

# Conexus Phases 2 & 3 Preliminary PUD Plan Traffic Impact Study

Prepared for:

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LSC #S214980



## CONTENTS

REPORT CONTENTS .....	4
LAND USE AND PROPOSED ACCESS PLAN .....	5
EXISTING ROADWAY AND TRAFFIC CONDITIONS .....	6
Area Roadways.....	6
Existing Traffic Conditions .....	6
Existing Levels of Service .....	7
Area Pedestrian Facilities .....	8
BACKGROUND TRAFFIC.....	8
TRIP GENERATION.....	9
TRIP DISTRIBUTION AND ASSIGNMENT.....	10
TOTAL TRAFFIC.....	10
Short Term .....	10
Buildout.....	10
PROJECTED LEVELS OF SERVICE .....	11
2nd Street/Beacon Lite Road .....	11
2nd Street/Highway 105/I-25 southbound ramp .....	12
Baptist Road/Old Denver Road .....	12
Baptist Road/Terrazzo Drive .....	12
Old Denver Road Access Points .....	12
QUEUING ANALYSIS .....	12
TRAFFIC-SIGNAL WARRANT ANALYSIS .....	12
2nd Street/Beacon Lite Road .....	12
CONCLUSIONS AND RECOMMENDATIONS .....	13
Trip Generation .....	13
Project Phasing/Short-Term Buildout Scenario .....	13
Projected Levels of Service.....	13
Roadway Improvements .....	14

Enclosures: ..... 16

Tables 1, 3, 4-7

NHCRP Report 684 Worksheets

Figures 1-11

Traffic Count Reports

Level of Service Report

Queueing Reports



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January 14, 2022

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RE: Conexus Phases 2 & 3  
Preliminary PUD Plan  
Traffic Impact Study  
Monument, Colorado  
LSC #S214980

Dear Mr. DeGrant:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact study to accompany the Preliminary PUD Plan submittal for the proposed Conexus Business Park Phases 2 & 3 located in Monument, Colorado. As shown in Figure 1, the site is located east of Old Denver Road and south of 2<sup>nd</sup> Street.

## **REPORT CONTENTS**

The report contains the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday peak-hour turning-movement traffic counts at the following intersections:
  - Baptist Road/Old Denver Road
  - Beacon Lite Road/2nd Street
  - 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp
- Estimated current average weekday traffic (AWT) volumes on the study-area streets including Old Denver Road and Baptist Road;
- Projections of 20-year background traffic volumes on the study-area streets and intersections based on information available regarding approved or planned nearby developments;
- The proposed site land use;

- Estimates of average weekday and weekday peak-hour trip generation at full buildout of the proposed development and the estimated directional distribution of site-generated vehicle trips on the area street and roadway network.
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the study intersections:
  - Baptist Road/Old Denver Road
  - Baptist Road/Terrazzo Drive
  - 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp
  - Beacon Lite Road/2nd Street
  - Old Denver Road/site access points
- Level of service analysis at the study-area intersections for existing, short-, and long-term background and total traffic scenarios; and
- Short- and long-term projected intersection analysis to determine intersection traffic control, auxiliary right-/left-turn lane needs, and other recommendations.

## **LAND USE AND PROPOSED ACCESS PLAN**

The 146-acre site, shown in Figure 1, is located east of Old Denver Road and generally south of 2<sup>nd</sup> Street. It is planned to be developed with a mix of commercial, office, industrial and medium- and high-density residential land uses. The site plan is shown in Figure 2a and a summary of the land uses proposed is shown in Table 1 (attached).

Old Denver Road is planned to be realigned to the east through the site from just south of Buffalo Valley Path to just north of Creek Valley Circle. The existing Old Denver Road alignment will be utilized as a “frontage/local access” road to serve the existing residential development to the west. Ten site access points are proposed along the new realigned segment of Old Denver Road. Figure 2b shows the proposed access point spacing. This access plan is preliminary and access will be evaluated in more detail with site-specific final PUD plans and accompanying traffic studies.

Nearby developments include the parcel to the south of the site, which is Conexus Phase 1. The parcel south of Conexus Phase 1 is Santa Fe Park. Several new developments are planned for the area south of Baptist Road and west of Interstate 25. Also, the Willow Springs Ranch development north of Baptist Road just west of the railroad line is proceeding.

Note: This report includes short and long-term scenarios. The short-term scenario assumes buildout of the land uses for this project. The scenario also includes assumptions for buildout or partial buildout of some other known area developments (which may or may not be completed as assumed). This provides a worst-case, preliminary “snapshot” of the short-term impacts for planning purposes. However, the entire preliminary PUD plan is not likely to build-out for a number of years. This report is intended as a “master” traffic study and short-term scenario (assuming site buildout) is intended to provide the framework for site-specific traffic reports that will be prepared with each final PUD plan for individual developments that will occur within this

overall Preliminary PUD plan. Those site-specific TIS reports would address the traffic impacts of each individual development project as they move forward and identify more detail and timing for the specific improvements such as turn lanes, upgrades to intersection traffic control, access-point details, etc.

## EXISTING ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

The roadways in the study area are shown in Figure 1 and are described below.

- **Old Denver Road** has most recently been shown as a Major Collector on the 2016 El Paso County *Major Transportation Corridors Plan (MTCP)*. Note: the roadway was shown as a Minor Arterial on the Tri Lakes Planning Area Transportation Map, 1998. The roadway extends north from Baptist Road to Santa Fe Avenue and then continues north as Beacon Lite Road. Old Denver Road has one through lane in each direction and a posted speed limit of 40 miles per hour (mph) adjacent to the southern portion of the site and 35 mph adjacent to the northern portion of the site.

An upgrade to Old Denver Road is in the planning and initial concept-design stages with the Town and Triview Metropolitan District. The applicant is coordinating with the Town and Triview on this Old Denver upgrade.

- **2nd Street** is a paved two-lane Town of Monument street that extends east from Mitchell Road to State Highway 105. In the vicinity of the site, the posted speed limit on 2nd Street is 25 mph. The intersection of 2nd Street/Beacon Lite Road is all-way stop-sign controlled.
- **Baptist Road** is a Principal Arterial that extends east of Hay Creek Road to the intersection of Roller Coaster Road and Hodgen Road. Baptist Road has one through lane in each direction and a posted speed limit of 40 miles per hour (mph) between Hay Creek Road and Interstate 25. The intersection of Baptist/Old Denver was recently reconstructed as a one-lane modern roundabout.

### Existing Traffic Conditions

Figure 3 shows the current morning and afternoon peak-hour traffic volumes at the following intersections:

- Baptist Road/Old Denver Road (Updated counts January 2022)
- 2nd Street/Beacon Lite Road (Updated counts November 2021)
- 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp (January 2022)

Traffic-count reports are attached.

**Existing Levels of Service**

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from “A” to “F.” LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 2 shows the level of service delay ranges.

**Table 2: Intersection Levels of Service**

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) <sup>(1)</sup>
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.

The study-area intersections were analyzed to determine the existing levels of service based on the unsignalized method of analysis procedures found in the *Highway Capacity Manual, 6<sup>th</sup> Edition* by the Transportation Research Board. The signalized intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp was analyzed using Synchro. Figure 3 shows the level of service analysis results. Detailed level of service reports are attached.

The intersection of 2nd Street/Beacon Lite Road is currently all-way, stop-sign controlled. As shown in Figure 3, all approaches to this intersection are currently operating at LOS D or better during the peak hours.

The signal-controlled intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp is currently operating at LOS D or better for all movements during the peak hours.

The intersection of Baptist Road/Old Denver Road is a one-lane modern roundabout. All approaches at this intersection are currently operating at LOS B or better during the peak hours.

The stop-sign-controlled intersection of Baptist/Terrazzo is currently operating at LOS D or better for all movements during the peak hours.

## Area Pedestrian Facilities

The New Santa Fe Regional Trail extends on the east side of Old Denver Road from south of Baptist Road to just south of 2<sup>nd</sup> Street and then crosses at a signed location and continues north on the west side of Old Denver Road. The currently proposed realignment of Old Denver Road will require two additional trail crossing locations. These crossings will likely require crosswalk markings, signage, and flashing lights similar to the existing crossing just south of 2<sup>nd</sup> Street.

## BACKGROUND TRAFFIC

Figure 4 and Figure 5a show the projected short-term and 2040 background traffic volumes, respectively. Background traffic is the traffic estimated to be on the adjacent roadways without consideration of the proposed development. Background traffic includes existing traffic volumes plus the traffic expected to be generated by nearby existing and approved developments, but it assumes zero traffic generated by the site. The background volumes assume Old Denver Road has been realigned through the site and the existing Old Denver Road alignment is utilized as a “frontage/local access” road to serve the existing residential development to the west.

The short-term background volumes are based on the existing traffic volumes shown in Figure 3 plus additional traffic estimated to be generated by the buildout of approved developments within the vicinity of the site, including: buildout of Conexus Phase 1; the Quick Stop development to be located northwest of the intersection of Baptist Road/Old Denver Highway; Forest Lakes Filings 1, 2, 3, and 4 and Forest Lakes Phase 2; and buildout of about half of the Willow Springs Ranch Development. The short-term background traffic volumes at the intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramps were estimated based on the Colorado Department of Transportation (CDOT) twenty-year growth factor for Highway 105 in the vicinity of the intersection.

Figure 4 also shows the lane geometry and traffic control assumed for the study-area intersections in the short-term analysis.

The above procedure was followed for estimation of the short-term background traffic, rather than use of a blanket annual percentage growth rate(s) or application of a growth “factor.” The above procedure was used because aside from known, approved developments, there is minimal likelihood for general through-traffic increases (typically estimated using general growth rates) given the limited continuity of the study-area roadways (due to the limited continuity of these roadways to the west, south, and north and due to the Pike National Forest, the Air Force Academy, etc.).

The 2040 background traffic-volume estimates were based on the current traffic conditions, the expected development in the surrounding area, the *Baptist Road West Traffic Report* by Felsburg Holt & Ullevig (dated August 2013), other traffic studies completed in the area by LSC (including studies for Willow Springs Ranch, Forest Lakes, and Santa Fe Park), and traffic studies completed by other consultants including the Falcon Commerce Center TIS prepared by SM Rocha, LLC in August 2020.



The above procedure was followed for estimation of the long-term background traffic, rather than use of a blanket annual percentage growth rate(s) or application of a growth “factor.” The above procedure was used because aside from known, approved and anticipated future area developments (and planned future roadway connections such as the extension of Synthes Avenue south to Baptist Road), there is minimal likelihood for general through traffic increases (typically estimated using general growth rates) given the limited continuity of the study-area roadways (due to the limited continuity of these roadways to the west, south, and north and due to the Pike National Forest, the Air Force Academy, etc.).

Figure 5b shows the lane geometry and traffic control assumed for the study-area intersections in the 2040 analysis.

### **TRIP GENERATION**

The site is planned to be developed with a mix of commercial, office, business park (including light industrial), and medium- and high-density residential land uses. Please refer to the land-use table (attached Table 1), which shows the “conversion” of the Preliminary PUD Plan land-use designation to corresponding ITE Land Uses. ITE land uses have been used to estimate the trip generation. This report also makes some assumptions for commercial, office, and business-park, square footage, the number of hotel rooms, the number of mini-storage units, and the number of residential dwelling units. These are necessary for estimating trip generation, but note, the Preliminary PUD Plan designations are general in nature and are subject to change with final site plans.

Estimates of the vehicle trips expected to be generated by the site have been made using the nationally-published trip-generation rates found in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

The total number of vehicle trips generated by the land uses has been reduced to account for the internal vehicle trips made within the site between land uses, without use of the external streets surrounding the site. Table 3 shows the number of internal trips assumed for each land use. The internal trip reduction for the commercial parcels is an estimate by LSC, based on National Highway Cooperative Highway Research Program (NCHRP) Report 684 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. The results of the spreadsheet model are attached.

The total number of vehicle trips generated has also been reduced to take into account the “pass by” phenomena. A pass-by trip is made by a motorist who would already be on the adjacent roadways regardless of the proposed development, but who stops in at the site while passing by. The motorist would then continue on his or her way to a final destination in the original direction. The pass-by percentages shown in Table 3 are estimates by LSC for this site-specific situation. Estimates are based on data contained in the *Trip Generation Handbook - An ITE Proposed Recommended Practice, 3rd Edition, 2017* by ITE.

Table 3 (attached) shows the trips generated by the development.

At buildout, the site could be expected to generate about 16,719 new, external vehicle trips on the average weekday, with about half entering and half exiting in a 24-hour period. During the morning peak hour, approximately 814 vehicles would enter and 365 vehicles would exit the site. During the afternoon peak hour, approximately 605 vehicles would enter and 941 vehicles would exit the site.

### **TRIP DISTRIBUTION AND ASSIGNMENT**

Figure 6 shows the distribution estimates for the site-generated trips. The trip distribution represents the percentages of site-generated traffic projected to be oriented to and from the major approaches to the site. The estimates are based on the following factors: the land use proposed for the site; the roadway system serving the site; the proposed access system for the site; the location of the site with respect to regional residential, employment, commercial, and activity centers; the location of the site with respect to the Town of Monument, the Tri-Lakes region, and the balance of the City of Colorado Springs metropolitan area; and the existing traffic counts.

When the distribution percentages (from Figure 6) are applied to the buildout trip-generation estimates (from Table 3), the site-generated traffic volumes on the adjacent roadways can be determined for the buildout scenario. Figure 7a and 7b show the projected site-generated traffic volumes at buildout of the development.

Note: Site-generated left- and right-turning movements shown at the Baptist Road/Terrazo Drive intersection should be considered trip ends generated by those existing/future developments served by Terrazo Drive. Thus, any improvements required as a result of those turning movements should be the responsibility of those developments as Conexus will have trips paired with other developments but will be responsible for improvements at its access points.

### **TOTAL TRAFFIC**

#### **Short Term**

Figure 8a shows the sum of the short-term background traffic (from Figure 4) plus the site-generated traffic volumes (from Figure 7a) at the external study-area intersections. Figure 8b shows the lane geometry and traffic control assumed for these intersections in the short-term analysis. Figure 9a shows the sum of the short-term background traffic (from Figure 4) plus the site-generated traffic volumes (from 7b) for the proposed access points to the realigned section of Old Denver Road. Figure 9b shows the lane geometry and traffic control assumed for these intersections in the short-term analysis.

#### **Buildout**

Figure 10a shows the 2040 total traffic volumes at the external study-area intersections. The volumes are the sum of the 2040 background traffic volumes (from Figure 5a) plus the

site-generated traffic volumes (from Figure 7a). Figure 10b shows the lane geometry and traffic control assumed for these intersections in the 2040 analysis. Figure 11a shows the sum of the 2040 background traffic (from Figure 5a) plus the site-generated traffic volumes (from 7b) for the proposed access points to the realigned section of Old Denver Road. Figure 11b shows the lane geometry and traffic control assumed for these intersections in the short-term analysis.

## **PROJECTED LEVELS OF SERVICE**

The site-access-point intersections and the study-area intersections have been analyzed to determine the projected levels of service, based on the short-term background, 2040 background, short-term total, and 2040 total traffic volumes. The intersections were analyzed, based on the unsignalized method of analysis procedures found in the *Highway Capacity Manual, 6<sup>th</sup> Edition (HCM)* by the Transportation Research Board. The intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp and Baptist/Terrazzo were analyzed as signalized intersections using Synchro. The intersection of 2nd/Beacon Lite was also analyzed as a signalized intersection using Synchro and as a modern one-lane roundabout using the roundabout method of analysis procedures found in the *HCM*. Detailed LOS reports are attached, with LOS results summarized in Figure 4, Figure 5, Figure 9, and Figure 11. Per the *Town of Monument Traffic Impact Analysis Criteria*, Level of Service A – D is considered acceptable.

Note: As previously mentioned, the short-term scenario assumes buildout of the land uses for this project. However, the entire preliminary PUD plan is not likely to build-out for a number of years. Site-specific traffic reports will be prepared with each final PUD plan for individual developments that will occur within this overall Preliminary PUD plan. Those site-specific TIS reports would revisit levels of service and address other traffic impacts of each individual development project as it moves forward.

### **2nd Street/Beacon Lite Road**

The eastbound and westbound approaches at the all-way, stop-sign-controlled intersection of 2nd/Beacon Lite are projected to operate at LOS F during the afternoon peak hour, based on the projected short-term background traffic volumes. With the addition of the site-generated traffic volumes, the eastbound, westbound, and northbound approaches are projected to operate at LOS F during the morning and afternoon peak hours

If this intersection were to be converted to traffic-signal control and if eastbound and westbound left-turn lanes and a northbound right-turn lane are added, it is projected to operate at an overall LOS C during the peak hours, based on the projected 2040 total traffic volumes. If this intersection is reconstructed as a modern roundabout, the intersection is expected to operate at LOS B during the morning peak hour and LOS C during the afternoon peak hour, based on the projected 2040 total traffic volumes.

### **2nd Street/Highway 105/I-25 southbound ramp**

All movements at the signal-controlled intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp are projected to operate at LOS D or better during the peak hours through 2040 with or without this development.

### **Baptist Road/Old Denver Road**

The intersection of Baptist Road/Old Denver Road is currently a one-lane modern roundabout. All approaches at this intersection are projected to operate at LOS C or better during the peak hours based on the existing lane geometry and the projected short-term total traffic volumes.

- It is our understanding that this roundabout is expandable to a multi-lane roundabout if/when necessary. Expansion to two approach lanes southbound (and associated expansion to dual circulating lanes on the west and south legs) plus a separate westbound right-turn lane (or bypass lane) would maintain levels of service at C or better through 2040.

### **Baptist Road/Terrazzo Drive**

As discussed in the *QuickTrip Traffic Impact Analysis* by Galloway & Company, Inc. dated September 24, 2021, the intersection of Baptist Road/Terrazzo Drive is planned to be converted to traffic-signal control by 2023. As a signalized intersection, all movements are projected to operate at LOS D or better during the peak hours through 2040.

### **Old Denver Road Access Points**

The two new frontage road intersections and all of the proposed site-access points to the proposed realigned section of Old Denver Road are projected to operate at LOS D or better for all movements as stop-sign-controlled intersections, based on the projected short-term and 2040 total traffic volumes.

### **QUEUING ANALYSIS**

A queuing analysis of the intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp was completed using Synchro. The 95<sup>th</sup> percentile queue for the eastbound through movement is projected to be 328 feet based on the 2040 total afternoon peak hour volumes.

### **TRAFFIC-SIGNAL WARRANT ANALYSIS**

#### **2nd Street/Beacon Lite Road**

The intersection of 2nd/Beacon Lite was analyzed to determine if a Four-Hour and/or Eight-Hour Vehicular-Volume Traffic-Signal Warrant threshold would be reached or exceeded based on the short-term background, short-term buildout total, 2040 background, and 2040 total traffic volumes.

Tables 4 through 7 show the results of the analysis. The eight hours analyzed were from 6:30 to 7:30 a.m., 7:30 to 8:30 a.m., 11:30 a.m. to 12:30 p.m., 12:30 to 1:30 p.m., 2:00 to 3:00 p.m., 3:00 to 4:00 p.m., 4:00 to 5:00 p.m., and 5:00 to 6:00 p.m. The off-peak background and site-generated traffic volumes were assumed to occur at the same ratio to the peak-hour counts as observed during traffic counts conducted by LSC at the intersection of 2nd/Beacon Lite in November 2017.

As shown in Table 4, based on the projected short-term background traffic volumes, three of the four hours analyzed are projected to meet the thresholds for a Four-Hour Vehicular-Volume Traffic-Signal Warrant and seven of the eight hours analyzed are projected to meet the thresholds for an Eight-Hour Traffic-Signal Warrant Analysis. As shown in Table, both vehicular-volume traffic-signal warrants are anticipated to be met at the intersection of 2<sup>nd</sup>/Beacon Lite, with the addition of site-generated traffic.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Trip Generation**

- At buildout, the site could be expected to generate about 16,719 new, external vehicle trips on the average weekday, with about half entering and half exiting in a 24-hour period. During the morning peak hour, approximately 814 vehicles would enter and 365 vehicles would exit the site. During the afternoon peak hour, approximately 605 vehicles would enter and 941 vehicles would exit the site.

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### **Project Phasing/Short-Term Buildout Scenario**

This report includes short- and long-term scenarios. The short-term scenario assumes buildout of the land uses for this project. The scenario also includes assumptions for buildout or partial buildout of some other known area developments (which may or may not be completed as assumed). This provides a worst-case, preliminary “snapshot” of the short-term impacts for planning purposes. However, the entire preliminary PUD plan is not likely to build-out for a number of years. This report is intended as a “master” traffic study and short-term scenario (assuming site buildout) is intended to provide the framework for site-specific traffic reports that will be prepared with each final PUD plan for individual developments that will occur within this overall Preliminary PUD plan. Those site-specific TIS reports would address the traffic impacts of each individual development project as it moves forward, and identify more detail and timing for the specific improvements such as turn lanes, upgrades to intersection traffic control, access-point details, etc.

### **Projected Levels of Service**

- Several approaches at the currently all-way, stop-sign-controlled intersection of 2nd/Beacon Lite are projected to operate at LOS F, based on the projected short-term background and short-term total traffic volumes. It should be noted that these poor levels of service are forecast to occur with or without the site-generated traffic. If this intersection were to be converted to

traffic-signal control and if eastbound and westbound left-turn lanes and a northbound right-turn lane are added, it is projected to operate at LOS C during the peak hours, based on the projected 2040 total traffic volumes. If this intersection is reconstructed as a modern roundabout, the intersection is expected to operate at LOS B during the morning peak and LOS C during the afternoon peak hour, based on the projected 2040 total traffic volumes.

- All movements at the signal-controlled intersection of 2<sup>nd</sup> Street/Highway 105/I-25 southbound ramp are projected to operate at LOS D or better during the peak hours through 2040 with or without this development.
- The intersection of Baptist/Old Denver is a modern one-lane roundabout. All approaches at this intersection are projected to operate at LOS D or better during the peak hours, based on the existing lane geometry and the projected short-term total traffic volumes. It is our understanding that the roundabout was designed to be expandable to a multi-lane roundabout. Expansion to two approach lanes southbound (and associated expansion to dual circulating lanes on the west and south legs) plus a separate westbound right-turn lane (or bypass lane) would maintain levels of service at C or better through 2040.
- As discussed in the *QuickTrip Traffic Impact Analysis* by Galloway & Company, Inc. dated September 24, 2021, the intersection of Baptist Road/Terrazzo Drive is planned to be converted to traffic-signal control by 2023. As a signalized intersection, all movements are projected to operate at LOS D or better during the peak hours through 2040.
- The two new frontage road intersections and all of the proposed site-access points to the proposed realigned section of Old Denver Road are projected to operate at LOS D or better for all movements as stop-sign-controlled intersections, based on the projected short-term and 2040 total traffic volumes.

### Roadway Improvements

- In the long term, multiple movements at the Baptist Road/Old Denver Road roundabout are expected to drop to LOS E or F, if it remains a single-lane roundabout. It is our understanding that this roundabout is expandable to a multi-lane roundabout if/when necessary. It is recommended that a westbound right-turn bypass lane be considered as a potential initial future improvement prior to conversion to a multi-lane roundabout. Per recent discussions with the Town and Triview, consideration should be given to a continuous northbound right-turn lane between a westbound right-turn bypass lane (on the northeast corner of the intersection) up to the first street access to the north (Santa Fe Park access). This and other modifications/improvements that may become necessary at this roundabout in the long term include:
  - Westbound to northbound right-turn bypass lane
  - Dual southbound left-turn lanes

- The intersection of 2nd Street/Beacon Lite Road is projected to meet signal warrants and require signalization in the short term. A potential alternative to signalizing the intersection would be to construct a roundabout. Per recent discussions with the Town and Triview, consideration should be given to include northbound to eastbound “free-right” turns at this intersection. This would include a northbound right-turn deceleration lane, a right-turn channelizing island on the southeast corner of the intersection, and an added eastbound lane on 2<sup>nd</sup> Street between Beacon Lite Road and Highway 105/Interstate 25 southbound ramps. An exclusive eastbound right-turn lane should be maintained approaching the intersection. Based on the queueing analysis, this lane should be at least 330 feet long. Other alternatives for this intersection are also under consideration. If a continuous second eastbound lane is not added to 2<sup>nd</sup> Street, the existing 120-foot-long section with two eastbound through lanes approaching Highway 105/Interstate southbound ramps should be extended back to at least 330 feet. These improvements will likely be phased as the project develops and will likely require coordination with the Town to ensure adequate right-of-way is available.
- Old Denver Road is planned to be realigned to the east through the site from just south of Buffalo Valley path to just north of Creek Valley Circle. Eight site-access points are proposed along the new realigned segment of Old Denver Road. Based on the turning-volume threshold criteria contained in the *Colorado State Highway Access Code for NR-B roadways*, left-turn lanes should be provided on Old Denver Road approaching the new “frontage road” intersections and all of the site-access points. LSC recommends the new section of Old Denver Road be constructed with a three-lane cross-section with a center two-way, left-turn lane to meet these criteria. A northbound left-turn lane should be constructed approaching the south “frontage road” intersection. Based on the projected 2040 total traffic volumes, about 75 feet of storage length should be provided for this lane. The deceleration length for this lane would be 190 feet long based on a posted speed limit of 35 mph and 225 feet long based on a posted speed limit of 45 mph. The taper length for this lane would be 120 feet long based on a posted speed limit of 35 mph and 145 feet long based on a posted speed limit of 45 mph. These improvements would be the responsibility of the developer.
- The proposed realignment of Old Denver Road will require two new crossings for the New Santa Fe Regional Trail. These crossings will likely require crosswalk markings, signage, and flashing lights similar to the existing crossing just south of 2<sup>nd</sup> Street.
- Based on the turning-volume threshold criteria contained in the *Colorado State Highway Access Code for NR-B roadways*, a southbound right-turn deceleration turn lane should be provided on Old Denver Road approaching the north frontage road intersection. Northbound right-turn deceleration turn lanes should be provided approaching the access points for Lots 3 and 4 (intersection #105 and intersection #108). Based on a posted speed limit of 35 mph, these lanes should be 190 feet long plus a 120 foot-taper. Based on a posted speed limit of 40 mph, these lanes should be 225 feet long plus a 145-foot taper. These improvements would be the responsibility of the developer.

- Old Denver Road is planned to be upgraded to an improved three-lane facility with a center left-turn lane and right-turn deceleration lanes at intersections and access points, where needed. Also, the site-access plan utilizes the offset-T intersection concept as much as possible to minimize intersection conflict points and side-street intersection delay. The proposed improved three-lane Old Denver Road would be able to accommodate the projected future total volumes.

\* \* \* \* \*

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.



