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Cottages at Mesa Ridge Traffic Impact Analysis (LSC #S214580) August 18, 2021

PCD File No. PUDSP2111

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

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



8/18/21

Date

Cottages at Mesa Ridge

Traffic Impact Analysis Report

Prepared for:
Dave Morrison
Goodwin Knight
8605 Explorer Drive, #250
Colorado Springs, CO 80920

AUGUST 18, 2021

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

LSC #S214580



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August 18, 2021

Mr. Dave Morrison
Goodwin Knight
8605 Explorer Drive, #250
Colorado Springs, CO 80920

RE: Cottages at Mesa Ridge
Traffic Impact Analysis Report
El Paso County, Colorado
LSC #S214580

Dear Mr. Morrison:

LSC Transportation Consultants, Inc. has prepared this traffic impact analysis report for the proposed Cottages at Mesa Ridge development. As shown on Figure 1, the site is located north of Mesa Ridge Parkway and east of Sneffels Street in unincorporated El Paso County, Colorado. Site access would be to Landover Lane, which connects to Sneffels Street just north of Mesa Ridge Parkway.

REPORT CONTENTS

This report identifies: the proposed land use, the site access points, the projected trip generation, site-generated traffic volumes, short- and long-term background traffic volumes, the projected future total traffic volumes, an assessment of the site's traffic impacts.

The report includes analysis of the current and projected traffic operations at the intersections of Mesa Ridge Parkway/Sneffels Street and Sneffels Street/Landover Lane. The report includes findings and recommendations.

SITE DEVELOPMENT AND LAND USE

Figure 2 shows the site plan. The site is located within unincorporated El Paso County. However, the adjacent development to the west and Landover Lane are located within the City of Fountain. The site is planned to be developed for 122 cottage-style residential dwelling units. Access to the site is proposed via be to Landover Lane, which intersects Sneffels Street about 388 feet north of Mesa Ridge Parkway. No direct access to Mesa Ridge Parkway (State Highway 16) is proposed.

Please identify in your narrative whether or not other intersections such as Powers/Mesa Ridge Parkway and Fountain Mesa/Mesa Ridge meet the thresholds indicated in the ECM for analysis. If thresholds are met, please include in your analysis.

Please provide a description of Landover Ln.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

Also please provide descriptions of Powers Blvd and Fountain Mesa should they be required to be analyzed per comment above.

Figure 1 shows the roadways in the vicinity of the site. The major roadways are identified below, followed by a brief description.

Mesa Ridge Parkway (State Highway 16) is a four-lane, median-divided Arterial adjacent to the site (CDOT Classification NR-A). Mesa Ridge Parkway extends east from Interstate-25 to Powers Boulevard. East of Quebec Street, Mesa Ridge is classified as EX- Expressway/Major bypass. The east end of Mesa Ridge Parkway and the south end of Powers Boulevard connect to form the interim south connection of Powers Boulevard to Interstate 25. The El Paso County portion of Mesa Ridge Parkway extends east from Powers Boulevard to Marksheffel Road. The County portion of Mesa Ridge Parkway extends east from Powers beginning at its intersection with Powers located about 1,955 feet northeast of the Mesa Ridge Parkway/Sneffels intersection. Adjacent to the site, the posted speed limit on Mesa Ridge Parkway is 55 miles per hour (mph). Auxiliary left- and right-turn deceleration lanes exist on both the eastbound and westbound approaches at Sneffels Street. A southbound-to-westbound right-turn acceleration lane also exists at the intersection of Mesa Ridge Parkway/Sneffels Street.

Sneffels Street is a two-lane Minor Collector that extends north and south from Mesa Ridge Parkway. Sneffels north of Mesa Ridge terminates within the Sunrise Ridge neighborhood at Red Cloud Street. Sneffels Street extends south of Mesa Ridge Parkway to its terminus at a T-intersection with Cross Creek Avenue. The posted speed limit in the vicinity of the site is 25 mph. Auxiliary left- and right-turn deceleration lanes exist on both the southbound and northbound approaches at Mesa Ridge Parkway.

Study Area Intersections

Intersection Traffic Control and Lane Geometry

The intersection traffic control & lane geometry at the following study-area intersections are shown in Figure 3.

- Mesa Ridge Parkway/Sneffels Street
- Sneffels Street/Landover Lane
- Sneffels Street/Pinfeather Drive/Pitcher Point

Intersection Sight Distance

The existing intersection of Landover/Sneffels would provide access to the site (via Landover Lane) and would remain a stop-sign-controlled, full-movement intersection. This is an existing intersection; however, public roadway intersections must meet *City of Fountain* and potentially

County *Engineering Criteria Manual (ECM)* standards for sight distance (as this project is in the County).

LSC recorded sight distance field measurements utilizing a driver's eye height of 3.5 feet and a height of 3.5 feet for a southbound vehicle approaching from the north. The minimum intersection sight distance for passenger vehicles (per *ECM* Table 2-21) is 335 feet. Per the *ECM*, Field-measured sight distances for passenger vehicles at the intersection of Landover/Sneffels are as follows:

- To the north: 745 feet
- To the south: 392 feet (unobstructed to Mesa Ridge Parkway)

Therefore, entering sight distance along Sneffels Street at Landover Lane is acceptable.

Existing Traffic Volumes

Existing traffic volumes at the following intersections are shown on Figure 3. The traffic volumes are from traffic counts conducted by LSC in July 2021. Traffic count reports are attached.

- Mesa Ridge Parkway/Sneffels Street
- Sneffels Street/Landover Lane
- Sneffels Street/Pinfeather Drive/Pitcher Point

Short-Term Baseline Traffic Volumes

Figure 4 shows estimated "short-term baseline" traffic volumes on the study-area streets and at the study-area intersections (short-term peak-hour turning-movement volumes). These estimates do not include the completion of several planned future Mesa Ridge development filings southeast of the intersection of Mesa Ridge Parkway/Sneffels Street, as those were assumed to have been completed during the long term. Previous LSC traffic counts in the study area were also referenced to establish short-term baseline traffic volumes, as those counts were not affected by changes in travel patterns due to the COVID-19 pandemic.

Additionally, a "COVID-19 adjustment factor" of approximately 2 percent per year has been applied to the July 2021 counts in order to account for growth in the study area that may be affected by remaining effects of the COVID-19 pandemic.

TRIP GENERATION

Estimates of the existing and projected vehicle trips to be generated by the site have been made using the following nationally-published average trip-generation rates land use code "220 – Multi-Family (Low-Rise) Housing" in *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE).

Table 1 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the development, including ITE rates for the proposed land uses, is presented in Table 3 (attached).

Table 1: Estimated External Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	23	68	91
Evening Peak Hour	76	45	121
Daily/24-hour	576	576	1,152

Based on the ITE estimate for the proposed Cottages at Mesa Ridge residential development, the site would generate about 1,152 external vehicle trips on the average weekday. During the weekday morning peak hour, approximately 23 vehicles would enter and 68 vehicles would exit the site. Approximately 76 entering vehicles and 45 exiting vehicles are projected for the weekday evening peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

Please elaborate in your reasons for the provided trip distribution such as I-25, and Can Am Highway are to the west, the sites traffic will match existing traffic patterns...etc.

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 5 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed land use, the area street and road system serving the site, the site's geographic location relative to the Pikes Peak region, current traffic count data, and previously-conducted traffic studies in the vicinity of the site.

Site-Generated Traffic

Figure 6 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours. Site-generated traffic volumes at the following intersections have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 3):

- Mesa Ridge Parkway/Sneffels Street
- Sneffels Street/Landover Lane
- Sneffels Street/Pinfeather Drive/Pitcher Point

SHORT-TERM TOTAL TRAFFIC

Figure 7 shows the projected short-term total traffic volumes, which are the sum of short-term baseline traffic volumes (from Figure 4) plus the estimated Cottages at Mesa Ridge development site-generated traffic (from Figure 6).

2041 BACKGROUND TRAFFIC

Figure 8 shows the background traffic volumes for the year 2041. Background traffic is the traffic estimated to be on the adjacent roadway system without consideration of the proposed development. Background traffic includes the through traffic and the traffic generated by adjacent developments (existing and anticipated future), but assumes zero traffic generated by the site. The background traffic volume estimates are based on existing and previous traffic-count data, 2045 forecasts contained in the City of Fountain 2021 Transportation Master Plan, and previous work completed in the area by LSC. The background-traffic volumes for 2041 assume Mesa Ridge (SH 16) as the continued interim south connection of Powers Boulevard to Interstate 25 – i.e., the anticipated Powers Boulevard extension south not yet complete.

2041 TOTAL TRAFFIC

Figure 8 shows the total traffic volumes for the year 2041 at the study-area intersections, which are the sum of the 2041 background traffic volumes (from Figure 8) plus the site-generated traffic volumes (from Figure 6).

LEVEL OF SERVICE ANALYSIS

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

- Mesa Ridge Parkway/Sneffels Street
- Sneffels Street/Landover Lane
- Sneffels Street/Pinfeather Drive/Pitcher Point

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 2: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (Seconds Per Vehicle)	Average Control Delay (Seconds Per Vehicle) ¹
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

¹ For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

Detailed Synchro reports are attached. A summary of LOS during the weekday morning and evening peak hours for the following unsignalized intersections is shown in the following figures:

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 7: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2041 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2041 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

Mesa Ridge Parkway/Sneffels Street

Short Term

All individual turning movements at the Mesa Ridge Parkway/Sneffels Street intersection currently operate at and are projected to remain at LOS D or better during both short-term peak hours, with or without the addition of site-generated traffic. No modifications have been assumed to the existing lane geometry or traffic control at this intersection.

Long Term

LSC has assumed that the intersection of Mesa Ridge Parkway/Sneffels Street may need dual westbound left-turn lanes by 2041 to accommodate projected future development south of the signalized intersection (to be consistent with past reports). Additionally, LSC has assumed that the existing back-to-back northbound/southbound left-turn lanes on Sneffels Street between Mesa Ridge Parkway and Landover Lane would be modified (**through minor restriping**) to lengthen the southbound left-turn lane approaching Mesa Ridge Parkway.

Analysis results, based on LSC projections in this report, show a volume-to-capacity (v/c) ratio of over 1.00 for the eastbound-through movement during background and total long-term

afternoon traffic scenarios if Mesa Ridge Parkway were to remain a four-lane Expressway (two through lanes per direction).

Overall, the signalized intersection of Mesa Ridge Parkway/Sneffels Street is projected to operate at LOS D or better through 2041, with or without the addition of site-generated traffic. The following individual turning movements are projected to operate at LOS E or worse during at least one long-term peak hour, **with or without the addition of site-generated traffic**: southbound-through, southbound-left, westbound-left, northbound-left, and northbound-through.

Sneffels Street/Landover Lane

All approaches and individual turning movements at the Sneffels Street/Landover Lane intersection currently operate at and are projected to remain at LOS C or better through 2041 during both peak hours, with or without the addition of site-generated traffic. No modifications have been assumed to the existing lane geometry or traffic control at this intersection, except the potential restriping of the northbound left turn lane in order to provide additional stacking distance as needed for the southbound left turn lane at Mesa Ridge/Sneffels (these left turn lanes are configured back-to-back, so lengthening of one shortens the other).

Sneffels Street/Pinfeather Drive

All approaches and individual turning movements at the Sneffels Street/Pinfeather Drive intersection currently operate at and are projected to remain at LOS C or better through 2041 during both peak hours, with or without the addition of site-generated traffic. No modifications have been assumed to the existing lane geometry or traffic control at this intersection.

VEHICLE QUEUEING ANALYSIS

A SimTraffic queueing analysis was performed to estimate the maximum and average queues at the intersection of Mesa Ridge Parkway/Sneffels Street during the morning and afternoon peaks.

Queueing Analysis Terminology

“Upstream block time” represents the percent of time during the peak hour in which the entry point for a turn lane upstream of the subject intersection is blocked by a queue in the adjacent through lane. “Storage block time” is the proportion of time in which the turn lane’s queue exceeds the available storage length and left-turning vehicles overspill the turn lane in the model and into the adjacent through lane.

“Maximum queue” represents the maximum queue length observed for each individual lane during the 15-minute analysis period. SimTraffic records the maximum back of queue observed for every two-minute period. In SimTraffic, a vehicle is considered queued whenever it is behind

another vehicle traveling at less than 10 feet/second (approximately 7 mph) or at a stop bar. The maximum observed queue might not occur during the same interval in which the highest upstream block time (percent) or storage block time (percent) occurs. SimTraffic reports have reported the highest value for each metric for each turn lane/approach, regardless of whether or not they occur in the same 15-minute interval.

Reported queue length for auxiliary turn lanes in SimTraffic is generally limited by the turn-lane length. SimTraffic simply reports the maximum observed queue length during simulations. The reported 95th-percentile queue is also part of the results.

Analysis Assumptions

Analysis has been run to estimate the queue length that the southbound approach at Mesa Ridge Parkway/Sneffels Street will extend back to the intersection of Sneffels Street/Landover Lane. There are about 335 feet between the stop line on the southbound approach on Sneffels Street and the Sneffels Street/Landover Lane intersection.

However, the presence of back-to-back left-turn lanes between these intersections limits the available stacking distance on each approach. The southbound left-turn lane currently consists of 165 feet of full-width lane plus an 85-foot taper for a total of 250 feet of stacking distance. The northbound left-turn lane at Landover Lane currently consists of 75 feet of full-width lane plus a 65-foot storage for a total of 140 feet of stacking distance.

Due to the limited number of vehicles turning northbound-left from Sneffels Street onto Landover Lane, LSC has assumed that restriping of the northbound left-turn lane would be shortened to allow for the southbound left-turn lane at Mesa Ridge Parkway to be lengthened in order to accommodate longer queues. Assuming restriping, 275 feet of stacking distance would be available for the southbound left-turn lane. Queues less than 275 feet would not block vehicles turning to/from Sneffels Street from Landover Lane.

Analysis Results

Short-Term Total

SimTraffic-reported maximum queue lengths for the Short-Term Total scenario are as follows:

- AM peak hour – 0 percent upstream or storage block time for all approaches
 - Southbound-left – 81 feet
 - Southbound-through – 41 feet
 - Southbound-right – 66 feet
 - Eastbound-left – 125 feet
 - Northbound-left (at Landover Lane) – 15 feet

- PM peak hour – 0 percent upstream or storage block time for all approaches
 - Southbound-left – 157 feet
 - Southbound-through – 60 feet
 - Southbound-right – 52 feet
 - Eastbound-left – 221 feet
 - Northbound-left (at Landover Lane) – 31 feet

Results from the SimTraffic queuing reports indicate that queues extending back from the southbound approach at Mesa Ridge Parkway/Sneffels Street would be accommodated by the existing southbound stacking distance during both short-term peak hours.

2041 Total

SimTraffic-reported maximum queue lengths for the 2041 Total scenario are as follows:

- AM peak hour – 0 percent upstream or storage block time for all approaches
 - Southbound-left – 113 feet
 - Southbound-through – 58 feet
 - Southbound-right – 50 feet
 - Eastbound-left – 355 feet
 - Northbound-left (at Landover Lane) – 22 feet
- PM peak hour – 0 percent upstream or storage block time
 - Southbound-left – 182 feet
 - Southbound-through – 114 feet
 - Southbound-right – 33 feet
 - Eastbound-left – 163 feet (Synchro-reported 95th-percentile queue length)
 - Northbound-left (at Landover Lane) – 23 feet

Results from the SimTraffic queuing reports indicate that queues extending back from the **southbound** approach at Mesa Ridge Parkway/Sneffels Street would **not** extend past the proposed turn-bay stacking distances on Sneffels Street during either long-term peak hour.

The Synchro-reported 95th-percentile queue length for the eastbound left-turning movement is 163 feet. Simulation results indicated long queues for the eastbound-through movement due to high projected long-term volumes on Mesa Ridge Parkway. As such, during peak PM periods, entry to the eastbound left-turn lane may occasionally be blocked due to lengthy queues in the eastbound-through lanes. Please refer to the 95th-percentile queue lengths in the attached Synchro reports.

Please refer to the “Auxiliary Turn Lane Analysis” section for more detail regarding modifications to existing striping on Sneffels Street between Landover Lane and Mesa Ridge Parkway.

Long-term analysis assumes that the intersection of Mesa Ridge Parkway/Sneffels Street would include dual westbound left-turn lanes, which are reflected in the long-term Synchro and

SimTraffic models. SimTraffic queuing reports indicate that queues extending to the east from the westbound left-turn lane at Mesa Ridge Parkway/Sneffels Street would **not** exceed the available stacking distance during either long-term peak hour.

AUXILIARY TURN-LANE ANALYSIS

Mesa Ridge Parkway

Eastbound Left-Turn Deceleration Lane

Please state whether or not there are any aux. turn lane requirements and/or recommendations for westbound Landover Ln at Sneffels St.

Also provide discussion regarding Landover Ln and whether or not it has the capacity for the additional traffic to be added by this development.

Mesa Ridge Parkway is classified as "NR-A Non-Rural Arterial" east and west of Sneffels Street with a posted speed limit of 55 mph in the vicinity of the site. Currently, the eastbound left-turn lane on Mesa Ridge Parkway approaching Sneffels Road is 685 feet long, consisting of 460 feet of full-width lane and a 225-foot transition taper.

Per criteria in CDOT's *State Highway Access Code*, left-turn deceleration lanes should consist of the following design:

- 800-foot total lane length
 - 378 feet of full-width lane
 - 222-foot transition taper (18.5:1 ratio)
 - 200 feet of storage length

As such, LSC recommends that the existing eastbound left-turn lane be lengthened by about 125 feet to meet the required 800-foot minimum. Alternatively, the taper could potentially be modified (abbreviated) to provide a longer lane storage length.

Southbound-to-Westbound Right-Turn Acceleration Lane

Currently, the southbound-to-westbound-right-turn acceleration lane on Mesa Ridge Parkway from Sneffels Road is 820 feet long, consisting of 680 feet of full-width lane and a 140-foot transition taper.

Per criteria in CDOT's *State Highway Access Code*, left-turn deceleration lanes should consist of the following design:

- 960-foot total lane length
 - 738 feet of full-width lane
 - 222-foot transition taper (18.5:1 ratio)

As such, the existing eastbound right-turn acceleration lane would need to be lengthened by about 140 feet to meet the required 960-foot minimum. As the full-width portion of the lane is close to 738-feet and there is a paved shoulder downstream which could be restriped for a longer taper, potentially no new construction would be needed. Potentially, CDOT may want to maintain

the existing separation between the end of the acceleration lane and the beginning of the deceleration lane for the next intersection to the west.

Westbound Right-Turn Deceleration Lane

fix typo



Currently, the westbound-right-turn deceleration lane on Mesa Ridge Parkway approaching Sneffels Road is 480 feet long, consisting of 360 feet of full-width lane and a 1250-foot transition taper.

Per criteria in CDOT's *State Highway Access Code*, left-turn deceleration lanes should consist of the following design:

- 600-foot total lane length
 - 378 feet of full-width lane
 - 222-foot transition taper (18.5:1 ratio)

As such, the existing eastbound right-turn lane would need to be lengthened by about 120 feet to meet the required 600-foot minimum. As the full-width portion of the lane is close to 378 feet and there is a paved shoulder upstream which could be restriped for a longer taper, potentially no new construction would be needed.

Sneffels Street

Existing Conditions

The existing back-to-back left-turn lanes on Sneffels Street between Mesa Ridge Parkway and Landover Lane consist of the following dimensions:

- Southbound left-turn lane at Mesa Ridge Parkway –250 feet total, consisting of 165 feet of full-width lane plus an 85-foot taper
- Northbound left-turn lane at Landover Lane – 115 feet total, consisting of 50 feet of full-width lane plus a 65-foot storage

Proposed Conditions

Due to the limited number of vehicles turning northbound-left from Sneffels Street onto Landover Lane, LSC recommends shortening, through restriping, the northbound left-turn lane at Landover Lane to allow for the southbound left-turn lane at Mesa Ridge Parkway to be lengthened with restriping in order to accommodate longer queues. The following modifications are recommended:

- Southbound left-turn lane at Mesa Ridge Parkway –lengthen by 25 feet to be 275 feet total, consisting of 200 feet of full-width lane plus a 75-foot taper
- Northbound left-turn lane at Landover Lane – shorten by 25 feet to be 140 feet total, consisting of 75 feet of full-width lane plus a 65-foot storage

Please update
accordingly as this is
a new proposed
project.

CONCLUSIONS AND RECOMMENDATIONS

Based on the preceding analysis, the following conclusions and recommendations were drawn regarding the traffic impacts of the proposed minor amendment to the Mesa Ridge Overall Development Plan.

Trip Generation

- The site is projected to generate about 1,152 vehicle-trips on the average weekday, with about 576 vehicles entering and 576 vehicles exiting the site in a 24-hour period.
- During the morning peak hour, about 23 vehicles would enter and 68 vehicles would exit the site.
- Approximately 76 vehicles would enter and 45 vehicles would exit the site during the afternoon peak hour.

Projected Levels of Service

- During the short term, all study-area intersections are projected to remain at LOS D or better during both peak hours, with or without the addition of site-generated traffic.
- During the long term, overall, the signalized intersection of Mesa Ridge Parkway/Sneffels Street is projected to operate at LOS D or better through 2041, with or without the addition of site-generated traffic. The following individual turning movements are projected to operate to operate at LOS E or worse during at least one long-term peak hour, with or without the addition of site-generated traffic: southbound-through, southbound-left, westbound-section. Lower levels of service are predominantly due to high projected through (background) traffic volumes eastbound and westbound on Mesa Ridge Parkway.

Queuing Analysis

- The back-to-back left-turn lanes on Sneffels Street between Mesa Ridge Parkway and Landover Lane will provide sufficient space for the projected 95th-percentile vehicle queues during both short-term and long-term peak hours.
- Please refer to the “Queuing Analysis” section for additional detail regarding queues for the eastbound approach at Mesa Ridge Parkway/Sneffels Street.

Auxiliary Turn Lanes

- Some minimal modifications may be needed to the existing acceleration/deceleration lanes. Please refer to the “Auxiliary Turn Lane Analysis” section for more detail.

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JAB:jas

Enclosures: Table 3
Figure 1 - Figure 9
Traffic Count Reports
SimTraffic Queue Reports
Synchro Level of Service Reports

Please provide a table of the improvements required by this development. Be sure to include the extension of Landover Ln.

-Please discuss the extension of Landover Ln. Indicate whether or not it is the applicants intent for the extension of Landover to be a public roadway owned and maintained by the City of Fountain until the roadway reaches the sites' property line.

-Please also discuss the sites roads/drive aisles, their adequacy, and that they are proposed to be privately owned and maintained.

-State whether or not there is a 20% increase at a CDOT intersection that would trigger a CDOT access permit. Please coordinate with CDOT and address any concerns/comments that they may have.

-State whether the MTCP or other approved corridor study calls for the construction of improvements in the immediate area.

-Discuss the County road impact fees.

-List other traffic studies by the consultant in the area of study within the last 5 years.

-Provide ADT on the study area roadways in your attached figures.

