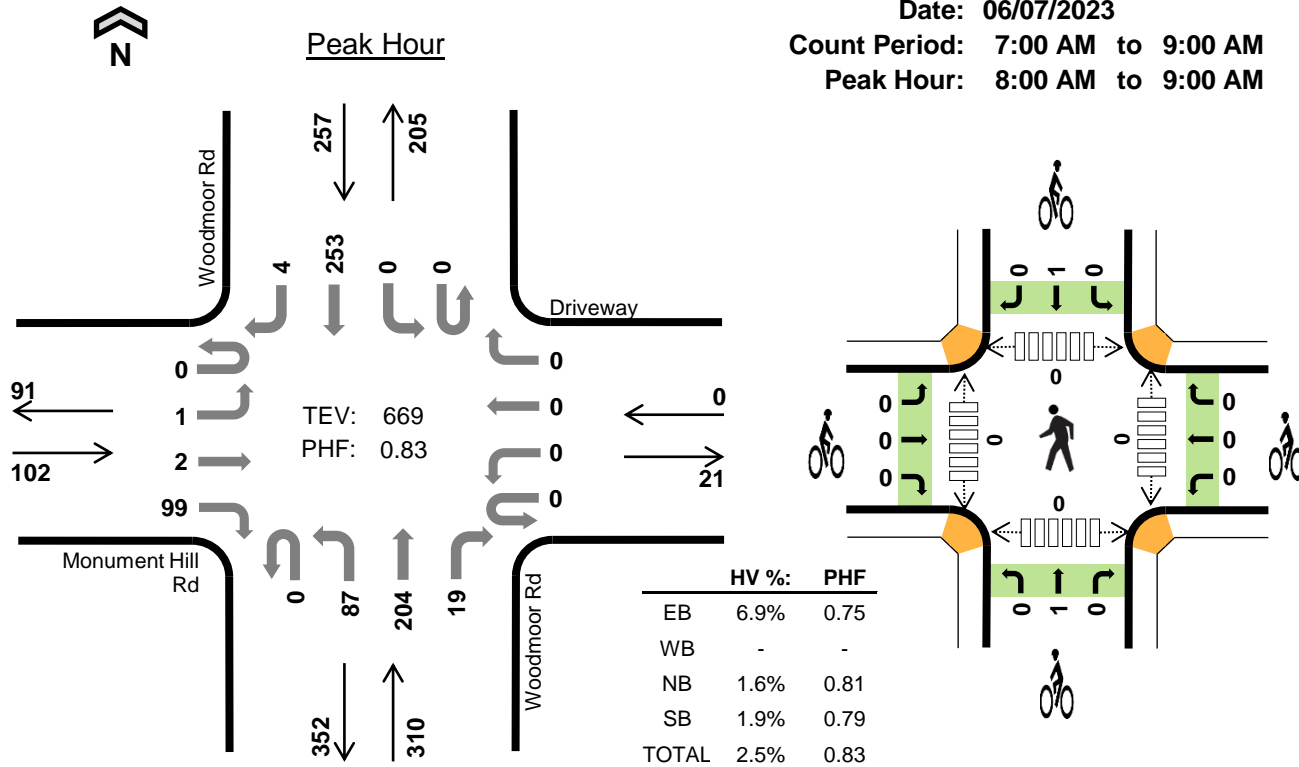
# Woodmoor Rd Monument Hill Rd



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	0	1	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	0	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>0</b>	<b>2</b>
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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>0</b>	<b>2</b>
Count Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	0