By \_\_\_\_\_  
Jeffrey C. Hodsdon, P.E.  
Principal

JCH/KDF:jas

Enclosures: Tables 1, 3, 4-7  
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# Tables

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**Table 2  
Land Use Table  
Conexus Phases 2 & 3**

Preliminary PUD Plan Land Uses			Corresponding ITE Land Uses (for use in Table 3, Trip Generation)					
Lot	Preliminary PUD Plan Land Use Designations	Acreage	ITE Land Use	ITE Land Use Category	F.A.R. or DU/Acre		Land Use	
1	High Density Residential	19.1	Multi-family residential (low rise)	220	12-20.89	399	Dwelling Units	
2	Medium Density Residential	23.1	Single Family Attached	215	6-10	232	Dwelling Units	
4	Commercial/Civic/Office	28.8	9.4	Shopping Plaza	821	0.25	102	KSF (Thousand square feet of building floor area)
			9.4	General Office Building	710	0.40	164	KSF (Thousand square feet of building floor area)
			5	Mini Storage	151	---	500	Storage Units
			5	Business Hotel	312	---	125	Hotel Rooms
5	Industrial	30.9	Business Park	770	0.29	395	KSF (Thousand square feet of building floor area)	
Total (not including detention, open space etc.)		101.9						

Source: LSC Transportation Consultants, Inc

January-22

**Table 3  
Trip Generation Estimate  
CoNexus Business Park Phases 2 & 3**

Lot	Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>					Total Trips Generated					Internal Trips Generated <sup>(2)</sup>					External Trips Generated					Pass-By Trips <sup>(3)</sup>	New External Trips Generated Average Weekday Traffic
				Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out	Average Weekday Traffic	Morning Peak Hour In	Morning Peak Hour Out	Afternoon Peak Hour In	Afternoon Peak Hour Out		
1	220	Multifamily Housing (Low Rise)	399 DU <sup>(4)</sup>	6.74	0.10	0.30	0.32	0.19	2,689	38	121	128	75	115	1	4	5	6	2,574	37	117	123	69	0%	2,574
2	215	Single Family Attached Housing	232 DU	7.20	0.15	0.33	0.32	0.25	1,670	35	77	75	57	72	0	2	3	5	1,598	35	75	72	52	0%	1,598
3	821	Shopping Plaza (40-150 KSF) <sup>(5)</sup>	102 KSF <sup>(6)</sup>	67.52	1.07	0.66	2.54	2.65	6,887	109	67	259	270	664	15	10	27	16	6,223	94	57	232	254	10%	5,601
	710	General Office Building	164 KSF	11.21	1.37	0.19	0.26	1.27	1,839	225	31	43	208	75	7	3	3	8	1,764	218	28	40	200	0%	1,764
	151	Mini-Storage	5.0 HSU <sup>(7)</sup>	18.04	0.54	0.52	0.77	0.77	90	3	3	4	4	0	0	0	0	0	90	3	3	4	4	0%	90
4	312	Business Hotel	125 rooms	4.11	0.14	0.22	0.17	0.14	514	17	27	21	17	132	0	11	7	3	382	17	16	14	14	0%	382
4	770	Business Park	395 KSF	12.43	1.07	0.19	0.32	0.92	4,911	423	75	127	362	201	13	6	7	14	4,710	410	69	120	348	0%	4,710
<b>Total Trip Generation Estimate</b>				<b>18,600</b>	<b>850</b>	<b>401</b>	<b>657</b>	<b>993</b>	<b>1,259</b>	<b>36</b>	<b>36</b>	<b>52</b>	<b>52</b>	<b>17,341</b>	<b>814</b>	<b>365</b>	<b>605</b>	<b>941</b>							<b>16,719</b>

Notes:  
(1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE)  
(2) See attached NCHRP 684 Internal Trip Capture Estimate Tool Sheets  
(3) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice, Third Edition September 2017" by ITE  
(4) DU = dwelling unit  
(5) NO Supermarket assumed for Shopping Plaza  
(6) KSF = one thousand square feet of floor space, DU = dwelling unit  
(7) HSU = Storage Units (100s)

Table 4 Signal Warrant Analysis 2nd/Beacon Lite					
Short-Term Background					
Start	End	Major Street Volume	Minor Street Volume	4-Hour Warrant Threshold Met?	8-Hour Warrant Threshold Met?
6:30	7:30	601	193	No	Yes
7:30	8:30	804	171	Yes	Yes
11:30	12:30	675	88	No	No
12:30	13:30	664	130	No	Yes
14:00	15:00	709	143	No	Yes
15:00	16:00	815	132	No	Yes
16:00	17:00	874	176	Yes	Yes
17:00	18:00	896	226	Yes	Yes
<b># of hours meeting respective warrant thresholds/hours required to satisfy the warrant (warrant satisfied?)</b>				<b>3 / 4 (No)</b>	<b>7 / 8 (No)</b>

Source: LSC Transportation Consultants, Inc.

Table 6 Signal Warrant Analysis 2nd/Beacon Lite					
2040 Background					
Start	End	Major Street Volume	Minor Street Volume	4-Hour Warrant Threshold Met?	8-Hour Warrant Threshold Met?
6:30	7:30	770	212	Yes	Yes
7:30	8:30	1030	190	Yes	Yes
11:30	12:30	836	115	No	Yes
12:30	13:30	823	165	Yes	Yes
14:00	15:00	889	189	Yes	Yes
15:00	16:00	1013	171	Yes	Yes
16:00	17:00	1093	227	Yes	Yes
17:00	18:00	1114	296	Yes	Yes
<b># of hours meeting respective warrant thresholds/hours required to satisfy the warrant (warrant satisfied?)</b>				<b>7 / 4 (Yes)</b>	<b>8 / 8 (Yes)</b>

Source: LSC Transportation Consultants, Inc.

Table 5 Signal Warrant Analysis 2nd/Beacon Lite					
Short Term Total Traffic					
Start	End	Major Street Volume	Minor Street Volume	4-Hour Warrant Threshold Met?	8-Hour Warrant Threshold Met?
6:30	7:30	662	325	Yes	Yes
7:30	8:30	897	271	Yes	Yes
11:30	12:30	614	282	Yes	Yes
12:30	13:30	634	345	Yes	Yes
14:00	15:00	672	519	Yes	Yes
15:00	16:00	821	402	Yes	Yes
16:00	17:00	912	522	Yes	Yes
17:00	18:00	1012	766	Yes	Yes
<b># of hours meeting respective warrant thresholds/hours required to satisfy the warrant (warrant satisfied?)</b>				<b>8 / 4 (Yes)</b>	<b>8 / 8 (Yes)</b>

Source: LSC Transportation Consultants, Inc.

Table 7 Signal Warrant Analysis 2nd/Beacon Lite					
2040 Total Traffic					
Start	End	Major Street Volume	Minor Street Volume	4-Hour Warrant Threshold Met?	8-Hour Warrant Threshold Met?
6:30	7:30	959	391	Yes	Yes
7:30	8:30	1289	319	Yes	Yes
11:30	12:30	924	319	Yes	Yes
12:30	13:30	936	398	Yes	Yes
14:00	15:00	998	579	Yes	Yes
15:00	16:00	1181	456	Yes	Yes
16:00	17:00	1314	596	Yes	Yes
17:00	18:00	1418	861	Yes	Yes
<b># of hours meeting respective warrant thresholds/hours required to satisfy the warrant (warrant satisfied?)</b>				<b>8 / 4 (Yes)</b>	<b>8 / 8 (Yes)</b>

Source: LSC Transportation Consultants, Inc.

# NCHRP Report 684 Internal Trip Capture Estimation Tool

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	CoNexus 2 & 3	Organization:	LSC Transportation Consultants, Inc.
Project Location:	Monument, CO	Performed By:	KDF
Scenario Description:	Buildout	Date:	1/13/2022
Analysis Year:	2040	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				754	648	106
Retail				176	109	67
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential				271	73	198
Hotel				44	17	27
All Other Land Uses <sup>2</sup>				6	3	3
				1,251	850	401

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		30	0	0	0	0
Retail	19		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	0	0		0
Hotel	19	4	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,251	850	401
Internal Capture Percentage	13%	9%	20%
External Vehicle-Trips <sup>5</sup>	1,093	771	322
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	6%	28%
Retail	33%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	3%
Hotel	0%	85%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	CoNexus 2 & 3
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	648	648	1.00	106	106
Retail	1.00	109	109	1.00	67	67
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	73	73	1.00	198	198
Hotel	1.00	17	17	1.00	27	27

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		30	67	0	1	0
Retail	19		9	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	40	0		0
Hotel	20	4	2	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		35	0	0	0	0
Retail	26		0	0	1	0
Restaurant	91	9		0	4	1
Cinema/Entertainment	0	0	0		0	0
Residential	19	19	0	0		0
Hotel	19	4	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	42	606	648	606	0	0
Retail	36	73	109	73	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	72	73	72	0	0
Hotel	0	17	17	17	0	0
All Other Land Uses <sup>3</sup>	0	3	3	3	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	30	76	106	76	0	0
Retail	20	47	67	47	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	192	198	192	0	0
Hotel	23	4	27	4	0	0
All Other Land Uses <sup>3</sup>	0	3	3	3	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
<sup>2</sup> Person-Trips
<sup>3</sup> Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	CoNexus 2 & 3	Organization:	LSC Transportation Consultants, Inc.
Project Location:	Monument, CO	Performed By:	KDF
Scenario Description:	Buildout	Date:	1/13/2022
Analysis Year:	2040	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				740	170	570
Retail				529	259	270
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential				335	203	132
Hotel				38	21	17
All Other Land Uses <sup>2</sup>				8	4	4
				1,650	657	993

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office					5280	
Retail					5280	
Restaurant						
Cinema/Entertainment						
Residential		5280				
Hotel					5280	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		21	0	0	1	0
Retail	5		0	0	7	4
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	3	0	0		3
Hotel	0	3	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,650	657	993
Internal Capture Percentage	6%	8%	5%
External Vehicle-Trips <sup>5</sup>	1,546	605	941
External Transit-Trips <sup>5</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	6%	4%
Retail	10%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	4%	8%
Hotel	33%	18%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-P, 6-P, 7-P, and 8-P. Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.



<b>Project Name:</b>	CoNexus 2 & 3
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	170	170	1.00	570	570
Retail	1.00	259	259	1.00	270	270
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	203	203	1.00	132	132
Hotel	1.00	21	21	1.00	17	17

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		114	23	0	1	0
Retail	5		78	11	7	14
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	6	28	0		4
Hotel	0	3	12	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		21	0	0	8	0
Retail	53		0	0	93	4
Restaurant	51	130		0	32	15
Cinema/Entertainment	10	10	0		8	0
Residential	97	3	0	0		3
Hotel	0	5	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	10	160	170	160	0	0
Retail	27	232	259	232	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	195	203	195	0	0
Hotel	7	14	21	14	0	0
All Other Land Uses <sup>3</sup>	0	4	4	4	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	22	548	570	548	0	0
Retail	16	254	270	254	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	121	132	121	0	0
Hotel	3	14	17	14	0	0
All Other Land Uses <sup>3</sup>	0	4	4	4	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

# Figures

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Figure 1  
**Vicinity  
Map**

CoNexus Phases 2 and 3 (LSC #S214980)





Approximate  
Scale  
1" = 900'

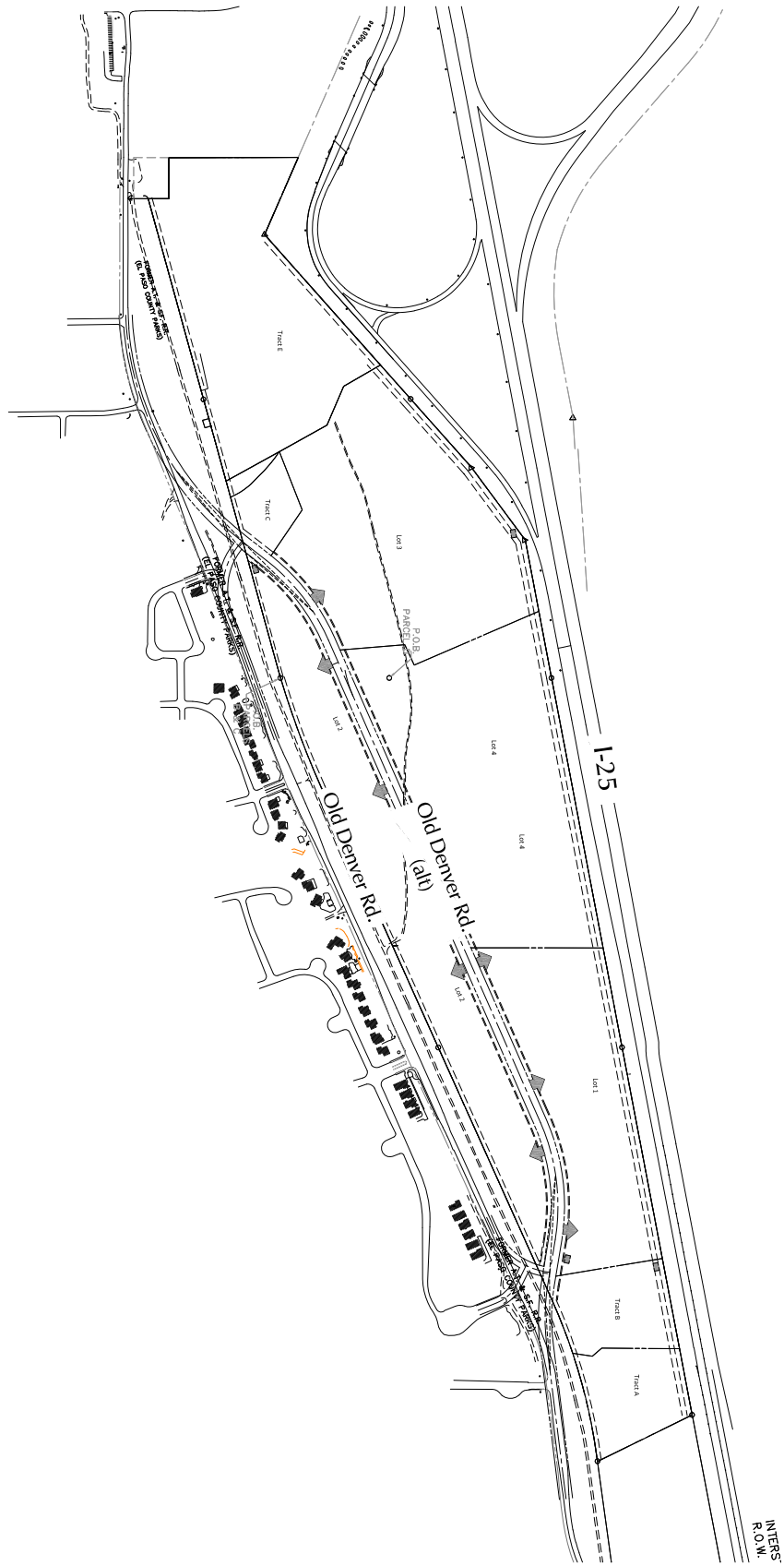


Figure 2a  
**Site Plan**

CoNexus Phases 2 and 3 (LSC #S214980)



Approximate  
Scale  
1" = 900'

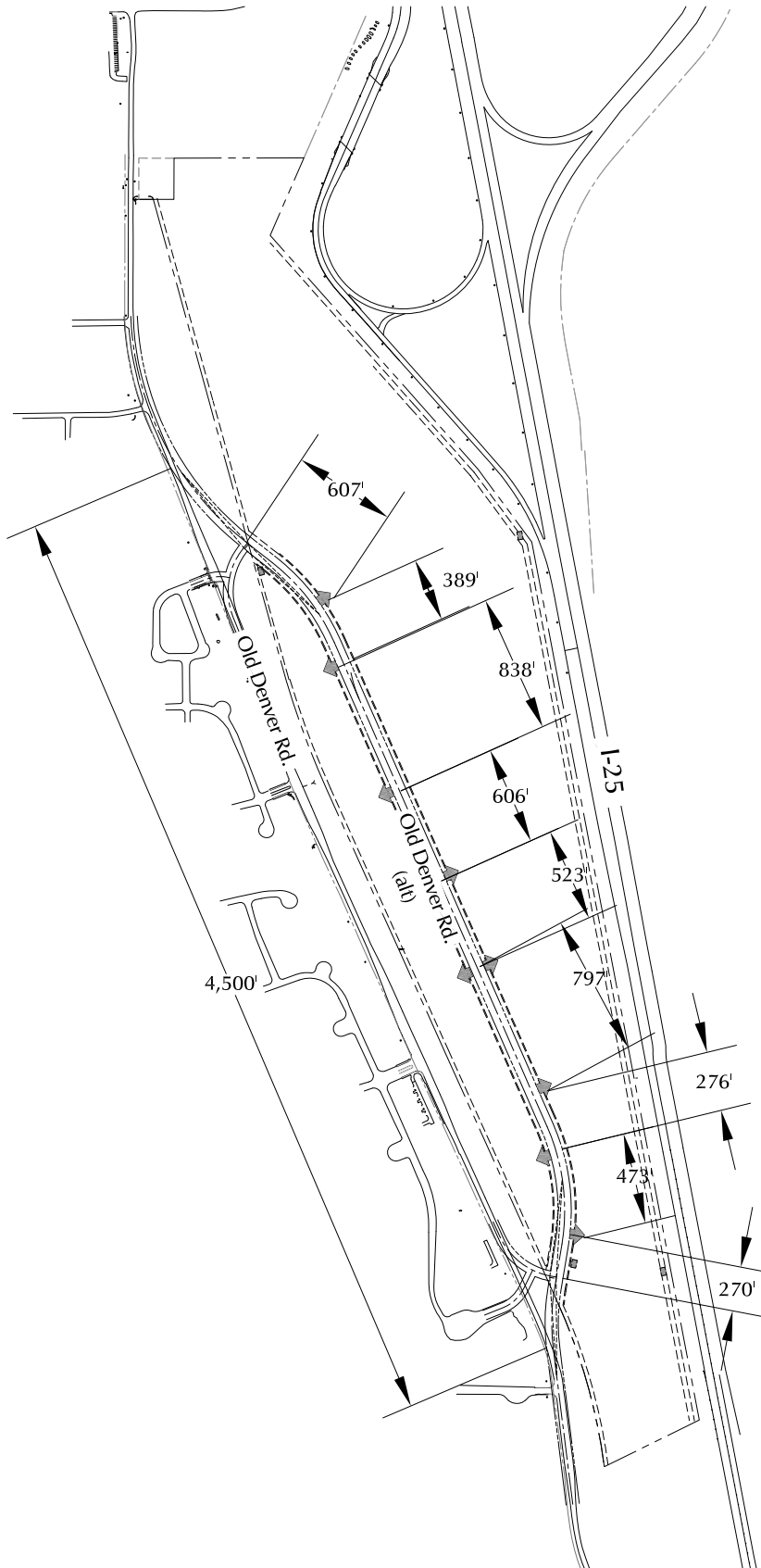
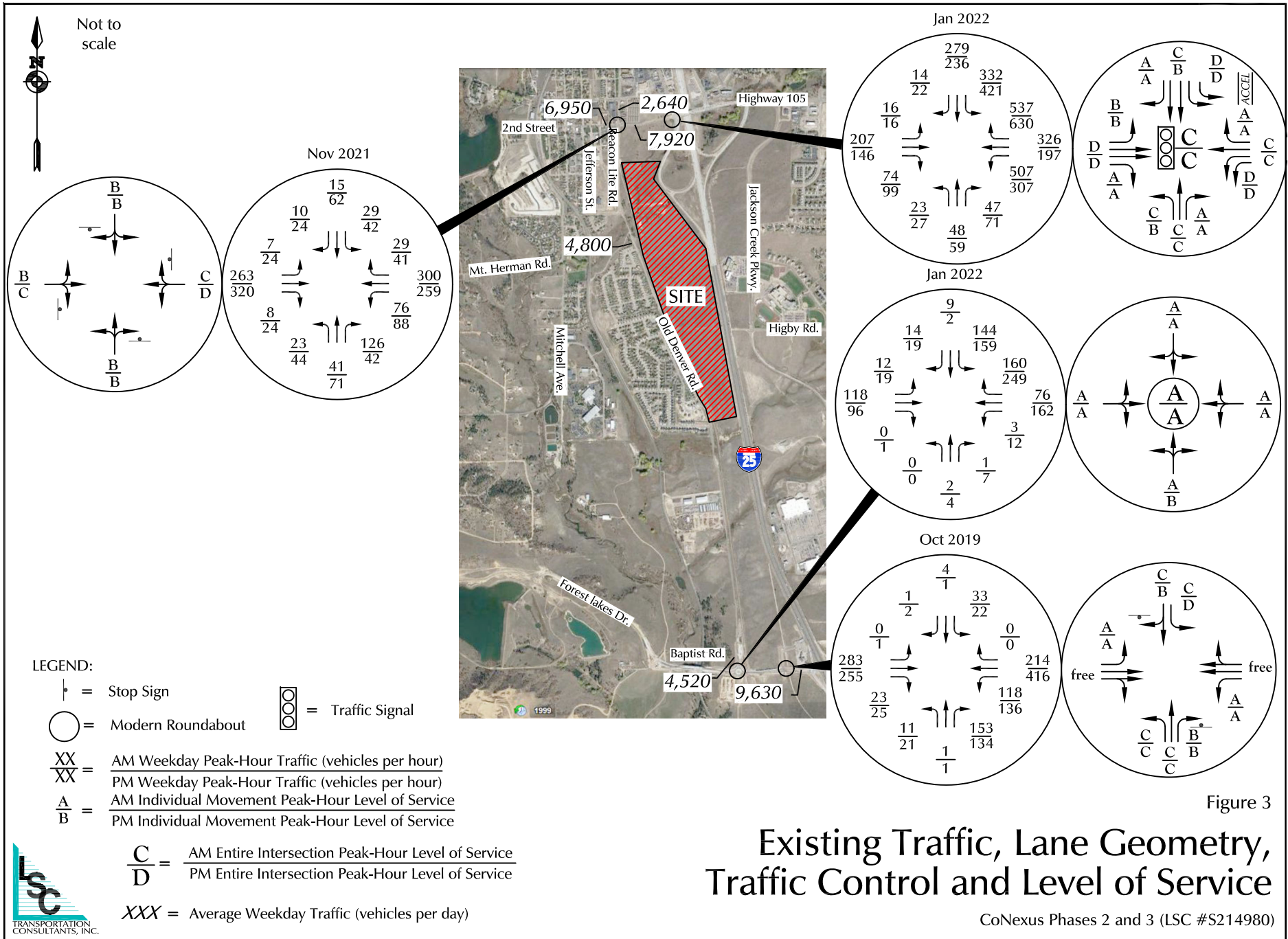
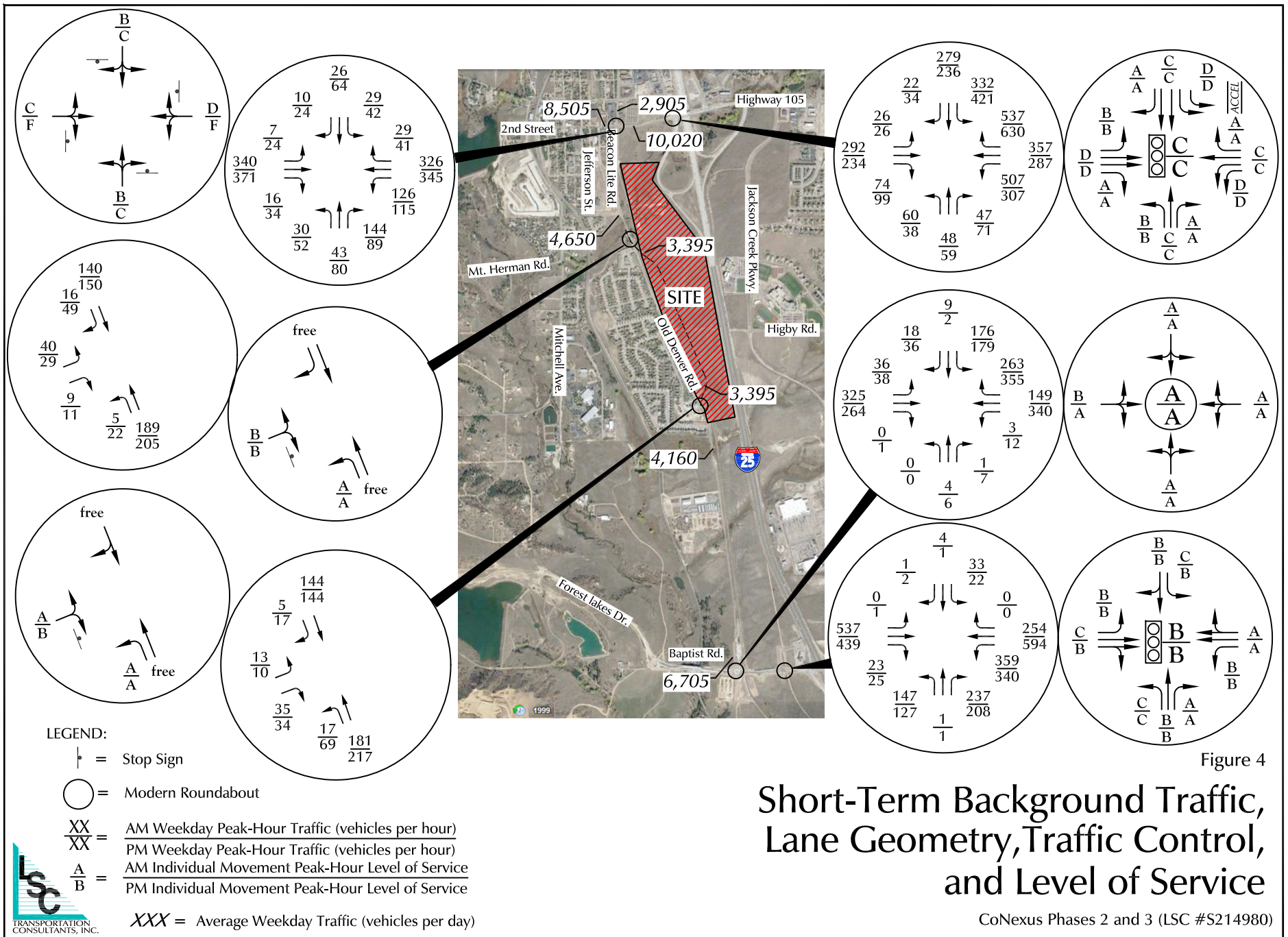