Table 3



Table 3: Detailed Trip Generation Estimate

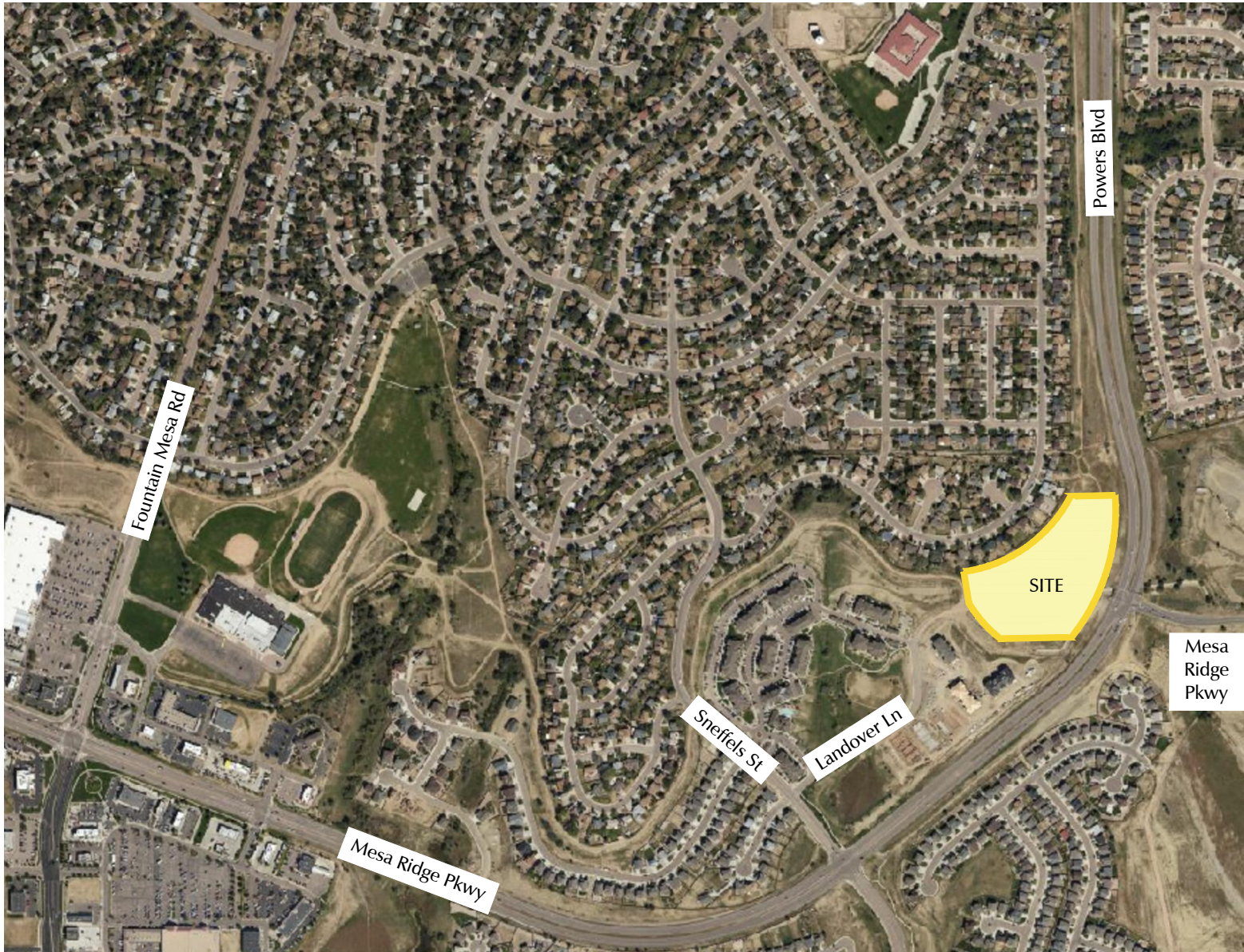
ITE		Value	Units ¹	Trip Generation Rates ²					Total Trips Generated				
Code	Description			Average	A.M.		P.M.		Average	A.M.		P.M.	
				Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
210	Multi-Family Housing (Low-Rise)	122	DU	9.44	0.19	0.56	0.62	0.37	1152	23	68	76	45

¹ DU = dwelling units

² Source: Trip Generation, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

Figures





Not to scale

Figure 1
Vicinity
Map

Cottages at Mesa Ridge (LSC #S214580)



Not to scale

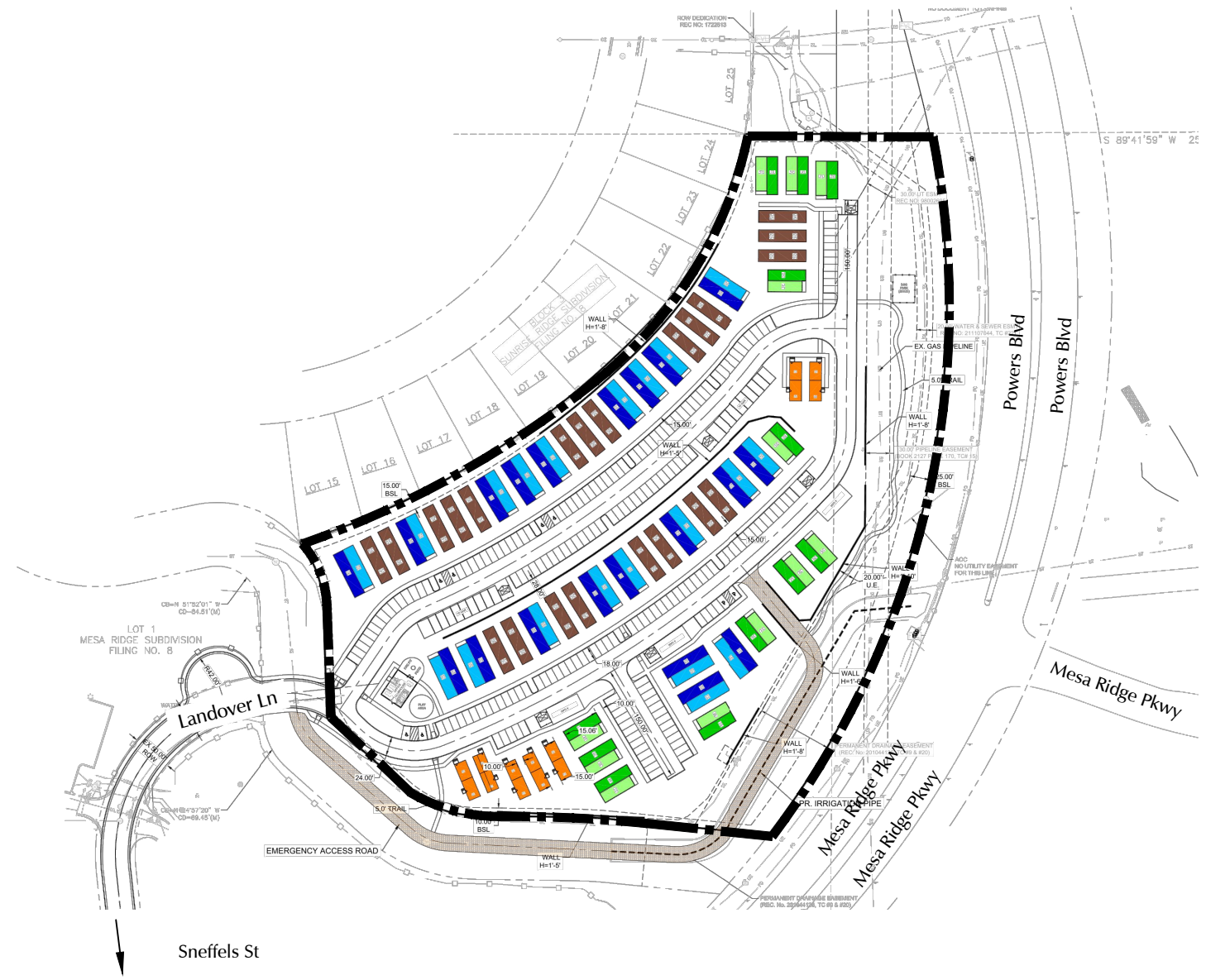
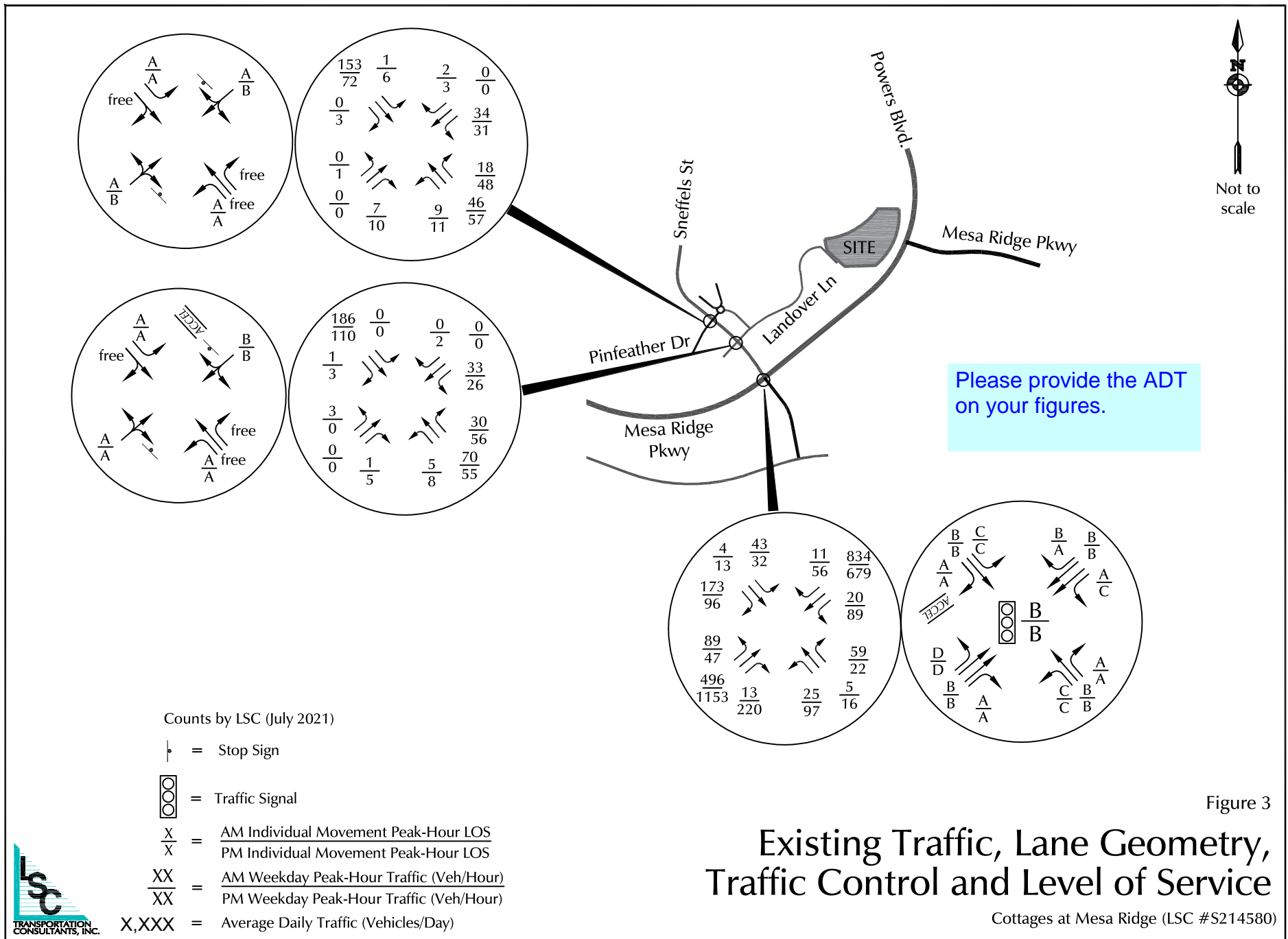


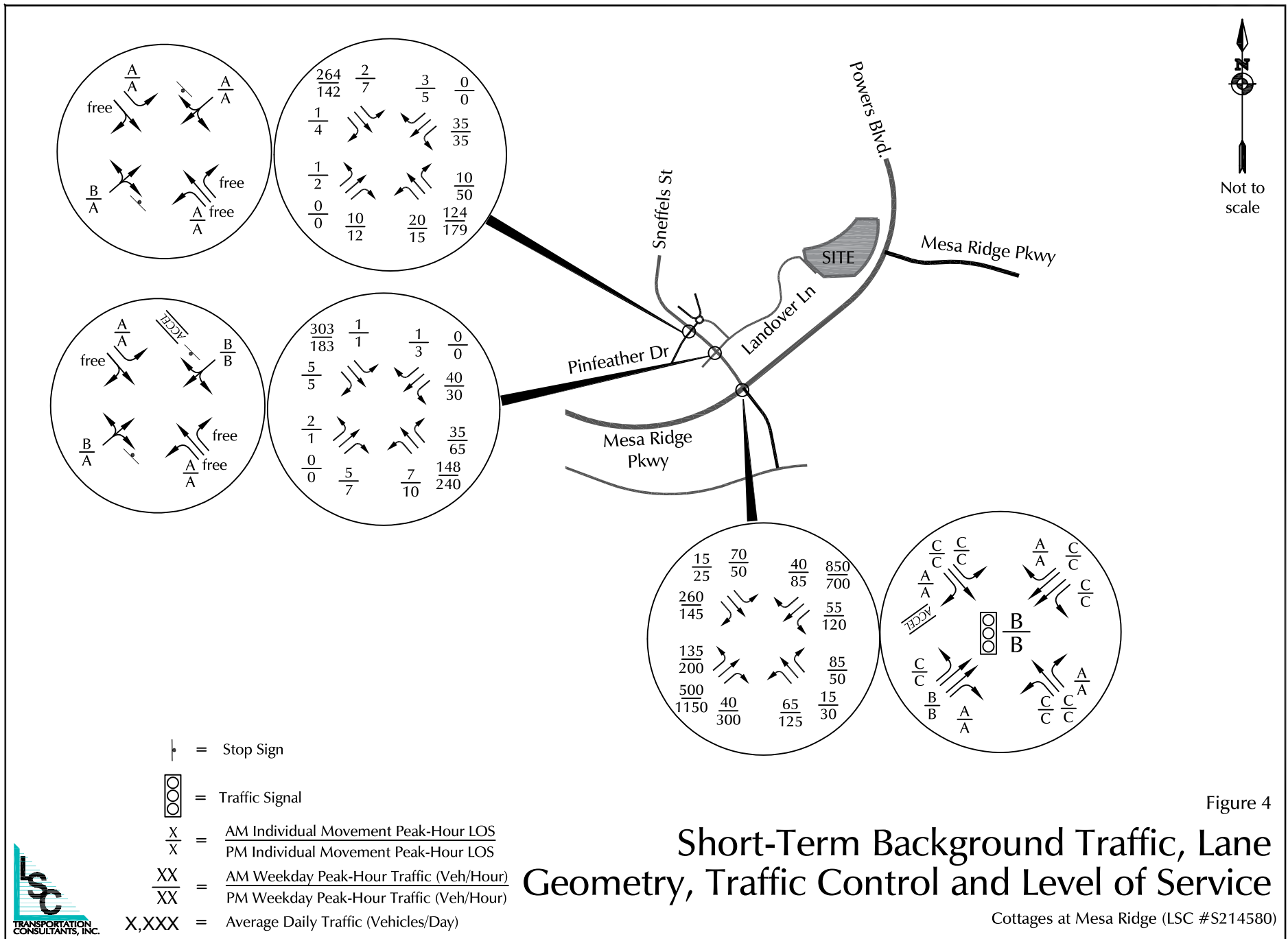
Figure 2

Site Plan

Cottages at Mesa Ridge (LSC #S214580)







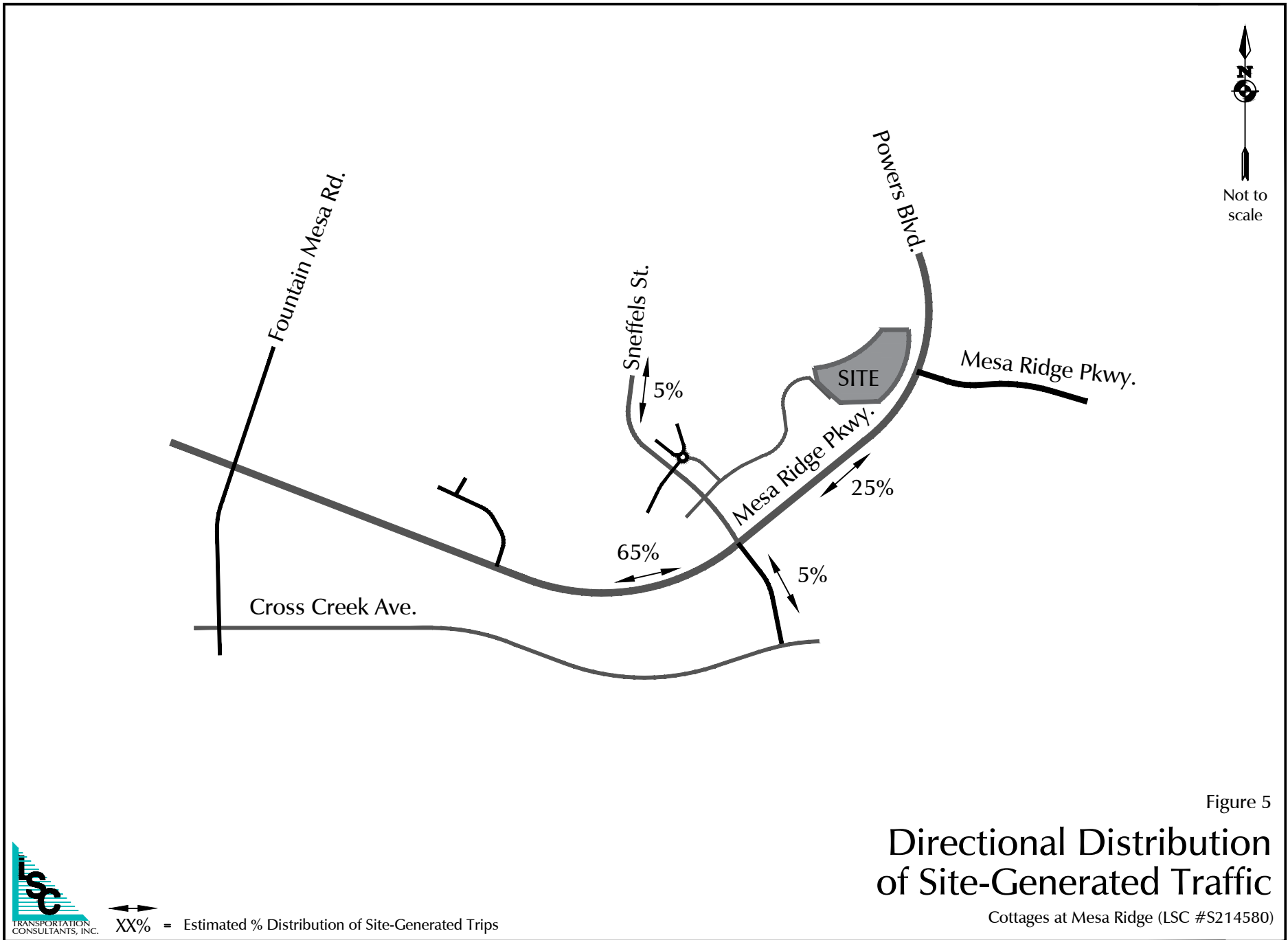


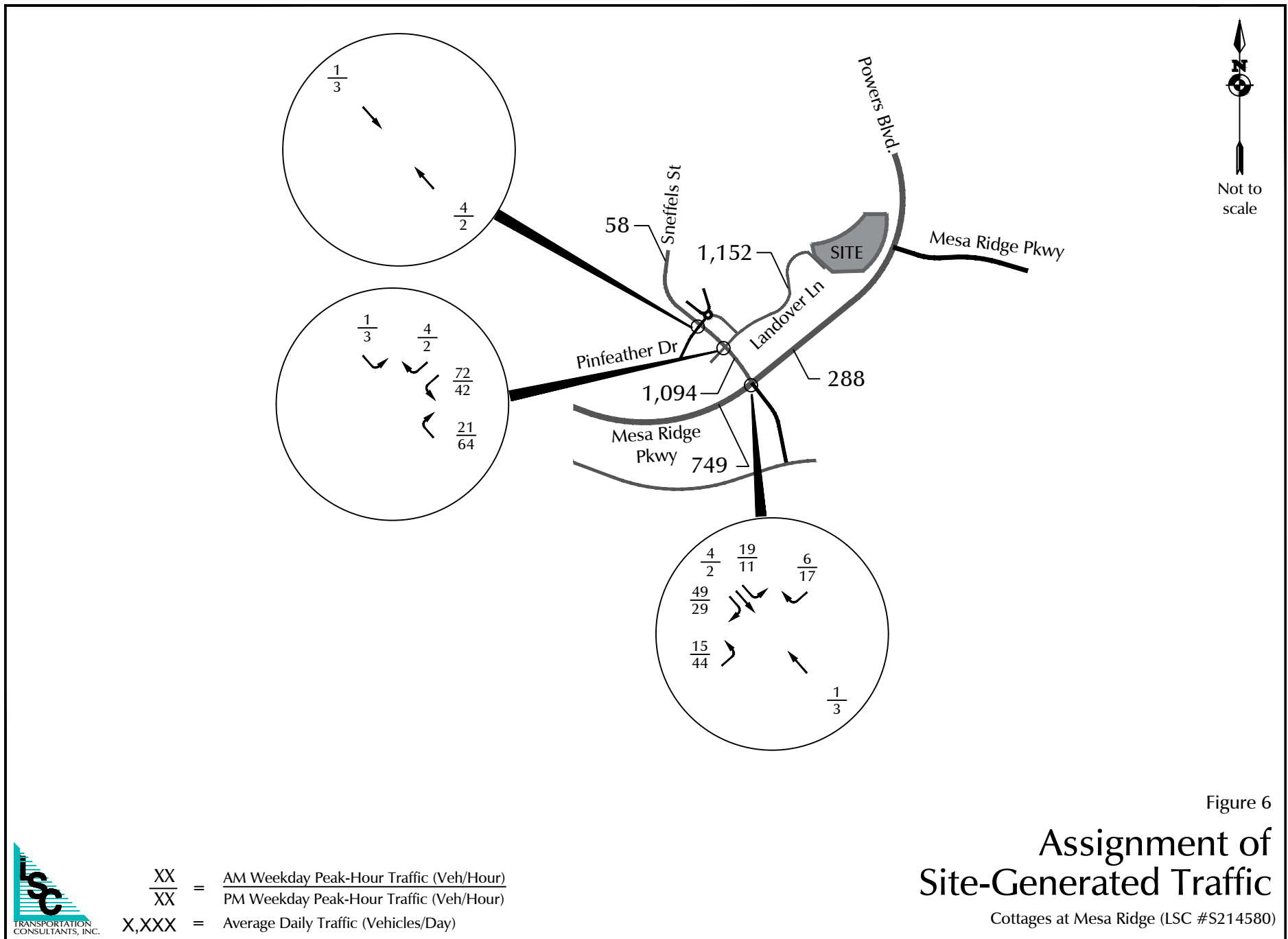
Figure 5

Directional Distribution of Site-Generated Traffic

Cottages at Mesa Ridge (LSC #S214580)