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

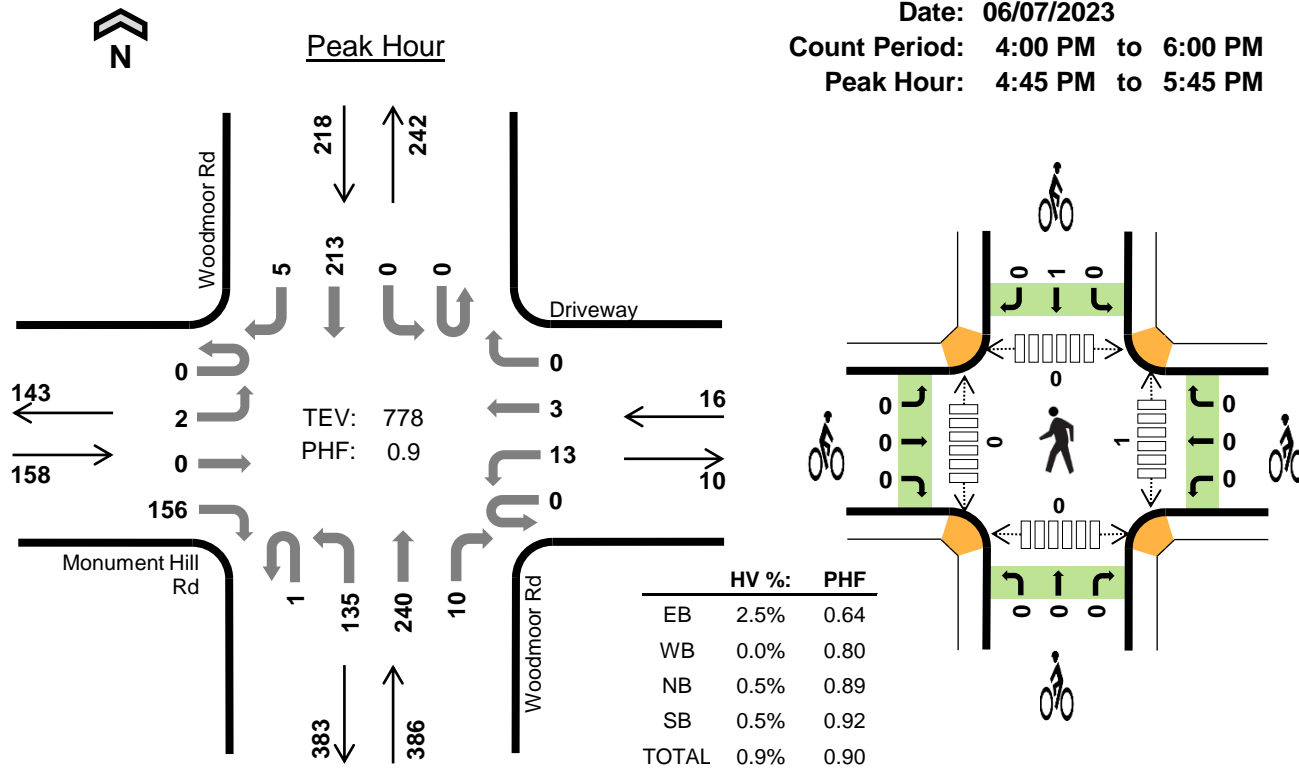
# Woodmoor Rd Monument Hill Rd



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

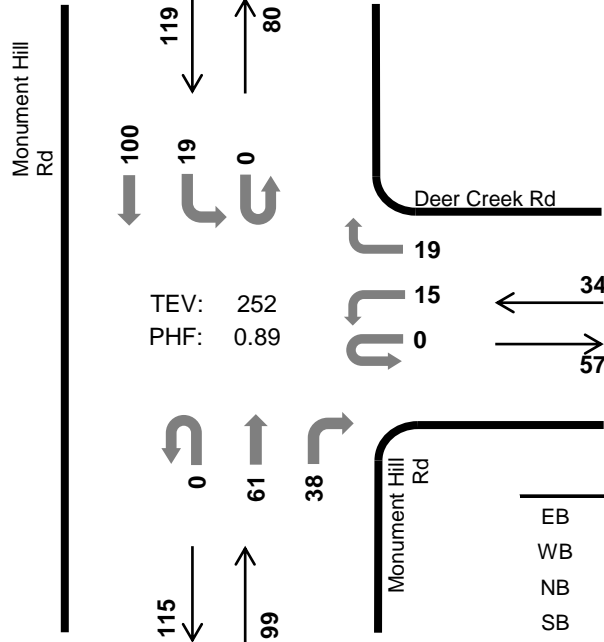
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Monument Hill Rd				Driveway				Woodmoor Rd				Woodmoor Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	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