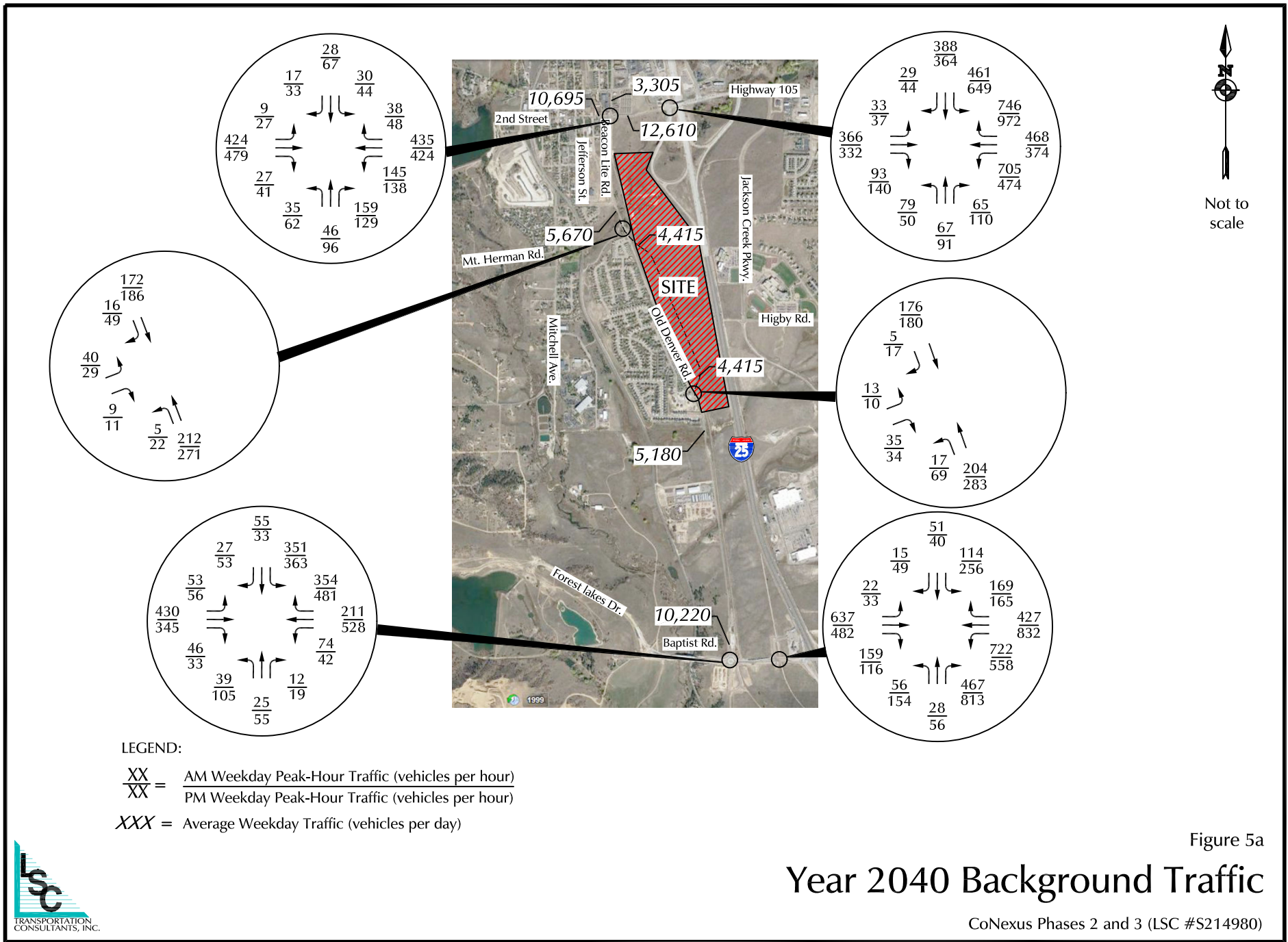
Figure 2b

# Proposed Access Spacing

CoNexus Phases 2 and 3 (LSC #S214980)



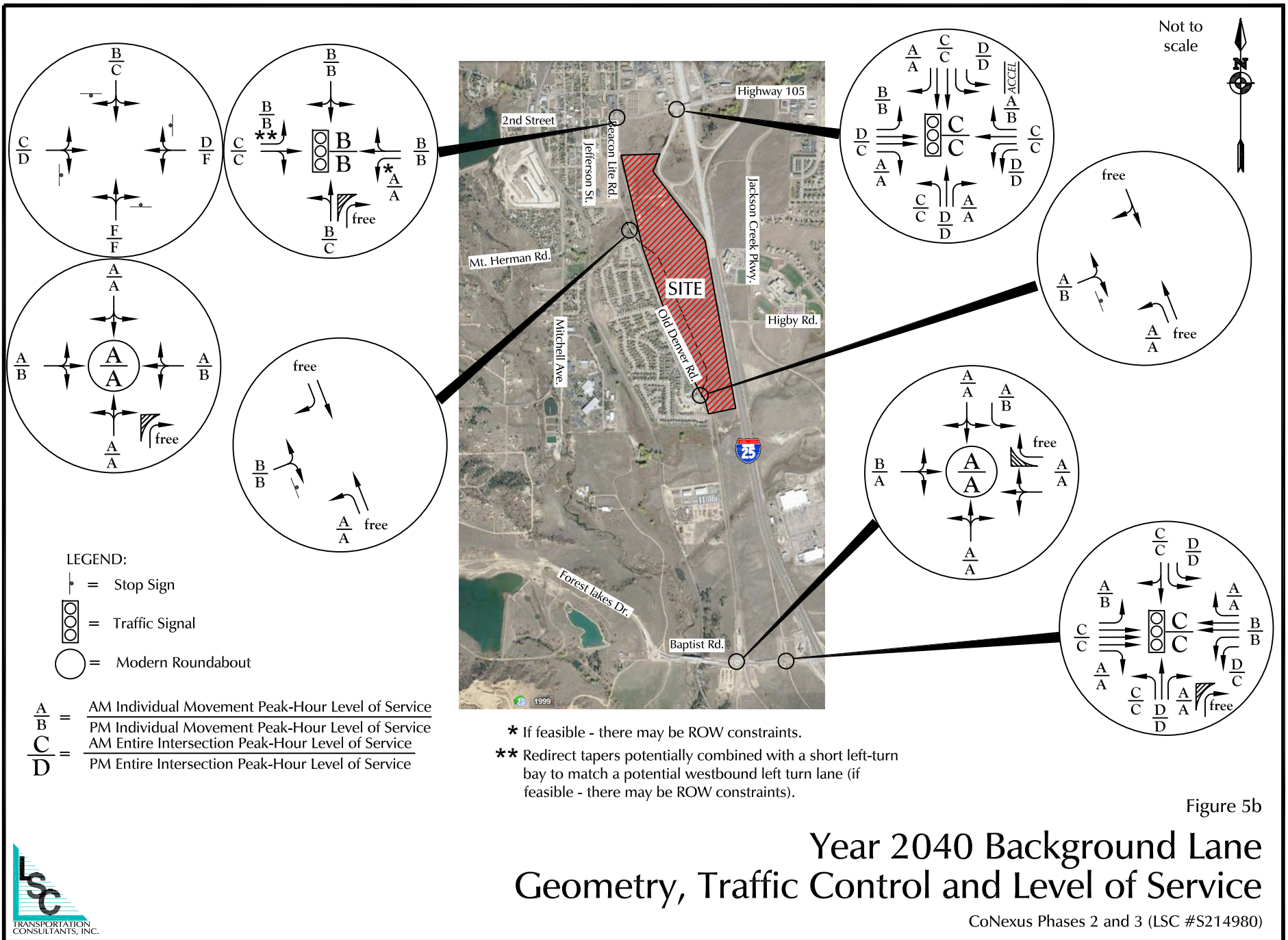


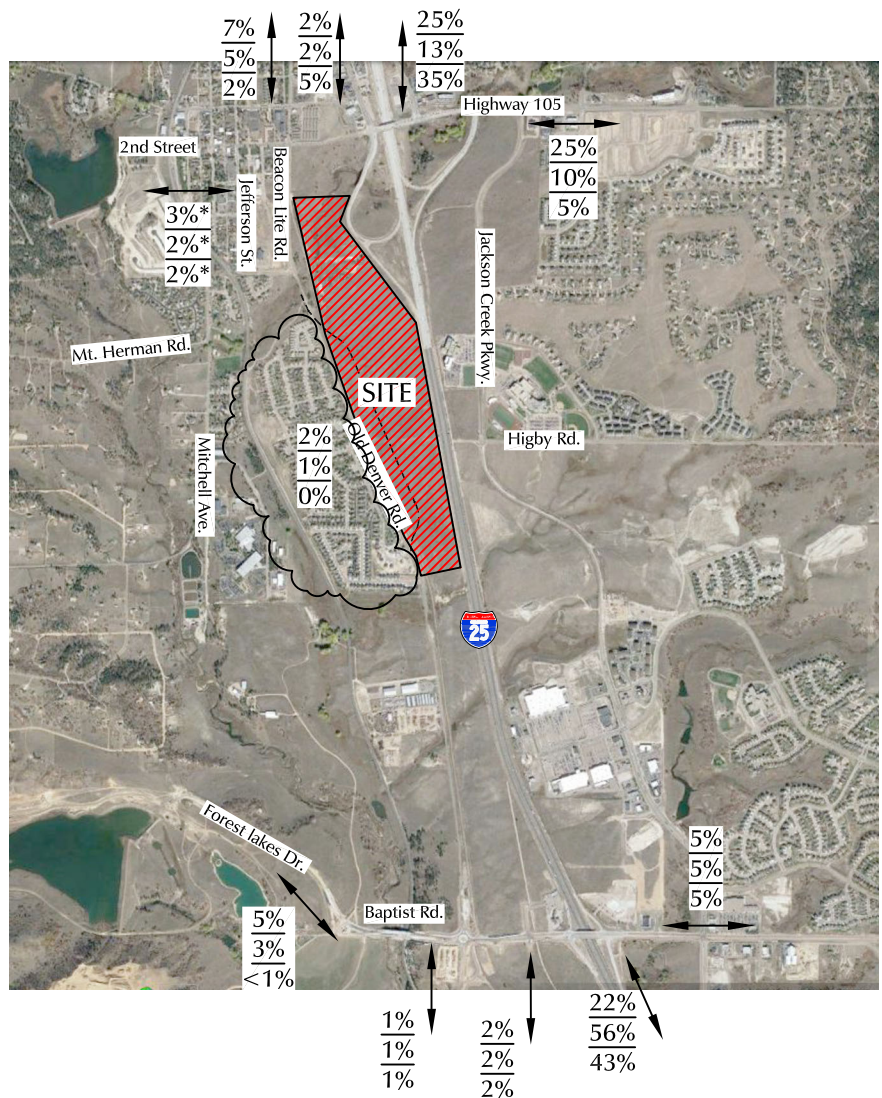


Not to scale









Not to scale

\* Traffic split between Santa Fe Avenue and 2nd Street

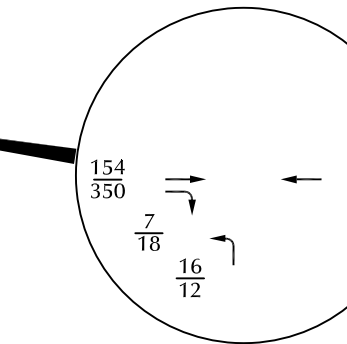
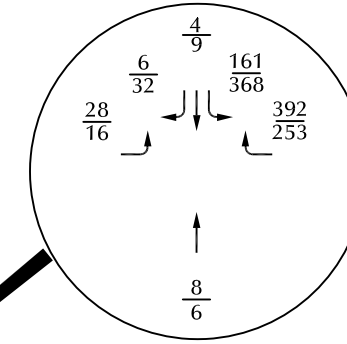
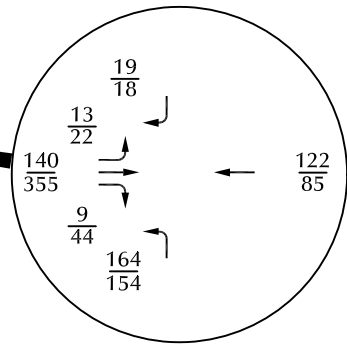
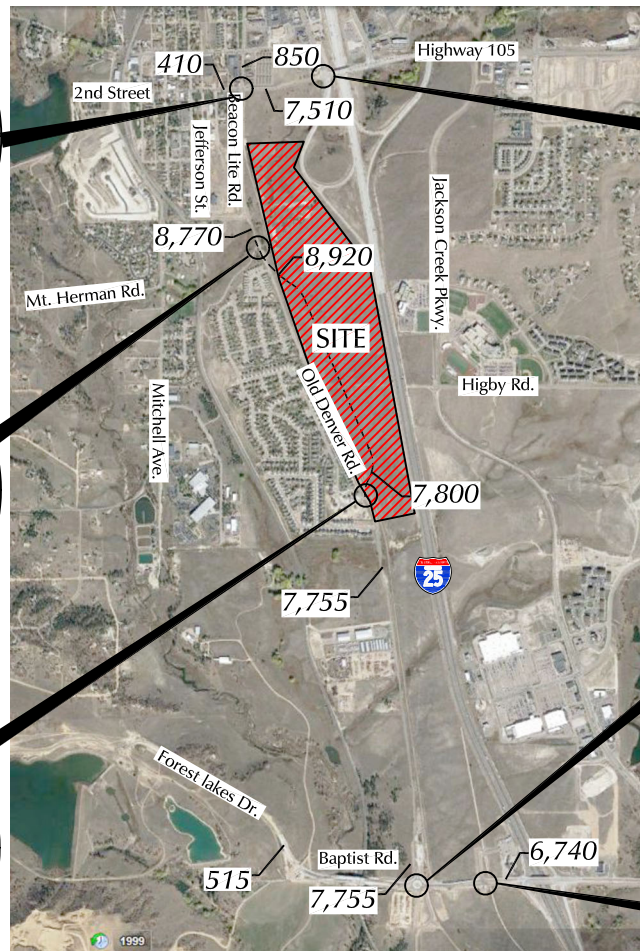
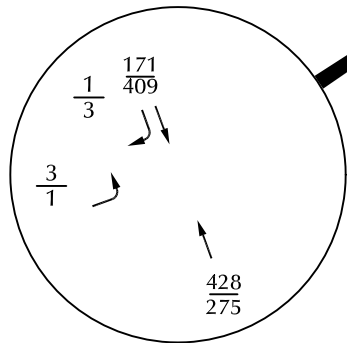
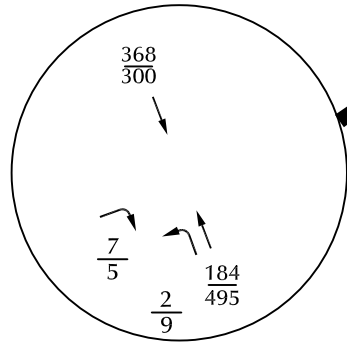
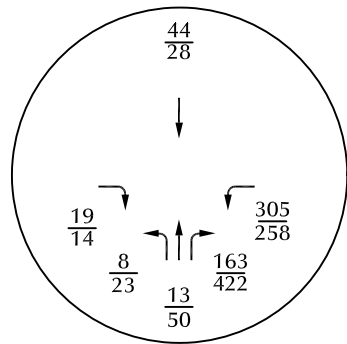
LEGEND:

$\frac{XX\%}{\leftarrow}$	=	Percent Commercial Directional Distribution
$\frac{XX\%}{\rightarrow}$	=	Percent Business Park Directional Distribution
$\frac{XX\%}{\rightleftarrows}$	=	Percent Residential and Hotel Directional Distribution

Figure 6  
**Directional Distribution of Site-Generated Traffic**

CoNexus Phases 2 and 3 (LSC #S214980)





LEGEND:



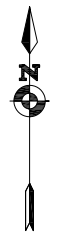
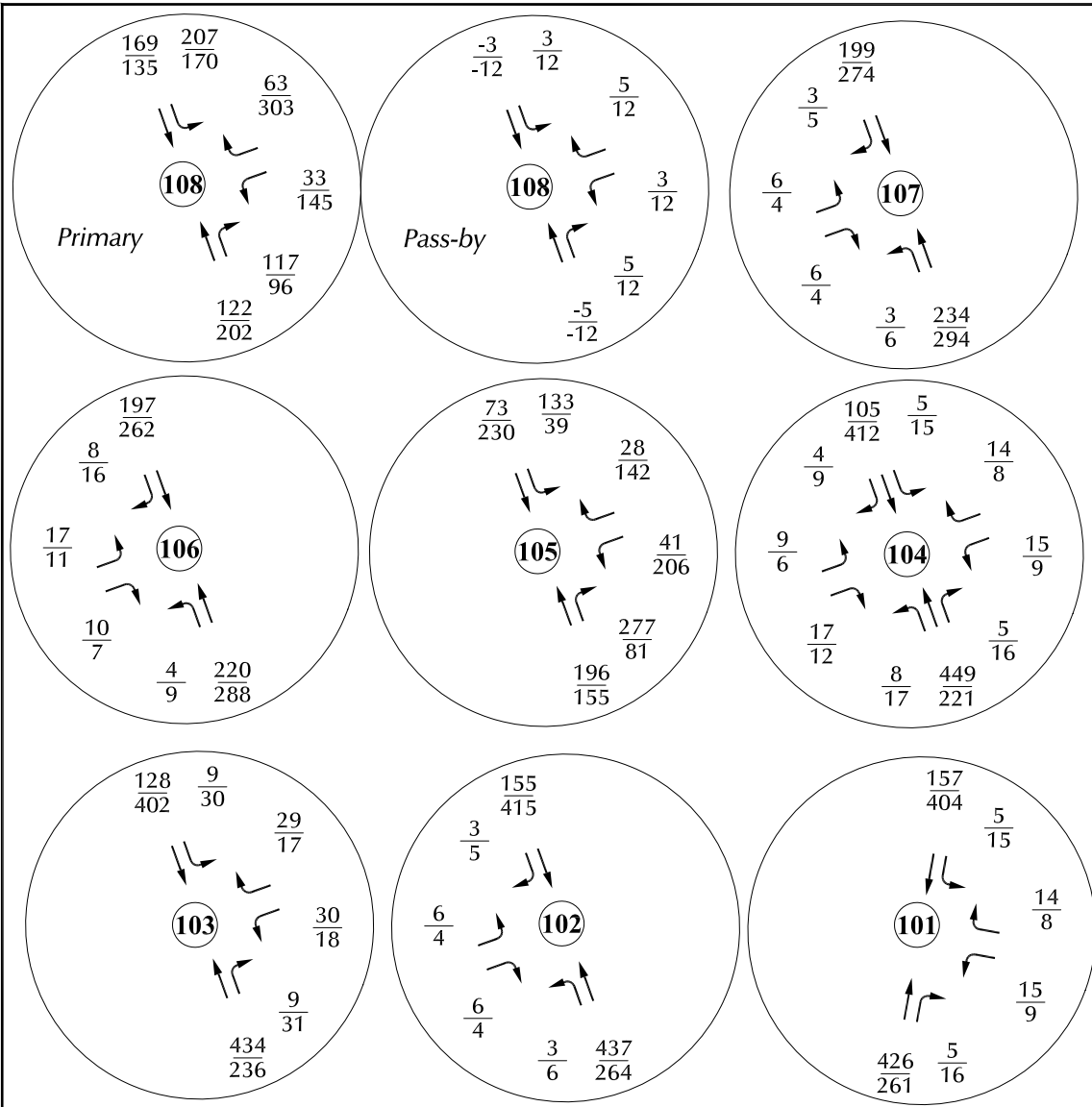
$\frac{XX}{XX} =$  AM Weekday Peak-Hour Traffic (vehicles per hour)  
 PM Weekday Peak-Hour Traffic (vehicles per hour)

XXX = Average Weekday Traffic (vehicles per day)

# Assignment of Full-Buildout Site-Generated Traffic (External Intersections)

Figure 7a

CoNexus Phases 2 and 3 (LSC #S214980)



Not to scale

LEGEND:

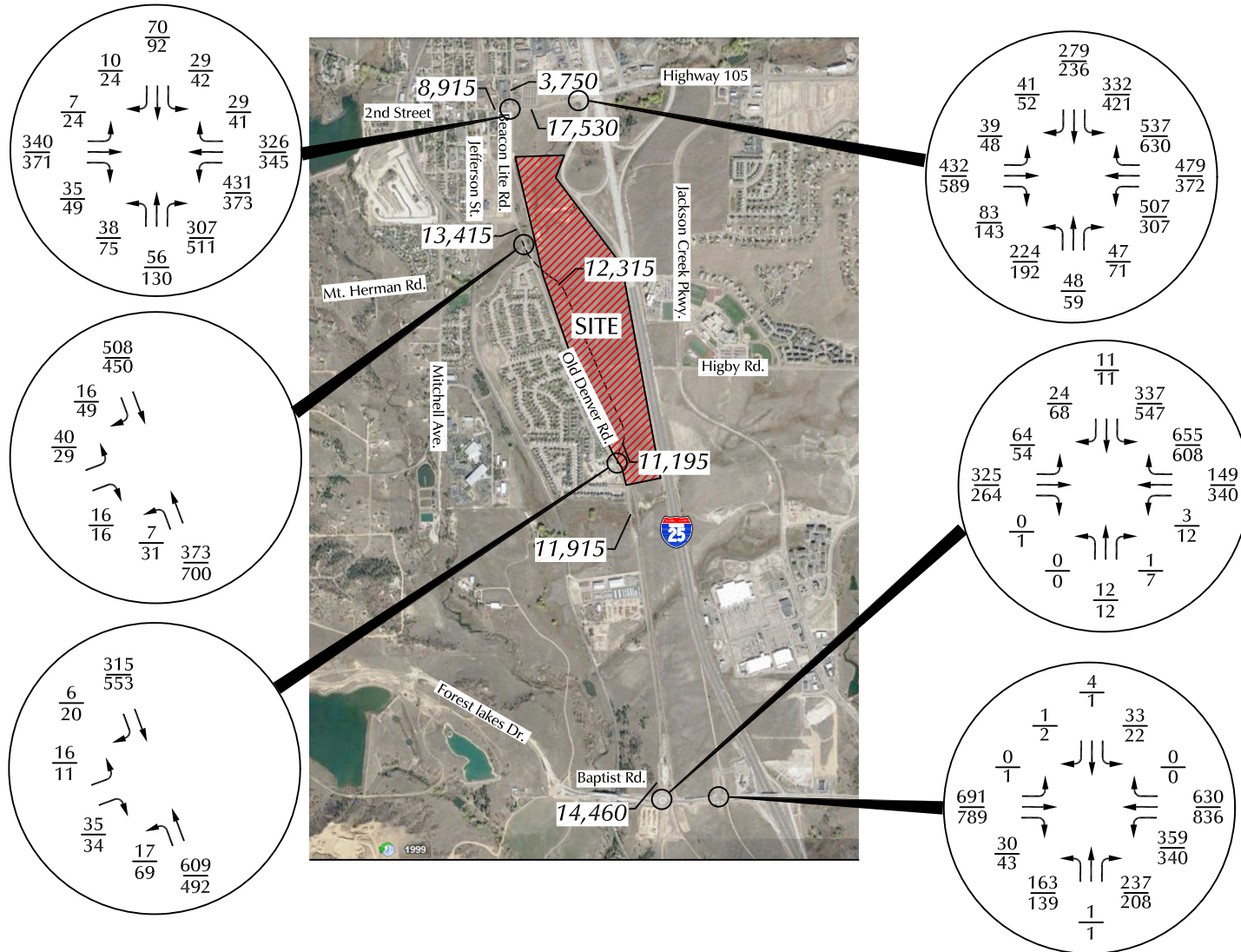


$\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 XXX = Average Weekday Traffic (vehicles per hour)

# Assignment of Full-Buildout Site-Generated Traffic (Internal Intersections)

Figure 7b

CoNexus Phases 2 and 3 (LSC #S214980)



North arrow pointing up.  
Not to scale

LEGEND:

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

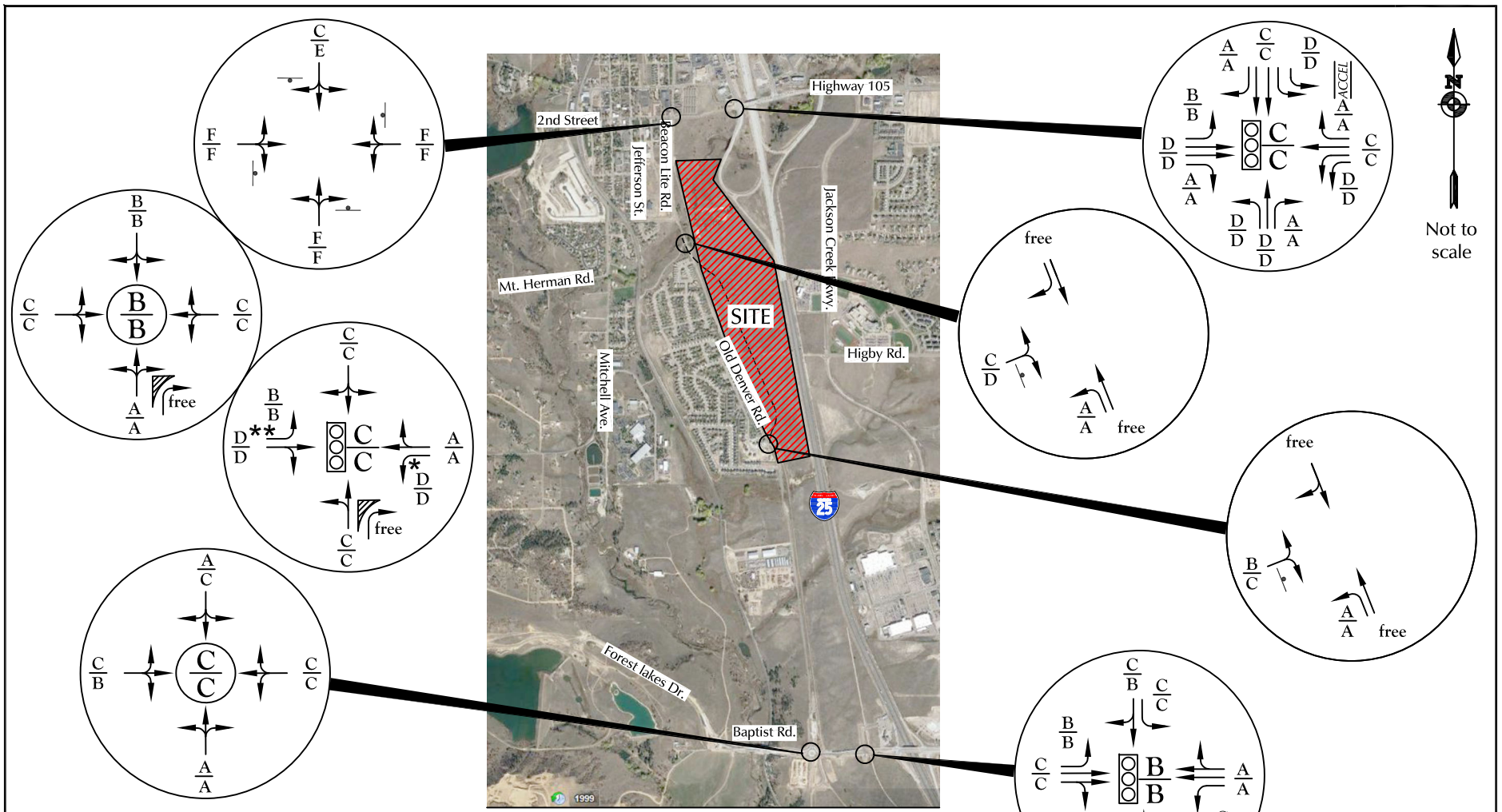
XXX = Average Weekday Traffic (vehicles per day)



# Short-Term Background Plus Site-Generated Traffic Volumes (External Intersections)

Figure 8a

CoNexus Phases 2 and 3 (LSC #S214980)



**LEGEND:**

- = Stop Sign
- = Traffic Signal
- = Modern Roundabout
- $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service  
PM Individual Movement Peak-Hour Level of Service
- $\frac{C}{D}$  = AM Entire Intersection Peak-Hour Level of Service  
PM Entire Intersection Peak-Hour Level of Service

- \* If feasible - there may be ROW constraints.
- \*\* Redirect tapers potentially combined with a short left-turn bay to match a potential westbound left turn lane (if feasible - there may be ROW constraints).