XX% = Estimated % Distribution of Site-Generated Trips



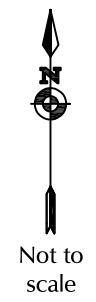
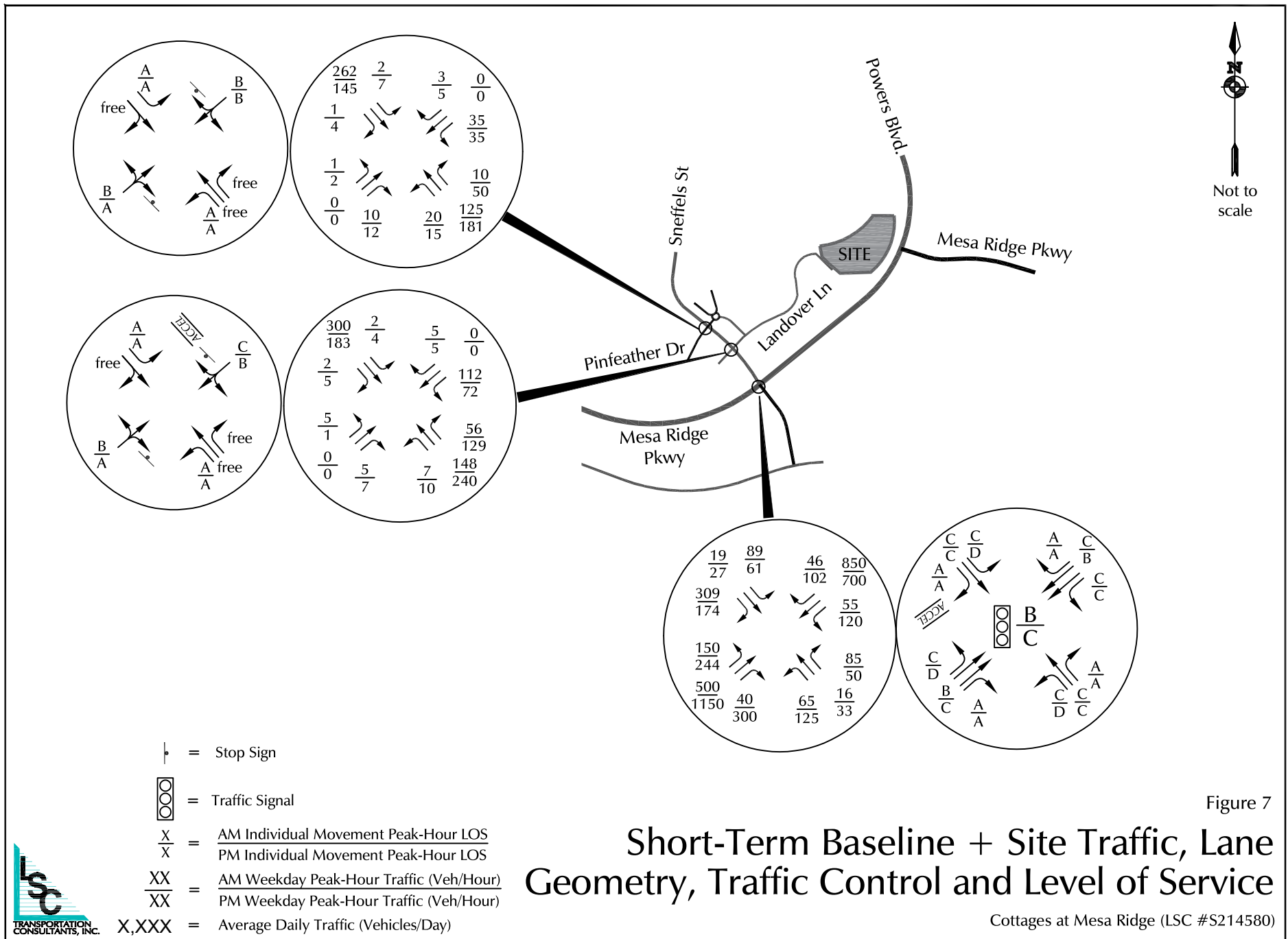


Figure 7
**Short-Term Baseline + Site Traffic, Lane
 Geometry, Traffic Control and Level of Service**

Cottages at Mesa Ridge (LSC #S214580)



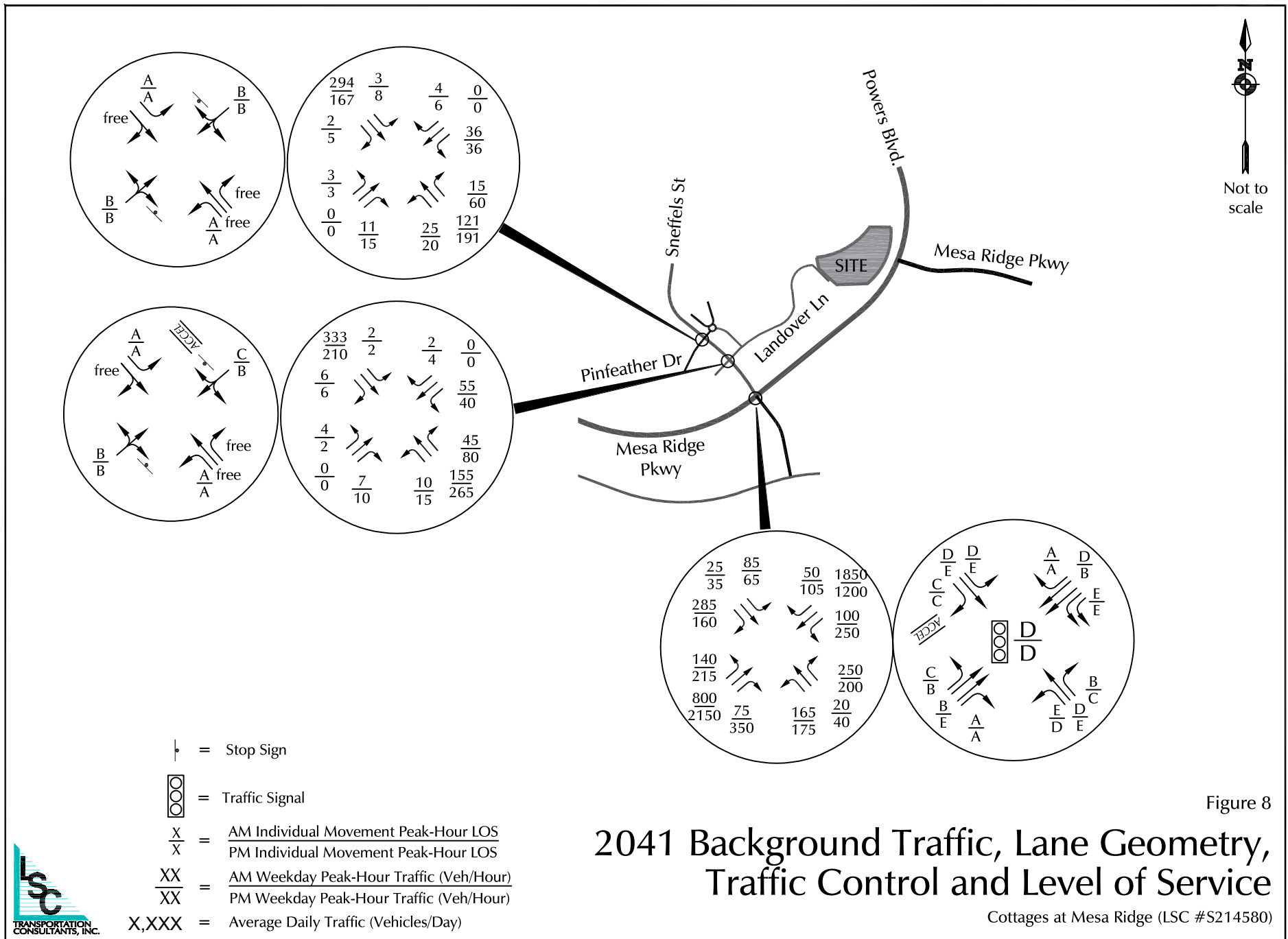


Figure 8

2041 Background Traffic, Lane Geometry, Traffic Control and Level of Service

Cottages at Mesa Ridge (LSC #S214580)



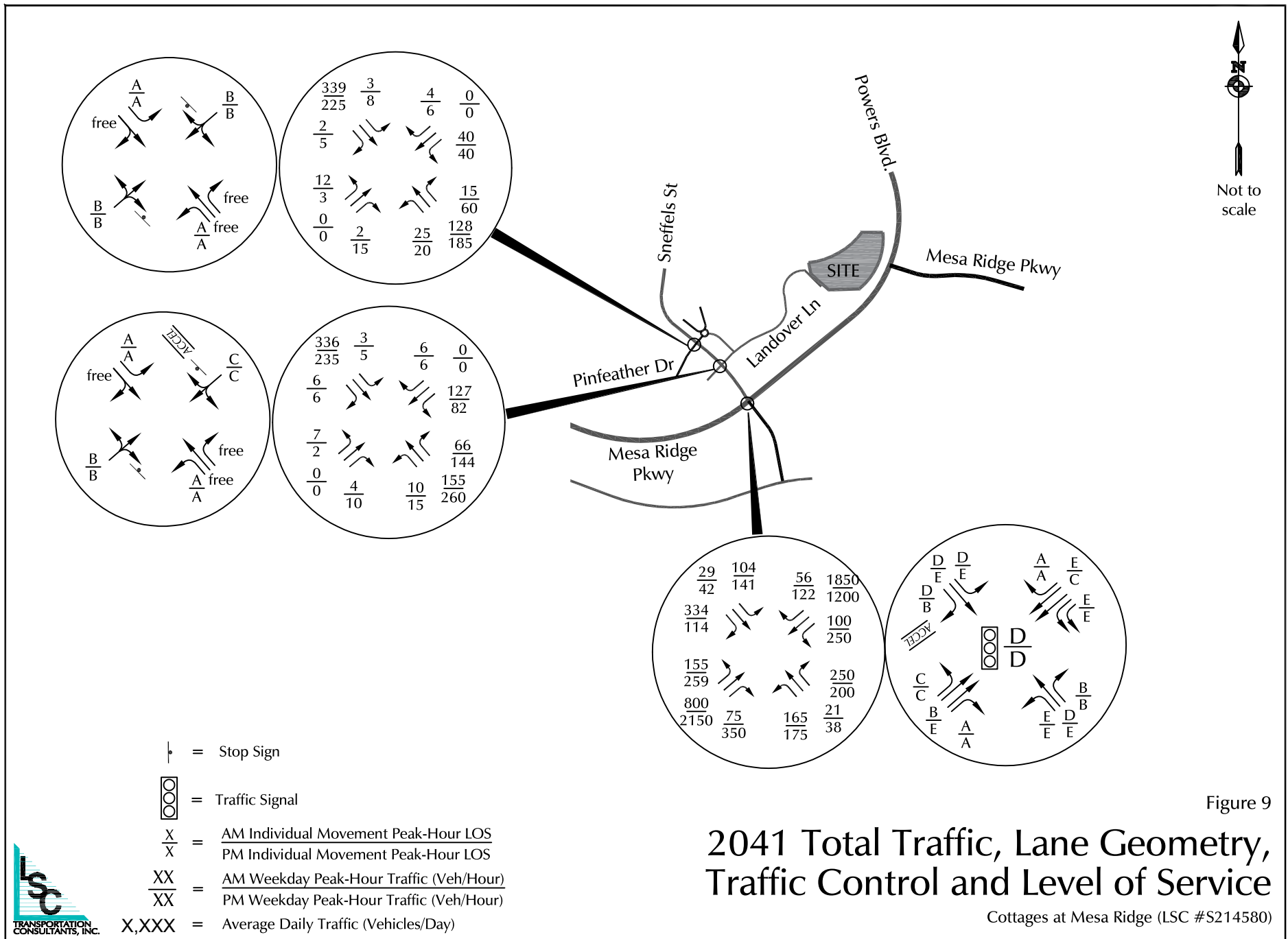


Figure 9

2041 Total Traffic, Lane Geometry, Traffic Control and Level of Service

Cottages at Mesa Ridge (LSC #S214580)



Traffic Counts



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File Name : Mesa Ridge Pkwy - Sneffels St AM
 Site Code : S214580
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 Page No : 1

Groups Printed- Unshifted

Start Time	Mesa Ridge Pkwy Southbound					Sneffels St Westbound					Mesa Ridge Pkwy Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	8	213	5	0	226	1	1	11	0	13	16	111	2	0	129	8	1	32	0	41	409
06:45 AM	11	175	2	0	188	3	3	10	0	16	17	125	1	0	143	10	2	40	0	52	399
Total	19	388	7	0	414	4	4	21	0	29	33	236	3	0	272	18	3	72	0	93	808
07:00 AM	4	197	1	0	202	9	1	14	0	24	16	121	0	0	137	12	1	46	0	59	422
07:15 AM	7	228	3	0	238	5	1	14	0	20	19	127	6	0	152	9	2	51	0	62	472
07:30 AM	4	203	3	0	210	9	2	17	0	28	28	123	2	0	153	14	1	42	0	57	448
07:45 AM	5	206	4	0	215	2	1	14	0	17	26	127	5	0	158	8	0	34	0	42	432
Total	20	834	11	0	865	25	5	59	0	89	89	498	13	0	600	43	4	173	0	220	1774
08:00 AM	2	218	1	0	221	5	0	15	0	20	22	99	5	0	126	7	0	39	0	46	413
08:15 AM	11	252	10	0	273	6	0	14	0	20	7	100	2	0	109	8	0	52	0	60	462
Grand Total	52	1692	29	0	1773	40	9	109	0	158	151	933	23	0	1107	76	7	336	0	419	3457
Apprch %	2.9	95.4	1.6	0		25.3	5.7	69	0		13.6	84.3	2.1	0		18.1	1.7	80.2	0		
Total %	1.5	48.9	0.8	0	51.3	1.2	0.3	3.2	0	4.6	4.4	27	0.7	0	32	2.2	0.2	9.7	0	12.1	

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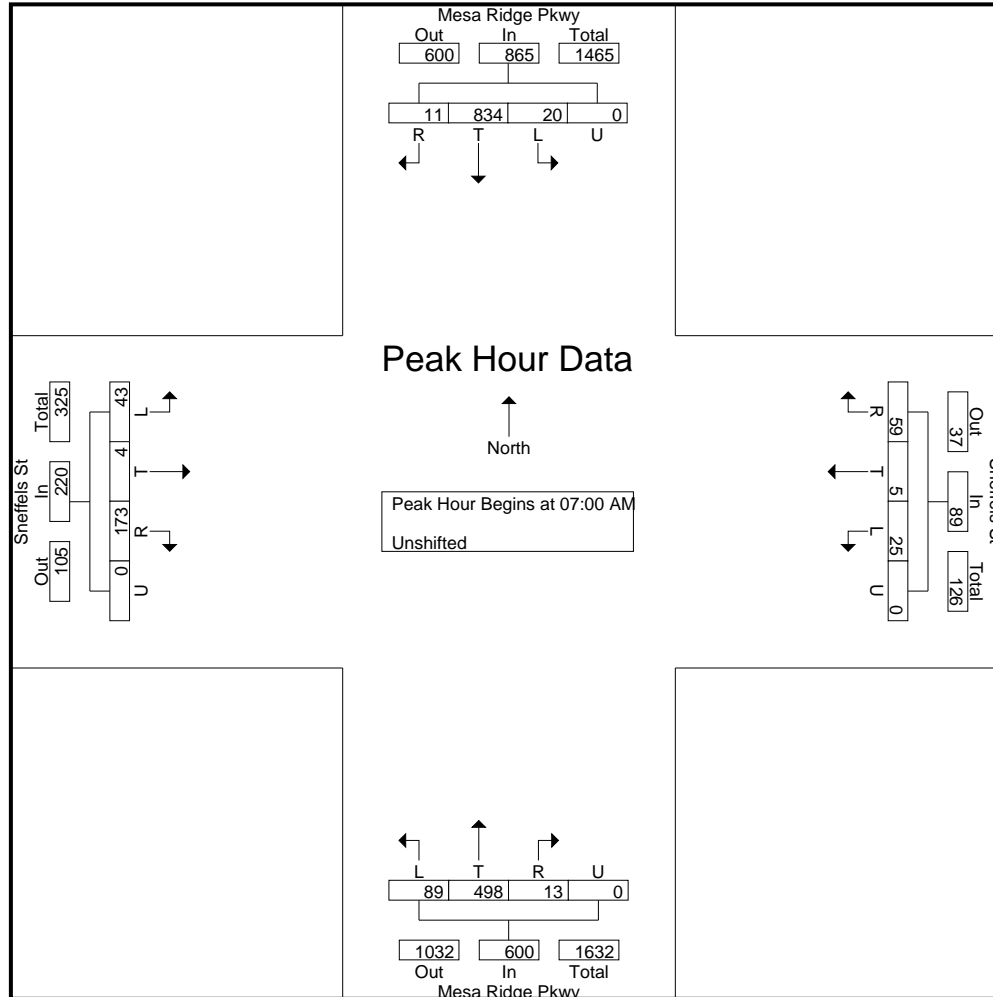
File Name : Mesa Ridge Pkwy - Sneffels St AM
 Site Code : S214580
 Start Date : 7/7/2021
 Page No : 2

Start Time	Mesa Ridge Pkwy Southbound					Sneffels St Westbound					Mesa Ridge Pkwy Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	4	197	1	0	202	9	1	14	0	24	16	121	0	0	137	12	1	46	0	59	422
7:15:00 AM	7	228	3	0	238	5	1	14	0	20	19	127	6	0	152	9	2	51	0	62	472
7:30:00 AM	4	203	3	0	210	9	2	17	0	28	28	123	2	0	153	14	1	42	0	57	448
7:45:00 AM	5	206	4	0	215	2	1	14	0	17	26	127	5	0	158	8	0	34	0	42	432
Total Volume	20	834	11	0	865	25	5	59	0	89	89	498	13	0	600	43	4	173	0	220	1774
% App. Total	2.3	96.4	1.3	0		28.1	5.6	66.3	0		14.8	83	2.2	0		19.5	1.8	78.6	0		
PHF	.714	.914	.688	.000	.909	.694	.625	.868	.000	.795	.795	.980	.542	.000	.949	.768	.500	.848	.000	.887	.940

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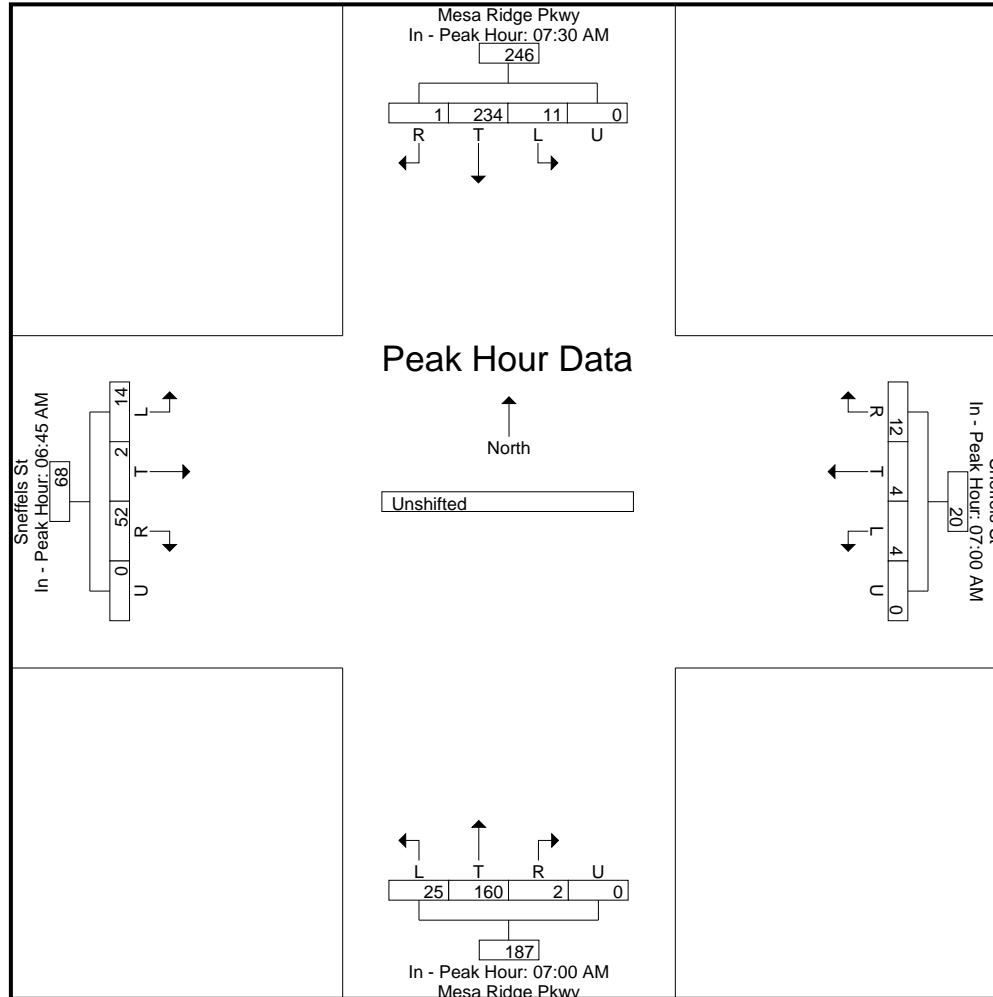
File Name : Mesa Ridge Pkwy - Sneffels St AM
 Site Code : S214580
 Start Date : 7/7/2021
 Page No : 4

Start Time	Mesa Ridge Pkwy Southbound					Sneffels St Westbound					Mesa Ridge Pkwy Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	7:30:00 AM					7:00:00 AM					7:00:00 AM					6:45:00 AM					
+0 mins.	4	203	3	0	210	9	1	14	0	24	16	121	0	0	137	10	2	40	0	52	
+5 mins.	5	206	4	0	215	5	1	14	0	20	19	127	6	0	152	12	1	46	0	59	
+10 mins.	2	218	1	0	221	9	2	17	0	28	28	123	2	0	153	9	2	51	0	62	
+15 mins.	11	252	10	0	273	2	1	14	0	17	26	127	5	0	158	14	1	42	0	57	
Total Volume	22	879	18	0	919	25	5	59	0	89	89	498	13	0	600	45	6	179	0	230	
% App. Total	2.4	95.6	2	0		28.1	5.6	66.3	0		14.8	83	2.2	0		19.6	2.6	77.8	0		
PHF	.500	.872	.450	.000	.842	.694	.625	.868	.000	.795	.795	.980	.542	.000	.949	.804	.750	.877	.000	.927	

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File Name : Mesa Ridge Pkwy - Sneffels St PM
 Site Code : S214580
 Start Date : 7/7/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Mesa Ridge Pkwy Southbound					Sneffels St Westbound					Mesa Ridge Pkwy Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	15	159	9	0	183	2	4	22	0	28	51	261	8	0	320	7	3	30	0	40	571
04:15 PM	31	171	12	1	215	2	3	15	0	20	45	283	8	0	336	6	5	24	0	35	606
04:30 PM	19	178	10	0	207	7	3	29	0	39	57	312	13	0	382	10	3	27	0	40	668
04:45 PM	21	168	18	0	207	4	5	26	0	35	53	260	12	0	325	12	3	21	0	36	603
Total	86	676	49	1	812	15	15	92	0	122	206	1116	41	0	1363	35	14	102	0	151	2448
05:00 PM	22	152	12	0	186	8	2	20	0	30	70	256	11	0	337	3	6	22	0	31	584
05:15 PM	27	181	16	0	224	3	6	22	0	31	40	325	11	0	376	7	1	26	0	34	665
05:30 PM	18	168	16	0	202	2	9	13	0	24	47	248	10	0	305	7	0	20	0	27	558
05:45 PM	39	189	13	0	241	1	6	24	0	31	50	221	18	0	289	7	4	29	1	41	602
Total	106	690	57	0	853	14	23	79	0	116	207	1050	50	0	1307	24	11	97	1	133	2409
Grand Total	192	1366	106	1	1665	29	38	171	0	238	413	2166	91	0	2670	59	25	199	1	284	4857
Apprch %	11.5	82	6.4	0.1		12.2	16	71.8	0		15.5	81.1	3.4	0		20.8	8.8	70.1	0.4		
Total %	4	28.1	2.2	0	34.3	0.6	0.8	3.5	0	4.9	8.5	44.6	1.9	0	55	1.2	0.5	4.1	0	5.8	