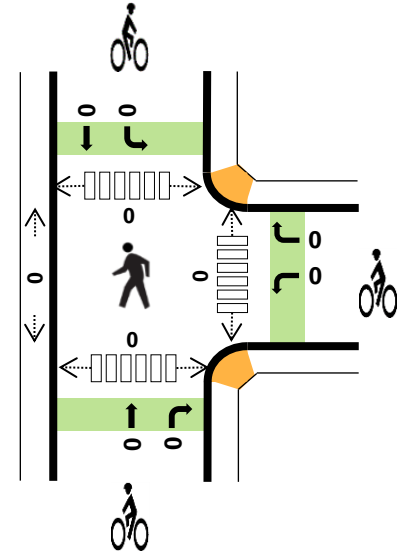
Peak Hour

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

<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			
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	15	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13	13
8:45 AM	0	0	0	0	0	1	0	3	0	0	0	1	0	1	1	0	7	15	15
Count Total	0	0	0	0	0	3	0	5	0	0	9	4	2	3	7	0	33	0	0
Peak Hour	0	0	0	0	0	1	0	2	0	0	4	2	0	1	5	0	15	0	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							
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	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	0
7:45 AM	0	0	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	0	0
8:15 AM	0	0	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	0	0
8:45 AM	0	0	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	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

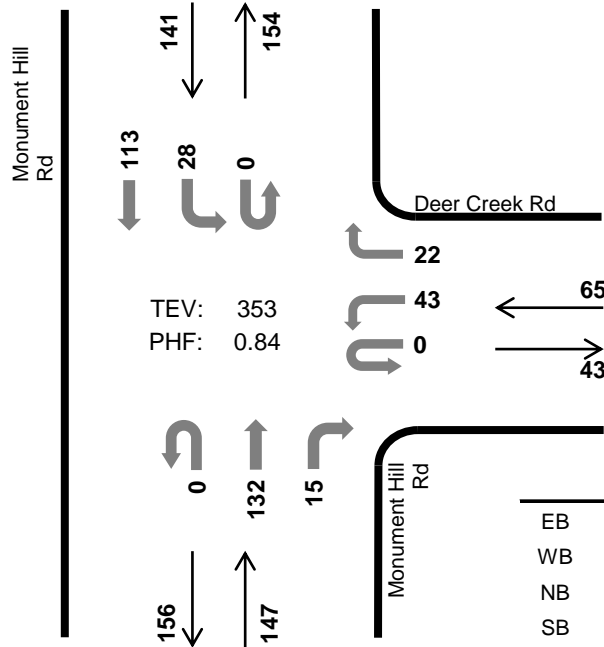
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Monument Hill Rd Deer Creek Rd

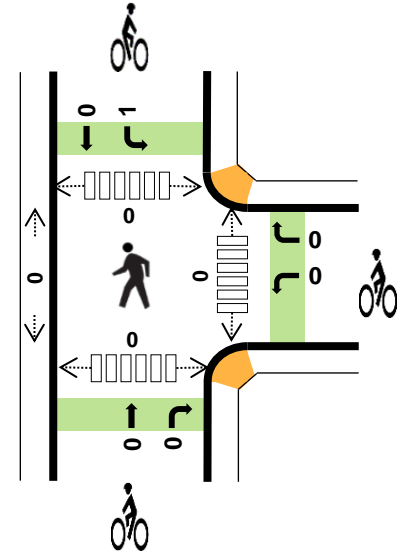


Peak Hour

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



	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	
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	1	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
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	1	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	3	0	7	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	5	

<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
4:15 PM	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
4:45 PM	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	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
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

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

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.



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## *Intersection Capacity Worksheets*

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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	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	328	777	304	141	382
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	227	2213	1751	781	860	499
Arrive On Green	0.07	0.62	0.49	0.49	0.25	0.25
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	130	328	777	304	141	382
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	2.6	2.7	9.9	8.4	2.2	15.2
Cycle Q Clear(g_c), s	2.6	2.7	9.9	8.4	2.2	15.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	227	2213	1751	781	860	499
V/C Ratio(X)	0.57	0.15	0.44	0.39	0.16	0.77
Avail Cap(c_a), veh/h	420	2213	1751	781	889	512
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	31.7	5.5	11.5	11.1	20.6	21.7
Incr Delay (d2), s/veh	2.3	0.1	0.8	1.5	0.1	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	3.6	2.9	0.9	13.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0	5.6	12.4	12.6	20.7	28.4
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		458	1081		523	
Approach Delay, s/veh		13.7	12.4		26.3	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.1		21.9	9.1	39.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		43.0		18.0	8.5	30.0
Max Q Clear Time (g_c+I1), s		4.7		17.2	4.6	11.9
Green Ext Time (p_c), s		2.2		0.2	0.1	6.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			16.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
7: Monument Hill Rd