# Short-Term Background Plus Site-Generated Levels of Service

Figure 8b

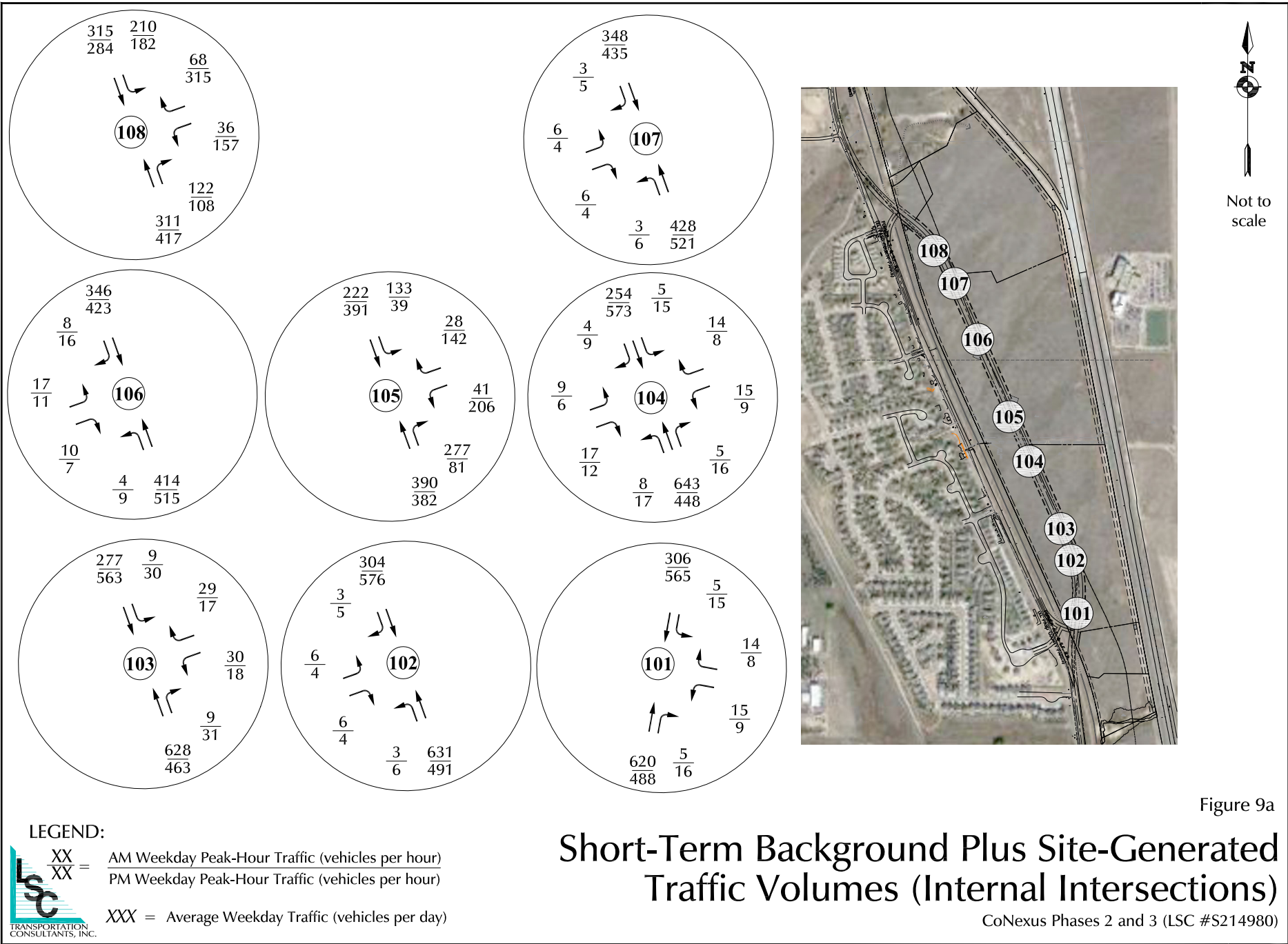
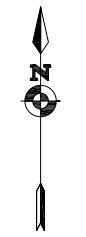
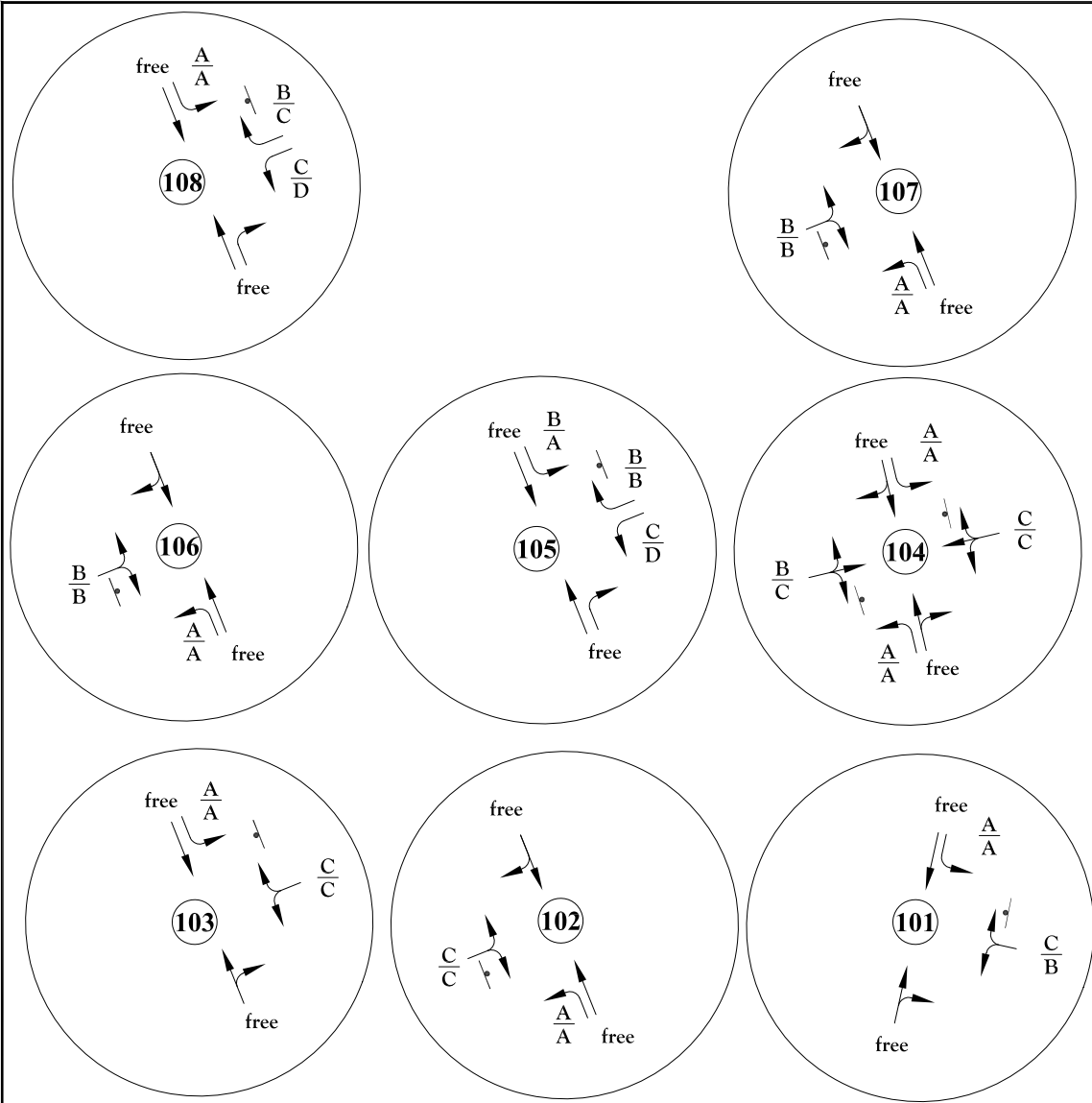



Figure 9a



Not to scale

LEGEND:

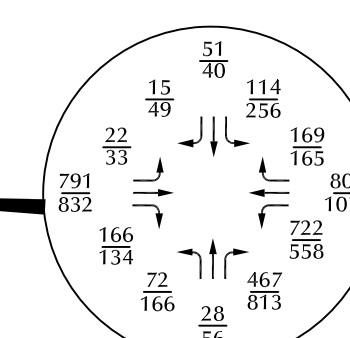
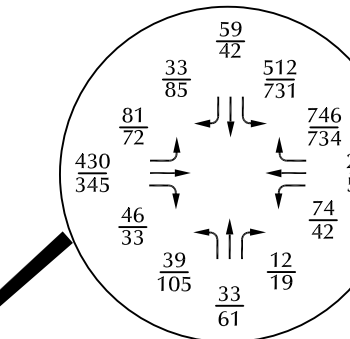
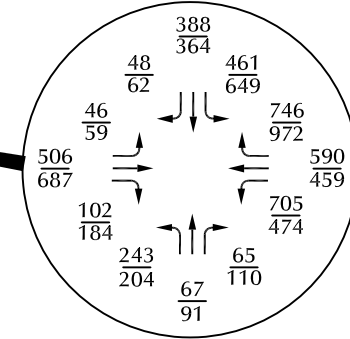
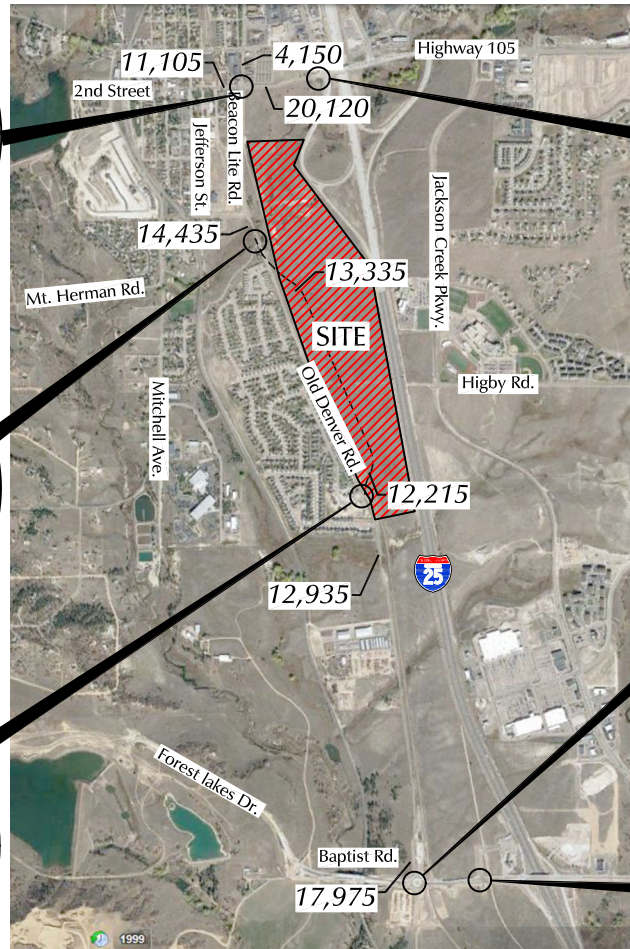
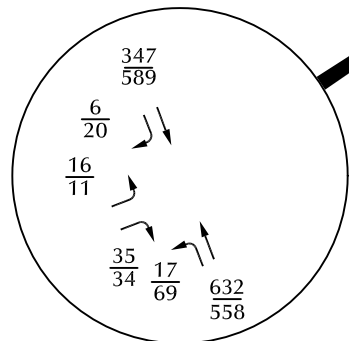
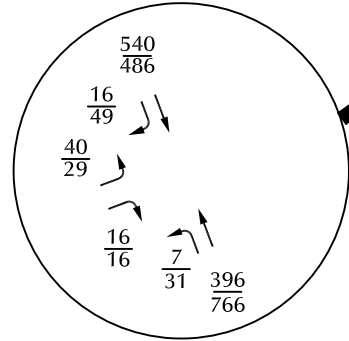
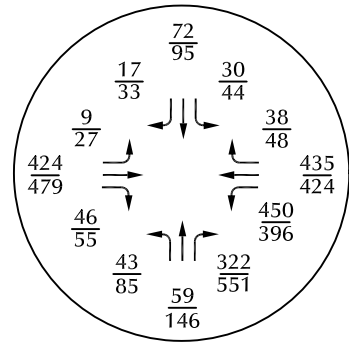

 $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (vehicles per hour)  
 $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (vehicles per hour)  
 XXX = Average Weekday Traffic (vehicles per day)

# Short-Term Background Plus Site-Generated Levels of Service (Internal Intersections)

Figure 9b

CoNexus Phases 2 and 3 (LSC #S214980)





LEGEND:

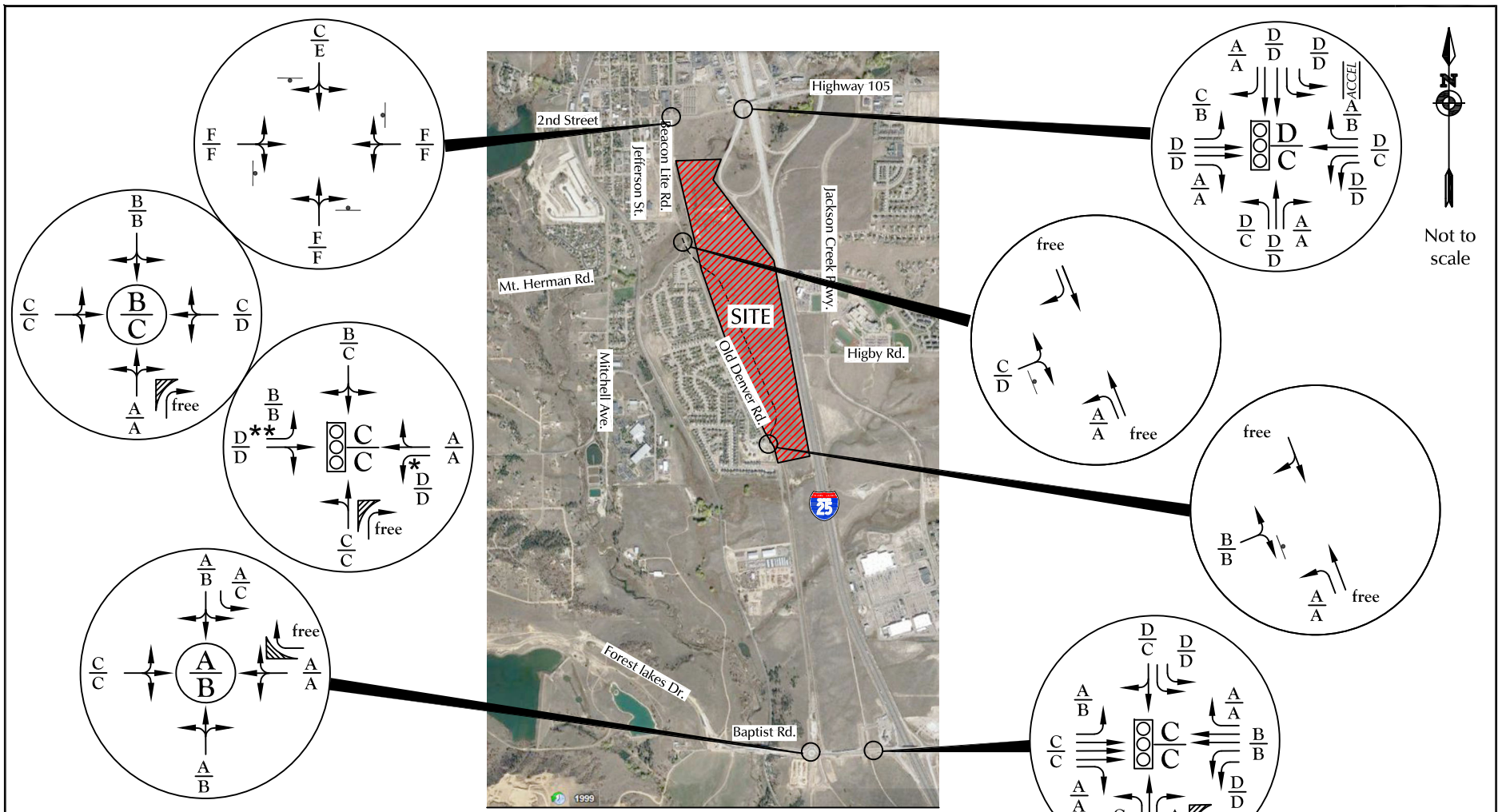


$\frac{XX}{XX} =$  AM Weekday Peak-Hour Traffic (vehicles per hour)  
 PM Weekday Peak-Hour Traffic (vehicles per hour)

XXX = Average Weekday Traffic (vehicles per hour)

Figure 10a  
 2040 Total Traffic Volumes  
 (External Intersections)

CoNexus Phases 2 and 3 (LSC #S214980)



**LEGEND:**

- = Stop Sign
- = Traffic Signal
- = Modern Roundabout
- $\frac{A}{B}$  = AM Individual Movement Peak-Hour Level of Service
- $\frac{B}{B}$  = PM Individual Movement Peak-Hour Level of Service
- $\frac{C}{C}$  = AM Entire Intersection Peak-Hour Level of Service
- $\frac{D}{D}$  = PM Entire Intersection Peak-Hour Level of Service

- \* If feasible - there may be ROW constraints.
- \*\* Redirect tapers potentially combined with a short left-turn bay to match a potential westbound left turn lane (if feasible - there may be ROW constraints).

# 2040 Total Traffic Levels of Service (External Intersections)

Figure 10b

CoNexus Phases 2 and 3 (LSC #S214980)

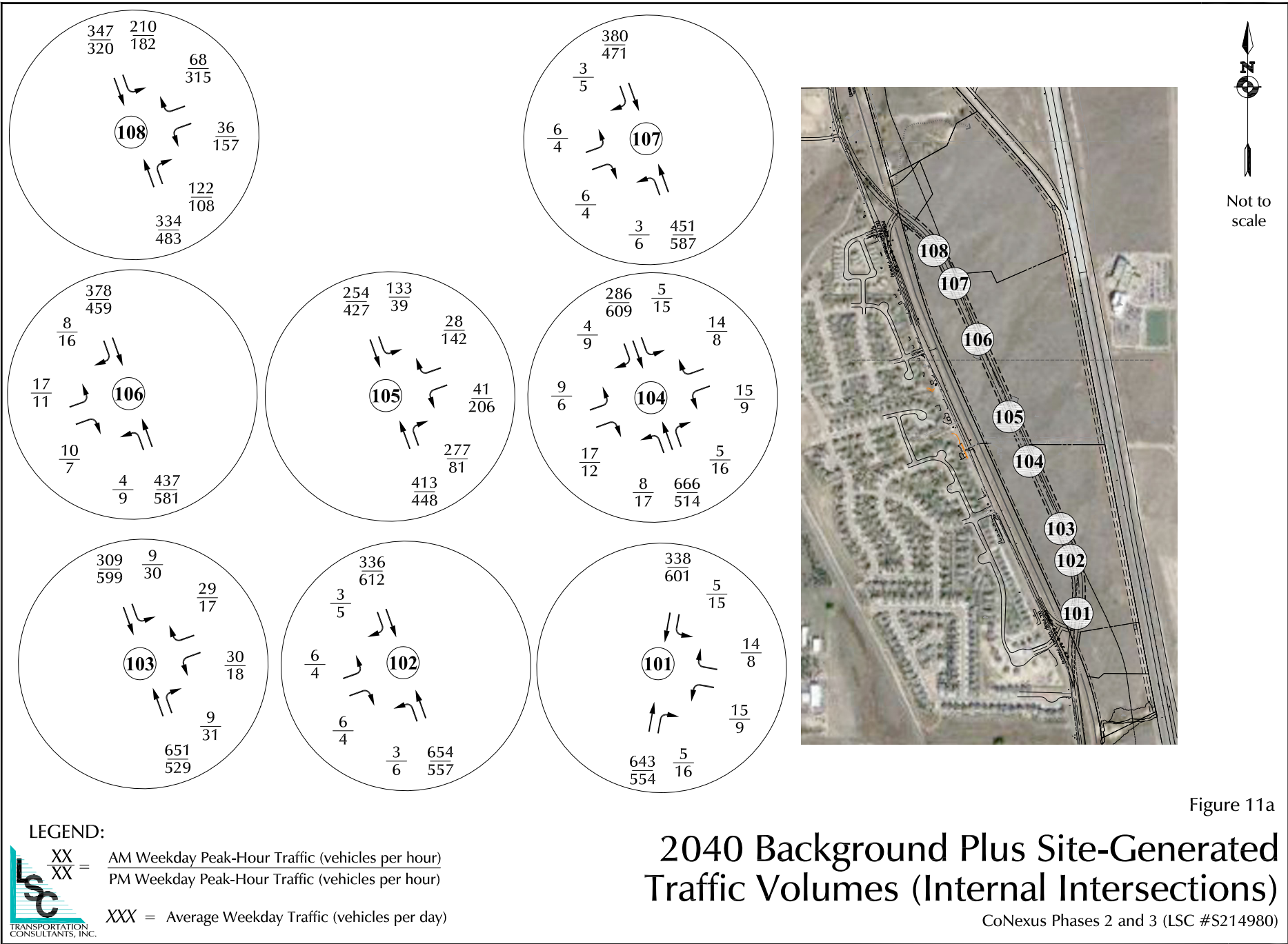
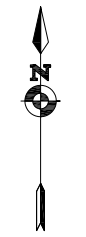
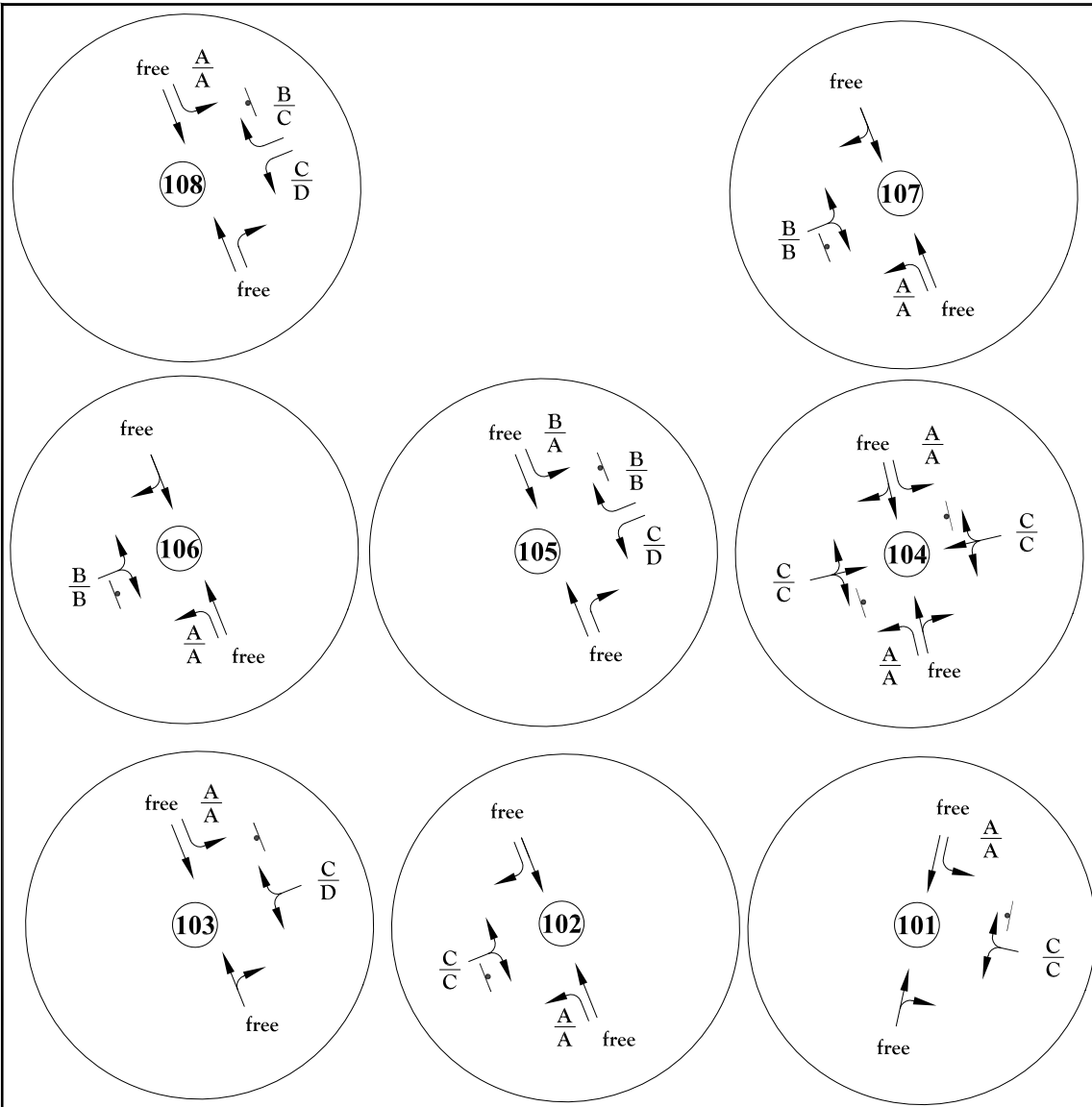


Figure 11a


# 2040 Background Plus Site-Generated Traffic Volumes (Internal Intersections)

CoNexus Phases 2 and 3 (LSC #S214980)



Not to scale

LEGEND:


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

# 2040 Background Plus Site-Generated Levels of Service (Internal Intersections)

CoNexus Phases 2 and 3 (LSC #S214980)