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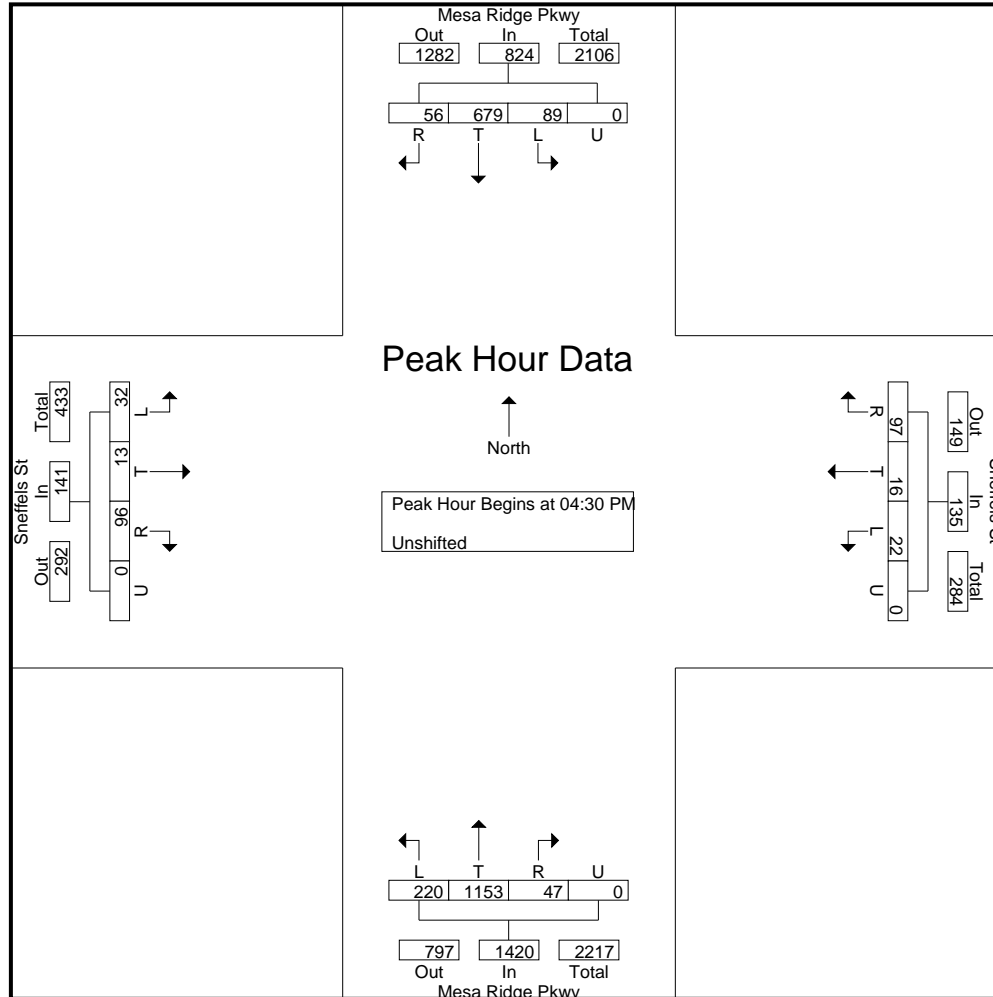
File Name : Mesa Ridge Pkwy - Sneffels St PM
 Site Code : S214580
 Start Date : 7/7/2021
 Page No : 2

Start Time	Mesa Ridge Pkwy Southbound					Sneffels St Westbound					Mesa Ridge Pkwy Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	19	178	10	0	207	7	3	29	0	39	57	312	13	0	382	10	3	27	0	40	668
4:45:00 PM	21	168	18	0	207	4	5	26	0	35	53	260	12	0	325	12	3	21	0	36	603
5:00:00 PM	22	152	12	0	186	8	2	20	0	30	70	256	11	0	337	3	6	22	0	31	584
5:15:00 PM	27	181	16	0	224	3	6	22	0	31	40	325	11	0	376	7	1	26	0	34	665
Total Volume	89	679	56	0	824	22	16	97	0	135	220	1153	47	0	1420	32	13	96	0	141	2520
% App. Total	10.8	82.4	6.8	0		16.3	11.9	71.9	0		15.5	81.2	3.3	0		22.7	9.2	68.1	0		
PHF	.824	.938	.778	.000	.920	.688	.667	.836	.000	.865	.786	.887	.904	.000	.929	.667	.542	.889	.000	.881	.943

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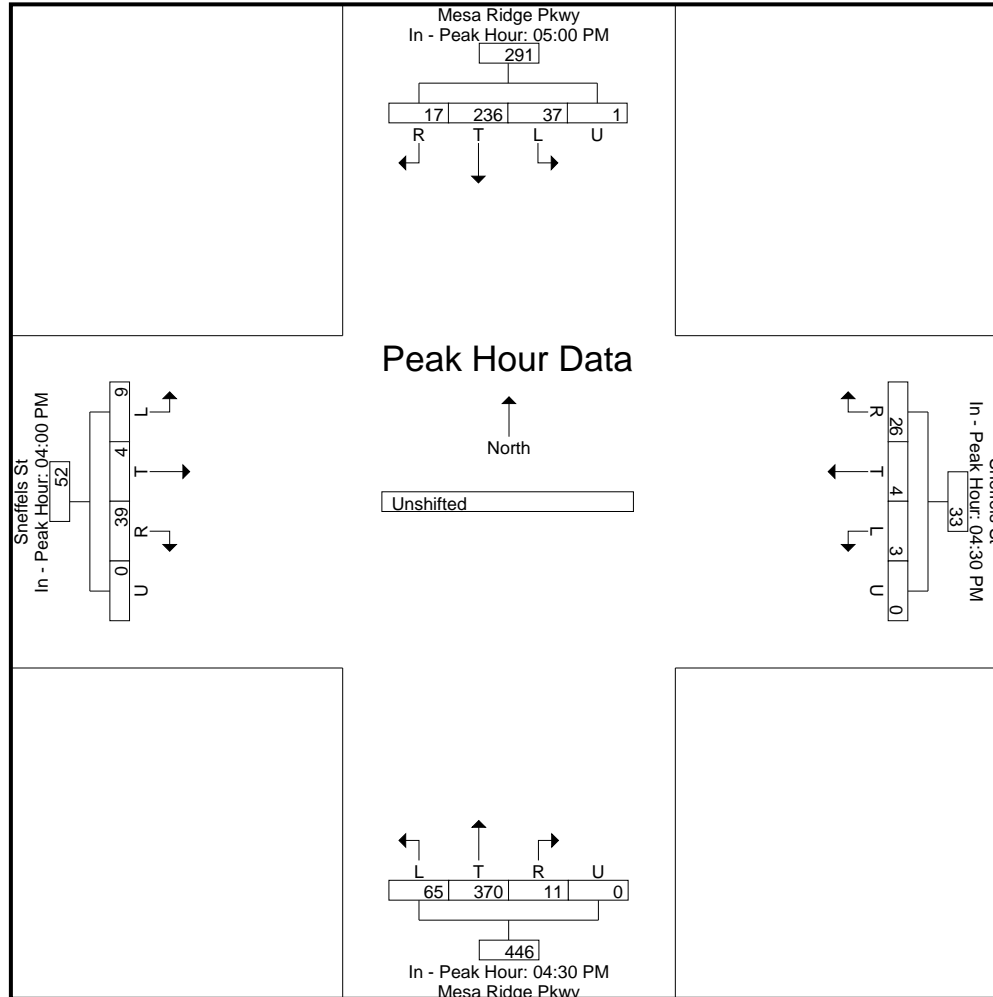
File Name : Mesa Ridge Pkwy - Sneffels St PM
 Site Code : S214580
 Start Date : 7/7/2021
 Page No : 4

Start Time	Mesa Ridge Pkwy Southbound					Sneffels St Westbound					Mesa Ridge Pkwy Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	5:00:00 PM					4:30:00 PM					4:30:00 PM					4:00:00 PM					
+0 mins.	22	152	12	0	186	7	3	29	0	39	57	312	13	0	382	7	3	30	0	40	
+5 mins.	27	181	16	0	224	4	5	26	0	35	53	260	12	0	325	6	5	24	0	35	
+10 mins.	18	168	16	0	202	8	2	20	0	30	70	256	11	0	337	10	3	27	0	40	
+15 mins.	39	189	13	0	241	3	6	22	0	31	40	325	11	0	376	12	3	21	0	36	
Total Volume	106	690	57	0	853	22	16	97	0	135	220	1153	47	0	1420	35	14	102	0	151	
% App. Total	12.4	80.9	6.7	0		16.3	11.9	71.9	0		15.5	81.2	3.3	0		23.2	9.3	67.5	0		
PHF	.679	.913	.891	.000	.885	.688	.667	.836	.000	.865	.786	.887	.904	.000	.929	.729	.700	.850	.000	.944	

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File Name : Landover Ln - Sneffels St AM
 Site Code : S214580
 Start Date : 7/8/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	Landover Ln Southbound					Sneffels St Westbound					Landover Ln Northbound					Sneffels St Eastbound					Int. Total	
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total		
06:30 AM	3	0	0	0	3	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	5
06:45 AM	8	0	0	0	8	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	15
Total	11	0	0	0	11	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	20
07:00 AM	6	0	0	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	7	0	0	0	7	3	0	6	0	9	1	0	1	0	2	0	0	0	0	0	0	18
07:30 AM	7	0	0	0	7	1	0	14	0	15	1	0	0	0	1	0	0	0	0	0	0	23
07:45 AM	13	0	0	0	13	1	0	7	0	8	1	0	0	0	1	0	0	1	0	1	1	23
Total	33	0	0	0	33	5	0	30	0	35	3	0	1	0	4	0	0	1	0	1	1	73
08:00 AM	17	0	0	0	17	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	0	24
08:15 AM	16	0	0	0	16	2	0	7	0	9	1	0	3	0	4	0	0	0	0	0	0	29
Grand Total	77	0	0	0	77	7	0	49	0	56	4	0	8	0	12	0	0	1	0	1	1	146
Apprch %	100	0	0	0		12.5	0	87.5	0		33.3	0	66.7	0		0	0	100	0			
Total %	52.7	0	0	0	52.7	4.8	0	33.6	0	38.4	2.7	0	5.5	0	8.2	0	0	0.7	0	0.7		

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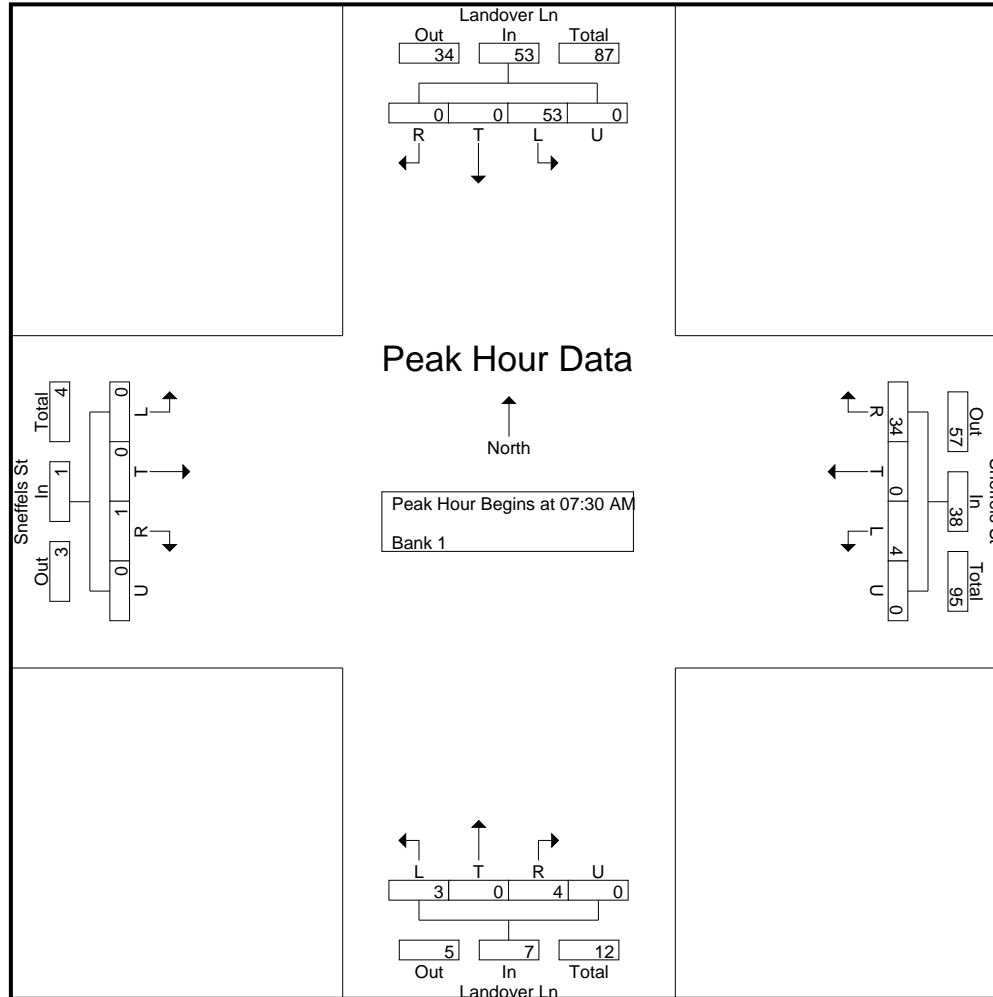
File Name : Landover Ln - Sneffels St AM
 Site Code : S214580
 Start Date : 7/8/2021
 Page No : 2

Start Time	Landover Ln Southbound					Sneffels St Westbound					Landover Ln Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	7	0	0	0	7	1	0	14	0	15	1	0	0	0	1	0	0	0	0	0	23
7:45:00 AM	13	0	0	0	13	1	0	7	0	8	1	0	0	0	1	0	0	1	0	1	23
8:00:00 AM	17	0	0	0	17	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	24
8:15:00 AM	16	0	0	0	16	2	0	7	0	9	1	0	3	0	4	0	0	0	0	0	29
Total Volume	53	0	0	0	53	4	0	34	0	38	3	0	4	0	7	0	0	1	0	1	99
% App. Total	100	0	0	0		10.5	0	89.5	0		42.9	0	57.1	0		0	0	100	0		
PHF	.779	.000	.000	.000	.779	.500	.000	.607	.000	.633	.750	.000	.333	.000	.438	.000	.000	.250	.000	.250	.853

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 Site Code : S214580
 Start Date : 7/8/2021
 Page No : 4

Start Time	Landover Ln Southbound					Sneffels St Westbound					Landover Ln Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

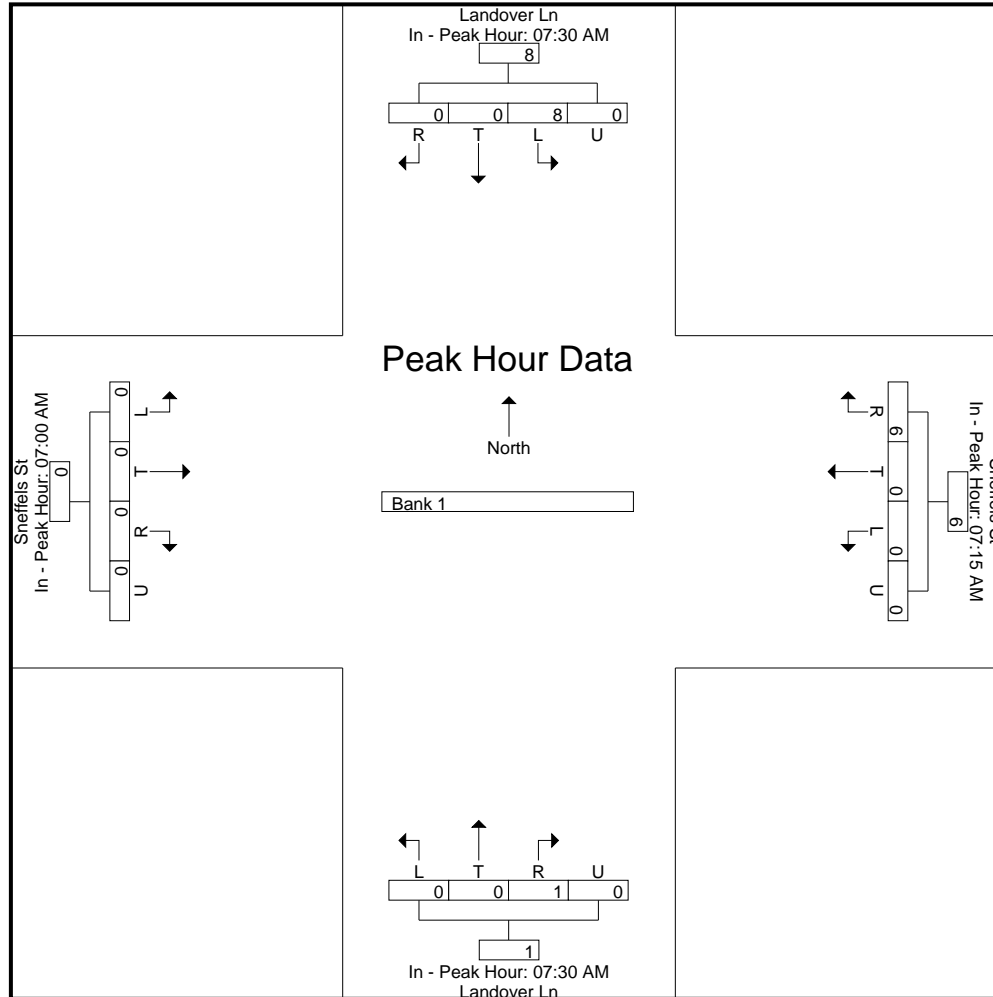
Peak Hour for Each Approach Begins at:

	7:30:00 AM					7:15:00 AM					7:30:00 AM					7:00:00 AM				
+0 mins.	7	0	0	0	7	3	0	6	0	9	1	0	0	0	1	0	0	0	0	0
+5 mins.	13	0	0	0	13	1	0	14	0	15	1	0	0	0	1	0	0	0	0	0
+10 mins.	17	0	0	0	17	1	0	7	0	8	0	0	1	0	1	0	0	0	0	0
+15 mins.	16	0	0	0	16	0	0	6	0	6	1	0	3	0	4	0	0	1	0	1
Total Volume	53	0	0	0	53	5	0	33	0	38	3	0	4	0	7	0	0	1	0	1
% App. Total	100	0	0	0		13.2	0	86.8	0		42.9	0	57.1	0		0	0	100	0	
PHF	.779	.000	.000	.000	.779	.417	.000	.589	.000	.633	.750	.000	.333	.000	.438	.000	.000	.250	.000	.250

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File Name : Landover Ln - Sneffels St PM
 Site Code : S214580
 Start Date : 7/15/2021
 Page No : 1

Groups Printed- Bank 1

Start Time	Landover Ln Southbound					Sneffels St Westbound					Landover Ln Northbound					Sneffels St Eastbound					Int. Total	
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total		
04:00 PM	9	0	0	0	9	3	0	10	0	13	0	0	2	0	2	0	0	0	0	0	0	24
04:15 PM	6	0	0	0	6	0	0	14	0	14	1	0	0	0	1	0	0	0	0	0	0	21
04:30 PM	6	0	1	0	7	3	0	10	0	13	0	0	1	0	1	0	0	1	0	0	1	22
04:45 PM	9	0	1	0	10	2	0	16	0	18	0	0	2	0	2	0	0	0	0	0	0	30
Total	30	0	2	0	32	8	0	50	0	58	1	0	5	0	6	0	0	1	0	1	97	
05:00 PM	5	0	0	0	5	2	0	14	0	16	0	0	0	0	0	0	0	1	0	0	1	22
05:15 PM	6	0	0	0	6	1	0	16	0	17	0	0	2	0	2	0	0	1	0	0	1	26
05:30 PM	7	0	0	0	7	1	0	17	0	18	0	0	0	0	0	0	0	0	0	0	0	25
05:45 PM	5	0	0	0	5	1	0	8	0	9	1	0	0	0	1	1	0	0	0	0	1	16
Total	23	0	0	0	23	5	0	55	0	60	1	0	2	0	3	1	0	2	0	0	3	89
Grand Total	53	0	2	0	55	13	0	105	0	118	2	0	7	0	9	1	0	3	0	0	4	186
Apprch %	96.4	0	3.6	0		11	0	89	0		22.2	0	77.8	0		25	0	75	0			
Total %	28.5	0	1.1	0	29.6	7	0	56.5	0	63.4	1.1	0	3.8	0	4.8	0.5	0	1.6	0	0	2.2	

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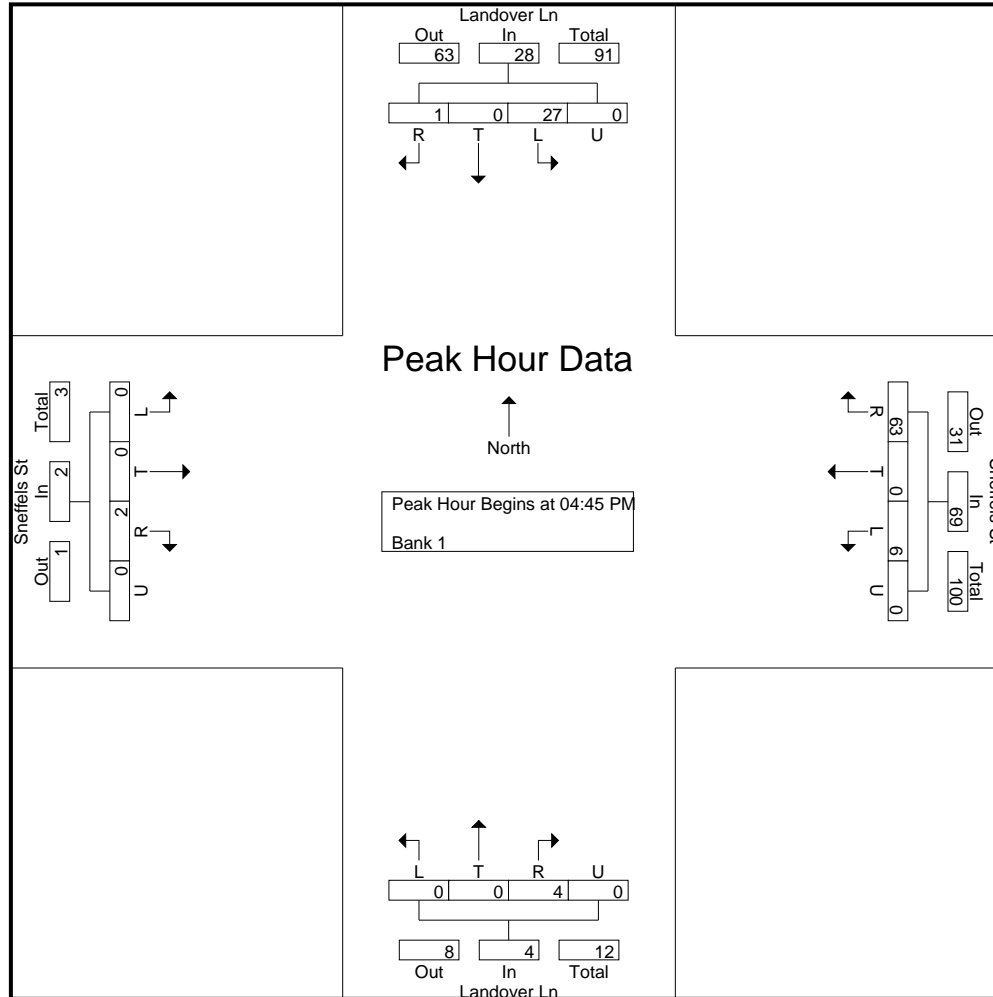
File Name : Landover Ln - Sneffels St PM
 Site Code : S214580
 Start Date : 7/15/2021
 Page No : 2