2023 Existing 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  
 16: Monument Hill Rd

2023 Existing 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			

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)	130	328	777	304	141	382
v/c Ratio	0.23	0.12	0.40	0.30	0.35	0.67
Control Delay	25.3	2.4	11.3	2.6	30.4	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	2.4	11.3	2.6	30.4	19.9
Queue Length 50th (ft)	25	14	95	0	29	101
Queue Length 95th (ft)	44	27	172	41	52	154
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	579	2821	1958	1011	882	573
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	0.22	0.12	0.40	0.30	0.16	0.67
<b>Intersection Summary</b>						

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	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	59	175	114	0	0	0	0	65	3	16

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	137	0	0		572	601	114
Stage 1	-	-	-	-	-	-		464	464	-
Stage 2	-	-	-	-	-	-		108	137	-
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	0	-	-	1447	-	0		482	414	939
Stage 1	0	-	-	-	-	0		633	564	-
Stage 2	0	-	-	-	-	0		916	783	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1447	-	-		420	0	939
Mov Cap-2 Maneuver	-	-	-	-	-	-		420	0	-
Stage 1	-	-	-	-	-	-		633	0	-
Stage 2	-	-	-	-	-	-		798	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.7	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1447	-	472
HCM Lane V/C Ratio	-	-	0.121	-	0.18
HCM Control Delay (s)	-	-	7.8	0	14.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.6

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	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	91	0	0	242	203	58	0	73	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	445	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	1115	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1115	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	2.6	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	685	1115	-	-	-
HCM Lane V/C Ratio	0.19	0.036	-	-	-
HCM Control Delay (s)	11.5	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	95	222	275	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	689	-	279	0	-	0
Stage 1	277	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.42	-	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	2.218	-	-	-
Pot Cap-1 Maneuver	412	0	1284	-	-	-
Stage 1	770	0	-	-	-	-
Stage 2	669	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	-	1284	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	382	-	-
HCM Lane V/C Ratio	0.074	-	0.003	-	-
HCM Control Delay (s)	8	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-



Intersection						
Int Delay, s/veh	1.8					
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	66	41	21	109

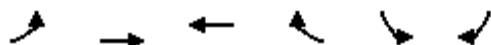
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	217	66	0	0	107
Stage 1	66	-	-	-	-
Stage 2	151	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	771	998	-	-	1484
Stage 1	957	-	-	-	-
Stage 2	877	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	760	998	-	-	1484
Mov Cap-2 Maneuver	760	-	-	-	-
Stage 1	957	-	-	-	-
Stage 2	865	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	760	998	1484	-
HCM Lane V/C Ratio	-	-	0.021	0.021	0.014	-
HCM Control Delay (s)	-	-	9.8	8.7	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

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)	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	910	400	176	417
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	2183	1675	747	889	532
Arrive On Green	0.08	0.61	0.47	0.47	0.26	0.26
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	179	495	910	400	176	417
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	3.5	4.4	12.7	12.5	2.8	16.6
Cycle Q Clear(g_c), s	3.5	4.4	12.7	12.5	2.8	16.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	271	2183	1675	747	889	532
V/C Ratio(X)	0.66	0.23	0.54	0.54	0.20	0.78
Avail Cap(c_a), veh/h	420	2183	1675	747	889	532
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	31.3	6.0	13.1	13.1	20.4	21.0
Incr Delay (d2), s/veh	2.7	0.2	1.3	2.7	0.5	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.3	4.7	4.4	1.1	15.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.1	6.3	14.4	15.8	20.9	32.0
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		674	1310		593	
Approach Delay, s/veh		13.7	14.8		28.7	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.5		22.5	10.0	37.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		43.0		18.0	8.5	30.0
Max Q Clear Time (g_c+I1), s		6.4		18.6	5.5	14.7
Green Ext Time (p_c), s		3.5		0.0	0.1	6.9
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			

Queues  
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	179	495	910	400	176	417
v/c Ratio	0.46	0.23	0.59	0.44	0.20	0.58
Control Delay	32.8	6.4	17.1	3.2	21.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	6.4	17.1	3.2	21.1	16.1
Queue Length 50th (ft)	37	44	152	0	30	107
Queue Length 95th (ft)	65	64	208	46	54	189
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	416	2173	1541	915	882	736
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	0.43	0.23	0.59	0.44	0.20	0.57
<b>Intersection Summary</b>						

Intersection												
Int Delay, s/veh	8.7											
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	82	96	88	0	0	0	0	239	9	39