Figure 11b

# Traffic Counts

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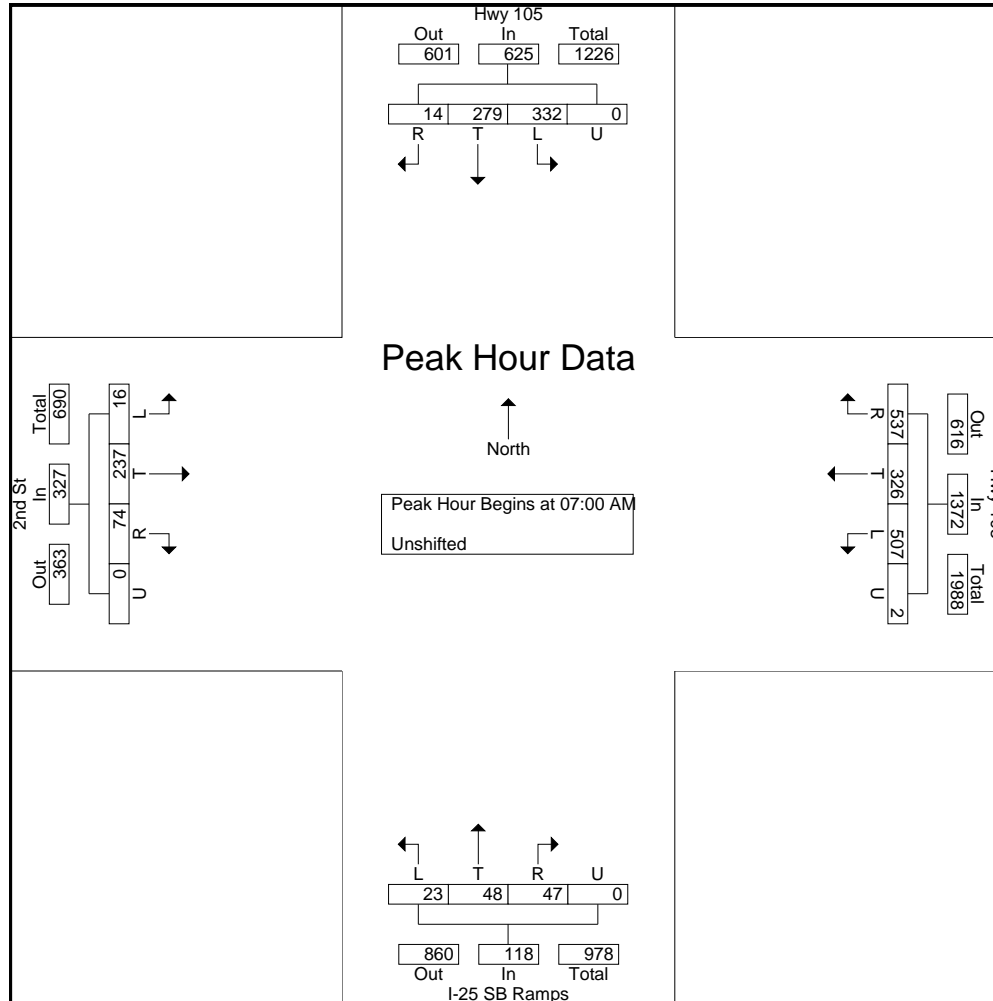
File Name : Hwy 105 - 2nd St AM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 1

Groups Printed- Unshifted

	Hwy 105 Southbound					Hwy 105 Westbound					I-25 SB Ramps Northbound					2nd St Eastbound					
	L	T	R	U		L	T	R	U		L	T	R	U		L	T	R	U		
06:30 AM	53	53	2	0	108	78	20	52	0	150	4	3	6	0	13	1	54	7	0	62	333
06:45 AM	57	45	1	0	103	84	25	69	0	178	6	8	6	0	20	3	65	12	0	80	381
Total	110	98	3	0	211	162	45	121	0	328	10	11	12	0	33	4	119	19	0	142	714
07:00 AM	90	68	3	0	161	114	56	92	0	262	4	13	5	0	22	2	59	11	0	72	517
07:15 AM	93	79	1	0	173	130	82	120	1	333	4	13	12	0	29	7	72	18	0	97	632
07:30 AM	75	68	7	0	150	154	100	139	1	394	3	8	16	0	27	3	49	18	0	70	641
07:45 AM	74	64	3	0	141	109	88	186	0	383	12	14	14	0	40	4	57	27	0	88	652
Total	332	279	14	0	625	507	326	537	2	1372	23	48	47	0	118	16	237	74	0	327	2442
08:00 AM	64	48	6	0	118	104	44	128	0	276	4	11	8	0	23	1	33	22	0	56	473
08:15 AM	88	68	4	0	160	85	55	109	0	249	3	12	7	0	22	1	29	18	0	48	479
Grand Total	594	493	27	0	1114	858	470	895	2	2225	40	82	74	0	196	22	418	133	0	573	4108
Apprch %	53.3	44.3	2.4	0		38.6	21.1	40.2	0.1		20.4	41.8	37.8	0		3.8	72.9	23.2	0		
Total %	14.5	12	0.7	0	27.1	20.9	11.4	21.8	0	54.2	1	2	1.8	0	4.8	0.5	10.2	3.2	0	13.9	

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File Name : Hwy 105 - 2nd St AM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 3



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 2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Hwy 105 - 2nd St PM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 1

**Groups Printed- Unshifted**

Start Time	Hwy 105 Southbound					Hwy 105 Westbound					I-25 SB Ramps Northbound					2nd 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	135	76	10	0	221	88	57	174	0	319	8	19	33	0	60	7	43	34	0	84	684
04:15 PM	132	84	6	0	222	73	71	217	0	361	10	20	29	0	59	4	40	22	0	66	708
04:30 PM	118	55	3	0	176	77	85	219	5	386	9	18	19	0	46	9	44	21	0	74	682
04:45 PM	121	80	4	0	205	74	77	176	4	331	6	11	20	0	37	3	60	41	0	104	677
Total	506	295	23	0	824	312	290	786	9	1397	33	68	101	0	202	23	187	118	0	328	2751
05:00 PM	105	56	3	0	164	99	66	158	10	333	7	10	16	0	33	2	46	29	0	77	607
05:15 PM	111	73	6	0	190	68	52	143	11	274	4	13	22	1	40	6	34	23	0	63	567
05:30 PM	72	39	4	0	115	60	59	158	11	288	6	13	10	0	29	3	26	12	0	41	473
05:45 PM	109	65	5	0	179	60	45	140	0	245	6	17	12	0	35	4	31	24	0	59	518
Total	397	233	18	0	648	287	222	599	32	1140	23	53	60	1	137	15	137	88	0	240	2165
Grand Total	903	528	41	0	1472	599	512	1385	41	2537	56	121	161	1	339	38	324	206	0	568	4916
Apprch %	61.3	35.9	2.8	0		23.6	20.2	54.6	1.6		16.5	35.7	47.5	0.3		6.7	57	36.3	0		
Total %	18.4	10.7	0.8	0	29.9	12.2	10.4	28.2	0.8	51.6	1.1	2.5	3.3	0	6.9	0.8	6.6	4.2	0	11.6	



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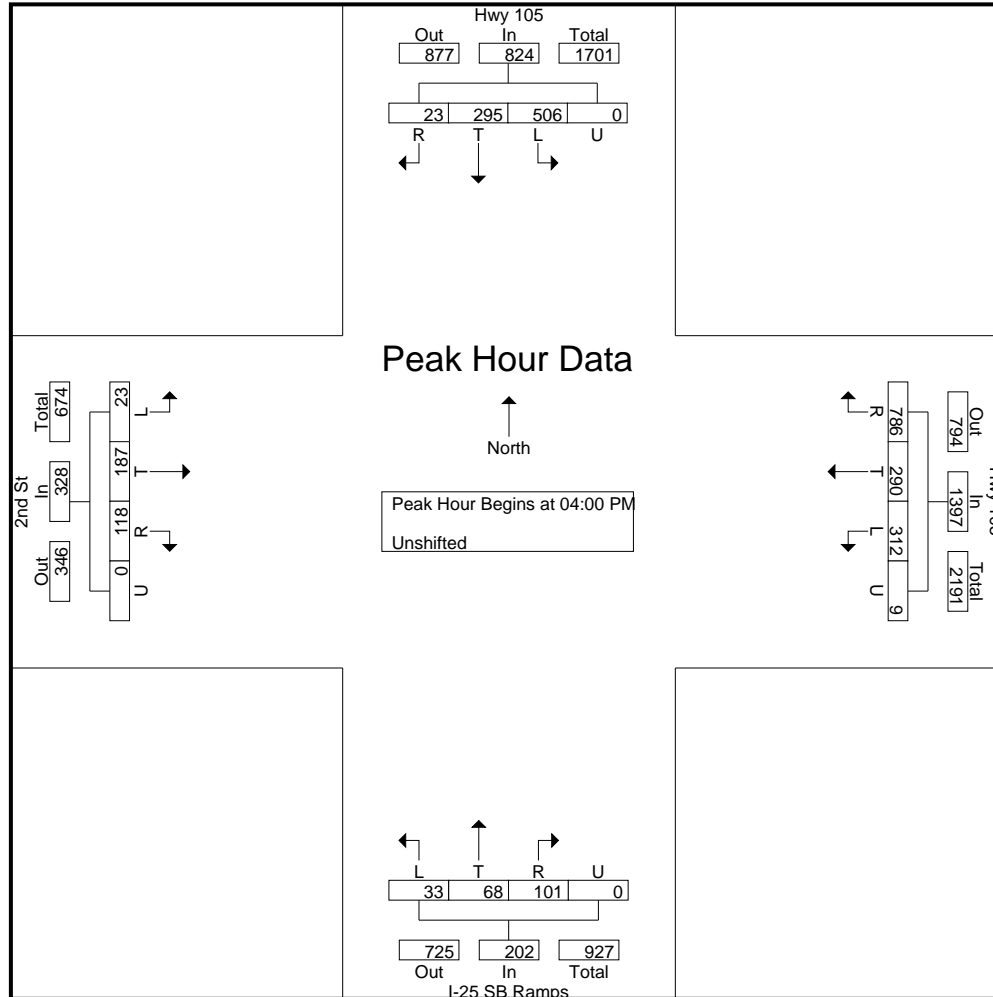
719-633-2868

File Name : Hwy 105 - 2nd St PM

Site Code : S214980

Start Date : 1/5/2022

Page No : 3



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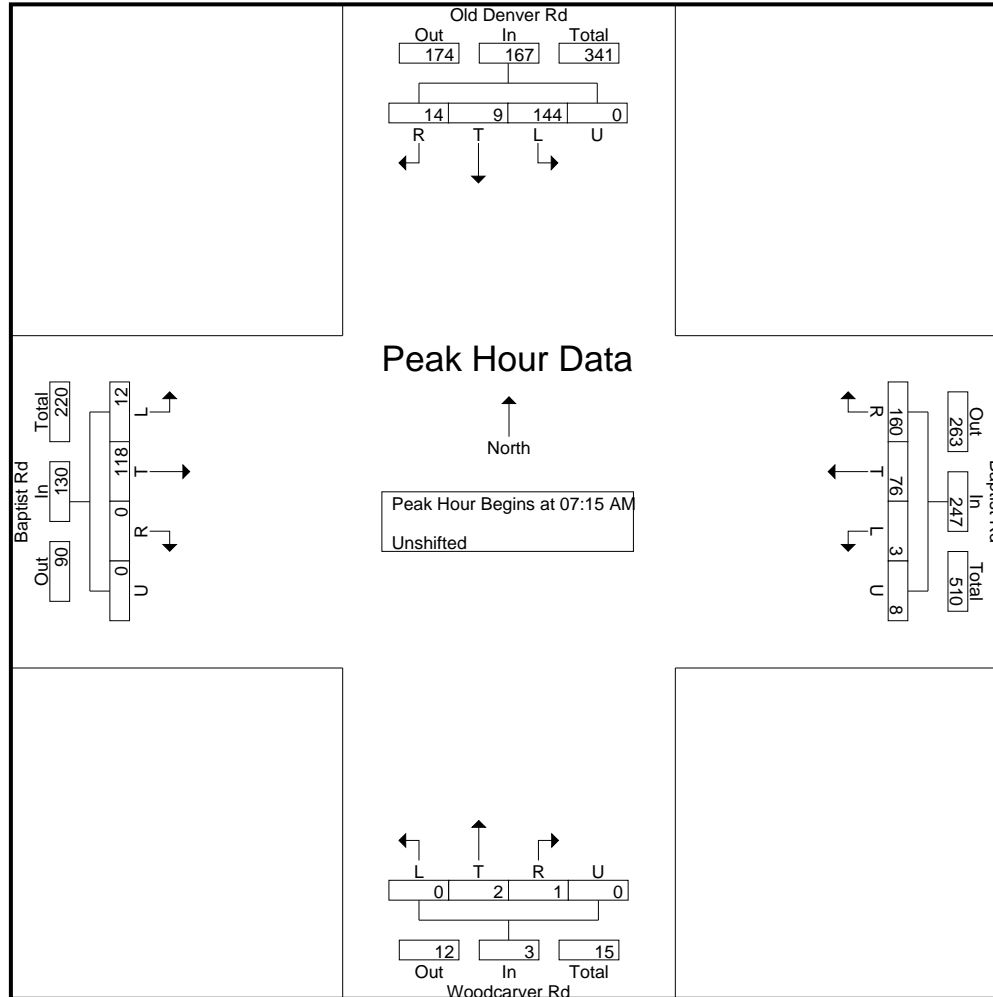
File Name : Old Denver Rd - Baptist Rd AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 1

**Groups Printed- Unshifted**

Start Time	Old Denver Rd Southbound					Baptist Rd Westbound					Woodcarver Rd Northbound					Baptist Rd 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	21	0	4	0	25	2	9	7	0	18	0	0	0	0	0	2	9	0	0	11	54
06:45 AM	22	0	1	0	23	3	12	15	0	30	0	0	0	0	0	4	18	0	0	22	75
Total	43	0	5	0	48	5	21	22	0	48	0	0	0	0	0	6	27	0	0	33	129
07:00 AM	33	1	0	0	34	3	7	20	0	30	0	0	1	0	1	5	28	0	0	33	98
07:15 AM	36	3	4	0	43	1	18	26	2	47	0	0	1	0	1	4	55	0	0	59	150
07:30 AM	32	5	1	0	38	1	18	43	0	62	0	1	0	0	1	4	18	0	0	22	123
07:45 AM	35	1	4	0	40	0	19	62	1	82	0	0	0	0	0	3	21	0	0	24	146
Total	136	10	9	0	155	5	62	151	3	221	0	1	2	0	3	16	122	0	0	138	517
08:00 AM	41	0	5	0	46	1	21	29	5	56	0	1	0	0	1	1	24	0	0	25	128
08:15 AM	22	1	1	0	24	2	19	26	0	47	0	2	0	0	2	4	31	0	0	35	108
Grand Total	242	11	20	0	273	13	123	228	8	372	0	4	2	0	6	27	204	0	0	231	882
Apprch %	88.6	4	7.3	0		3.5	33.1	61.3	2.2		0	66.7	33.3	0		11.7	88.3	0	0		
Total %	27.4	1.2	2.3	0	31	1.5	13.9	25.9	0.9	42.2	0	0.5	0.2	0	0.7	3.1	23.1	0	0	26.2	

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File Name : Old Denver Rd - Baptist Rd AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 3



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File Name : Old Denver Rd - Baptist Rd PM 1-22  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 1

### Groups Printed- Unshifted

Start Time	Old Denver Rd Southbound					Baptist Rd Westbound					Woodcarver Rd Northbound					Baptist Rd 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	30	1	6	0	37	1	46	70	0	117	0	0	1	0	1	7	26	0	0	33	188
04:15 PM	44	0	2	0	46	1	42	53	2	98	0	0	0	0	0	5	22	0	0	27	171
04:30 PM	42	0	6	1	49	3	38	61	0	102	0	0	1	0	1	4	28	0	0	32	184
04:45 PM	43	1	5	1	50	7	36	65	0	108	0	4	5	0	9	3	20	1	0	24	191
Total	159	2	19	2	182	12	162	249	2	425	0	4	7	0	11	19	96	1	0	116	734
05:00 PM	49	0	1	0	50	3	30	49	0	82	0	0	9	0	9	4	18	0	0	22	163
05:15 PM	34	0	4	0	38	1	27	52	0	80	0	1	0	0	1	5	19	0	0	24	143
05:30 PM	30	0	1	0	31	2	32	41	1	76	0	1	1	0	2	1	24	1	0	26	135
05:45 PM	26	0	2	0	28	4	23	43	0	70	0	0	2	0	2	2	11	0	0	13	113
Total	139	0	8	0	147	10	112	185	1	308	0	2	12	0	14	12	72	1	0	85	554
Grand Total	298	2	27	2	329	22	274	434	3	733	0	6	19	0	25	31	168	2	0	201	1288
Apprch %	90.6	0.6	8.2	0.6		3	37.4	59.2	0.4		0	24	76	0		15.4	83.6	1	0		
Total %	23.1	0.2	2.1	0.2	25.5	1.7	21.3	33.7	0.2	56.9	0	0.5	1.5	0	1.9	2.4	13	0.2	0	15.6	

# LSC Transportation Consultants, Inc.

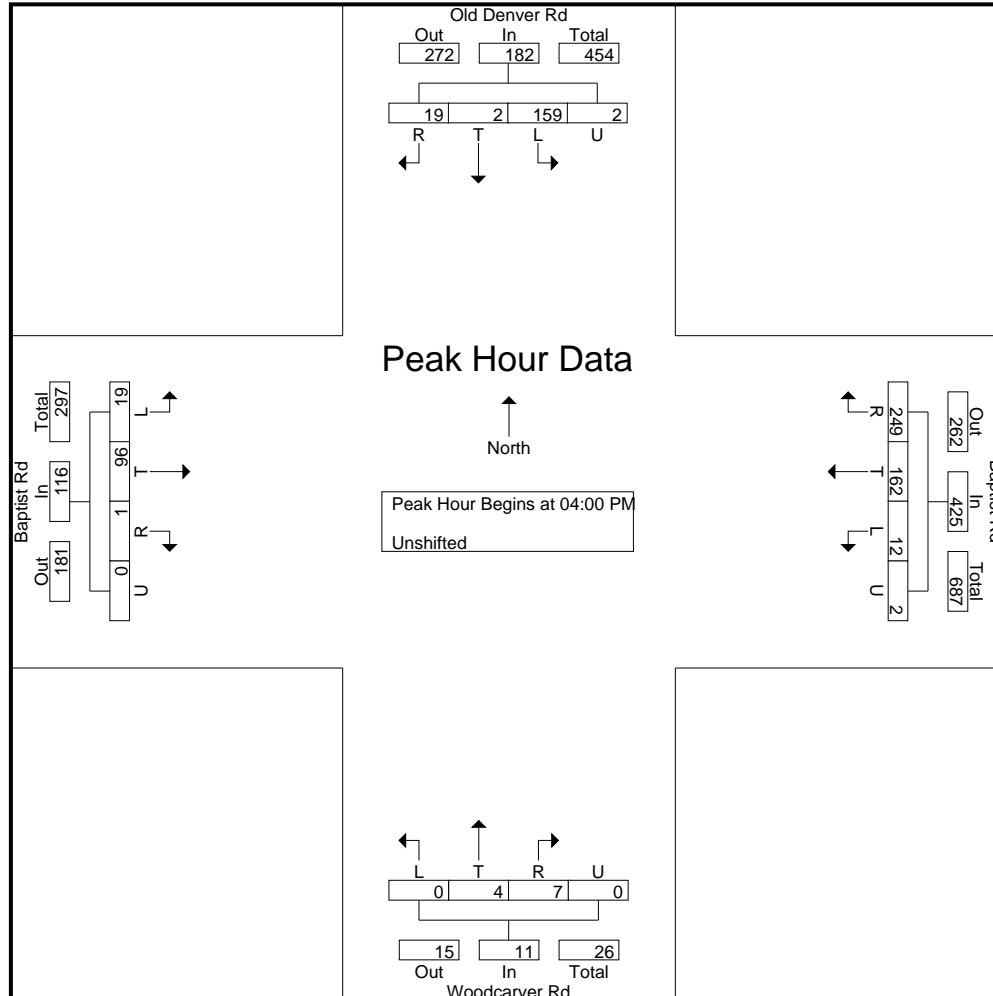
2504 E Pikes Peak Ave, Suite 304  
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File Name : Old Denver Rd - Baptist Rd PM 1-22

Site Code : S214980

Start Date : 1/6/2022

Page No : 3





# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Truck Stop Access - Baptist Rd AM  
 Site Code : 00194840  
 Start Date : 10/3/2019  
 Page No : 1

### Groups Printed- Unshifted

Start Time	Shamrock Access Southbound					Baptist Rd Westbound					Pilot Access Northbound					Baptist Rd Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
06:30 AM	12	0	0	0	12	29	22	11	1	63	1	1	19	0	21	0	50	4	0	54	150
06:45 AM	8	0	1	0	9	18	41	4	1	64	4	0	28	0	32	0	59	2	0	61	166
Total	20	0	1	0	21	47	63	15	2	127	5	1	47	0	53	0	109	6	0	115	316
07:00 AM	3	2	0	0	5	22	28	3	1	54	1	0	25	0	26	1	74	5	1	81	166
07:15 AM	3	0	0	0	3	25	49	11	0	85	3	0	30	0	33	0	79	4	1	84	205
07:30 AM	8	1	0	0	9	33	56	7	4	100	3	0	36	0	39	0	64	6	0	70	218
07:45 AM	11	1	1	0	13	27	65	9	0	101	3	0	34	0	37	0	73	7	0	80	231
Total	25	4	1	0	30	107	198	30	5	340	10	0	125	0	135	1	290	22	2	315	820
08:00 AM	7	1	0	0	8	29	42	7	1	79	1	0	37	0	38	0	87	7	0	94	219
08:15 AM	7	1	0	0	8	29	49	11	1	90	4	1	46	0	51	0	56	3	0	59	208
Grand Total	59	6	2	0	67	212	352	63	9	636	20	2	255	0	277	1	542	38	2	583	1563
Apprch %	88.1	9	3	0		33.3	55.3	9.9	1.4		7.2	0.7	92.1	0		0.2	93	6.5	0.3		
Total %	3.8	0.4	0.1	0	4.3	13.6	22.5	4	0.6	40.7	1.3	0.1	16.3	0	17.7	0.1	34.7	2.4	0.1	37.3	

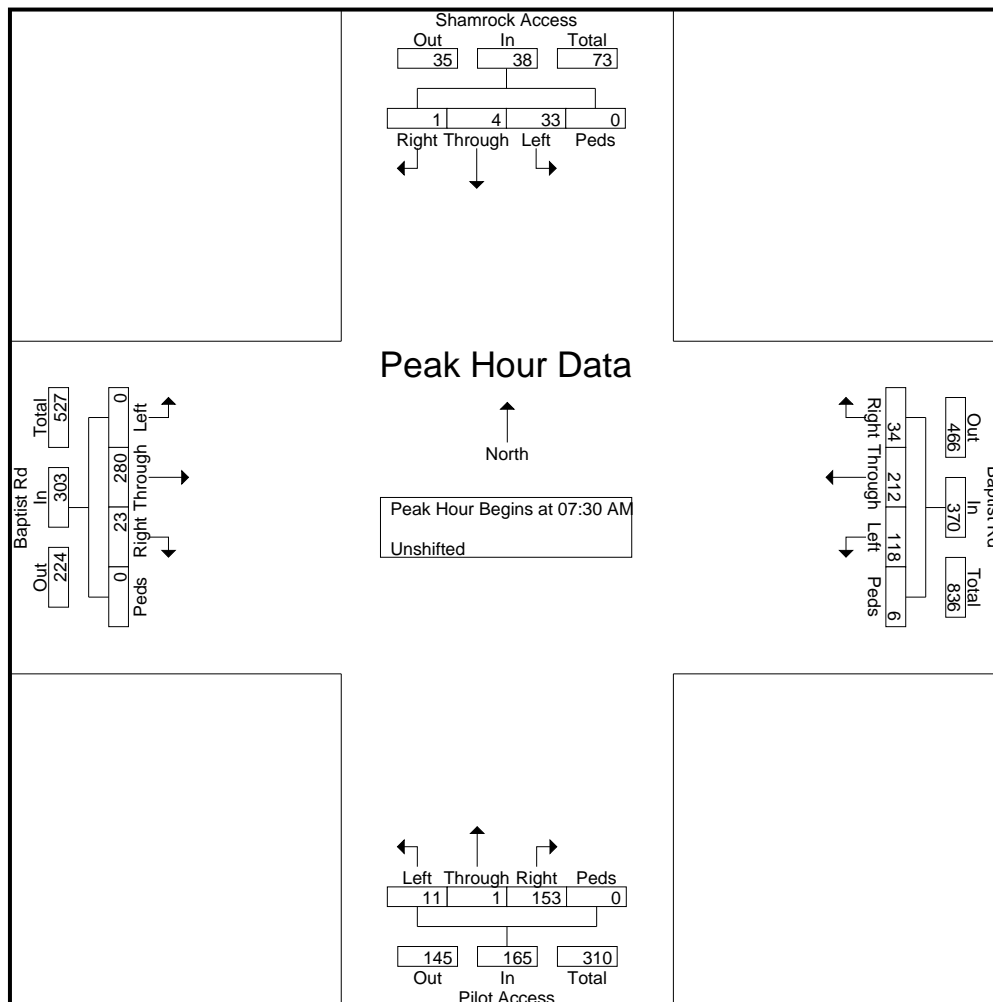


# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Truck Stop Access - Baptist Rd AM  
 Site Code : 00194840  
 Start Date : 10/3/2019  
 Page No : 2

Start Time	Shamrock Access Southbound					Baptist Rd Westbound					Pilot Access Northbound					Baptist Rd Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	1	0	0	9	33	56	7	4	100	3	0	36	0	39	0	64	6	0	70	218
07:45 AM	11	1	1	0	13	27	65	9	0	101	3	0	34	0	37	0	73	7	0	80	231
08:00 AM	7	1	0	0	8	29	42	7	1	79	1	0	37	0	38	0	87	7	0	94	219
08:15 AM	7	1	0	0	8	29	49	11	1	90	4	1	46	0	51	0	56	3	0	59	208
Total Volume	33	4	1	0	38	118	212	34	6	370	11	1	153	0	165	0	280	23	0	303	876
% App. Total	86.8	10.5	2.6	0		31.9	57.3	9.2	1.6		6.7	0.6	92.7	0		0	92.4	7.6	0		
PHF	.750	1.0	.250	.000	.731	.894	.815	.773	.375	.916	.688	.250	.832	.000	.809	.000	.805	.821	.000	.806	.948





# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Truck Stop Access - Baptist Rd PM  
 Site Code : 00194840  
 Start Date : 10/3/2019  
 Page No : 1