Start Time	Landover Ln Southbound					Sneffels St Westbound					Landover Ln Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:45:00 PM																					
4:45:00 PM	9	0	1	0	10	2	0	16	0	18	0	0	2	0	2	0	0	0	0	0	30
5:00:00 PM	5	0	0	0	5	2	0	14	0	16	0	0	0	0	0	0	0	1	0	1	22
5:15:00 PM	6	0	0	0	6	1	0	16	0	17	0	0	2	0	2	0	0	1	0	1	26
5:30:00 PM	7	0	0	0	7	1	0	17	0	18	0	0	0	0	0	0	0	0	0	0	25
Total Volume	27	0	1	0	28	6	0	63	0	69	0	0	4	0	4	0	0	2	0	2	103
% App. Total	96.4	0	3.6	0		8.7	0	91.3	0		0	0	100	0		0	0	100	0		
PHF	.750	.000	.250	.000	.700	.750	.000	.926	.000	.958	.000	.000	.500	.000	.500	.000	.000	.500	.000	.500	.858

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File Name : Landover Ln - Sneffels St PM
 Site Code : S214580
 Start Date : 7/15/2021
 Page No : 4

Start Time	Landover Ln Southbound					Sneffels St Westbound					Landover Ln Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1

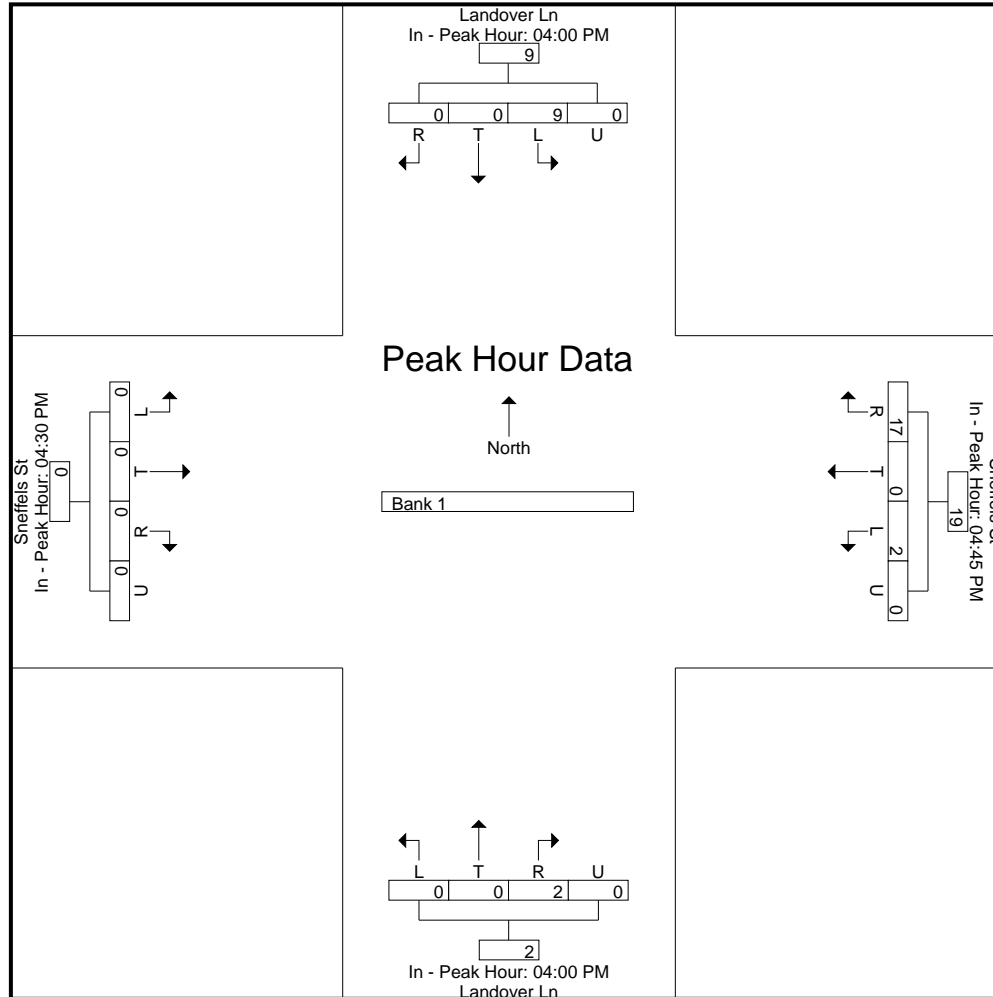
Peak Hour for Each Approach Begins at:

	4:00:00 PM					4:45:00 PM					4:00:00 PM					4:30:00 PM				
+0 mins.	9	0	0	0	9	2	0	16	0	18	0	0	2	0	2	0	0	1	0	1
+5 mins.	6	0	0	0	6	2	0	14	0	16	1	0	0	0	1	0	0	0	0	0
+10 mins.	6	0	1	0	7	1	0	16	0	17	0	0	1	0	1	0	0	1	0	1
+15 mins.	9	0	1	0	10	1	0	17	0	18	0	0	2	0	2	0	0	1	0	1
Total Volume	30	0	2	0	32	6	0	63	0	69	1	0	5	0	6	0	0	3	0	3
% App. Total	93.8	0	6.2	0		8.7	0	91.3	0		16.7	0	83.3	0		0	0	100	0	
PHF	.833	.000	.500	.000	.800	.750	.000	.926	.000	.958	.250	.000	.625	.000	.750	.000	.000	.750	.000	.750

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File Name : Pinefeather Dr - Sneffels St AM
 Site Code : S214580
 Start Date : 7/8/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Pinefeather Dr Southbound					Sneffels St Westbound					Pinefeather Dr Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	6	0	0	0	6	0	3	4	0	7	0	0	5	0	5	0	34	1	0	35	53
06:45 AM	9	0	0	0	9	0	6	5	0	11	0	0	5	0	5	0	25	0	0	25	50
Total	15	0	0	0	15	0	9	9	0	18	0	0	10	0	10	0	59	1	0	60	103
07:00 AM	10	0	1	0	11	2	7	5	0	14	0	0	1	0	1	0	32	0	0	32	58
07:15 AM	8	0	0	0	8	1	11	3	0	15	0	0	1	0	1	0	34	0	0	34	58
07:30 AM	8	0	0	0	8	2	6	6	0	14	0	0	3	0	3	1	37	0	0	38	63
07:45 AM	8	0	1	0	9	4	10	4	0	18	0	0	2	0	2	0	26	0	0	26	55
Total	34	0	2	0	36	9	34	18	0	61	0	0	7	0	7	1	129	0	0	130	234
08:00 AM	7	0	0	0	7	1	10	8	0	19	0	0	4	0	4	0	22	0	0	22	52
08:15 AM	10	0	1	0	11	1	13	1	0	15	0	0	3	0	3	1	38	0	0	39	68
Grand Total	66	0	3	0	69	11	66	36	0	113	0	0	24	0	24	2	248	1	0	251	457
Apprch %	95.7	0	4.3	0		9.7	58.4	31.9	0		0	0	100	0		0.8	98.8	0.4	0		
Total %	14.4	0	0.7	0	15.1	2.4	14.4	7.9	0	24.7	0	0	5.3	0	5.3	0.4	54.3	0.2	0	54.9	

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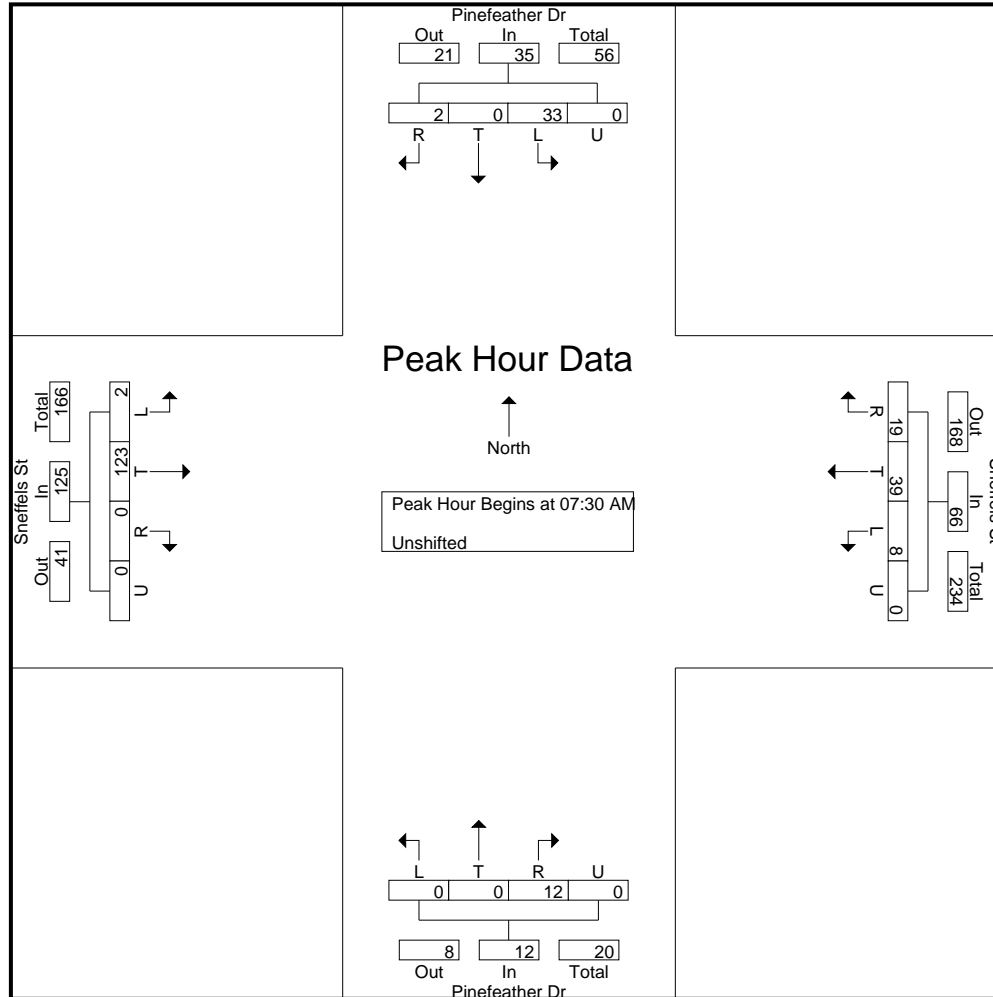
File Name : Pinefeather Dr - Sneffels St AM
 Site Code : S214580
 Start Date : 7/8/2021
 Page No : 2

Start Time	Pinefeather Dr Southbound					Sneffels St Westbound					Pinefeather Dr Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	8	0	0	0	8	2	6	6	0	14	0	0	3	0	3	1	37	0	0	38	63
7:45:00 AM	8	0	1	0	9	4	10	4	0	18	0	0	2	0	2	0	26	0	0	26	55
8:00:00 AM	7	0	0	0	7	1	10	8	0	19	0	0	4	0	4	0	22	0	0	22	52
8:15:00 AM	10	0	1	0	11	1	13	1	0	15	0	0	3	0	3	1	38	0	0	39	68
Total Volume	33	0	2	0	35	8	39	19	0	66	0	0	12	0	12	2	123	0	0	125	238
% App. Total	94.3	0	5.7	0		12.1	59.1	28.8	0		0	0	100	0		1.6	98.4	0	0		
PHF	.825	.000	.500	.000	.795	.500	.750	.594	.000	.868	.000	.000	.750	.000	.750	.500	.809	.000	.000	.801	.875

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File Name : Pinefeather Dr - Sneffels St AM
 Site Code : S214580
 Start Date : 7/8/2021
 Page No : 4

Start Time	Pinefeather Dr Southbound					Sneffels St Westbound					Pinefeather Dr Northbound					Sneffels St Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

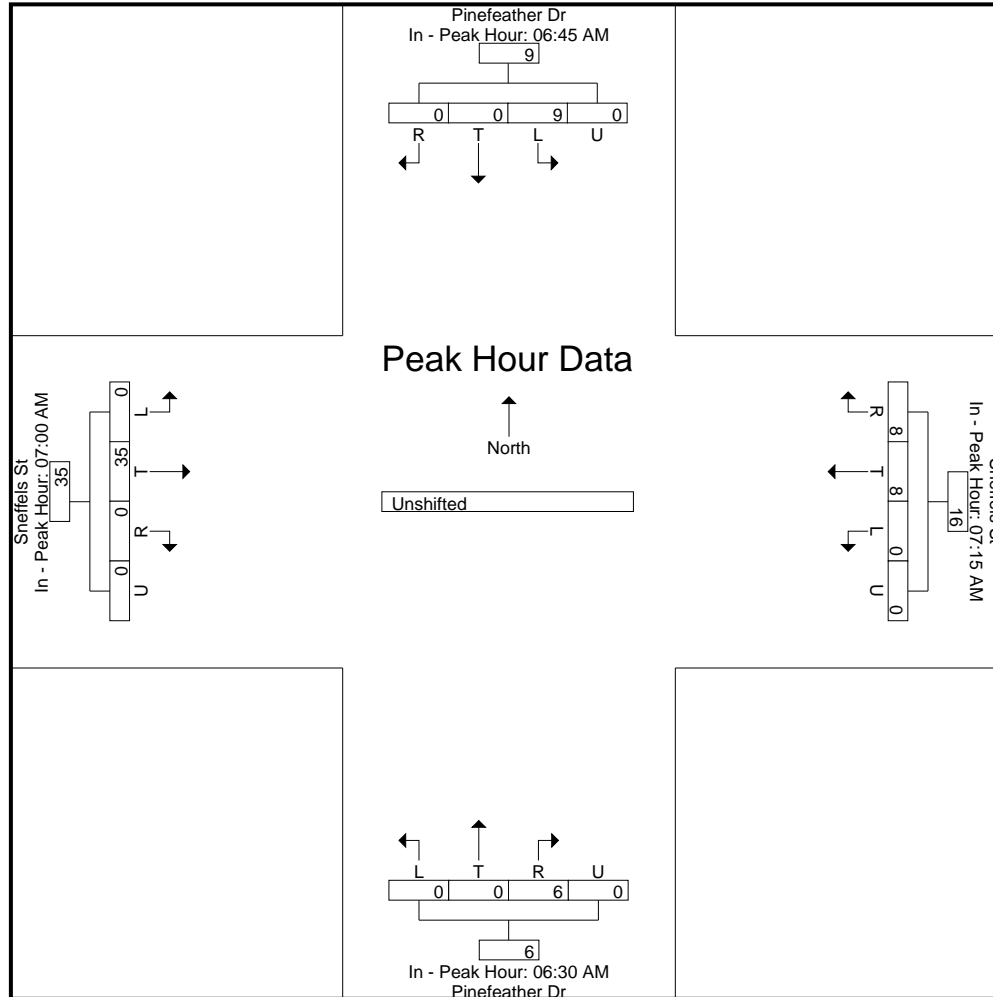
Peak Hour for Each Approach Begins at:

	6:45:00 AM					7:15:00 AM					6:30:00 AM					7:00:00 AM				
+0 mins.	9	0	0	0	9	1	11	3	0	15	0	0	5	0	5	0	32	0	0	32
+5 mins.	10	0	1	0	11	2	6	6	0	14	0	0	5	0	5	0	34	0	0	34
+10 mins.	8	0	0	0	8	4	10	4	0	18	0	0	1	0	1	1	37	0	0	38
+15 mins.	8	0	0	0	8	1	10	8	0	19	0	0	1	0	1	0	26	0	0	26
Total Volume	35	0	1	0	36	8	37	21	0	66	0	0	12	0	12	1	129	0	0	130
% App. Total	97.2	0	2.8	0		12.1	56.1	31.8	0		0	0	100	0		0.8	99.2	0	0	
PHF	.875	.000	.250	.000	.818	.500	.841	.656	.000	.868	.000	.000	.600	.000	.600	.250	.872	.000	.000	.855

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File Name : Pinefeather Dr - Sneffels St PM
 Site Code : S214580
 Start Date : 7/15/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Pinefeather Dr Southbound					Pinefeather Dr Westbound					Landover Ln Northbound					Pinefeather Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	7	0	0	0	7	2	31	9	0	42	1	0	2	0	3	0	18	0	0	18	70
04:15 PM	12	0	0	0	12	1	38	13	0	52	1	0	3	0	4	3	19	0	0	22	90
04:30 PM	8	0	2	0	10	2	43	11	0	56	0	0	2	0	2	2	24	1	0	27	95
04:45 PM	9	0	1	0	10	6	39	13	0	58	0	0	2	0	2	1	32	0	0	33	103
Total	36	0	3	0	39	11	151	46	0	208	2	0	9	0	11	6	93	1	0	100	358
05:00 PM	5	0	0	0	5	0	44	13	0	57	0	0	5	0	5	2	30	1	0	33	100
05:15 PM	9	0	0	0	9	3	49	11	0	63	1	0	1	0	2	1	22	1	0	24	98
05:30 PM	12	0	0	0	12	6	52	10	0	68	0	0	3	0	3	1	41	0	0	42	125
05:45 PM	11	0	1	0	12	4	41	10	0	55	0	0	2	0	2	1	23	0	0	24	93
Total	37	0	1	0	38	13	186	44	0	243	1	0	11	0	12	5	116	2	0	123	416
Grand Total	73	0	4	0	77	24	337	90	0	451	3	0	20	0	23	11	209	3	0	223	774
Apprch %	94.8	0	5.2	0		5.3	74.7	20	0		13	0	87	0		4.9	93.7	1.3	0		
Total %	9.4	0	0.5	0	9.9	3.1	43.5	11.6	0	58.3	0.4	0	2.6	0	3	1.4	27	0.4	0	28.8	

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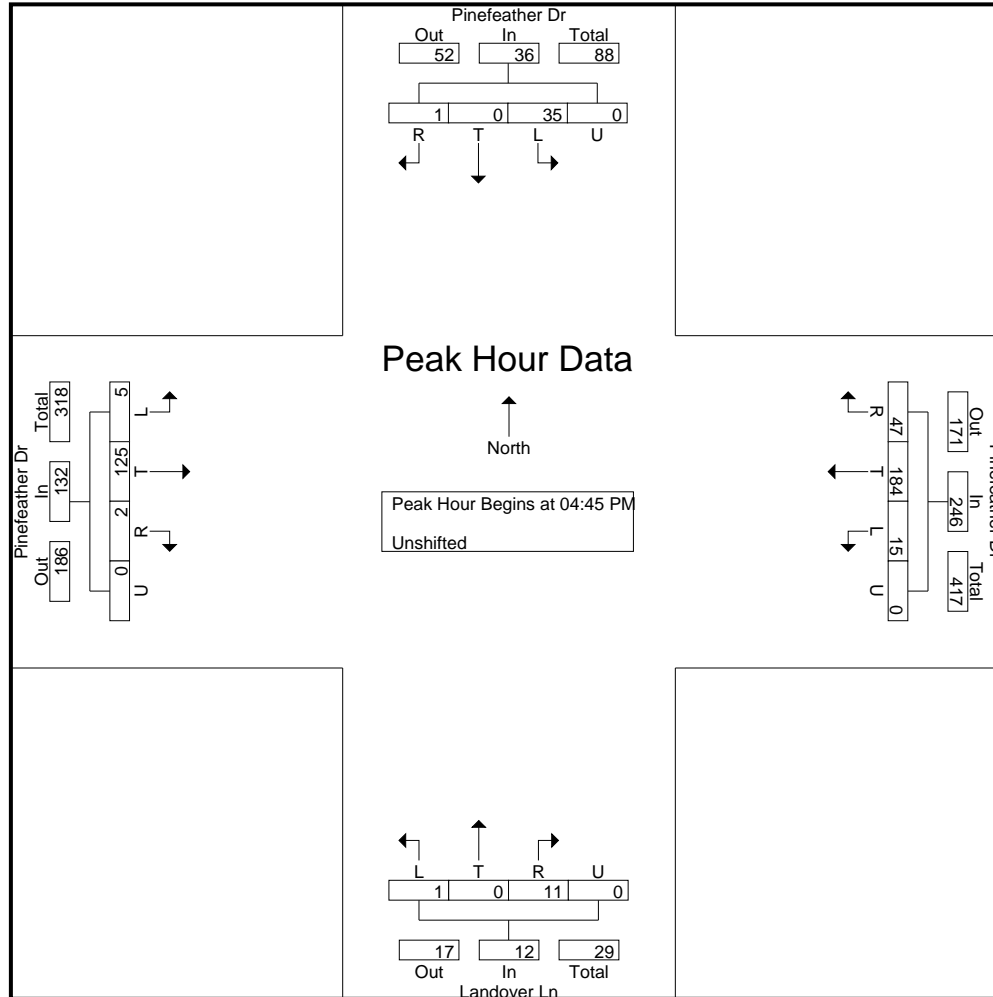
File Name : Pinefeather Dr - Sneffels St PM
 Site Code : S214580
 Start Date : 7/15/2021
 Page No : 2

Start Time	Pinefeather Dr Southbound					Pinefeather Dr Westbound					Landover Ln Northbound					Pinefeather Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:45:00 PM																					
4:45:00 PM	9	0	1	0	10	6	39	13	0	58	0	0	2	0	2	1	32	0	0	33	103
5:00:00 PM	5	0	0	0	5	0	44	13	0	57	0	0	5	0	5	2	30	1	0	33	100
5:15:00 PM	9	0	0	0	9	3	49	11	0	63	1	0	1	0	2	1	22	1	0	24	98
5:30:00 PM	12	0	0	0	12	6	52	10	0	68	0	0	3	0	3	1	41	0	0	42	125
Total Volume	35	0	1	0	36	15	184	47	0	246	1	0	11	0	12	5	125	2	0	132	426
% App. Total	97.2	0	2.8	0		6.1	74.8	19.1	0		8.3	0	91.7	0		3.8	94.7	1.5	0		
PHF	.729	.000	.250	.000	.750	.625	.885	.904	.000	.904	.250	.000	.550	.000	.600	.625	.762	.500	.000	.786	.852