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	145	0	0		384	425	88
Stage 1	-	-	-	-	-	-		280	280	-
Stage 2	-	-	-	-	-	-		104	145	-
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	0	-	-	1437	-	0		619	521	970
Stage 1	0	-	-	-	-	0		767	679	-
Stage 2	0	-	-	-	-	0		920	777	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	1437	-	-		576	0	970
Mov Cap-2 Maneuver	-	-	-	-	-	-		576	0	-
Stage 1	-	-	-	-	-	-		767	0	-
Stage 2	-	-	-	-	-	-		856	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4	16
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1437	-	611
HCM Lane V/C Ratio	-	-	0.067	-	0.47
HCM Control Delay (s)	-	-	7.7	0	16
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	2.5

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕				
Traffic Vol, veh/h	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	242	0	0	162	116	71	2	161	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	278	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	1285	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1285	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	671	1285	-	-	-
HCM Lane V/C Ratio	0.348	0.026	-	-	-
HCM Control Delay (s)	13.2	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	147	261	232	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	790	-	237	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.42	-	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	2.218	-	-	-
Pot Cap-1 Maneuver	359	0	1330	-	-	-
Stage 1	804	0	-	-	-	-
Stage 2	575	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	319	-	1330	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	319	-	-
HCM Lane V/C Ratio	0.11	-	0.007	-	-
HCM Control Delay (s)	8	-	16.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0	-	-

Intersection						
Int Delay, s/veh	2.5					
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	24	143	16	30	123

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	326	143	0	0	159	0
Stage 1	143	-	-	-	-	-
Stage 2	183	-	-	-	-	-
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	905	-	-	1420	-
Stage 1	884	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	654	905	-	-	1420	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	654	905	1420	-
HCM Lane V/C Ratio	-	-	0.071	0.026	0.021	-
HCM Control Delay (s)	-	-	10.9	9.1	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

HCM 6th Signalized Intersection Summary  
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	132	302	715	328	139	375
Future Volume (veh/h)	132	302	715	328	139	375
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	143	328	777	357	151	408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	232	2183	1716	766	889	514
Arrive On Green	0.07	0.61	0.48	0.48	0.26	0.26
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	143	328	777	357	151	408
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	2.8	2.7	10.1	10.5	2.4	16.4
Cycle Q Clear(g_c), s	2.8	2.7	10.1	10.5	2.4	16.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	232	2183	1716	766	889	514
V/C Ratio(X)	0.62	0.15	0.45	0.47	0.17	0.79
Avail Cap(c_a), veh/h	420	2183	1716	766	889	514
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	31.8	5.7	12.0	12.1	20.2	21.5
Incr Delay (d2), s/veh	2.7	0.1	0.9	2.0	0.1	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	3.6	3.6	0.9	14.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	5.9	12.8	14.1	20.3	29.9
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		471	1134		559	
Approach Delay, s/veh		14.6	13.2		27.3	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.5		22.5	9.2	38.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		43.0		18.0	8.5	30.0
Max Q Clear Time (g_c+I1), s		4.7		18.4	4.8	12.5
Green Ext Time (p_c), s		2.2		0.0	0.1	6.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			17.2			
HCM 6th LOS			B			



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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	143	328	777	357	151	408
v/c Ratio	0.23	0.12	0.41	0.35	0.37	0.69
Control Delay	24.9	2.5	11.8	2.7	30.4	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	2.5	11.8	2.7	30.4	20.4
Queue Length 50th (ft)	27	15	100	0	31	109
Queue Length 95th (ft)	47	28	172	44	55	169
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	609	2812	1910	1018	882	590
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	0.23	0.12	0.41	0.35	0.17	0.69
<b>Intersection Summary</b>						

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Traffic Vol, veh/h	0	76	54	161	107	0	0	0	0	68	3	15
Future Vol, veh/h	0	76	54	161	107	0	0	0	0	68	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	83	59	175	116	0	0	0	0	74	3	16

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	142	0	0		579	608	116
Stage 1	-	-	-	-	-	-		466	466	-
Stage 2	-	-	-	-	-	-		113	142	-
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	0	-	-	1441	-	0		477	410	936
Stage 1	0	-	-	-	-	0		632	562	-
Stage 2	0	-	-	-	-	0		912	779	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1441	-	-		415	0	936
Mov Cap-2 Maneuver	-	-	-	-	-	-		415	0	-
Stage 1	-	-	-	-	-	-		632	0	-
Stage 2	-	-	-	-	-	-		793	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.7	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1441	-	461
HCM Lane V/C Ratio	-	-	0.121	-	0.203
HCM Control Delay (s)	-	-	7.8	0	14.8
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.8