## Groups Printed- Unshifted

Start Time	Diamond Shamrock Acces Southbound					Baptist Rd Westbound					Pilot Access Northbound					Baptist Rd Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
04:00 PM	4	0	1	0	5	39	96	0	2	137	3	0	25	0	28	0	57	3	0	60	230
04:15 PM	5	0	0	0	5	36	97	0	3	136	4	0	40	0	44	0	66	7	0	73	258
04:30 PM	6	1	0	0	7	42	88	0	3	133	7	1	29	0	37	0	47	6	0	53	230
04:45 PM	5	0	0	0	5	30	111	0	3	144	6	0	39	0	45	1	69	4	0	74	268
Total	20	1	1	0	22	147	392	0	11	550	20	1	133	0	154	1	239	20	0	260	986
05:00 PM	6	0	2	0	8	28	116	0	3	147	4	0	26	0	30	0	70	8	0	78	263
05:15 PM	4	2	0	0	6	36	86	1	3	126	3	1	29	0	33	0	64	4	0	68	233
05:30 PM	6	1	0	0	7	31	107	0	0	138	3	0	30	0	33	0	62	4	0	66	244
05:45 PM	10	0	0	0	10	26	106	0	3	135	3	1	29	0	33	0	67	1	0	68	246
Total	26	3	2	0	31	121	415	1	9	546	13	2	114	0	129	0	263	17	0	280	986
Grand Total	46	4	3	0	53	268	807	1	20	1096	33	3	247	0	283	1	502	37	0	540	1972
Apprch %	86.8	7.5	5.7	0		24.5	73.6	0.1	1.8		11.7	1.1	87.3	0		0.2	93	6.9	0		
Total %	2.3	0.2	0.2	0	2.7	13.6	40.9	0.1	1	55.6	1.7	0.2	12.5	0	14.4	0.1	25.5	1.9	0	27.4	



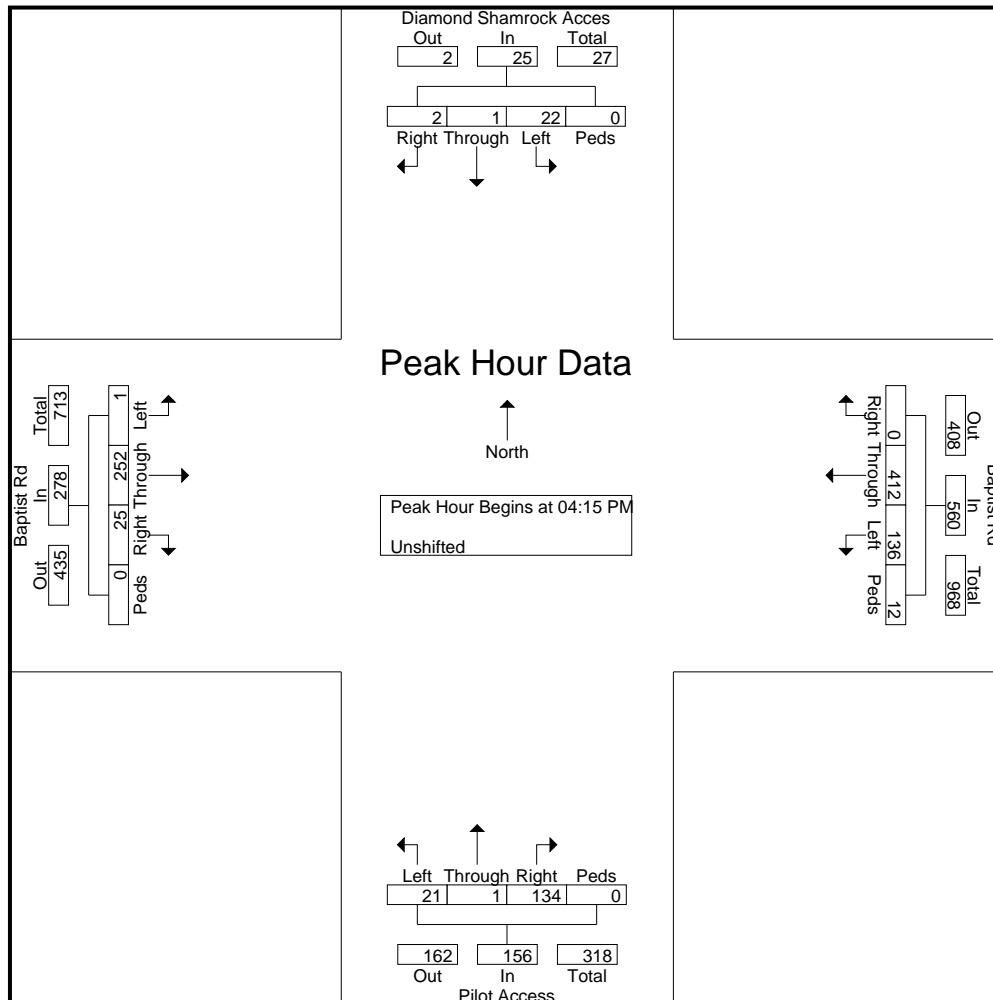


# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Truck Stop Access - Baptist Rd PM  
 Site Code : 00194840  
 Start Date : 10/3/2019  
 Page No : 2

Start Time	Diamond Shamrock Acces Southbound					Baptist Rd Westbound					Pilot Access Northbound					Baptist Rd Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	5	0	0	0	5	36	97	0	3	136	4	0	40	0	44	0	66	7	0	73	258
04:30 PM	6	1	0	0	7	42	88	0	3	133	7	1	29	0	37	0	47	6	0	53	230
04:45 PM	5	0	0	0	5	30	111	0	3	144	6	0	39	0	45	1	69	4	0	74	268
05:00 PM	6	0	2	0	8	28	116	0	3	147	4	0	26	0	30	0	70	8	0	78	263
Total Volume	22	1	2	0	25	136	412	0	12	560	21	1	134	0	156	1	252	25	0	278	1019
% App. Total	88	4	8	0		24.3	73.6	0	2.1		13.5	0.6	85.9	0		0.4	90.6	9	0		
PHF	.917	.250	.250	.000	.781	.810	.888	.000	1.0	.952	.750	.250	.838	.000	.867	.250	.900	.781	.000	.891	.951



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

File Name : Beacon Lite Rd - 2nd St AM 11-21

Site Code : S214980

Start Date : 11/16/2021

Page No : 1

### Groups Printed- Unshifted

Start Time	Beacon Lite Rd Southbound					2nd St Westbound					Beacon Lite Rd Northbound					2nd 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	5	1	2	0	8	2	30	2	0	34	0	5	6	0	11	1	29	0	0	30	83
06:45 AM	4	1	3	0	8	3	35	9	0	47	3	12	39	0	54	1	34	1	0	36	145
Total	9	2	5	0	16	5	65	11	0	81	3	17	45	0	65	2	63	1	0	66	228
07:00 AM	12	2	2	0	16	22	53	4	1	80	2	7	37	0	46	0	65	0	0	65	207
07:15 AM	7	6	1	0	14	17	72	10	0	99	5	10	40	0	55	2	73	0	0	75	243
07:30 AM	5	2	2	0	9	20	78	9	0	107	7	9	24	0	40	2	47	3	0	52	208
07:45 AM	5	5	5	0	15	17	97	6	0	120	9	15	25	0	49	3	78	5	0	86	270
Total	29	15	10	0	54	76	300	29	1	406	23	41	126	0	190	7	263	8	0	278	928
08:00 AM	2	7	3	0	12	8	73	11	0	92	4	7	11	0	22	6	51	4	0	61	187
08:15 AM	4	6	4	0	14	13	45	5	0	63	4	4	14	0	22	2	45	2	0	49	148
Grand Total	44	30	22	0	96	102	483	56	1	642	34	69	196	0	299	17	422	15	0	454	1491
Apprch %	45.8	31.2	22.9	0		15.9	75.2	8.7	0.2		11.4	23.1	65.6	0		3.7	93	3.3	0		
Total %	3	2	1.5	0	6.4	6.8	32.4	3.8	0.1	43.1	2.3	4.6	13.1	0	20.1	1.1	28.3	1	0	30.4	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

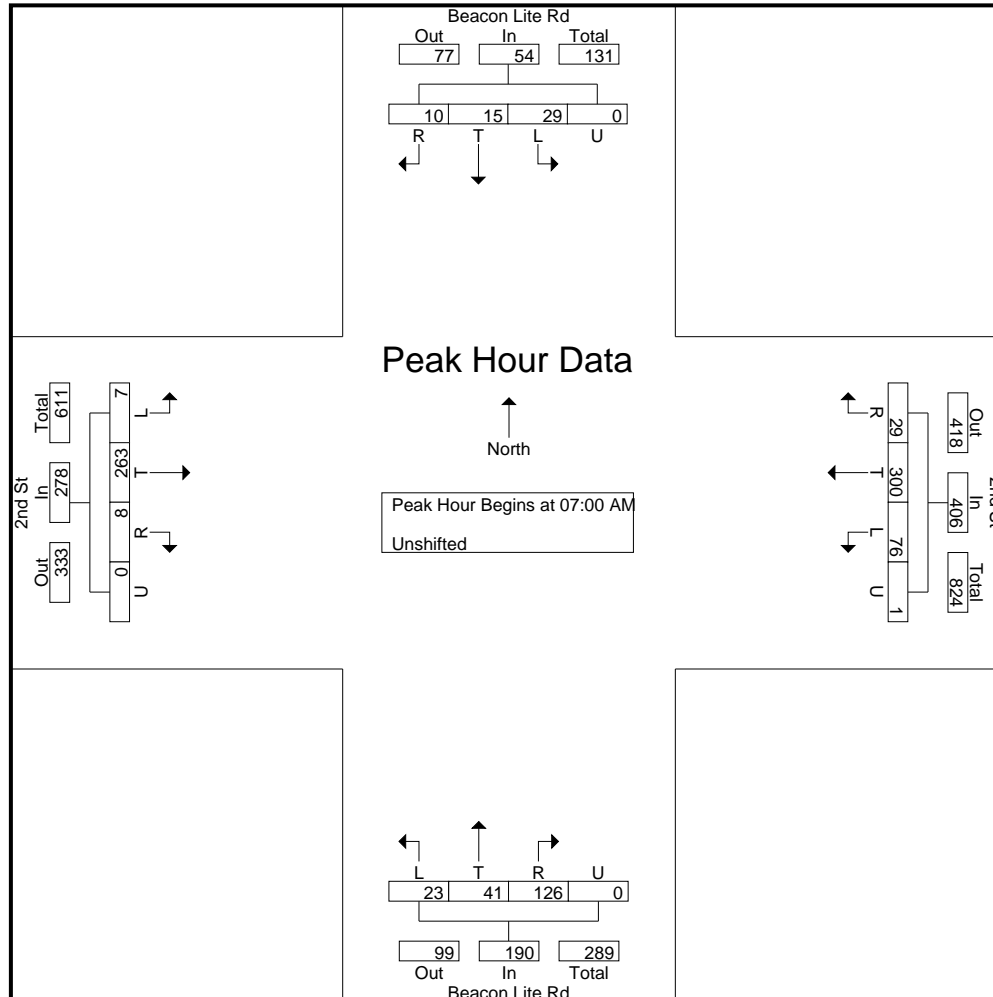
719-633-2868

File Name : Beacon Lite Rd - 2nd St AM 11-21

Site Code : S214980

Start Date : 11/16/2021

Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

File Name : Beacon Lite Rd - 2nd St PM 11-21

Site Code : S214890

Start Date : 11/16/2021

Page No : 1

### Groups Printed- Unshifted

Start Time	Beacon Lite Rd Southbound					2nd St Westbound					Beacon Lite Rd Northbound					2nd 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	12	19	5	0	36	26	74	17	0	117	10	17	16	0	43	6	67	7	0	80	276
04:15 PM	6	16	9	0	31	24	60	11	0	95	9	22	6	0	37	6	95	5	0	106	269
04:30 PM	8	15	3	0	26	21	61	10	0	92	11	13	7	0	31	9	81	9	0	99	248
04:45 PM	16	12	7	0	35	17	64	3	0	84	14	19	13	0	46	3	77	3	0	83	248
Total	42	62	24	0	128	88	259	41	0	388	44	71	42	0	157	24	320	24	0	368	1041
05:00 PM	24	14	2	0	40	18	68	8	0	94	11	14	14	0	39	3	76	4	0	83	256
05:15 PM	14	18	4	0	36	18	62	5	0	85	12	14	21	0	47	5	64	4	0	73	241
05:30 PM	9	8	5	0	22	19	75	3	0	97	4	13	15	0	32	3	43	3	0	49	200
05:45 PM	0	5	2	0	7	13	77	4	0	94	11	9	17	0	37	7	52	4	0	63	201
Total	47	45	13	0	105	68	282	20	0	370	38	50	67	0	155	18	235	15	0	268	898
Grand Total	89	107	37	0	233	156	541	61	0	758	82	121	109	0	312	42	555	39	0	636	1939
Apprch %	38.2	45.9	15.9	0		20.6	71.4	8	0		26.3	38.8	34.9	0		6.6	87.3	6.1	0		
Total %	4.6	5.5	1.9	0	12	8	27.9	3.1	0	39.1	4.2	6.2	5.6	0	16.1	2.2	28.6	2	0	32.8	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

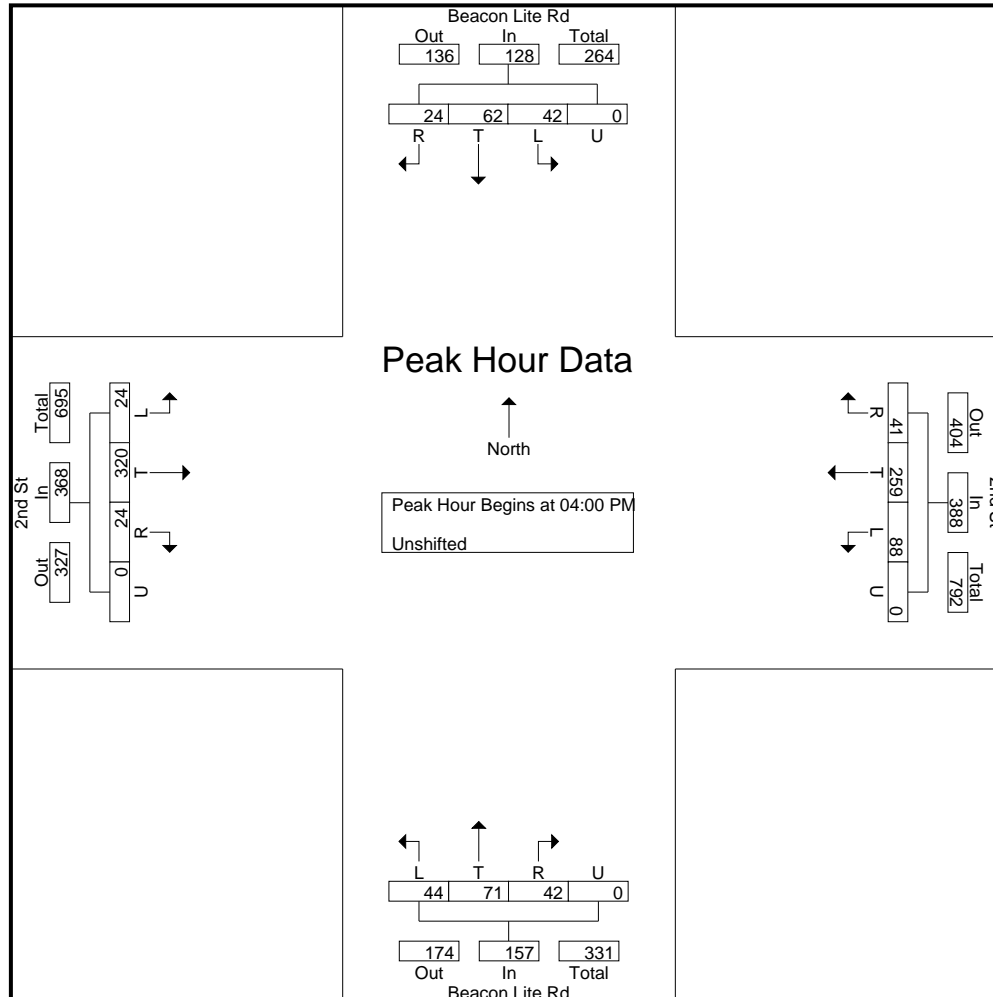
719-633-2868

File Name : Beacon Lite Rd - 2nd St PM 11-21

Site Code : S214890

Start Date : 11/16/2021

Page No : 3



2017 Traffic Count Data  
 used to estimate off-peak  
 traffic volumes for traffic  
 signal warrant analysis only

LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

LSC Transportation Consultants, Inc.

File Name : Beacon Lite Rd - 2nd St AM  
 Site Code : 00174270  
 Start Date : 04/27/2017  
 Page No : 1

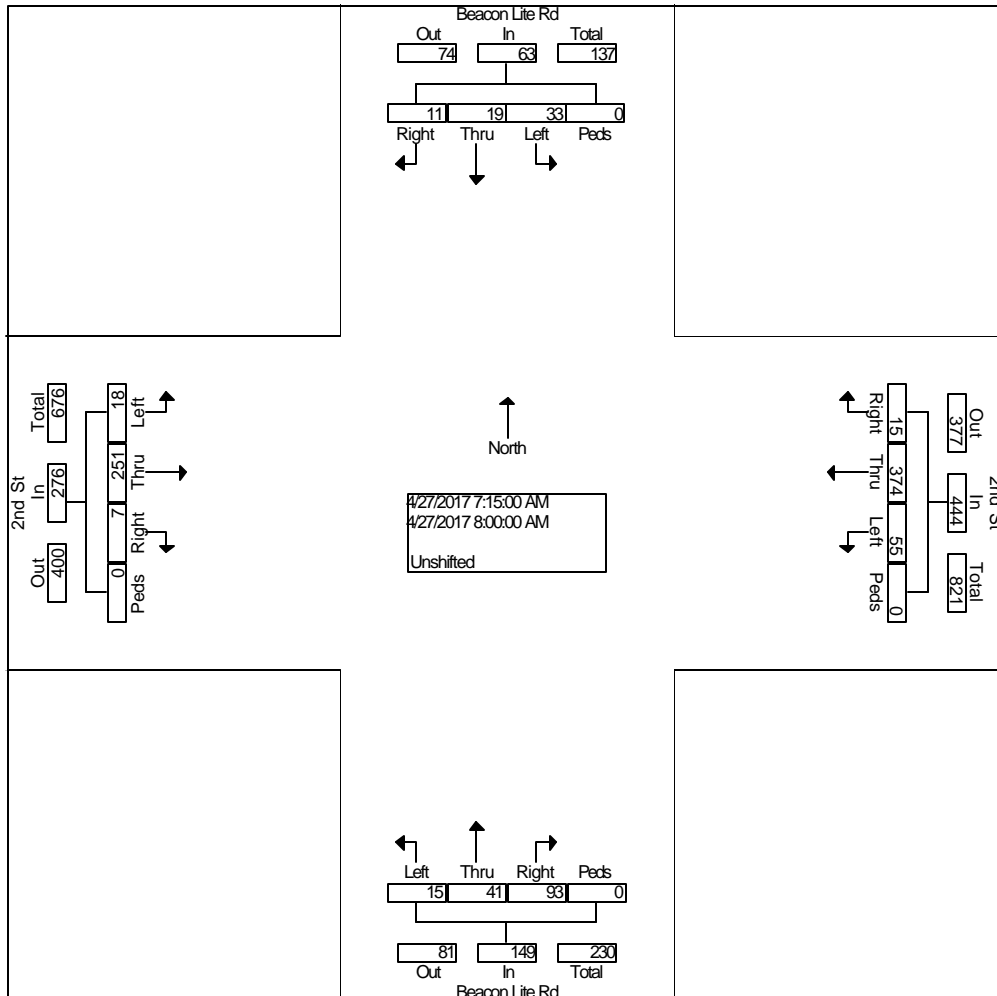
Groups Printed- Unshifted

Start Time	Beacon Lite Rd From North				2nd St From East				Beacon Lite Rd From South				2nd St From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	2	4	0	2	28	7	0	14	2	4	0	0	28	2	0	94
06:45 AM	3	4	5	0	6	60	6	0	24	11	5	0	0	30	1	0	155
Total	4	6	9	0	8	88	13	0	38	13	9	0	0	58	3	0	249
07:00 AM	0	5	9	0	5	60	13	0	34	2	4	0	3	50	3	0	188
07:15 AM	3	6	10	0	5	80	18	0	30	7	0	0	3	49	1	0	212
07:30 AM	2	4	5	0	5	84	10	0	25	11	2	0	1	38	3	0	190
07:45 AM	1	5	13	0	2	120	20	0	23	10	7	0	0	67	6	0	274
Total	6	20	37	0	17	344	61	0	112	30	13	0	7	204	13	0	864
08:00 AM	5	4	5	0	3	90	7	0	15	13	6	0	3	97	8	0	256
08:15 AM	8	6	8	0	4	73	5	0	15	9	7	0	0	54	7	0	196
Grand Total	23	36	59	0	32	595	86	0	180	65	35	0	10	413	31	0	1565
Apprch %	19.5	30.5	50.0	0.0	4.5	83.5	12.1	0.0	64.3	23.2	12.5	0.0	2.2	91.0	6.8	0.0	
Total %	1.5	2.3	3.8	0.0	2.0	38.0	5.5	0.0	11.5	4.2	2.2	0.0	0.6	26.4	2.0	0.0	

LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

File Name : Beacon Lite Rd - 2nd St AM  
 Site Code : 00174270  
 Start Date : 04/27/2017  
 Page No : 2

Start Time	Beacon Lite Rd From North					2nd St From East					Beacon Lite Rd From South					2nd St From West					Int. Total		
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total			
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																							
Intersection	07:15 AM																						
Volume	11	19	33	0	63	15	37	55	0	444	93	41	15	0	149	7	25	18	0	276	932		
Percent	17.5	30.2	52.4	0.0		3.4	84.2	12.4	0.0		62.4	27.5	10.1	0.0		2.5	90.9	6.5	0.0				
07:45 Volume	1	5	13	0	19	2	12	20	0	142	23	10	7	0	40	0	67	6	0	73	274		
Peak Factor																					0.850		
High Int.	07:15 AM																						
Volume	3	6	10	0	19	2	12	20	0	142	23	10	7	0	40	3	97	8	0	108			
Peak Factor					0.829						0.782						0.931						0.639



LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

LSC Transportation Consultants, Inc.

File Name : 2nd St - Beacon Lite noon  
 Site Code : 00174270  
 Start Date : 08/17/2017  
 Page No : 1

Groups Printed- Unshifted

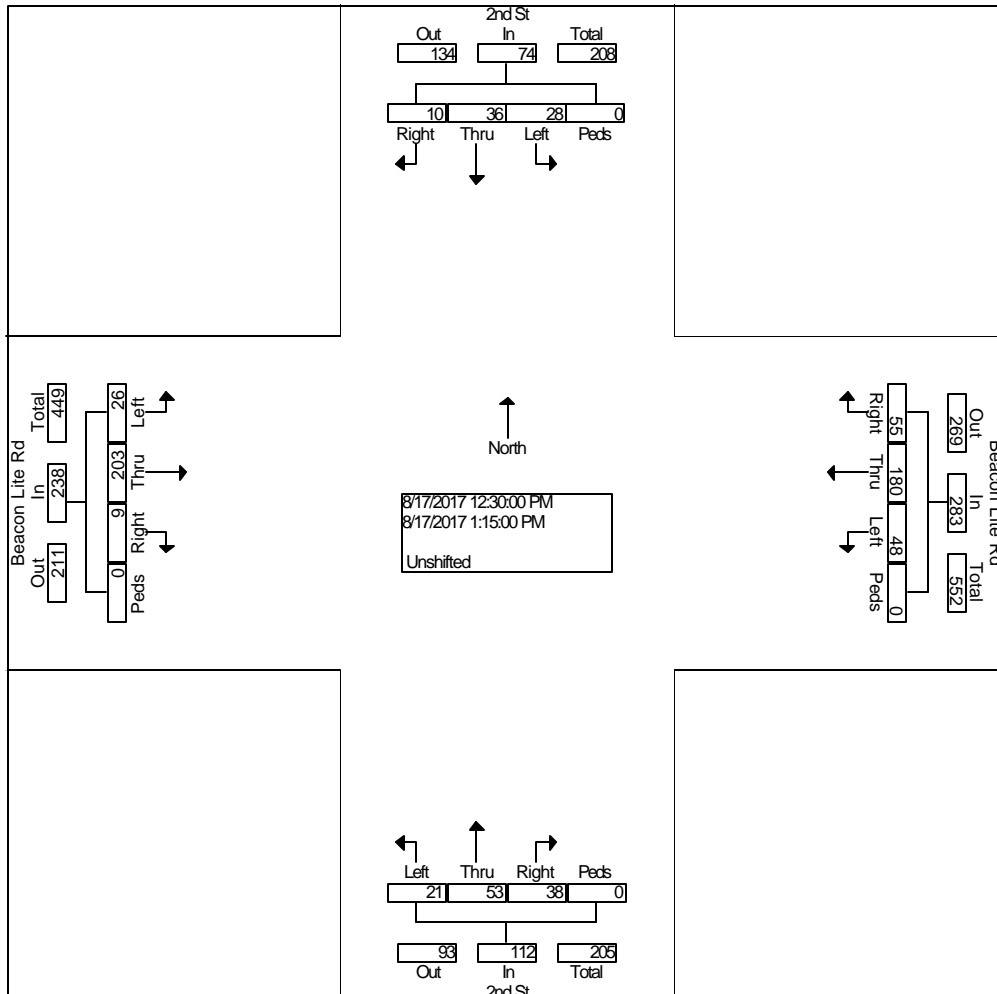
Start Time	2nd St From North				Beacon Lite Rd From East				2nd St From South				Beacon Lite Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
11:30 AM	2	6	5	0	12	42	8	0	6	7	2	0	1	49	11	0	151
11:45 AM	3	8	6	0	13	45	9	0	7	8	4	0	2	55	13	0	173
Total	5	14	11	0	25	87	17	0	13	15	6	0	3	104	24	0	324
12:00 PM	2	7	3	0	10	51	8	0	12	9	1	0	6	59	10	0	178
12:15 PM	8	13	6	0	7	47	11	0	12	6	4	0	3	43	11	0	171
12:30 PM	3	8	6	0	12	36	11	0	11	7	5	0	4	38	4	0	145
12:45 PM	2	15	6	0	15	46	13	0	9	15	8	0	1	60	9	0	199
Total	15	43	21	0	44	180	43	0	44	37	18	0	14	200	34	0	693
01:00 PM	2	5	7	0	17	52	9	0	12	10	5	0	4	52	8	0	183
01:15 PM	3	8	9	0	11	46	15	0	6	21	3	0	0	53	5	0	180
Grand Total	25	70	48	0	97	365	84	0	75	83	32	0	21	409	71	0	1380
Apprch %	17.5	49.0	33.6	0.0	17.8	66.8	15.4	0.0	39.5	43.7	16.8	0.0	4.2	81.6	14.2	0.0	
Total %	1.8	5.1	3.5	0.0	7.0	26.4	6.1	0.0	5.4	6.0	2.3	0.0	1.5	29.6	5.1	0.0	



LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

File Name : 2nd St - Beacon Lite noon  
 Site Code : 00174270  
 Start Date : 08/17/2017  
 Page No : 2

Start Time	2nd St From North					Beacon Lite Rd From East					2nd St From South					Beacon Lite Rd From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:30 PM																				
Volume	10	36	28	0	74	55	180	48	0	283	38	53	21	0	112	9	203	26	0	238	707
Percent	13.5	48.6	37.8	0.0		19.4	63.6	17.0	0.0		33.9	47.3	18.8	0.0		3.8	85.3	10.9	0.0		
12:45 Volume	2	15	6	0	23	15	46	13	0	74	9	15	8	0	32	1	60	9	0	70	199
Peak Factor	0.888																				
High Int.	12:45 PM																				
Volume	2	15	6	0	23	17	52	9	0	78	9	15	8	0	32	1	60	9	0	70	
Peak Factor	0.80					0.90					0.87					0.85					0



LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

LSC Transportation Consultants, Inc.