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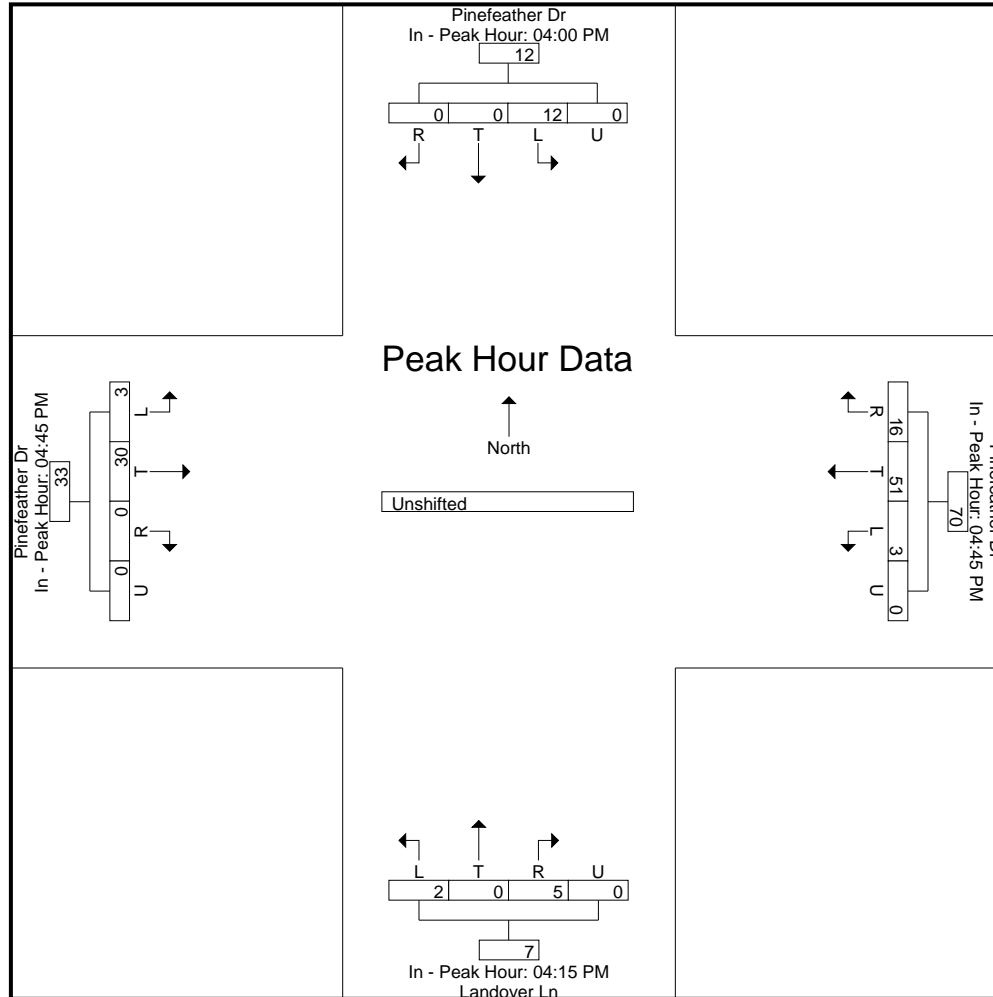
File Name : Pinefeather Dr - Sneffels St PM
 Site Code : S214580
 Start Date : 7/15/2021
 Page No : 4

Start Time	Pinefeather Dr Southbound					Pinefeather Dr Westbound					Landover Ln Northbound					Pinefeather Dr Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:45:00 PM					4:15:00 PM					4:45:00 PM					
+0 mins.	7	0	0	0	7	6	39	13	0	58	1	0	3	0	4	1	32	0	0	33	
+5 mins.	12	0	0	0	12	0	44	13	0	57	0	0	2	0	2	2	30	1	0	33	
+10 mins.	8	0	2	0	10	3	49	11	0	63	0	0	2	0	2	1	22	1	0	24	
+15 mins.	9	0	1	0	10	6	52	10	0	68	0	0	5	0	5	1	41	0	0	42	
Total Volume	36	0	3	0	39	15	184	47	0	246	1	0	12	0	13	5	125	2	0	132	
% App. Total	92.3	0	7.7	0		6.1	74.8	19.1	0		7.7	0	92.3	0		3.8	94.7	1.5	0		
PHF	.750	.000	.375	.000	.813	.625	.885	.904	.000	.904	.250	.000	.600	.000	.650	.625	.762	.500	.000	.786	

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File Name : Pinefeather Dr - Sneffels St PM
 Site Code : S214580
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Queuing Reports



Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	111	121	88	17	55	183	145	3	63	38	63	66	
Average Queue (ft)	68	59	39	6	20	114	80	0	43	13	34	40	
95th Queue (ft)	121	120	88	18	55	194	156	4	74	41	66	74	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		315	
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	25	105
Average Queue (ft)	10	70
95th Queue (ft)	29	113
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	124	130	94	11	41	201	179	12	81	41	59	81	
Average Queue (ft)	72	72	45	4	17	127	87	2	41	12	39	49	
95th Queue (ft)	124	144	100	13	47	212	179	16	79	40	62	87	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		315	
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	32	113
Average Queue (ft)	16	73
95th Queue (ft)	38	122
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	122	128	86	15	35	172	134	11	67	32	60	74	
Average Queue (ft)	78	60	33	4	13	115	75	2	36	12	31	38	
95th Queue (ft)	125	126	73	14	32	184	141	15	81	36	56	73	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		160	315
Storage Blk Time (%)	0												
Queuing Penalty (veh)	0												

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	36	112
Average Queue (ft)	13	66
95th Queue (ft)	39	117
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	110	102	70	11	52	194	158	4	72	31	54	86	
Average Queue (ft)	69	63	37	5	19	110	70	1	35	11	36	43	
95th Queue (ft)	116	109	76	12	50	199	151	5	77	34	62	82	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		160	315
Storage Blk Time (%)	0												
Queuing Penalty (veh)	0												

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	32	106
Average Queue (ft)	13	62
95th Queue (ft)	38	109
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	140	152	103	22	63	225	188	22	107	49	70	102	
Average Queue (ft)	72	64	39	5	17	116	78	1	39	12	35	42	
95th Queue (ft)	122	126	85	15	47	198	158	11	79	38	62	80	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		160	315
Storage Blk Time (%)	0												
Queuing Penalty (veh)	0												

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	40	142
Average Queue (ft)	13	68
95th Queue (ft)	37	116
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Landover Ln & Sneffels St, Interval #1

Movement	NW	NE	SW
Directions Served	L	LTR	LTR
Maximum Queue (ft)	19	26	78
Average Queue (ft)	2	7	40
95th Queue (ft)	15	29	79
Link Distance (ft)		430	647
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	85		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Landover Ln & Sneffels St, Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	14	31	68
Average Queue (ft)	2	2	10	37
95th Queue (ft)	15	14	33	65
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	85		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #3

Movement	NW	NE	SW
Directions Served	L	LTR	LTR
Maximum Queue (ft)	15	21	54
Average Queue (ft)	2	6	32
95th Queue (ft)	15	26	55
Link Distance (ft)		430	647
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	85		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Landover Ln & Sneffels St, Interval #4

Movement	NW	NE	SW
Directions Served	L	LTR	LTR
Maximum Queue (ft)	14	21	54
Average Queue (ft)	2	6	38
95th Queue (ft)	14	25	64
Link Distance (ft)		430	647
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	85		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Landover Ln & Sneffels St, All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	29	31	90
Average Queue (ft)	1	2	7	37
95th Queue (ft)	7	14	28	67
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	85		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	173	207	184	67	86	138	100	14	109	57	45	113	
Average Queue (ft)	118	138	112	32	47	78	36	2	77	21	28	65	
95th Queue (ft)	187	216	188	68	93	142	94	12	122	57	52	121	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		315	
Storage Blk Time (%)											1		
Queuing Penalty (veh)											1		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	45	82
Average Queue (ft)	24	45
95th Queue (ft)	55	85
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW		
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L		
Maximum Queue (ft)	188	216	204	55	85	164	123	16	138	50	46	108		
Average Queue (ft)	126	133	112	33	43	99	58	3	93	26	25	61		
95th Queue (ft)	197	214	194	61	83	166	128	16	157	60	50	113		
Link Distance (ft)											363			
Upstream Blk Time (%)														
Queuing Penalty (veh)														
Storage Bay Dist (ft)	325			315		510		225		160		160 315		
Storage Blk Time (%)							0		2					
Queuing Penalty (veh)							0		2					

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	60	82
Average Queue (ft)	30	52
95th Queue (ft)	66	90
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	201	200	164	45	80	130	117	14	129	42	42	102	
Average Queue (ft)	131	130	104	26	40	78	50	2	88	23	23	59	
95th Queue (ft)	221	210	175	50	83	133	119	13	138	48	49	111	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		160	315
Storage Blk Time (%)	0												
Queuing Penalty (veh)	0												

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	42	68
Average Queue (ft)	21	42
95th Queue (ft)	51	75
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L	
Maximum Queue (ft)	160	189	160	47	86	128	105	17	113	45	39	104	
Average Queue (ft)	96	132	100	26	46	77	47	3	71	22	21	57	
95th Queue (ft)	168	198	172	50	97	133	107	16	114	50	47	111	
Link Distance (ft)											363		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	325			315		510		225		160		315	
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	71	96
Average Queue (ft)	27	49
95th Queue (ft)	70	93
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW		
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L		
Maximum Queue (ft)	225	236	219	73	107	172	151	26	153	68	50	136		
Average Queue (ft)	118	133	107	29	44	83	48	3	82	23	24	60		
95th Queue (ft)	197	210	183	58	89	146	114	14	135	54	50	114		
Link Distance (ft)											363			
Upstream Blk Time (%)														
Queuing Penalty (veh)														
Storage Bay Dist (ft)	325			315		510		225		160		315		
Storage Blk Time (%)							0		1					
Queuing Penalty (veh)							0		1					

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	NW	NW
Directions Served	T	R
Maximum Queue (ft)	82	107
Average Queue (ft)	25	47
95th Queue (ft)	61	87
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Landover Ln & Sneffels St, Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	5	10	16	47
Average Queue (ft)	1	1	4	26
95th Queue (ft)	8	12	21	50
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	85		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	5	24	34	51
Average Queue (ft)	1	3	9	29
95th Queue (ft)	8	19	31	54
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	85		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #3

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	5	20	26	52
Average Queue (ft)	1	3	7	27
95th Queue (ft)	8	17	29	52
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	85		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #4

Movement	NE	SW
Directions Served	LTR	LTR
Maximum Queue (ft)	30	46
Average Queue (ft)	7	29
95th Queue (ft)	30	49
Link Distance (ft)	430	647
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Landover Ln & Sneffels St, All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	10	30	38	63
Average Queue (ft)	1	2	7	28
95th Queue (ft)	7	14	28	52
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	85		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	286	540	510	40	52	679	690	706	505	114	49	50	
Average Queue (ft)	192	403	370	17	13	305	682	684	86	39	19	15	
95th Queue (ft)	333	554	527	42	46	840	690	702	432	113	56	50	
Link Distance (ft)												357	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578				315	510	510				378	200	160
Storage Blk Time (%)			1	21				77	77				
Queuing Penalty (veh)			1	15				76	42				

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	148	49	135
Average Queue (ft)	69	13	68
95th Queue (ft)	164	45	151
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	287	565	535	112	34	679	692	687	600	107	58	52	
Average Queue (ft)	205	375	324	34	11	195	681	681	143	52	21	19	
95th Queue (ft)	355	627	587	162	48	672	694	687	564	112	58	51	
Link Distance (ft)												357	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578				315	510	510				378	200	160
Storage Blk Time (%)			1	21				78	76				
Queuing Penalty (veh)			2	17				81	45				

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	152	36	255
Average Queue (ft)	74	12	106
95th Queue (ft)	151	36	234
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	273	522	489	48	60	577	688	689	600	79	39	42	
Average Queue (ft)	197	401	373	21	11	217	682	682	185	30	15	13	
95th Queue (ft)	309	547	517	48	58	702	689	692	643	86	41	46	
Link Distance (ft)												357	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578				315	510	510				378	200	160
Storage Blk Time (%)			0	25				80	79				
Queuing Penalty (veh)			0	18				78	44				

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	162	24	186
Average Queue (ft)	84	6	83
95th Queue (ft)	173	25	196
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	245	569	512	123	53	677	698	688	600	113	51	40	
Average Queue (ft)	133	363	306	34	15	294	684	682	200	49	17	17	
95th Queue (ft)	244	618	557	163	55	818	697	690	666	108	54	46	
Link Distance (ft)												357	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578				315	510	510				378	200	160
Storage Blk Time (%)			1	20				75	74				0
Queuing Penalty (veh)			2	14				74	41				0

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	153	19	159
Average Queue (ft)	59	5	87
95th Queue (ft)	136	26	161
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	330	605	582	214	79	679	699	712	600	142	68	67	
Average Queue (ft)	182	385	343	27	12	253	682	682	154	43	18	16	
95th Queue (ft)	320	595	560	120	52	764	693	694	585	107	53	49	
Link Distance (ft)												357	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578				315	510	510				378	200	160
Storage Blk Time (%)			1	22				78	77				0
Queuing Penalty (veh)			1	16				77	43				0

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	199	53	264
Average Queue (ft)	72	9	86
95th Queue (ft)	158	34	190
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Landover Ln & Sneffels St, Interval #1

Movement	NE	SW
Directions Served	LTR	LTR
Maximum Queue (ft)	21	63
Average Queue (ft)	4	36
95th Queue (ft)	22	66
Link Distance (ft)	430	647
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Landover Ln & Sneffels St, Interval #2

Movement	NW	NE	SW
Directions Served	L	LTR	LTR
Maximum Queue (ft)	15	31	66
Average Queue (ft)	2	12	42
95th Queue (ft)	15	37	72
Link Distance (ft)		430	647
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Landover Ln & Sneffels St, Interval #3

Movement	NW	NE	SW
Directions Served	L	LTR	LTR
Maximum Queue (ft)	9	31	54
Average Queue (ft)	1	9	30
95th Queue (ft)	11	32	46
Link Distance (ft)		430	647
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Landover Ln & Sneffels St, Interval #4

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	5	10	30	73
Average Queue (ft)	1	1	12	40
95th Queue (ft)	8	12	37	74
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	5	20	31	81
Average Queue (ft)	0	1	9	37
95th Queue (ft)	4	11	33	66
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	800	977	980	525	153	186	239	210	15	145	65	30	
Average Queue (ft)	697	953	955	480	103	138	163	142	3	86	34	6	
95th Queue (ft)	1108	998	994	704	174	206	250	215	16	148	74	29	
Link Distance (ft)											357		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578			315		510		510		378		200	160
Storage Blk Time (%)	0	41	46										
Queuing Penalty (veh)	0	105	157										

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #1

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	184	76	167
Average Queue (ft)	122	37	119
95th Queue (ft)	214	82	218
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	800	975	979	525	150	183	272	256	17	171	88	20	
Average Queue (ft)	681	957	960	444	100	130	184	162	3	103	52	3	
95th Queue (ft)	1117	973	981	722	158	190	282	258	17	182	104	19	
Link Distance (ft)											357		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578			315		510		510		378		200	160
Storage Blk Time (%)	37		40										1
Queuing Penalty (veh)	102		146										2

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #2

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	290	66	261
Average Queue (ft)	207	33	162
95th Queue (ft)	326	74	291
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)	4		
Queuing Penalty (veh)	2		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE	
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R	
Maximum Queue (ft)	800	965	970	525	145	182	258	232	13	150	78	25	
Average Queue (ft)	731	949	959	493	95	133	171	145	2	92	41	5	
95th Queue (ft)	1074	997	976	678	156	186	270	243	13	170	84	23	
Link Distance (ft)											357		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	578			315		510		510		378		200	160
Storage Blk Time (%)			42	46									0
Queuing Penalty (veh)			106	158									1

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #3

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	232	94	215
Average Queue (ft)	142	32	127
95th Queue (ft)	272	110	235
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)	2	0	
Queuing Penalty (veh)	1	0	

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R
Maximum Queue (ft)	800	970	964	525	136	190	258	253	12	162	112	32
Average Queue (ft)	714	957	956	457	84	122	172	151	2	108	46	6
95th Queue (ft)	1093	970	967	732	151	196	277	268	13	181	114	33
Link Distance (ft)												357
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	578			315	510	510			378	200		160
Storage Blk Time (%)		39	41							1		
Queuing Penalty (veh)		99	140							1		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, Interval #4

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	228	64	213
Average Queue (ft)	113	26	134
95th Queue (ft)	226	63	241
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	SE	SE	SE		
Directions Served	L	T	T	R	L	L	T	T	R	L	T	R		
Maximum Queue (ft)	800	987	991	525	176	228	296	280	28	187	127	46		
Average Queue (ft)	706	954	958	469	95	131	172	150	3	97	43	5		
95th Queue (ft)	1101	989	982	714	161	196	271	248	15	172	96	26		
Link Distance (ft)												357		
Upstream Blk Time (%)														
Queuing Penalty (veh)														
Storage Bay Dist (ft)	578				315	510	510				378	200	160	
Storage Blk Time (%)	0	40	43									1		
Queuing Penalty (veh)	0	103	150									1		

Intersection: 1: Sneffels St & Mesa Ridge Pkwy, All Intervals

Movement	NW	NW	NW
Directions Served	L	T	R
Maximum Queue (ft)	300	120	284
Average Queue (ft)	146	32	136
95th Queue (ft)	276	85	250
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	315		
Storage Blk Time (%)	2	0	
Queuing Penalty (veh)	1	0	

Intersection: 2: Landover Ln & Sneffels St, Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	20	31	57
Average Queue (ft)	4	3	6	31
95th Queue (ft)	20	19	26	58
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	10	31	53
Average Queue (ft)	2	1	14	32
95th Queue (ft)	15	12	39	55
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #3

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	15	29	51
Average Queue (ft)	3	2	9	32
95th Queue (ft)	17	15	33	56
Link Distance (ft)			430	647
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Landover Ln & Sneffels St, Interval #4

Movement	SE	NW	NW	NE	SW
Directions Served	L	L	R	LTR	LTR
Maximum Queue (ft)	10	19	3	31	49
Average Queue (ft)	1	3	0	14	27
95th Queue (ft)	12	17	5	39	51
Link Distance (ft)				430	647
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50	50	190		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Landover Ln & Sneffels St, All Intervals



























Movement	SE	NW	NW	NE	SW
Directions Served	L	L	R	LTR	LTR
Maximum Queue (ft)	20	29	3	35	70
Average Queue (ft)	3	2	0	11	31
95th Queue (ft)	16	16	2	35	55
Link Distance (ft)				430	647
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50	50	190		
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Levels of Service



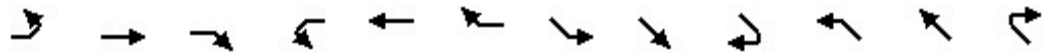
Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Existing
PM

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations													
Traffic Volume (vph)	47	1153	220	89	679	56	32	13	96	97	16	22	
Future Volume (vph)	47	1153	220	89	679	56	32	13	96	97	16	22	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	325		315	510		225	160		160	315		0	
Storage Lanes	1		1	1		1	1		1	1		1	
Taper Length (ft)	160			170			75			120			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583	
Flt Permitted	0.950			0.950			0.745			0.747			
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1388	1863	1583	1391	1863	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			232			118			155			155	
Link Speed (mph)		55			55			25			25		
Link Distance (ft)		1962			1437			447			886		
Travel Time (s)		24.3			17.8			12.2			24.2		
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.83	0.83	0.83	0.83	0.83	0.83	
Adj. Flow (vph)	49	1214	232	96	730	60	39	16	116	117	19	27	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	49	1214	232	96	730	60	39	16	116	117	19	27	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			12			12		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94		
Detector 2 Size(ft)		6			6			6			6		
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0			0.0			0.0		
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	7	4		3	8			6			2		
Permitted Phases			4			8	6		6	2		2	

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Existing
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	10.0	36.0	36.0	10.0	36.0	36.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	16.7%	60.0%	60.0%	16.7%	60.0%	60.0%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	5.5	29.0	29.0	5.5	29.0	29.0	9.0	9.0	9.0	9.0	9.0	9.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	5.5	27.0	27.0	5.5	29.0	29.0	13.0	13.0	13.0	13.0	13.0	13.0
Actuated g/C Ratio	0.09	0.45	0.45	0.09	0.48	0.48	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.30	0.76	0.28	0.59	0.43	0.07	0.13	0.04	0.25	0.39	0.05	0.06
Control Delay	30.7	17.2	2.4	43.7	11.0	0.7	23.6	22.3	4.1	28.6	22.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	17.2	2.4	43.7	11.0	0.7	23.6	22.3	4.1	28.6	22.4	0.2
LOS	C	B	A	D	B	A	C	C	A	C	C	A
Approach Delay		15.4			13.8			10.3			23.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	17	168	0	34	84	0	13	5	0	40	6	0
Queue Length 95th (ft)	45	235	29	#92	121	4	33	18	18	#80	20	0
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	325		315	510		225	160		160	315		
Base Capacity (vph)	162	1710	884	162	1795	861	300	403	464	301	403	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.71	0.26	0.59	0.41	0.07	0.13	0.04	0.25	0.39	0.05	0.06

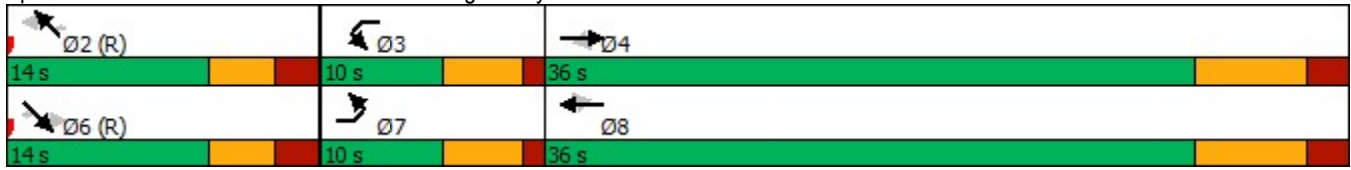
Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.0 Intersection LOS: B
 Intersection Capacity Utilization 62.6% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 1: Sneffels St & Mesa Ridge Pkwy

Existing
 PM

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



HCM 6th TWSC
2: Landover Ln & Sneffels St

Existing
AM

Intersection												
Int Delay, s/veh	1.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	0	186	1	5	70	30	3	0	1	33	0	0
Future Vol, veh/h	0	186	1	5	70	30	3	0	1	33	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	-	-	Stop
Storage Length	50	-	-	85	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	83	83	83	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	214	1	6	84	36	4	0	1	42	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	215	0	0	329	347	215	311	311	84
Stage 1	-	-	-	-	-	-	215	215	-	96	96	-
Stage 2	-	-	-	-	-	-	114	132	-	215	215	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1355	-	-	624	576	825	642	604	975
Stage 1	-	-	-	-	-	-	787	725	-	911	815	-
Stage 2	-	-	-	-	-	-	891	787	-	787	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1355	-	-	622	574	825	639	602	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	622	574	-	639	602	-
Stage 1	-	-	-	-	-	-	787	725	-	911	812	-
Stage 2	-	-	-	-	-	-	887	784	-	786	725	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.4	10.5	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	663	1355	-	-	1468	-	639
HCM Lane V/C Ratio	0.008	0.004	-	-	-	-	0.066
HCM Control Delay (s)	10.5	7.7	-	-	0	-	11
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.2

HCM 6th TWSC
3: Pinfeather Dr/Pitcher Pt & Sneffels St

Existing
AM

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	0	153	1	9	46	18	7	0	0	34	0	2
Future Vol, veh/h	0	153	1	9	46	18	7	0	0	34	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	83	83	83	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	176	1	11	55	22	9	0	0	44	0	3





















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	177	0	0	267	276	177	254	254	55
Stage 1	-	-	-	-	-	-	177	177	-	77	77	-
Stage 2	-	-	-	-	-	-	90	99	-	177	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1399	-	-	686	632	866	699	650	1012
Stage 1	-	-	-	-	-	-	825	753	-	932	831	-
Stage 2	-	-	-	-	-	-	917	813	-	825	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	1399	-	-	680	627	866	695	645	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	627	-	695	645	-
Stage 1	-	-	-	-	-	-	825	753	-	932	824	-
Stage 2	-	-	-	-	-	-	907	806	-	825	753	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			0.9			10.4			10.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	680	1399	-	-	1522	-	707
HCM Lane V/C Ratio	0.013	0.008	-	-	-	-	0.065
HCM Control Delay (s)	10.4	7.6	-	-	0	-	10.4
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.2