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	37	96	0	0	225	191	53	0	67	0	0	0
Future Vol, veh/h	37	96	0	0	225	191	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	104	0	0	245	208	58	0	73	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	453	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	1108	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1108	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	2.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	670	1108	-	-	-
HCM Lane V/C Ratio	0.195	0.036	-	-	-
HCM Control Delay (s)	11.7	8.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙		↙	↑	↗	
Traffic Vol, veh/h	1	0	147	204	253	4
Future Vol, veh/h	1	0	147	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	160	222	275	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	819	-	279	0	-	0
Stage 1	277	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.42	-	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	2.218	-	-	-
Pot Cap-1 Maneuver	345	0	1284	-	-	-
Stage 1	770	0	-	-	-	-
Stage 2	583	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	302	-	1284	-	-	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	3.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	302	-	-
HCM Lane V/C Ratio	0.124	-	0.004	-	-
HCM Control Delay (s)	8.2	-	17	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	15	19	121	38	19	133
Future Vol, veh/h	15	19	121	38	19	133
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	132	41	21	145

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	319	132	0	0	173
Stage 1	132	-	-	-	-
Stage 2	187	-	-	-	-
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	674	917	-	-	1404
Stage 1	894	-	-	-	-
Stage 2	845	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	664	917	-	-	1404
Mov Cap-2 Maneuver	664	-	-	-	-
Stage 1	894	-	-	-	-
Stage 2	832	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	664	917	1404	-
HCM Lane V/C Ratio	-	-	0.025	0.023	0.015	-
HCM Control Delay (s)	-	-	10.6	9	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	12	3	117	22	6	140
Future Vol, veh/h	12	3	117	22	6	140
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	13	3	127	24	7	152

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	305	139	0	0	151
Stage 1	139	-	-	-	-
Stage 2	166	-	-	-	-
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	687	909	-	-	1430
Stage 1	888	-	-	-	-
Stage 2	863	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	684	909	-	-	1430
Mov Cap-2 Maneuver	684	-	-	-	-
Stage 1	888	-	-	-	-
Stage 2	859	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	1430
HCM Lane V/C Ratio	-	-	0.023	0.005
HCM Control Delay (s)	-	-	10.1	7.5
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	Y		↑	↑		↑
Traffic Vol, veh/h	21	6	83	37	10	125
Future Vol, veh/h	21	6	83	37	10	125
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	-	-	235	-	-
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	90	40	11	136

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	248	90	0	0	130
Stage 1	90	-	-	-	-
Stage 2	158	-	-	-	-
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	740	968	-	-	1455
Stage 1	934	-	-	-	-
Stage 2	871	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	734	968	-	-	1455
Mov Cap-2 Maneuver	734	-	-	-	-
Stage 1	934	-	-	-	-
Stage 2	864	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	776	1455
HCM Lane V/C Ratio	-	-	0.038	0.007
HCM Control Delay (s)	-	-	9.8	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary  
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	185	455	837	448	192	468
Future Volume (veh/h)	185	455	837	448	192	468
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	201	495	910	487	209	509
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	295	2183	1651	736	889	543
Arrive On Green	0.09	0.61	0.46	0.46	0.26	0.26
Sat Flow, veh/h	3456	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	201	495	910	487	209	509
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1728	1585
Q Serve(g_s), s	4.0	4.4	12.9	16.6	3.3	18.0
Cycle Q Clear(g_c), s	4.0	4.4	12.9	16.6	3.3	18.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	295	2183	1651	736	889	543
V/C Ratio(X)	0.68	0.23	0.55	0.66	0.24	0.94
Avail Cap(c_a), veh/h	420	2183	1651	736	889	543
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	31.1	6.0	13.5	14.5	20.6	22.3
Incr Delay (d2), s/veh	2.7	0.2	1.3	4.6	0.6	25.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.3	4.8	6.1	1.3	20.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.8	6.3	14.8	19.1	21.2	48.1
LnGrp LOS	C	A	B	B	C	D
Approach Vol, veh/h		696	1397		718	
Approach Delay, s/veh		14.2	16.3		40.3	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.5		22.5	10.5	37.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		43.0		18.0	8.5	30.0
Max Q Clear Time (g_c+I1), s		6.4		20.0	6.0	18.6
Green Ext Time (p_c), s		3.5		0.0	0.2	6.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			21.9			
HCM 6th LOS			C			



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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	201	495	910	487	209	509
v/c Ratio	0.51	0.23	0.59	0.51	0.24	0.70
Control Delay	33.7	6.4	17.2	3.5	21.4	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	6.4	17.2	3.5	21.4	19.9
Queue Length 50th (ft)	42	44	152	0	36	147
Queue Length 95th (ft)	72	64	208	50	62	255
Internal Link Dist (ft)		471	537		597	
Turn Bay Length (ft)	300			310		
Base Capacity (vph)	416	2173	1535	962	882	736
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	0.23	0.59	0.51	0.24	0.69
Intersection Summary						

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	65	75	88	89	0	0	0	0	233	8	36
Future Vol, veh/h	0	65	75	88	89	0	0	0	0	233	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	82	96	97	0	0	0	0	253	9	39

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	153	0	0		401	442	97
Stage 1	-	-	-	-	-	-		289	289	-
Stage 2	-	-	-	-	-	-		112	153	-
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	0	-	-	1428	-	0		605	510	959
Stage 1	0	-	-	-	-	0		760	673	-
Stage 2	0	-	-	-	-	0		913	771	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1428	-	-		562	0	959
Mov Cap-2 Maneuver	-	-	-	-	-	-		562	0	-
Stage 1	-	-	-	-	-	-		760	0	-
Stage 2	-	-	-	-	-	-		848	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.8	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1428	-	595
HCM Lane V/C Ratio	-	-	0.067	-	0.506
HCM Control Delay (s)	-	-	7.7	0	17.1
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	2.9

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕				
Traffic Vol, veh/h	31	243	0	0	157	122	65	2	148	0	0	0
Future Vol, veh/h	31	243	0	0	157	122	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	264	0	0	171	133	71	2	161	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	304	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	1257	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1257	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	646	1257	-	-	-
HCM Lane V/C Ratio	0.362	0.027	-	-	-
HCM Control Delay (s)	13.7	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0.1	-	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖		↖	↑	↗	
Traffic Vol, veh/h	2	0	235	240	213	5
Future Vol, veh/h	2	0	235	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	255	261	232	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1006	-	237	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Critical Hdwy	6.42	-	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	-	2.218	-	-	-
Pot Cap-1 Maneuver	267	0	1330	-	-	-
Stage 1	804	0	-	-	-	-
Stage 2	456	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	-	1330	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.8	4.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	216	-	-
HCM Lane V/C Ratio	0.192	-	0.01	-	-
HCM Control Delay (s)	8.3	-	21.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	0	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	43	22	232	15	28	227
Future Vol, veh/h	43	22	232	15	28	227
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	24	252	16	30	247

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	559	252	0	0	268
Stage 1	252	-	-	-	-
Stage 2	307	-	-	-	-
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	490	787	-	-	1296
Stage 1	790	-	-	-	-
Stage 2	746	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	479	787	-	-	1296
Mov Cap-2 Maneuver	479	-	-	-	-
Stage 1	790	-	-	-	-
Stage 2	729	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	479	787	1296
HCM Lane V/C Ratio	-	-	0.098	0.03	0.023
HCM Control Delay (s)	-	-	13.3	9.7	7.8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	11	216	37	9	212
Future Vol, veh/h	43	11	216	37	9	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	235	40	10	230

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	505	255	0	0	275
Stage 1	255	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	527	784	-	-	1288
Stage 1	788	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	522	784	-	-	1288
Mov Cap-2 Maneuver	522	-	-	-	-
Stage 1	788	-	-	-	-
Stage 2	785	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1288
HCM Lane V/C Ratio	-	-	0.105	0.008
HCM Control Delay (s)	-	-	12.2	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	165	62	18	150
Future Vol, veh/h	71	20	165	62	18	150
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	-	-	235	-	-
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	179	67	20	163

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	382	179	0	0	246
Stage 1	179	-	-	-	-
Stage 2	203	-	-	-	-
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	620	864	-	-	1320
Stage 1	852	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	609	864	-	-	1320
Mov Cap-2 Maneuver	609	-	-	-	-
Stage 1	852	-	-	-	-
Stage 2	817	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1320
HCM Lane V/C Ratio	-	-	0.152	0.015
HCM Control Delay (s)	-	-	11.5	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0