Lanes, Volumes, Timings
2: Landover Ln & Sneffels St

Existing
PM





















												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	110	3	8	55	56	0	0	5	26	0	2
Future Volume (vph)	1	110	3	8	55	56	0	0	5	26	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	85		190	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	50			65			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.865				0.989
Flt Protected	0.950			0.950								0.956
Satd. Flow (prot)	1770	1855	0	1770	1863	1583	0	1611	0	0	1761	0
Flt Permitted	0.950			0.950								0.956
Satd. Flow (perm)	1770	1855	0	1770	1863	1583	0	1611	0	0	1761	0
Link Speed (mph)		25			25			25				25
Link Distance (ft)		314			447			464				693
Travel Time (s)		8.6			12.2			12.7				18.9
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	1	133	4	10	66	67	0	0	6	33	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	137	0	10	66	67	0	6	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: Pinfeather Dr/Pitcher Pt & Sneffels St

Existing
PM

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	72	3	11	57	48	1	0	10	31	0	3
Future Volume (vph)	6	72	3	11	57	48	1	0	10	31	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850		0.875				0.988
Flt Protected	0.950			0.950				0.996				0.957
Satd. Flow (prot)	1770	1853	0	1770	1863	1583	0	1623	0	0	1761	0
Flt Permitted	0.950			0.950				0.996				0.957
Satd. Flow (perm)	1770	1853	0	1770	1863	1583	0	1623	0	0	1761	0
Link Speed (mph)		25			25			25				25
Link Distance (ft)		506			314			468				206
Travel Time (s)		13.8			8.6			12.8				5.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	7	83	3	13	66	55	1	0	13	40	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	86	0	13	66	55	0	14	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
2: Landover Ln & Sneffels St

Existing
PM

Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	1	110	3	8	55	56	0	0	5	26	0	2
Future Vol, veh/h	1	110	3	8	55	56	0	0	5	26	0	2
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	-	-	Stop
Storage Length	50	-	-	85	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	133	4	10	66	67	0	0	6	33	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	137	0	0	257	290	135	226	225	66
Stage 1	-	-	-	-	-	-	137	137	-	86	86	-
Stage 2	-	-	-	-	-	-	120	153	-	140	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1452	-	-	1447	-	-	696	620	914	729	674	998
Stage 1	-	-	-	-	-	-	866	783	-	922	824	-
Stage 2	-	-	-	-	-	-	884	771	-	863	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1452	-	-	1447	-	-	690	615	914	720	669	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	690	615	-	720	669	-
Stage 1	-	-	-	-	-	-	865	782	-	921	818	-
Stage 2	-	-	-	-	-	-	876	766	-	856	781	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			0.5			9			10.1		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	914	1447	-	-	1452	-	735
HCM Lane V/C Ratio	0.007	0.007	-	-	0.001	-	0.049
HCM Control Delay (s)	9	7.5	-	-	7.5	-	10.1
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.2

HCM 6th TWSC
 3: Pinfeather Dr/Pitcher Pt & Sneffels St

Existing
 PM

Intersection												
Int Delay, s/veh	2.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	6	72	3	11	57	48	1	0	10	31	0	3
Future Vol, veh/h	6	72	3	11	57	48	1	0	10	31	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	83	3	13	66	55	1	0	13	40	0	4



























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	86	0	0	221	246	85	197	192	66
Stage 1	-	-	-	-	-	-	99	99	-	92	92	-
Stage 2	-	-	-	-	-	-	122	147	-	105	100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1467	-	-	1510	-	-	735	656	974	762	703	998
Stage 1	-	-	-	-	-	-	907	813	-	915	819	-
Stage 2	-	-	-	-	-	-	882	775	-	901	812	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1467	-	-	1510	-	-	725	647	974	744	693	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	725	647	-	744	693	-
Stage 1	-	-	-	-	-	-	902	809	-	910	812	-
Stage 2	-	-	-	-	-	-	871	768	-	885	808	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.6			0.7			8.9			10		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	945	1510	-	-	1467	-	761
HCM Lane V/C Ratio	0.015	0.008	-	-	0.005	-	0.057
HCM Control Delay (s)	8.9	7.4	-	-	7.5	-	10
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.2

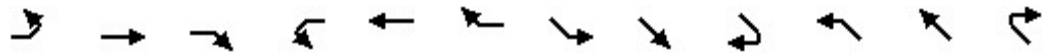
Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline
AM

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations													
Traffic Volume (vph)	135	500	40	55	850	40	70	15	260	65	15	85	
Future Volume (vph)	135	500	40	55	850	40	70	15	260	65	15	85	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	325		315	510		225	160		160	315		0	
Storage Lanes	1		1	1		1	1		1	1		1	
Taper Length (ft)	160			170			75			120			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583	
Flt Permitted	0.950			0.950			0.746			0.747			
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1390	1863	1583	1391	1863	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			118			118			283			155	
Link Speed (mph)		55			55			25			25		
Link Distance (ft)		1962			1437			447			886		
Travel Time (s)		24.3			17.8			12.2			24.2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87	
Adj. Flow (vph)	145	538	43	59	914	43	76	16	283	75	17	98	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	145	538	43	59	914	43	76	16	283	75	17	98	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			12			12		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94		
Detector 2 Size(ft)		6			6			6			6		
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0			0.0			0.0		
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	
Protected Phases	7	4		3	8			6			2		
Permitted Phases			4			8	6		6	2		2	

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline
AM

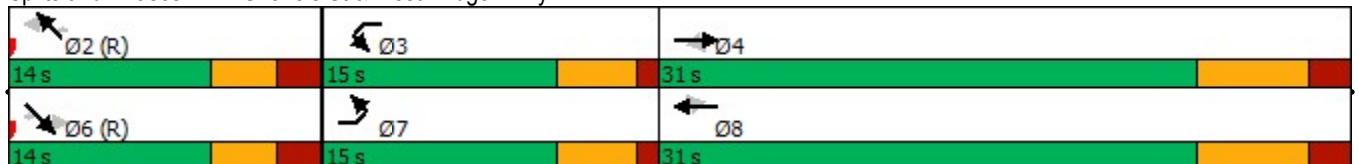


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	25.0%	51.7%	51.7%	25.0%	51.7%	51.7%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	10.5	24.0	24.0	10.5	24.0	24.0	9.0	9.0	9.0	9.0	9.0	9.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	9.2	24.9	24.9	7.5	21.2	21.2	15.3	15.3	15.3	15.3	15.3	15.3
Actuated g/C Ratio	0.15	0.42	0.42	0.12	0.35	0.35	0.26	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.54	0.37	0.06	0.27	0.73	0.07	0.21	0.03	0.46	0.21	0.04	0.19
Control Delay	30.8	12.8	0.1	26.2	20.5	0.2	24.1	21.9	6.5	24.0	22.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	12.8	0.1	26.2	20.5	0.2	24.1	21.9	6.5	24.0	22.0	2.7
LOS	C	B	A	C	C	A	C	C	A	C	C	A
Approach Delay		15.7			20.0			10.7			12.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	48	67	0	20	144	0	24	5	0	23	5	0
Queue Length 95th (ft)	95	102	0	47	191	0	60	19	57	57	20	13
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	325		315	510		225	160		160	315		
Base Capacity (vph)	309	1555	762	309	1415	704	354	475	614	354	475	519
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.35	0.06	0.19	0.65	0.06	0.21	0.03	0.46	0.21	0.04	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 57.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



Intersection												
Int Delay, s/veh	1.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	1	303	5	7	148	35	2	0	5	40	0	1
Future Vol, veh/h	1	303	5	7	148	35	2	0	5	40	0	1
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	-	-	Stop
Storage Length	50	-	-	85	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	329	5	8	170	40	3	0	6	51	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	334	0	0	540	560	332	523	522	170
Stage 1	-	-	-	-	-	-	334	334	-	186	186	-
Stage 2	-	-	-	-	-	-	206	226	-	337	336	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1361	-	-	1225	-	-	453	437	710	465	459	874
Stage 1	-	-	-	-	-	-	680	643	-	816	746	-
Stage 2	-	-	-	-	-	-	796	717	-	677	642	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1225	-	-	450	434	710	458	455	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	434	-	458	455	-
Stage 1	-	-	-	-	-	-	679	642	-	815	741	-
Stage 2	-	-	-	-	-	-	790	712	-	670	641	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			0.3			11			13.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	609	1225	-	-	1361	-	463
HCM Lane V/C Ratio	0.015	0.007	-	-	0.001	-	0.114
HCM Control Delay (s)	11	8	-	-	7.6	-	13.8
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.4

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	2	273	1	20	124	10	10	0	1	35	0	3
Future Vol, veh/h	2	273	1	20	124	10	10	0	1	35	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	297	1	23	143	11	13	0	1	45	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	298	0	0	499	502	298	491	491	143
Stage 1	-	-	-	-	-	-	302	302	-	189	189	-
Stage 2	-	-	-	-	-	-	197	200	-	302	302	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1263	-	-	482	471	741	488	478	905
Stage 1	-	-	-	-	-	-	707	664	-	813	744	-
Stage 2	-	-	-	-	-	-	805	736	-	707	664	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1426	-	-	1263	-	-	473	462	741	480	469	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	473	462	-	480	469	-
Stage 1	-	-	-	-	-	-	706	663	-	812	731	-
Stage 2	-	-	-	-	-	-	787	723	-	705	663	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	1	12.6	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	489	1263	-	-	1426	-	498
HCM Lane V/C Ratio	0.029	0.018	-	-	0.002	-	0.098
HCM Control Delay (s)	12.6	7.9	-	-	7.5	-	13
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	0.3

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy













Short-Term Baseline
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	200	1150	300	120	700	85	50	25	145	125	30	50
Future Volume (vph)	200	1150	300	120	700	85	50	25	145	125	30	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		315	510		225	160		160	315		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	160			170			75			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.735			0.738		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1369	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316			118			167			155
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		1962			1437			447			886	
Travel Time (s)		24.3			17.8			12.2			24.2	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	211	1211	316	129	753	91	57	29	167	144	34	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	1211	316	129	753	91	57	29	167	144	34	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			6			2	
Permitted Phases			4			8	6		6	2		2

Lanes, Volumes, Timings

1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	25.0%	51.7%	51.7%	25.0%	51.7%	51.7%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	10.5	24.0	24.0	10.5	24.0	24.0	9.0	9.0	9.0	9.0	9.0	9.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.0	25.1	25.1	8.9	21.9	21.9	11.6	11.6	11.6	11.6	11.6	11.6
Actuated g/C Ratio	0.17	0.42	0.42	0.15	0.36	0.36	0.19	0.19	0.19	0.19	0.19	0.19
v/c Ratio	0.72	0.82	0.37	0.49	0.58	0.14	0.22	0.08	0.38	0.54	0.09	0.13
Control Delay	39.3	22.0	3.2	29.6	17.0	2.4	25.2	22.8	7.6	34.9	23.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	22.0	3.2	29.6	17.0	2.4	25.2	22.8	7.6	34.9	23.0	0.6
LOS	D	C	A	C	B	A	C	C	A	C	C	A
Approach Delay		20.7			17.3			13.3				24.8
Approach LOS		C			B			B				C
Queue Length 50th (ft)	72	195	0	43	105	0	19	9	0	50	11	0
Queue Length 95th (ft)	#157	#320	40	87	151	16	46	28	41	#121	31	0
Internal Link Dist (ft)		1882			1357			367				806
Turn Bay Length (ft)	325		315	510		225	160		160	315		
Base Capacity (vph)	309	1478	845	309	1415	704	264	360	440	266	360	431
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.82	0.37	0.42	0.53	0.13	0.22	0.08	0.38	0.54	0.09	0.13

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 19.4 Intersection LOS: B
Intersection Capacity Utilization 65.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy

Ø2 (R)	Ø3	Ø4
14 s	15 s	31 s
Ø6 (R)	Ø7	Ø8
14 s	15 s	31 s

Intersection												
Int Delay, s/veh	1.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	1	183	5	10	240	65	1	0	7	30	0	3
Future Vol, veh/h	1	183	5	10	240	65	1	0	7	30	0	3
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	-	-	Stop
Storage Length	50	-	-	85	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	210	6	11	261	71	1	0	9	36	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	332	0	0	216	0	0	534	569	213	503	501	261
Stage 1	-	-	-	-	-	-	215	215	-	283	283	-
Stage 2	-	-	-	-	-	-	319	354	-	220	218	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1227	-	-	1354	-	-	457	432	827	479	472	778
Stage 1	-	-	-	-	-	-	787	725	-	724	677	-
Stage 2	-	-	-	-	-	-	693	630	-	782	723	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1227	-	-	1354	-	-	452	428	827	470	468	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	428	-	470	468	-
Stage 1	-	-	-	-	-	-	786	724	-	723	672	-
Stage 2	-	-	-	-	-	-	684	625	-	773	722	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			0.2			9.9			13		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	749	1354	-	-	1227	-	488
HCM Lane V/C Ratio	0.014	0.008	-	-	0.001	-	0.081
HCM Control Delay (s)	9.9	7.7	-	-	7.9	-	13
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.3

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	7	142	4	15	179	50	2	0	12	35	0	5
Future Vol, veh/h	7	142	4	15	179	50	2	0	12	35	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	163	5	17	206	57	3	0	15	45	0	6

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	168	0	0	454	479	166	429	424	206
Stage 1	-	-	-	-	-	-	182	182	-	240	240	-
Stage 2	-	-	-	-	-	-	272	297	-	189	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1410	-	-	516	486	878	536	522	835
Stage 1	-	-	-	-	-	-	820	749	-	763	707	-
Stage 2	-	-	-	-	-	-	734	668	-	813	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1410	-	-	505	477	878	519	513	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	477	-	519	513	-
Stage 1	-	-	-	-	-	-	815	745	-	758	699	-
Stage 2	-	-	-	-	-	-	720	660	-	794	743	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.4			0.5			9.6			12.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	794	1410	-	-	1301	-	545
HCM Lane V/C Ratio	0.023	0.012	-	-	0.006	-	0.094
HCM Control Delay (s)	9.6	7.6	-	-	7.8	-	12.3
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.3

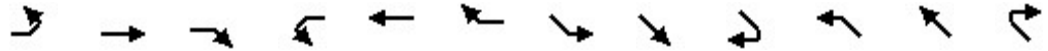
Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline + Site
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	150	500	40	55	850	46	89	19	309	65	16	85
Future Volume (vph)	150	500	40	55	850	46	89	19	309	65	16	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	578		315	510		378	160		160	315		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	222			170			75			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.746			0.744		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1390	1863	1583	1386	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			118			336			155
Link Speed (mph)		55			55			25				25
Link Distance (ft)		1962			1437			447				886
Travel Time (s)		24.3			17.8			12.2				24.2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	161	538	43	59	914	49	97	21	336	75	18	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	538	43	59	914	49	97	21	336	75	18	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			6				2
Permitted Phases			4			8	6		6	2		2

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline + Site
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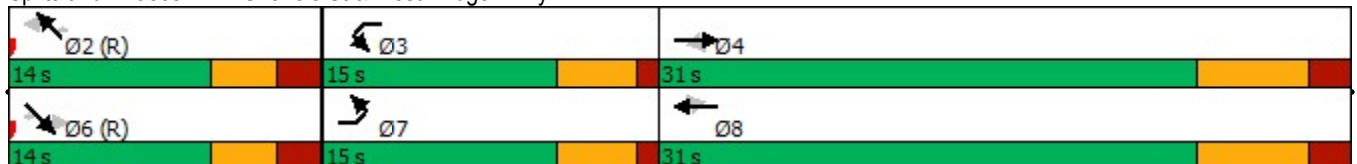


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	25.0%	51.7%	51.7%	25.0%	51.7%	51.7%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	10.5	24.0	24.0	10.5	24.0	24.0	9.0	9.0	9.0	9.0	9.0	9.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.4	25.2	25.2	7.5	21.3	21.3	15.0	15.0	15.0	15.0	15.0	15.0
Actuated g/C Ratio	0.16	0.42	0.42	0.12	0.36	0.36	0.25	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.58	0.36	0.06	0.27	0.73	0.08	0.28	0.05	0.52	0.22	0.04	0.19
Control Delay	32.1	12.7	0.1	26.2	20.3	0.3	25.3	22.1	6.7	24.3	22.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	12.7	0.1	26.2	20.3	0.3	25.3	22.1	6.7	24.3	22.0	2.7
LOS	C	B	A	C	C	A	C	C	A	C	C	A
Approach Delay		16.2			19.7			11.4			13.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	54	67	0	20	144	0	31	6	0	24	5	0
Queue Length 95th (ft)	105	102	0	47	191	1	73	23	62	57	20	13
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	578		315	510		378	160		160	315		
Base Capacity (vph)	309	1573	769	309	1415	704	347	465	647	346	465	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.34	0.06	0.19	0.65	0.07	0.28	0.05	0.52	0.22	0.04	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 61.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



Intersection												
Int Delay, s/veh	3.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	2	303	5	7	148	56	5	0	2	112	0	5
Future Vol, veh/h	2	303	5	7	148	56	5	0	2	112	0	5
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	-	-	Stop
Storage Length	50	-	-	85	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	329	5	8	170	64	6	0	3	135	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	334	0	0	554	586	332	523	524	170
Stage 1	-	-	-	-	-	-	336	336	-	186	186	-
Stage 2	-	-	-	-	-	-	218	250	-	337	338	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1225	-	-	443	422	710	465	458	874
Stage 1	-	-	-	-	-	-	678	642	-	816	746	-
Stage 2	-	-	-	-	-	-	784	700	-	677	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1225	-	-	437	418	710	460	454	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	418	-	460	454	-
Stage 1	-	-	-	-	-	-	677	641	-	814	741	-
Stage 2	-	-	-	-	-	-	774	695	-	674	640	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			0.3			12.5			15.9		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	491	1225	-	-	1333	-	470
HCM Lane V/C Ratio	0.018	0.007	-	-	0.002	-	0.3
HCM Control Delay (s)	12.5	8	-	-	7.7	-	15.9
HCM Lane LOS	B	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	1.2

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	2	306	1	20	128	10	10	0	1	35	0	3
Future Vol, veh/h	2	306	1	20	128	10	10	0	1	35	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	333	1	23	147	11	13	0	1	45	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	334	0	0	539	542	334	531	531	147
Stage 1	-	-	-	-	-	-	338	338	-	193	193	-
Stage 2	-	-	-	-	-	-	201	204	-	338	338	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1225	-	-	453	447	708	459	454	900
Stage 1	-	-	-	-	-	-	676	641	-	809	741	-
Stage 2	-	-	-	-	-	-	801	733	-	676	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1422	-	-	1225	-	-	444	438	708	451	445	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	438	-	451	445	-
Stage 1	-	-	-	-	-	-	675	640	-	808	727	-
Stage 2	-	-	-	-	-	-	783	719	-	674	640	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	1	13.1	13.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	460	1225	-	-	1422	-	469
HCM Lane V/C Ratio	0.031	0.019	-	-	0.002	-	0.104
HCM Control Delay (s)	13.1	8	-	-	7.5	-	13.6
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	0.3

Lanes, Volumes, Timings

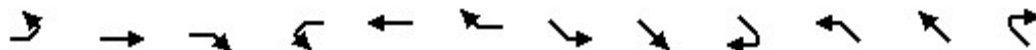
1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline + Site
PM

Lane Group												
	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	244	1150	300	120	700	102	61	27	174	125	33	50
Future Volume (vph)	244	1150	300	120	700	102	61	27	174	125	33	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	578		315	510		378	160		160	315		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	222			170			75			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.732			0.738		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1364	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316			118			189			155
Link Speed (mph)		55		55			25			25		
Link Distance (ft)		1962		1437			447			886		
Travel Time (s)		24.3		17.8			12.2			24.2		
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	257	1211	316	129	753	110	66	29	189	144	38	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1211	316	129	753	110	66	29	189	144	38	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		12			12			12		12
Link Offset(ft)		0		0			0			0		0
Crosswalk Width(ft)		16		16			16			16		16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94		94			94			94		94
Detector 2 Size(ft)		6		6			6			6		6
Detector 2 Type		Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0			0.0			0.0		0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8		6			2		
Permitted Phases			4			8	6		6	2		2

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

Short-Term Baseline + Site
PM









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	15.0	31.0	31.0	15.0	31.0	31.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	25.0%	51.7%	51.7%	25.0%	51.7%	51.7%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	10.5	24.0	24.0	10.5	24.0	24.0	9.0	9.0	9.0	9.0	9.0	9.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.4	25.5	25.5	8.9	21.9	21.9	11.2	11.2	11.2	11.2	11.2	11.2
Actuated g/C Ratio	0.17	0.42	0.42	0.15	0.36	0.36	0.19	0.19	0.19	0.19	0.19	0.19
v/c Ratio	0.84	0.81	0.37	0.49	0.58	0.17	0.26	0.08	0.42	0.56	0.11	0.14
Control Delay	50.6	21.4	3.2	29.6	17.0	3.3	26.0	22.9	7.7	35.8	23.2	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	21.4	3.2	29.6	17.0	3.3	26.0	22.9	7.7	35.8	23.2	0.7
LOS	D	C	A	C	B	A	C	C	A	D	C	A
Approach Delay		22.3			17.1			13.5			25.4	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	91	195	0	43	105	0	22	9	0	50	12	0
Queue Length 95th (ft)	#203	#320	40	87	151	23	54	29	48	#121	34	0
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	578		315	510		378	160		160	315		
Base Capacity (vph)	309	1501	853	309	1415	704	254	347	449	256	347	421
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.81	0.37	0.42	0.53	0.16	0.26	0.08	0.42	0.56	0.11	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization:	65.8%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy

 Ø2 (R) 14 s	 Ø3 15 s	 Ø4 31 s
 Ø6 (R) 14 s	 Ø7 15 s	 Ø8 31 s

Intersection												
Int Delay, s/veh	2.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	4	183	5	10	240	129	1	0	7	72	0	5
Future Vol, veh/h	4	183	5	10	240	129	1	0	7	72	0	5
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	-	-	Stop
Storage Length	50	-	-	85	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	210	6	11	261	140	1	0	9	87	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	216	0	0	576	646	213	511	509	261
Stage 1	-	-	-	-	-	-	223	223	-	283	283	-
Stage 2	-	-	-	-	-	-	353	423	-	228	226	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1158	-	-	1354	-	-	428	390	827	473	467	778
Stage 1	-	-	-	-	-	-	780	719	-	724	677	-
Stage 2	-	-	-	-	-	-	664	588	-	775	717	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1158	-	-	1354	-	-	421	385	827	464	461	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	421	385	-	464	461	-
Stage 1	-	-	-	-	-	-	777	716	-	721	672	-
Stage 2	-	-	-	-	-	-	654	583	-	763	714	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.2			9.9			14.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	738	1354	-	-	1158	-	476
HCM Lane V/C Ratio	0.014	0.008	-	-	0.004	-	0.195
HCM Control Delay (s)	9.9	7.7	-	-	8.1	-	14.4
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.7

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	7	145	4	15	181	50	2	0	12	35	0	5
Future Vol, veh/h	7	145	4	15	181	50	2	0	12	35	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	167	5	17	208	57	3	0	15	45	0	6

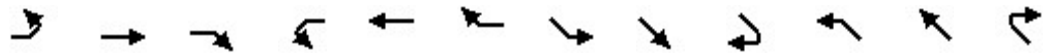
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	172	0	0	460	485	170	435	430	208
Stage 1	-	-	-	-	-	-	186	186	-	242	242	-
Stage 2	-	-	-	-	-	-	274	299	-	193	188	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1299	-	-	1405	-	-	512	482	874	531	518	832
Stage 1	-	-	-	-	-	-	816	746	-	762	705	-
Stage 2	-	-	-	-	-	-	732	666	-	809	745	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1299	-	-	1405	-	-	501	473	874	515	509	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	473	-	515	509	-
Stage 1	-	-	-	-	-	-	811	742	-	757	697	-
Stage 2	-	-	-	-	-	-	718	658	-	790	741	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.3			0.5			9.7			12.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	790	1405	-	-	1299	-	541
HCM Lane V/C Ratio	0.023	0.012	-	-	0.006	-	0.095
HCM Control Delay (s)	9.7	7.6	-	-	7.8	-	12.4
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.3

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background
AM

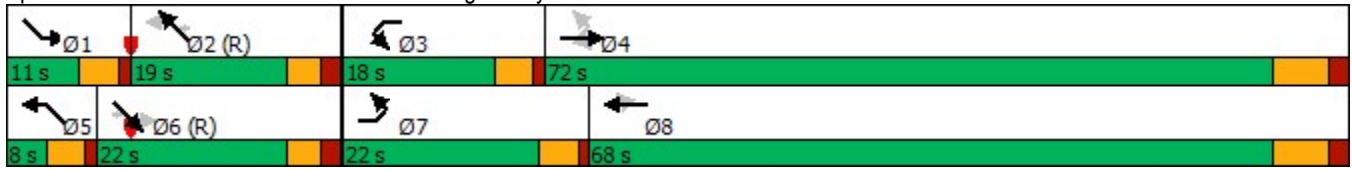


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.0	4.0	4.5	4.0	4.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	22.0	72.0	72.0	18.0	68.0	68.0	11.0	22.0	22.0	8.0	19.0	19.0
Total Split (%)	18.3%	60.0%	60.0%	15.0%	56.7%	56.7%	9.2%	18.3%	18.3%	6.7%	15.8%	15.8%
Maximum Green (s)	17.5	65.0	65.0	13.5	61.0	61.0	6.5	17.0	17.0	3.5	14.0	14.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.0	3.0	3.5	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	4.5	5.0	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	84.9	69.5	69.5	9.0	64.9	64.9	24.0	17.0	17.0	18.0	14.0	14.0
Actuated g/C Ratio	0.71	0.58	0.58	0.08	0.54	0.54	0.20	0.14	0.14	0.15	0.12	0.12
v/c Ratio	0.57	0.42	0.08	0.41	1.02	0.06	0.35	0.10	0.78	0.82	0.10	0.64
Control Delay	29.2	15.1	1.7	57.3	53.4	0.3	43.7	46.1	32.8	75.8	48.8	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	15.1	1.7	57.3	53.4	0.3	43.7	46.1	32.8	75.8	48.8	13.3
LOS	C	B	A	E	D	A	D	D	C	E	D	B
Approach Delay		16.0			52.3			36.0			38.6	
Approach LOS		B			D			D			D	
Queue Length 50th (ft)	56	184	0	40	~844	0	60	18	82	122	15	0
Queue Length 95th (ft)	124	243	15	68	#1027	3	108	47	#219	#244	42	83
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	325		315	510		225	200		160	315		
Base Capacity (vph)	319	2049	958	386	1912	901	262	263	395	218	217	424
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.42	0.08	0.27	1.02	0.06	0.35	0.10	0.78	0.82	0.10	0.64

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 39.3 Intersection LOS: D
 Intersection Capacity Utilization 91.7% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	2	333	6	10	155	45	4	0	7	55	0	2
Future Vol, veh/h	2	333	6	10	155	45	4	0	7	55	0	2
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	-	-	Stop
Storage Length	50	-	-	50	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	362	7	11	178	52	5	0	9	66	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	369	0	0	596	622	366	574	573	178
Stage 1	-	-	-	-	-	-	370	370	-	200	200	-
Stage 2	-	-	-	-	-	-	226	252	-	374	373	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1190	-	-	415	403	679	430	430	865
Stage 1	-	-	-	-	-	-	650	620	-	802	736	-
Stage 2	-	-	-	-	-	-	777	698	-	647	618	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1338	-	-	1190	-	-	410	399	679	421	426	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	399	-	421	426	-
Stage 1	-	-	-	-	-	-	649	619	-	801	729	-
Stage 2	-	-	-	-	-	-	768	692	-	637	617	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			0.4			11.7			15		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	548	1190	-	-	1338	-	429
HCM Lane V/C Ratio	0.026	0.01	-	-	0.002	-	0.16
HCM Control Delay (s)	11.7	8.1	-	-	7.7	-	15
HCM Lane LOS	B	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.6

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	3	294	2	25	121	15	3	0	11	36	0	4
Future Vol, veh/h	3	294	2	25	121	15	3	0	11	36	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	320	2	29	139	17	4	0	14	46	0	5



























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	322	0	0	535	541	321	531	525	139
Stage 1	-	-	-	-	-	-	327	327	-	197	197	-
Stage 2	-	-	-	-	-	-	208	214	-	334	328	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1424	-	-	1238	-	-	456	448	720	459	458	909
Stage 1	-	-	-	-	-	-	686	648	-	805	738	-
Stage 2	-	-	-	-	-	-	794	725	-	680	647	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1424	-	-	1238	-	-	445	437	720	441	447	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	437	-	441	447	-
Stage 1	-	-	-	-	-	-	685	647	-	803	721	-
Stage 2	-	-	-	-	-	-	771	708	-	665	646	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			1.2			10.8			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	636	1238	-	-	1424	-	465
HCM Lane V/C Ratio	0.028	0.023	-	-	0.002	-	0.11
HCM Control Delay (s)	10.8	8	-	-	7.5	-	13.7
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	0.4

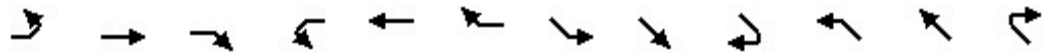
Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background
PM

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	
Lane Configurations													
Traffic Volume (vph)	215	2150	350	250	1200	105	65	35	160	175	40	200	
Future Volume (vph)	215	2150	350	250	1200	105	65	35	160	175	40	200	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	325		315	510		225	200		160	315		0	
Storage Lanes	1		1	2		1	1		1	1		1	
Taper Length (ft)	160			170			75			120			
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1863	1583	
Flt Permitted	0.147			0.950			0.727			0.431			
Satd. Flow (perm)	274	3539	1583	3433	3539	1583	1354	1863	1583	803	1863	1583	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			303			141			174			205	
Link Speed (mph)		55			55			25				25	
Link Distance (ft)		1962			1437			447				886	
Travel Time (s)		24.3			17.8			12.2				24.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	
Adj. Flow (vph)	226	2263	368	263	1263	111	71	38	174	201	46	230	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	226	2263	368	263	1263	111	71	38	174	201	46	230	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		24			24			12				12	
Link Offset(ft)		0			0			0				0	
Crosswalk Width(ft)		16			16			16				16	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94				94	
Detector 2 Size(ft)		6			6			6				6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0			0.0				0.0	
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	7	4		3	8		1	6		5	2		
Permitted Phases	4		4			8	6		6	2		2	

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background
PM

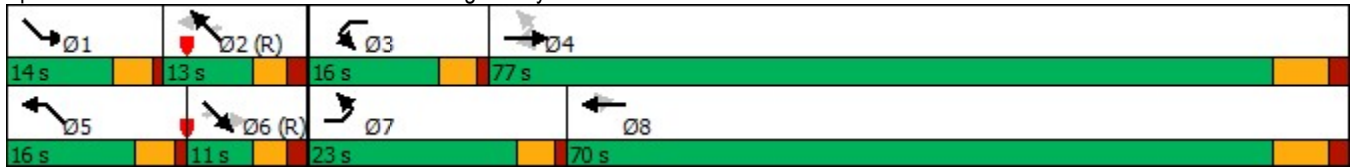


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	23.0	77.0	77.0	16.0	70.0	70.0	14.0	11.0	11.0	16.0	13.0	13.0
Total Split (%)	19.2%	64.2%	64.2%	13.3%	58.3%	58.3%	11.7%	9.2%	9.2%	13.3%	10.8%	10.8%
Maximum Green (s)	18.5	70.0	70.0	11.5	63.0	63.0	9.5	6.0	6.0	11.5	8.0	8.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.0	3.0	3.5	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	4.5	5.0	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	84.3	70.1	70.1	11.4	69.4	69.4	15.0	6.0	6.0	20.8	11.1	11.1
Actuated g/C Ratio	0.70	0.58	0.58	0.10	0.58	0.58	0.12	0.05	0.05	0.17	0.09	0.09
v/c Ratio	0.66	1.09	0.35	0.81	0.62	0.11	0.36	0.41	0.71	0.87	0.27	0.69
Control Delay	17.1	76.7	3.5	72.7	18.9	1.3	47.0	68.7	24.9	79.6	57.9	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	76.7	3.5	72.7	18.9	1.3	47.0	68.7	24.9	79.6	57.9	22.4
LOS	B	E	A	E	B	A	D	E	C	E	E	C
Approach Delay		62.5			26.3			36.3			49.9	
Approach LOS		E			C			D			D	
Queue Length 50th (ft)	46	~1044	21	104	315	0	47	29	0	144	35	19
Queue Length 95th (ft)	101	#1180	64	#169	442	16	91	67	#91	#232	72	#116
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	325		315	510		225	200		160	315		
Base Capacity (vph)	432	2067	1050	328	2046	974	213	93	244	231	172	331
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.09	0.35	0.80	0.62	0.11	0.33	0.41	0.71	0.87	0.27	0.69

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 48.7
 Intersection LOS: D
 Intersection Capacity Utilization 96.7%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	2	210	6	15	265	80	2	0	10	40	0	4
Future Vol, veh/h	2	210	6	15	265	80	2	0	10	40	0	4
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	-	-	Stop
Storage Length	50	-	-	50	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	241	7	16	288	87	3	0	13	51	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	375	0	0	248	0	0	613	656	245	575	572	288
Stage 1	-	-	-	-	-	-	249	249	-	320	320	-
Stage 2	-	-	-	-	-	-	364	407	-	255	252	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1183	-	-	1318	-	-	405	385	794	429	430	751
Stage 1	-	-	-	-	-	-	755	701	-	692	652	-
Stage 2	-	-	-	-	-	-	655	597	-	749	698	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1183	-	-	1318	-	-	398	380	794	417	424	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	380	-	417	424	-
Stage 1	-	-	-	-	-	-	753	700	-	691	644	-
Stage 2	-	-	-	-	-	-	643	590	-	736	697	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			0.3			10.4			14.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	681	1318	-	-	1183	-	435
HCM Lane V/C Ratio	0.023	0.012	-	-	0.002	-	0.13
HCM Control Delay (s)	10.4	7.8	-	-	8	-	14.5
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.4

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	167	5	20	191	60	3	0	15	6	0	36
Future Vol, veh/h	8	167	5	20	191	60	3	0	15	6	0	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	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	192	6	22	208	65	4	0	19	8	0	46

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	198	0	0	521	530	195	475	468	208
Stage 1	-	-	-	-	-	-	213	213	-	252	252	-
Stage 2	-	-	-	-	-	-	308	317	-	223	216	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1290	-	-	1375	-	-	466	455	846	500	493	832
Stage 1	-	-	-	-	-	-	789	726	-	752	698	-
Stage 2	-	-	-	-	-	-	702	654	-	780	724	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1290	-	-	1375	-	-	432	445	846	480	482	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	445	-	480	482	-
Stage 1	-	-	-	-	-	-	783	721	-	747	687	-
Stage 2	-	-	-	-	-	-	652	644	-	757	719	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.3			0.6			10.1			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	729	1375	-	-	1290	-	753
HCM Lane V/C Ratio	0.032	0.016	-	-	0.007	-	0.072
HCM Control Delay (s)	10.1	7.7	-	-	7.8	-	10.1
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.2

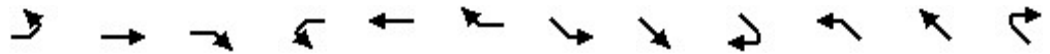
Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background + Site
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	155	800	75	100	1850	56	104	29	334	165	24	250
Future Volume (vph)	155	800	75	100	1850	56	104	29	334	165	24	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	860		315	510		660	200		160	315		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	222			170			75			120		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.058			0.950			0.610			0.736		
Satd. Flow (perm)	108	3539	1583	3433	3539	1583	1136	1863	1583	1371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			100			200			272
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		1962			1437			447			886	
Travel Time (s)		24.3			17.8			12.2			24.2	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	860	81	105	1947	59	113	32	363	179	26	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	860	81	105	1947	59	113	32	363	179	26	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4			8	6		6	2		2

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background + Site
AM

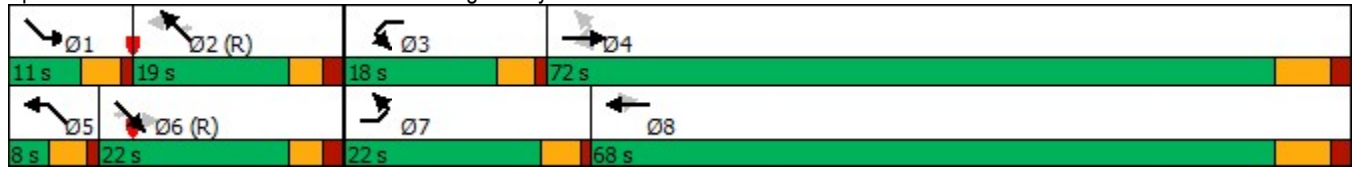


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.0	4.0	4.5	4.0	4.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	22.0	72.0	72.0	18.0	68.0	68.0	11.0	22.0	22.0	8.0	19.0	19.0
Total Split (%)	18.3%	60.0%	60.0%	15.0%	56.7%	56.7%	9.2%	18.3%	18.3%	6.7%	15.8%	15.8%
Maximum Green (s)	17.5	65.0	65.0	13.5	61.0	61.0	6.5	17.0	17.0	3.5	14.0	14.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.0	3.0	3.5	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	4.5	5.0	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	85.2	69.5	69.5	9.0	64.1	64.1	24.0	17.0	17.0	18.0	14.0	14.0
Actuated g/C Ratio	0.71	0.58	0.58	0.08	0.53	0.53	0.20	0.14	0.14	0.15	0.12	0.12
v/c Ratio	0.61	0.42	0.08	0.41	1.03	0.07	0.43	0.12	0.92	0.82	0.12	0.64
Control Delay	32.2	15.1	1.7	57.3	57.4	0.8	46.0	46.4	52.1	76.4	49.1	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	15.1	1.7	57.3	57.4	0.8	46.0	46.4	52.1	76.4	49.1	13.3
LOS	C	B	A	E	E	A	D	D	D	E	D	B
Approach Delay		16.7			55.9			50.4			38.9	
Approach LOS		B			E			D			D	
Queue Length 50th (ft)	68	184	0	40	~858	0	74	22	132	122	18	0
Queue Length 95th (ft)	140	243	15	68	#1027	6	129	53	#317	#245	47	83
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	860		315	510		660	200		160	315		
Base Capacity (vph)	319	2049	958	386	1890	892	261	263	395	217	217	424
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.42	0.08	0.27	1.03	0.07	0.43	0.12	0.92	0.82	0.12	0.64

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 42.9
 Intersection LOS: D
 Intersection Capacity Utilization 94.7%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



Intersection												
Int Delay, s/veh	3.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Traffic Vol, veh/h	3	333	6	10	155	66	4	0	7	127	0	6
Future Vol, veh/h	3	333	6	10	155	66	4	0	7	127	0	6
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	-	-	Stop
Storage Length	50	-	-	50	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	362	7	11	178	76	5	0	9	146	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	369	0	0	610	648	366	576	575	178
Stage 1	-	-	-	-	-	-	372	372	-	200	200	-
Stage 2	-	-	-	-	-	-	238	276	-	376	375	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1311	-	-	1190	-	-	407	389	679	428	429	865
Stage 1	-	-	-	-	-	-	648	619	-	802	736	-
Stage 2	-	-	-	-	-	-	765	682	-	645	617	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1311	-	-	1190	-	-	400	385	679	419	424	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	385	-	419	424	-
Stage 1	-	-	-	-	-	-	647	618	-	800	729	-
Stage 2	-	-	-	-	-	-	752	676	-	635	616	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			0.3			11.8			18		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	542	1190	-	-	1311	-	429
HCM Lane V/C Ratio	0.026	0.01	-	-	0.002	-	0.356
HCM Control Delay (s)	11.8	8.1	-	-	7.8	-	18
HCM Lane LOS	B	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	1.6

Intersection												
Int Delay, s/veh	2.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	295	2	25	125	15	3	0	11	36	0	8
Future Vol, veh/h	3	295	2	25	125	15	3	0	11	36	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	321	2	29	144	17	4	0	14	46	0	10

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	323	0	0	544	547	322	537	531	144
Stage 1	-	-	-	-	-	-	328	328	-	202	202	-
Stage 2	-	-	-	-	-	-	216	219	-	335	329	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1237	-	-	450	445	719	455	454	903
Stage 1	-	-	-	-	-	-	685	647	-	800	734	-
Stage 2	-	-	-	-	-	-	786	722	-	679	646	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1418	-	-	1237	-	-	436	434	719	437	443	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	434	-	437	443	-
Stage 1	-	-	-	-	-	-	684	646	-	798	717	-
Stage 2	-	-	-	-	-	-	759	705	-	664	645	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			1.2			10.9			13.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	631	1237	-	-	1418	-	482
HCM Lane V/C Ratio	0.028	0.023	-	-	0.002	-	0.117
HCM Control Delay (s)	10.9	8	-	-	7.5	-	13.5
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	0.4

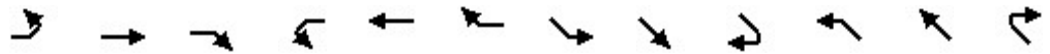
Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	259	2150	350	250	1200	122	141	42	114	175	38	200
Future Volume (vph)	259	2150	350	250	1200	122	141	42	114	175	38	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	860		315	510		660	200		160	315		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	222			170			75			120		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.137			0.950			0.728			0.727		
Satd. Flow (perm)	255	3539	1583	3433	3539	1583	1356	1863	1583	1354	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			303			141			159			176
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		1962			1437			447			886	
Travel Time (s)		24.3			17.8			12.2			24.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	273	2263	368	263	1263	128	153	46	124	201	44	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	2263	368	263	1263	128	153	46	124	201	44	230
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4			8	6		6	2		2

Lanes, Volumes, Timings
1: Sneffels St & Mesa Ridge Pkwy

2041 Background + Site
PM

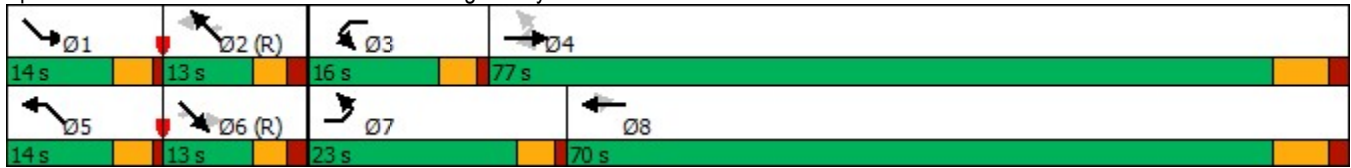


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	25.0	25.0	9.5	25.0	25.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	23.0	77.0	77.0	16.0	70.0	70.0	14.0	13.0	13.0	14.0	13.0	13.0
Total Split (%)	19.2%	64.2%	64.2%	13.3%	58.3%	58.3%	11.7%	10.8%	10.8%	11.7%	10.8%	10.8%
Maximum Green (s)	18.5	70.0	70.0	11.5	63.0	63.0	9.5	8.0	8.0	9.5	8.0	8.0
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.0	3.0	3.5	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	7.0	7.0	4.5	7.0	7.0	4.5	5.0	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	85.9	70.1	70.1	11.4	67.4	67.4	18.0	8.0	8.0	18.0	8.0	8.0
Actuated g/C Ratio	0.72	0.58	0.58	0.10	0.56	0.56	0.15	0.07	0.07	0.15	0.07	0.07
v/c Ratio	0.76	1.09	0.35	0.81	0.64	0.13	0.65	0.37	0.49	0.85	0.35	0.85
Control Delay	26.7	76.7	3.5	72.7	20.4	2.2	58.1	62.6	10.4	77.0	61.9	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	76.7	3.5	72.7	20.4	2.2	58.1	62.6	10.4	77.0	61.9	43.2
LOS	C	E	A	E	C	A	E	E	B	E	E	D
Approach Delay		62.7			27.3			40.4			59.2	
Approach LOS		E			C			D			E	
Queue Length 50th (ft)	71	~1044	21	104	337	0	106	35	0	144	33	41
Queue Length 95th (ft)	163	#1180	64	#169	445	24	#176	74	33	#264	70	#161
Internal Link Dist (ft)		1882			1357			367			806	
Turn Bay Length (ft)	860		315	510		660	200		160	315		
Base Capacity (vph)	421	2067	1050	328	1988	951	236	124	253	236	125	270
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.09	0.35	0.80	0.64	0.13	0.65	0.37	0.49	0.85	0.35	0.85

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	50.1
Intersection LOS:	D
Intersection Capacity Utilization:	96.7%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 1: Sneffels St & Mesa Ridge Pkwy



Intersection												
Int Delay, s/veh	2.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	235	6	15	260	144	2	0	10	82	0	6
Future Vol, veh/h	5	235	6	15	260	144	2	0	10	82	0	6
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	-	-	Stop
Storage Length	50	-	-	50	-	190	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	255	7	17	299	166	3	0	13	94	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	465	0	0	262	0	0	685	768	259	608	605	299
Stage 1	-	-	-	-	-	-	269	269	-	333	333	-
Stage 2	-	-	-	-	-	-	416	499	-	275	272	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1096	-	-	1302	-	-	362	332	780	408	412	741
Stage 1	-	-	-	-	-	-	737	687	-	681	644	-
Stage 2	-	-	-	-	-	-	614	544	-	731	685	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1096	-	-	1302	-	-	354	326	780	396	405	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	326	-	396	405	-
Stage 1	-	-	-	-	-	-	733	684	-	678	636	-
Stage 2	-	-	-	-	-	-	600	537	-	716	682	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.3			10.7			16.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	650	1302	-	-	1096	-	409
HCM Lane V/C Ratio	0.024	0.013	-	-	0.005	-	0.247
HCM Control Delay (s)	10.7	7.8	-	-	8.3	-	16.7
HCM Lane LOS	B	A	-	-	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	1

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	170	5	20	193	60	3	0	15	36	0	8
Future Vol, veh/h	8	170	5	20	193	60	3	0	15	36	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	185	5	23	222	69	4	0	19	46	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	190	0	0	514	543	188	483	476	222
Stage 1	-	-	-	-	-	-	206	206	-	268	268	-
Stage 2	-	-	-	-	-	-	308	337	-	215	208	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1271	-	-	1384	-	-	471	447	854	494	488	818
Stage 1	-	-	-	-	-	-	796	731	-	738	687	-
Stage 2	-	-	-	-	-	-	702	641	-	787	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1271	-	-	1384	-	-	457	436	854	474	476	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	436	-	474	476	-
Stage 1	-	-	-	-	-	-	790	726	-	733	675	-
Stage 2	-	-	-	-	-	-	682	630	-	764	725	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.6	10	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	746	1384	-	-	1271	-	513
HCM Lane V/C Ratio	0.031	0.017	-	-	0.007	-	0.11
HCM Control Delay (s)	10	7.6	-	-	7.9	-	12.9
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	0.4