File Name : 2nd St - Beacon Lite Mid  
 Site Code : 00174270  
 Start Date : 08/17/2017  
 Page No : 1

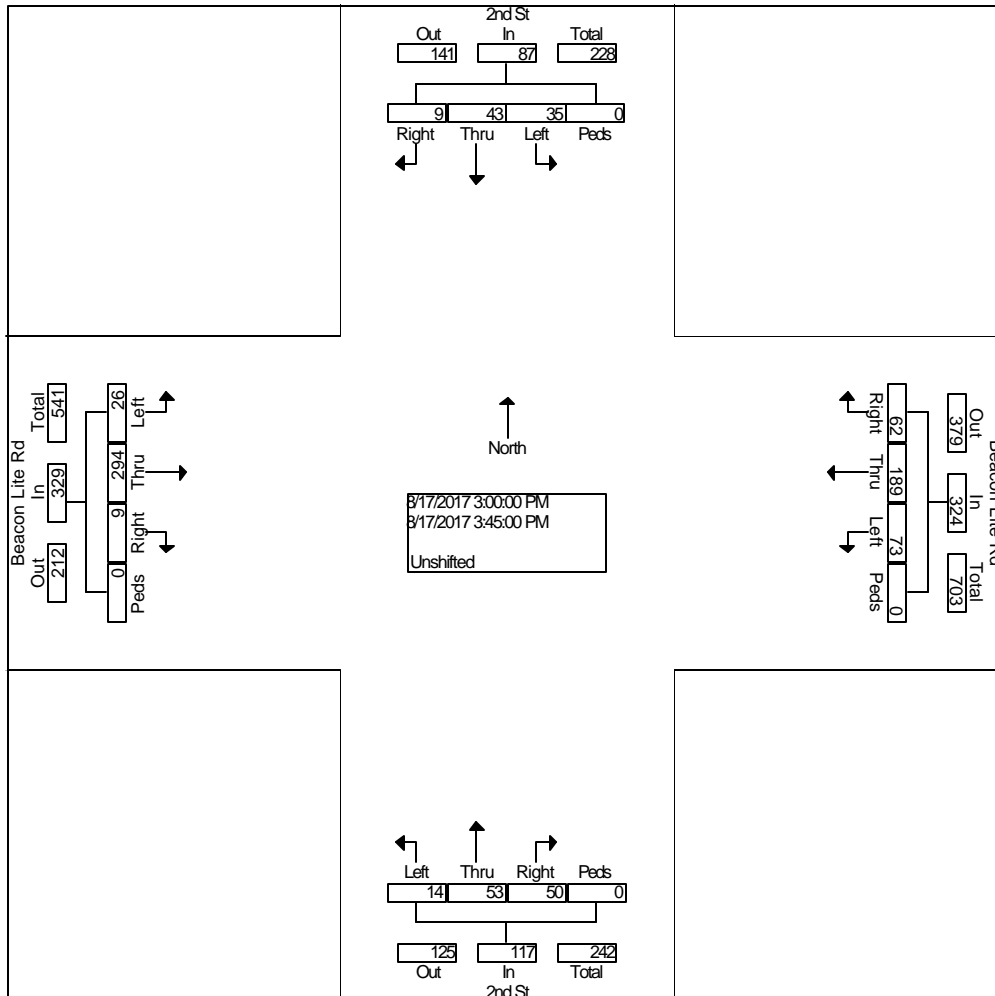
Groups Printed- Unshifted

Start Time	2nd St From North				Beacon Lite Rd From East				2nd St From South				Beacon Lite Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
02:00 PM	1	12	9	0	7	28	7	0	10	13	5	0	6	79	5	0	182
02:15 PM	1	4	8	0	15	46	12	0	36	5	2	0	4	76	11	0	220
02:30 PM	0	4	13	0	10	32	12	1	15	12	2	0	2	69	5	0	177
02:45 PM	7	7	5	0	9	58	13	0	13	9	7	0	4	53	0	0	185
Total	9	27	35	0	41	164	44	1	74	39	16	0	16	277	21	0	764
03:00 PM	2	9	12	0	13	51	24	0	15	12	7	0	4	76	5	0	230
03:15 PM	1	13	6	0	16	35	19	0	18	10	2	0	0	104	12	0	236
03:30 PM	0	8	10	0	16	42	15	0	12	6	3	0	3	59	3	0	177
03:45 PM	6	13	7	0	17	61	15	0	5	25	2	0	2	55	6	0	214
Total	9	43	35	0	62	189	73	0	50	53	14	0	9	294	26	0	857
Grand Total	18	70	70	0	103	353	117	1	124	92	30	0	25	571	47	0	1621
Apprch %	11.4	44.3	44.3	0.0	17.9	61.5	20.4	0.2	50.4	37.4	12.2	0.0	3.9	88.8	7.3	0.0	
Total %	1.1	4.3	4.3	0.0	6.4	21.8	7.2	0.1	7.6	5.7	1.9	0.0	1.5	35.2	2.9	0.0	

LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

File Name : 2nd St - Beacon Lite Mid  
 Site Code : 00174270  
 Start Date : 08/17/2017  
 Page No : 2

Start Time	2nd St From North					Beacon Lite Rd From East					2nd St From South					Beacon Lite Rd From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Intersection	03:00 PM																				
Volume	9	43	35	0	87	62	189	73	0	324	50	53	14	0	117	9	294	26	0	329	857
Percent	10.3	49.4	40.2	0.0		19.1	58.3	22.5	0.0		42.7	45.3	12.0	0.0		2.7	89.4	7.9	0.0		
03:15 Volume	1	13	6	0	20	16	35	19	0	70	18	10	2	0	30	0	104	12	0	116	236
Peak Factor	0.908																				
High Int.	03:45 PM																				
Volume	6	13	7	0	26	17	61	15	0	93	15	12	7	0	34	0	104	12	0	116	
Peak Factor	0.837					0.871					0.860					0.709					



LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

LSC Transportation Consultants, Inc.

File Name : Beacon Lite Rd - 2nd St  
 Site Code : 00174270  
 Start Date : 04/27/2017  
 Page No : 1

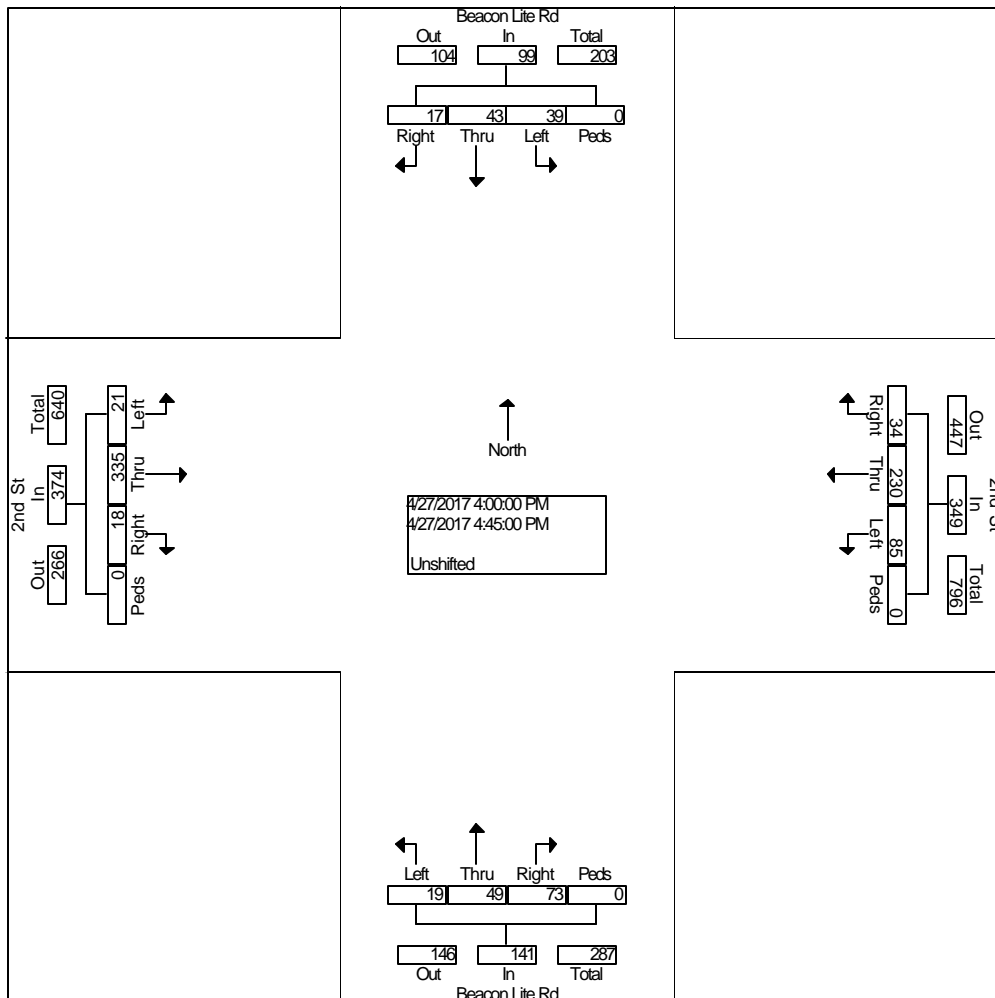
Groups Printed- Unshifted

Start Time	Beacon Lite Rd From North				2nd St From East				Beacon Lite Rd From South				2nd St From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	5	7	10	0	12	66	20	0	18	13	3	0	6	79	8	0	247
04:15 PM	3	10	9	0	6	53	19	0	17	11	6	0	4	62	5	0	205
04:30 PM	5	14	8	0	12	56	21	0	18	11	5	0	3	101	6	0	260
04:45 PM	4	12	12	0	4	55	25	0	20	14	5	0	5	93	2	0	251
Total	17	43	39	0	34	230	85	0	73	49	19	0	18	335	21	0	963
05:00 PM	2	16	15	0	5	48	22	0	14	11	6	0	2	70	4	0	215
05:15 PM	2	8	16	0	8	50	14	0	12	16	8	0	6	77	5	0	222
05:30 PM	2	10	12	0	7	54	20	0	17	12	6	0	9	55	10	0	214
05:45 PM	2	9	11	0	6	51	18	0	15	10	5	0	7	50	8	0	192
Total	8	43	54	0	26	203	74	0	58	49	25	0	24	252	27	0	843
Grand Total	25	86	93	0	60	433	159	0	131	98	44	0	42	587	48	0	1806
Apprch %	12.3	42.2	45.6	0.0	9.2	66.4	24.4	0.0	48.0	35.9	16.1	0.0	6.2	86.7	7.1	0.0	
Total %	1.4	4.8	5.1	0.0	3.3	24.0	8.8	0.0	7.3	5.4	2.4	0.0	2.3	32.5	2.7	0.0	

LSC Transportation Consultants, Inc.  
 545 E. Pikes Peak Ave., #210  
 Colorado Springs, CO 80905  
 (719) 633-2868

File Name : Beacon Lite Rd - 2nd St  
 Site Code : 00174270  
 Start Date : 04/27/2017  
 Page No : 2

Start Time	Beacon Lite Rd From North					2nd St From East					Beacon Lite Rd From South					2nd St From West					Int. Total
	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	Rig ht	Thr u	Lef t	Pe ds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	17	43	39	0	99	34	23	85	0	349	73	49	19	0	141	18	33	21	0	374	963
Percent	17.2	43.4	39.4	0.0		9.7	65.9	24.4	0.0		51.8	34.8	13.5	0.0		4.8	89.6	5.6	0.0		
04:30 Volume	5	14	8	0	27	12	56	21	0	89	18	11	5	0	34	3	10	6	0	110	260
Peak Factor	0.926																				
High Int.	04:45 PM																				
Volume	4	12	12	0	28	12	66	20	0	98	20	14	5	0	39	3	10	6	0	110	
Peak Factor	0.884					0.890					0.904					0.850					



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Hwy - Creek Valley Cir AM  
 Site Code : 204330  
 Start Date : 7/23/2020  
 Page No : 1

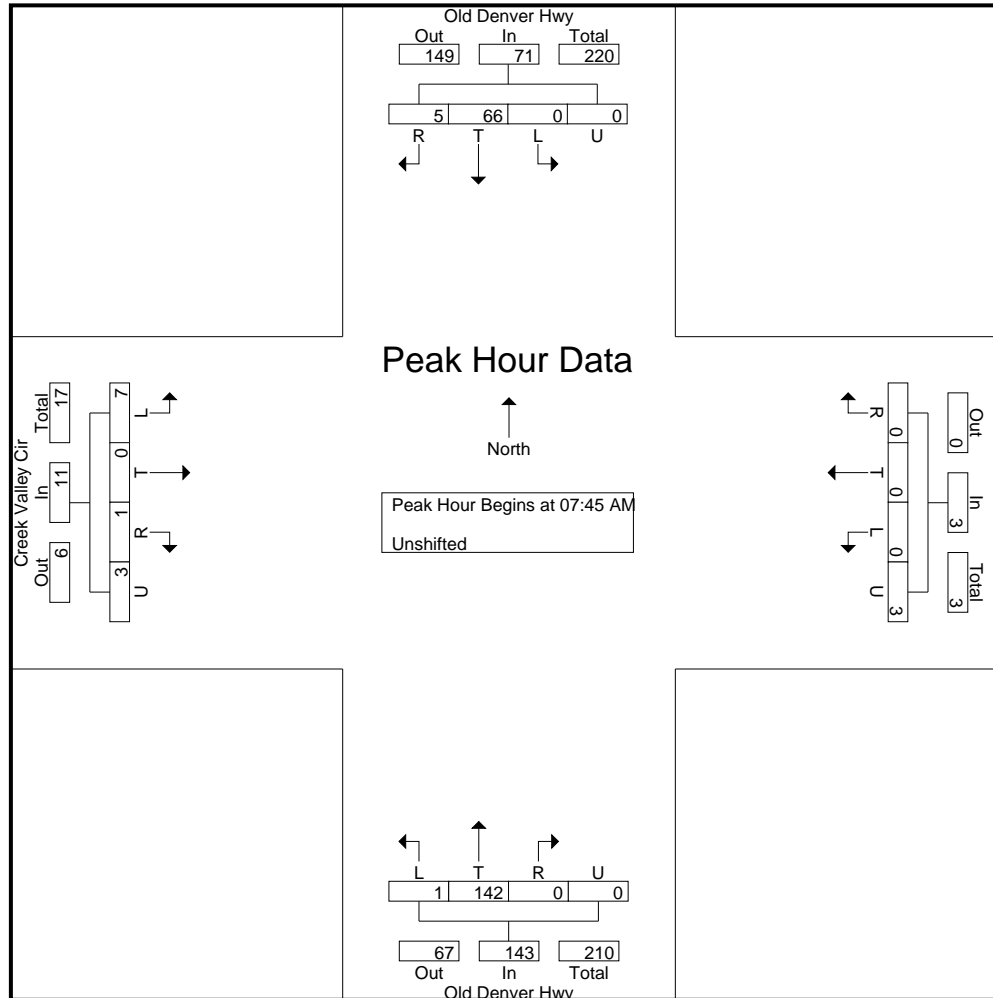
## Groups Printed- Unshifted

Start Time	Old Denver Hwy Southbound					Westbound					Old Denver Hwy Northbound					Creek Valley Cir 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	
07:00 AM	0	13	0	0	13	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	39
07:15 AM	0	9	1	0	10	0	0	0	0	0	1	20	0	0	21	0	0	0	1	1	32
07:30 AM	0	14	0	0	14	0	0	0	0	0	0	26	0	0	26	2	0	0	1	3	43
07:45 AM	0	13	1	0	14	0	0	0	0	0	0	50	0	0	50	2	0	1	1	4	68
Total	0	49	2	0	51	0	0	0	0	0	1	122	0	0	123	4	0	1	3	8	182
08:00 AM	0	13	1	0	14	0	0	0	0	0	0	31	0	0	31	2	0	0	2	4	49
08:15 AM	0	17	1	0	18	0	0	0	1	1	0	23	0	0	23	2	0	0	0	2	44
08:30 AM	0	23	2	0	25	0	0	0	2	2	1	38	0	0	39	1	0	0	0	1	67
08:45 AM	0	27	0	0	27	0	0	0	0	0	1	29	0	0	30	1	0	1	0	2	59
Total	0	80	4	0	84	0	0	0	3	3	2	121	0	0	123	6	0	1	2	9	219
Grand Total	0	129	6	0	135	0	0	0	3	3	3	243	0	0	246	10	0	2	5	17	401
Apprch %	0	95.6	4.4	0		0	0	0	100		1.2	98.8	0	0		58.8	0	11.8	29.4		
Total %	0	32.2	1.5	0	33.7	0	0	0	0.7	0.7	0.7	60.6	0	0	61.3	2.5	0	0.5	1.2	4.2	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Hwy - Creek Valley Cir AM  
 Site Code : 204330  
 Start Date : 7/23/2020  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - Creek Valley Cir PM  
 Site Code : 204330  
 Start Date : 7/22/2020  
 Page No : 1

### Groups Printed- Unshifted

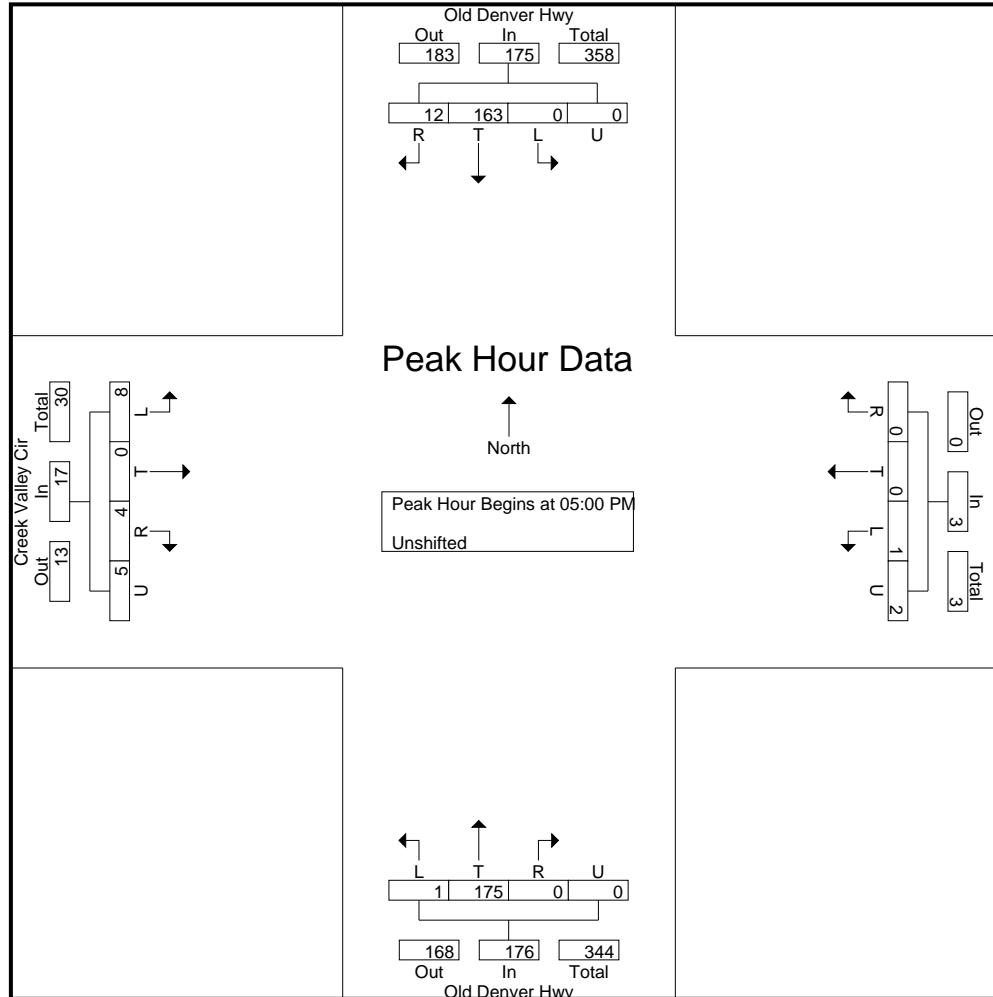
Start Time	Old Denver Hwy Southbound					Westbound					Old Denver Hwy Northbound					Creek Valley Cir Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	20	1	0	21	0	0	0	0	0	1	42	0	0	43	2	0	1	0	3	67
04:15 PM	0	36	2	0	38	0	0	0	0	0	0	40	0	0	40	2	0	0	0	2	80
04:30 PM	0	37	2	0	39	0	0	0	1	1	1	42	0	0	43	2	0	1	0	3	86
04:45 PM	0	40	3	0	43	0	0	0	0	0	1	40	0	0	41	2	0	2	2	6	90
<b>Total</b>	0	133	8	0	141	0	0	0	1	1	3	164	0	0	167	8	0	4	2	14	323
05:00 PM	0	51	2	0	53	1	0	0	0	1	0	50	0	0	50	1	0	1	0	2	106
05:15 PM	0	31	4	0	35	0	0	0	0	0	0	44	0	0	44	1	0	0	1	2	81
05:30 PM	0	28	3	0	31	0	0	0	1	1	1	43	0	0	44	3	0	3	0	6	82
05:45 PM	0	53	3	0	56	0	0	0	1	1	0	38	0	0	38	3	0	0	4	7	102
<b>Total</b>	0	163	12	0	175	1	0	0	2	3	1	175	0	0	176	8	0	4	5	17	371
<b>Grand Total</b>	0	296	20	0	316	1	0	0	3	4	4	339	0	0	343	16	0	8	7	31	694
Apprch %	0	93.7	6.3	0		25	0	0	75		1.2	98.8	0	0		51.6	0	25.8	22.6		
Total %	0	42.7	2.9	0	45.5	0.1	0	0	0.4	0.6	0.6	48.8	0	0	49.4	2.3	0	1.2	1	4.5	



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
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File Name : Old Denver Rd - Creek Valley Cir PM  
 Site Code : 204330  
 Start Date : 7/22/2020  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

File Name : Old Denver Rd - Woodfield Dr AM

Site Code : S214980

Start Date : 1/6/2022

Page No : 1

## Groups Printed- Unshifted

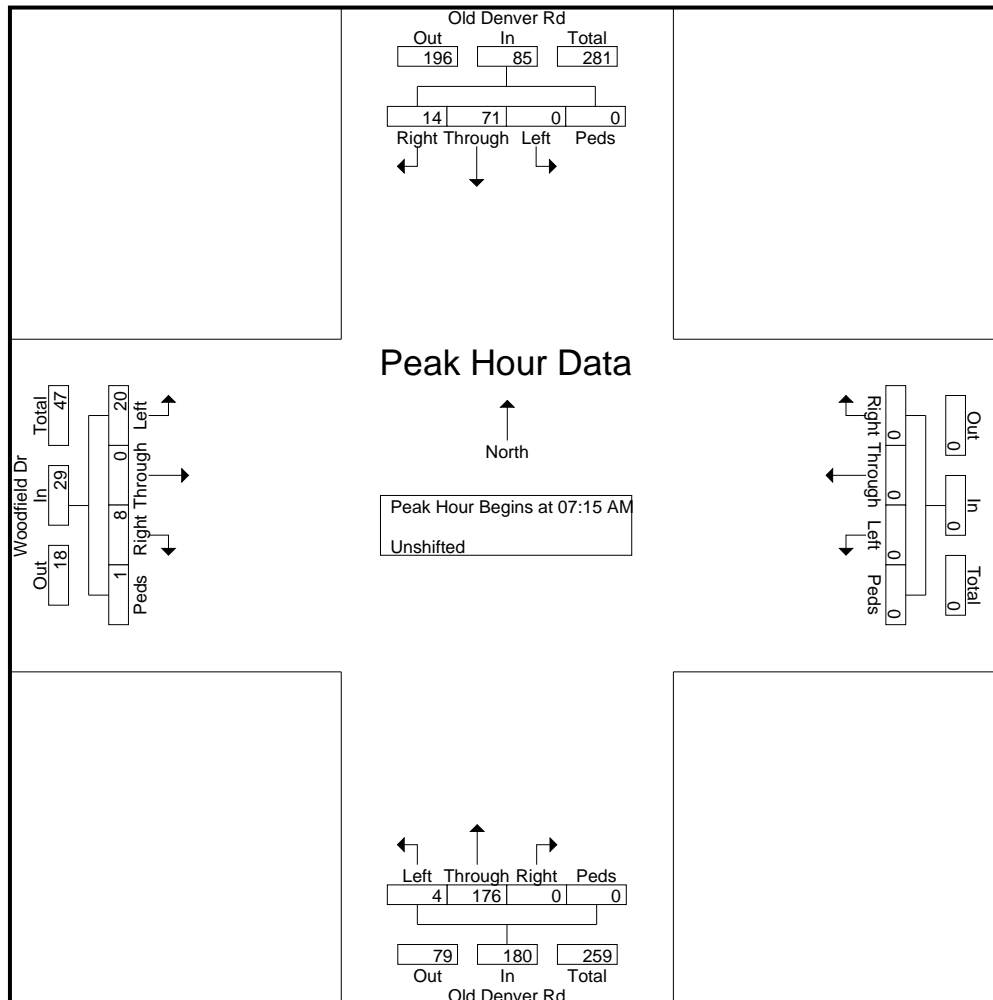
Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Woodfield Dr Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
06:30 AM	0	11	1	0	12	0	0	0	0	0	0	7	0	0	7	2	0	3	0	5	24
06:45 AM	0	7	1	0	8	0	0	0	0	0	2	18	0	0	20	4	0	2	0	6	34
Total	0	18	2	0	20	0	0	0	0	0	2	25	0	0	27	6	0	5	0	11	58
07:00 AM	0	9	3	0	12	0	0	0	0	0	0	32	0	0	32	10	0	5	0	15	59
07:15 AM	0	10	4	0	14	0	0	0	0	0	1	51	0	0	52	8	0	2	0	10	76
07:30 AM	0	11	4	0	15	0	0	0	0	0	1	39	0	0	40	4	0	2	1	7	62
07:45 AM	0	23	3	0	26	0	0	0	0	0	1	60	0	0	61	2	0	3	0	5	92
Total	0	53	14	0	67	0	0	0	0	0	3	182	0	0	185	24	0	12	1	37	289
08:00 AM	0	27	3	0	30	0	0	0	0	0	1	26	0	0	27	6	0	1	0	7	64
08:15 AM	0	15	6	0	21	0	0	0	0	0	2	16	0	0	18	4	0	5	0	9	48
Grand Total	0	113	25	0	138	0	0	0	0	0	8	249	0	0	257	40	0	23	1	64	459
Apprch %	0	81.9	18.1	0		0	0	0	0		3.1	96.9	0	0		62.5	0	35.9	1.6		
Total %	0	24.6	5.4	0	30.1	0	0	0	0	0	1.7	54.2	0	0	56	8.7	0	5	0.2	13.9	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - Woodfield Dr AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 2

Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Woodfield Dr Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	0	10	4	0	14	0	0	0	0	0	1	51	0	0	52	8	0	2	0	10	76
7:30:00 AM	0	11	4	0	15	0	0	0	0	0	1	39	0	0	40	4	0	2	1	7	62
7:45:00 AM	0	23	3	0	26	0	0	0	0	0	1	60	0	0	61	2	0	3	0	5	92
8:00:00 AM	0	27	3	0	30	0	0	0	0	0	1	26	0	0	27	6	0	1	0	7	64
Total Volume	0	71	14	0	85	0	0	0	0	0	4	176	0	0	180	20	0	8	1	29	294
% App. Total	0	83.5	16.5	0		0	0	0	0		2.2	97.8	0	0		69	0	27.6	3.4		
PHF	.000	.657	.875	.000	.708	.000	.000	.000	.000	.000	1.0	.733	.000	.000	.738	.625	.000	.667	.250	.725	.799



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - Woodfield Dr PM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 1

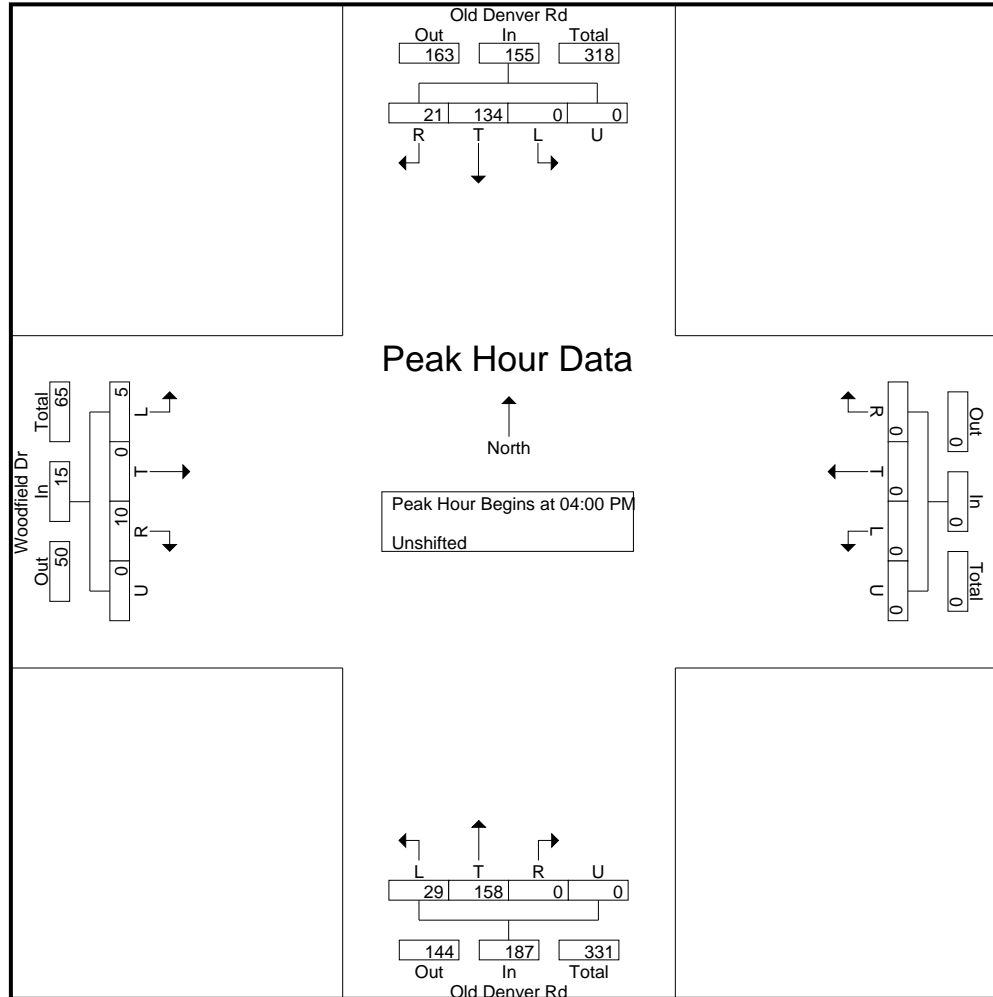
### Groups Printed- Unshifted

Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Woodfield 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	0	31	5	0	36	0	0	0	0	0	6	34	0	0	40	0	0	2	0	2	78
04:15 PM	0	34	4	0	38	0	0	0	0	0	5	46	0	0	51	3	0	2	0	5	94
04:30 PM	0	35	8	0	43	0	0	0	0	0	11	41	0	0	52	1	0	3	0	4	99
04:45 PM	0	34	4	0	38	0	0	0	0	0	7	37	0	0	44	1	0	3	0	4	86
Total	0	134	21	0	155	0	0	0	0	0	29	158	0	0	187	5	0	10	0	15	357
05:00 PM	0	20	5	0	25	0	0	0	0	0	1	23	0	0	24	1	0	6	0	7	56
05:15 PM	0	24	3	0	27	0	0	0	0	0	2	26	0	0	28	4	0	2	0	6	61
05:30 PM	0	19	4	0	23	0	0	0	0	0	4	20	0	0	24	2	0	2	0	4	51
05:45 PM	0	25	1	0	26	0	0	0	0	0	1	28	0	0	29	2	0	2	0	4	59
Total	0	88	13	0	101	0	0	0	0	0	8	97	0	0	105	9	0	12	0	21	227
Grand Total	0	222	34	0	256	0	0	0	0	0	37	255	0	0	292	14	0	22	0	36	584
Apprch %	0	86.7	13.3	0		0	0	0	0		12.7	87.3	0	0		38.9	0	61.1	0		
Total %	0	38	5.8	0	43.8	0	0	0	0	0	6.3	43.7	0	0	50	2.4	0	3.8	0	6.2	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - Woodfield Dr PM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - RanchoDr AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 1

### Groups Printed- Unshifted

Start Time	Old Denver Rd Southbound					Bent Grass Meadows Westbound					Old Denver Rd Northbound					Rancho 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	
06:30 AM	0	3	2	0	5	0	0	0	0	0	2	32	0	0	34	4	0	5	0	9	48
06:45 AM	0	33	3	0	36	0	0	0	0	0	1	57	0	0	58	8	0	5	0	13	107
Total	0	36	5	0	41	0	0	0	0	0	3	89	0	0	92	12	0	10	0	22	155
07:00 AM	0	36	5	0	41	0	0	0	0	0	3	27	0	0	30	8	0	5	0	13	84
07:15 AM	0	22	3	0	25	0	0	0	0	0	1	34	0	0	35	6	0	4	0	10	70
07:30 AM	0	6	1	0	7	0	0	0	0	0	1	20	0	0	21	5	0	3	0	8	36
*** BREAK ***																					
Total	0	64	9	0	73	0	0	0	0	0	5	81	0	0	86	19	0	12	0	31	190
*** BREAK ***																					
Grand Total	0	100	14	0	114	0	0	0	0	0	8	170	0	0	178	31	0	22	0	53	345
Apprch %	0	87.7	12.3	0		0	0	0	0	0	4.5	95.5	0	0		58.5	0	41.5	0		
Total %	0	29	4.1	0	33	0	0	0	0	0	2.3	49.3	0	0	51.6	9	0	6.4	0	15.4	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
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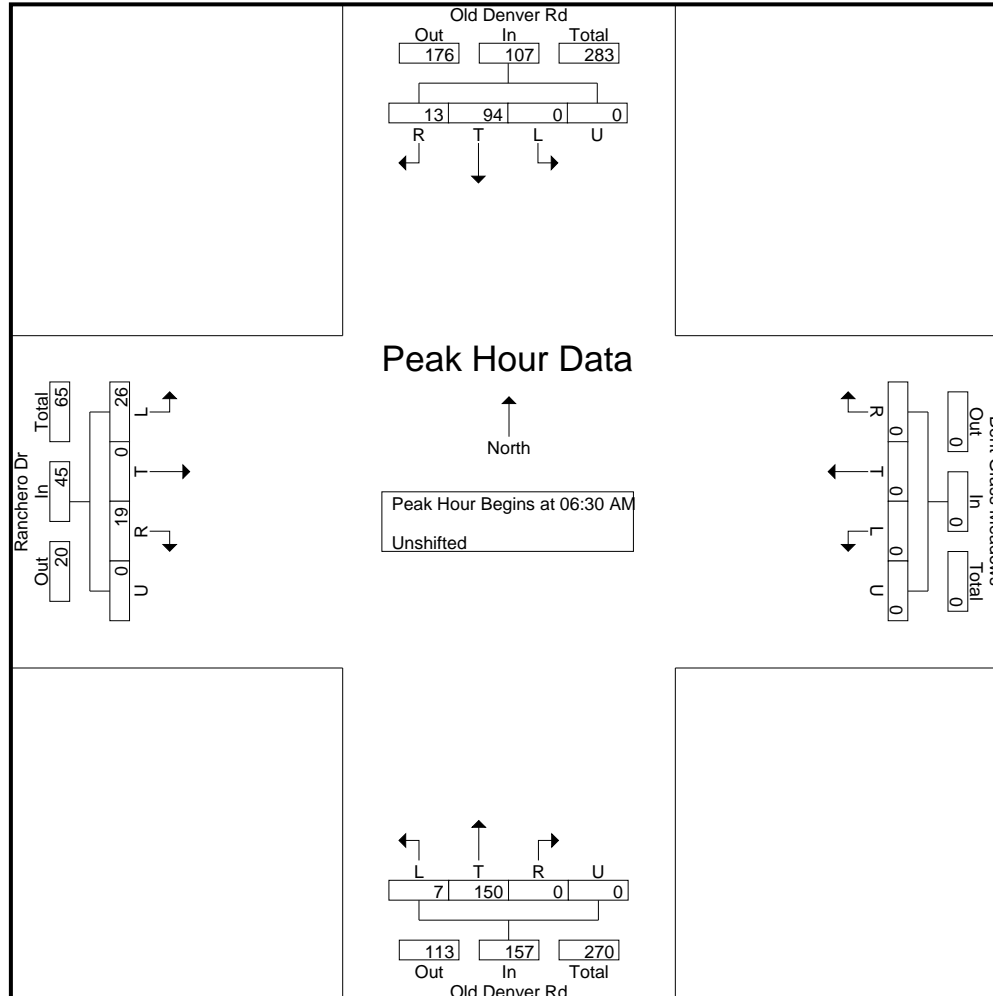
File Name : Old Denver Rd - RanchoDr AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 2

Start Time	Old Denver Rd Southbound					Bent Grass Meadows Westbound					Old Denver Rd Northbound					Rancho 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	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 6:30:00 AM																					
6:30:00 AM	0	3	2	0	5	0	0	0	0	0	2	32	0	0	34	4	0	5	0	9	48
6:45:00 AM	0	33	3	0	36	0	0	0	0	0	1	57	0	0	58	8	0	5	0	13	107
7:00:00 AM	0	36	5	0	41	0	0	0	0	0	3	27	0	0	30	8	0	5	0	13	84
7:15:00 AM	0	22	3	0	25	0	0	0	0	0	1	34	0	0	35	6	0	4	0	10	70
Total Volume	0	94	13	0	107	0	0	0	0	0	7	150	0	0	157	26	0	19	0	45	309
% App. Total	0	87.9	12.1	0		0	0	0	0		4.5	95.5	0	0		57.8	0	42.2	0		
PHF	.000	.653	.650	.000	.652	.000	.000	.000	.000	.000	.583	.658	.000	.000	.677	.813	.000	.950	.000	.865	.722

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - RanchoDr AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 3



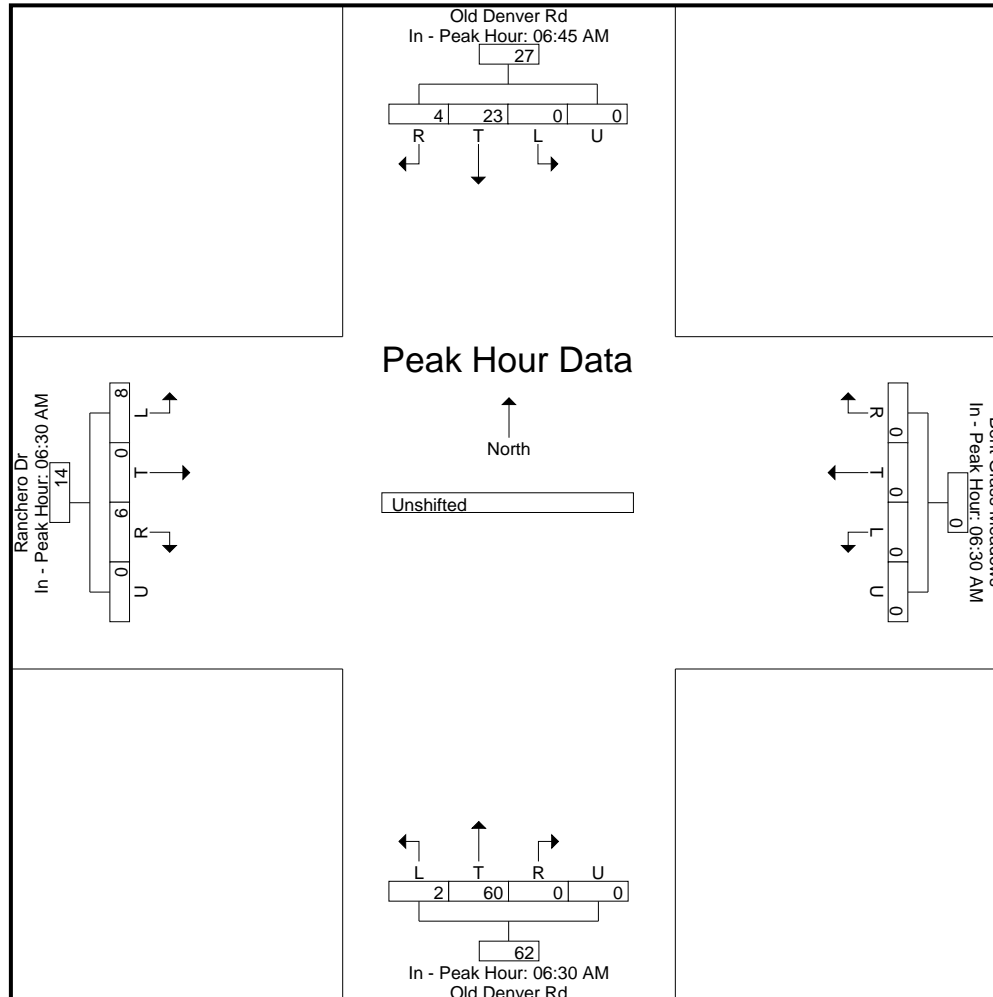


# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - RanchoDr AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 4

Start Time	Old Denver Rd Southbound					Bent Grass Meadows Westbound					Old Denver Rd Northbound					Rancho 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	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Each Approach Begins at:																					
	6:45:00 AM					6:30:00 AM					6:30:00 AM					6:30:00 AM					
+0 mins.	0	33	3	0	36	0	0	0	0	0	2	32	0	0	34	4	0	5	0	9	
+5 mins.	0	36	5	0	41	0	0	0	0	0	1	57	0	0	58	8	0	5	0	13	
+10 mins.	0	22	3	0	25	0	0	0	0	0	3	27	0	0	30	8	0	5	0	13	
+15 mins.	0	6	1	0	7	0	0	0	0	0	1	34	0	0	35	6	0	4	0	10	
Total Volume	0	97	12	0	109	0	0	0	0	0	7	150	0	0	157	26	0	19	0	45	
% App. Total	0	89	11	0		0	0	0	0		4.5	95.5	0	0		57.8	0	42.2	0		
PHF	.000	.674	.600	.000	.665	.000	.000	.000	.000	.000	.583	.658	.000	.000	.677	.813	.000	.950	.000	.865	



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - RanchoDr PM  
 Site Code : S214980  
 Start Date : 1/11/2022  
 Page No : 1

### Groups Printed- Unshifted

Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Rancho 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	0	27	7	0	34	0	0	0	0	0	12	38	0	0	50	2	0	2	0	4	88
04:15 PM	0	29	6	0	35	0	0	0	0	0	9	47	0	0	56	6	0	3	0	9	100
04:30 PM	0	28	10	0	38	0	0	0	0	0	10	49	0	0	59	2	0	7	0	9	106
04:45 PM	0	30	4	0	34	0	0	0	0	0	11	36	0	0	47	5	0	2	0	7	88
Total	0	114	27	0	141	0	0	0	0	0	42	170	0	0	212	15	0	14	0	29	382

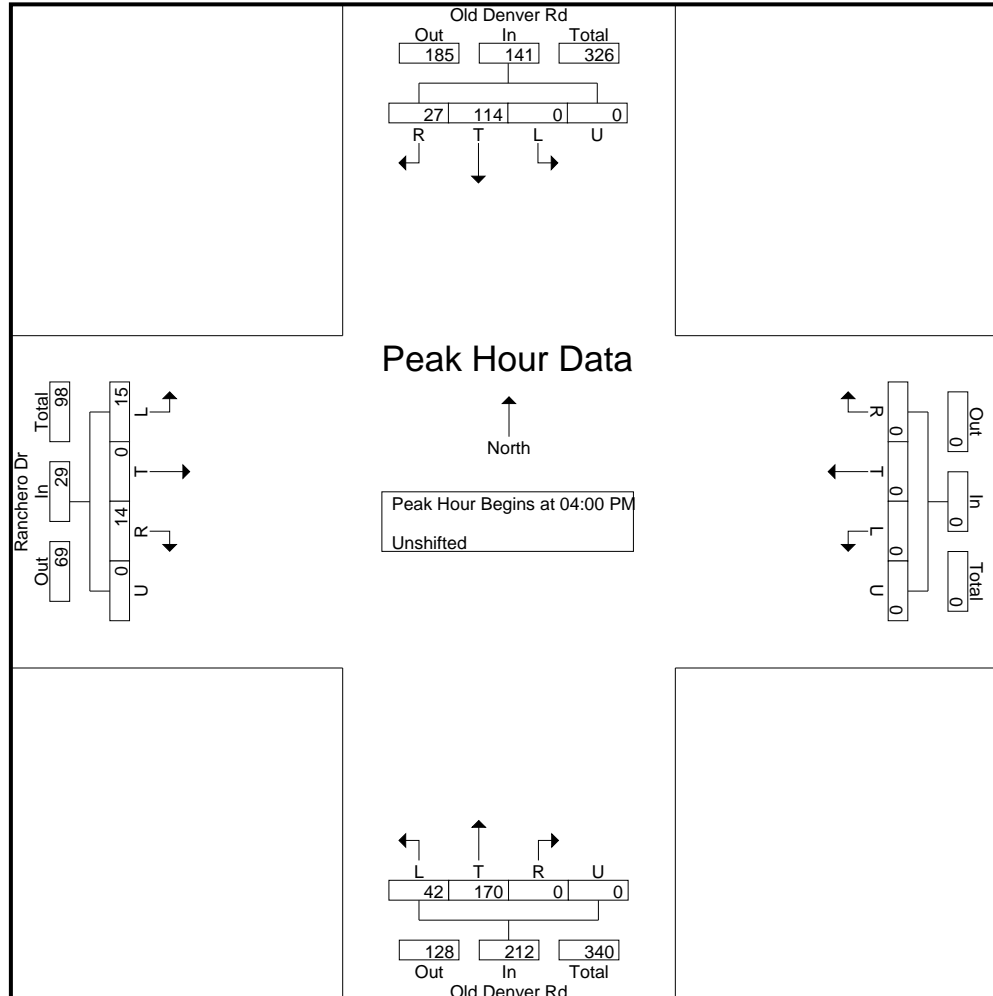
\*\*\* BREAK \*\*\*

Grand Total	0	114	27	0	141	0	0	0	0	0	42	170	0	0	212	15	0	14	0	29	382
Apprch %	0	80.9	19.1	0		0	0	0	0		19.8	80.2	0	0		51.7	0	48.3	0		
Total %	0	29.8	7.1	0	36.9	0	0	0	0	0	11	44.5	0	0	55.5	3.9	0	3.7	0	7.6	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - RanchoDr PM  
 Site Code : S214980  
 Start Date : 1/11/2022  
 Page No : 3



# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304

Colorado Springs, CO 80909

719-633-2868

File Name : Old Denver Rd - Buffalo Valley Path AM

Site Code : S214980

Start Date : 1/6/2022

Page No : 1

### Groups Printed- Unshifted

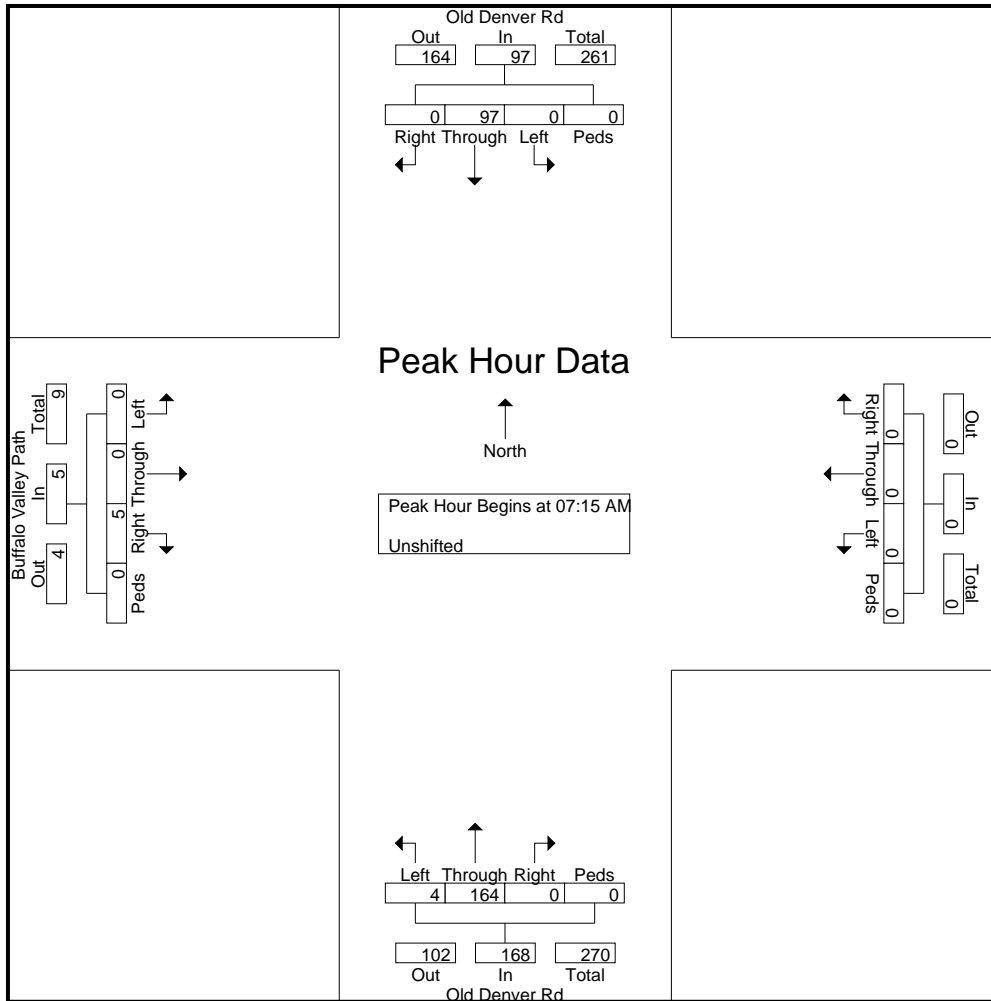
Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Buffalo Valley Path Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
06:30 AM	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	23
06:45 AM	0	14	0	0	14	0	0	0	0	0	1	17	0	0	18	0	0	3	0	3	35
Total	0	29	0	0	29	0	0	0	0	0	1	23	0	0	24	0	0	5	0	5	58
07:00 AM	0	19	0	0	19	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	43
07:15 AM	0	15	0	0	15	0	0	0	0	0	0	29	0	0	29	0	0	3	0	3	47
07:30 AM	0	18	0	0	18	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	61
07:45 AM	0	28	0	0	28	0	0	0	0	0	2	65	0	0	67	0	0	1	0	1	96
Total	0	80	0	0	80	0	0	0	0	0	3	160	0	0	163	0	0	4	0	4	247
08:00 AM	0	36	0	0	36	0	0	0	0	0	1	28	0	0	29	0	0	1	0	1	66
08:15 AM	0	19	0	0	19	0	0	0	0	0	1	18	0	0	19	0	0	3	0	3	41
Grand Total	0	164	0	0	164	0	0	0	0	0	6	229	0	0	235	0	0	13	0	13	412
Apprch %	0	100	0	0		0	0	0	0		2.6	97.4	0	0		0	0	100	0		
Total %	0	39.8	0	0	39.8	0	0	0	0	0	1.5	55.6	0	0	57	0	0	3.2	0	3.2	

# LSC Transportation Consultants, Inc.

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 719-633-2868

File Name : Old Denver Rd - Buffalo Valley Path AM  
 Site Code : S214980  
 Start Date : 1/6/2022  
 Page No : 2

Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Buffalo Valley Path Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	0	15	0	0	15	0	0	0	0	0	0	29	0	0	29	0	0	3	0	3	47
7:30:00 AM	0	18	0	0	18	0	0	0	0	0	1	42	0	0	43	0	0	0	0	0	61
7:45:00 AM	0	28	0	0	28	0	0	0	0	0	2	65	0	0	67	0	0	1	0	1	96
8:00:00 AM	0	36	0	0	36	0	0	0	0	0	1	28	0	0	29	0	0	1	0	1	66
Total Volume	0	97	0	0	97	0	0	0	0	0	4	164	0	0	168	0	0	5	0	5	270
% App. Total	0	100	0	0		0	0	0	0		2.4	97.6	0	0		0	0	100	0		
PHF	.000	.674	.000	.000	.674	.000	.000	.000	.000	.000	.500	.631	.000	.000	.627	.000	.000	.417	.000	.417	.703



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2504 E Pikes Peak Ave, Suite 304  
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File Name : Old Denver Rd - Buffalo Valley Path PM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 1

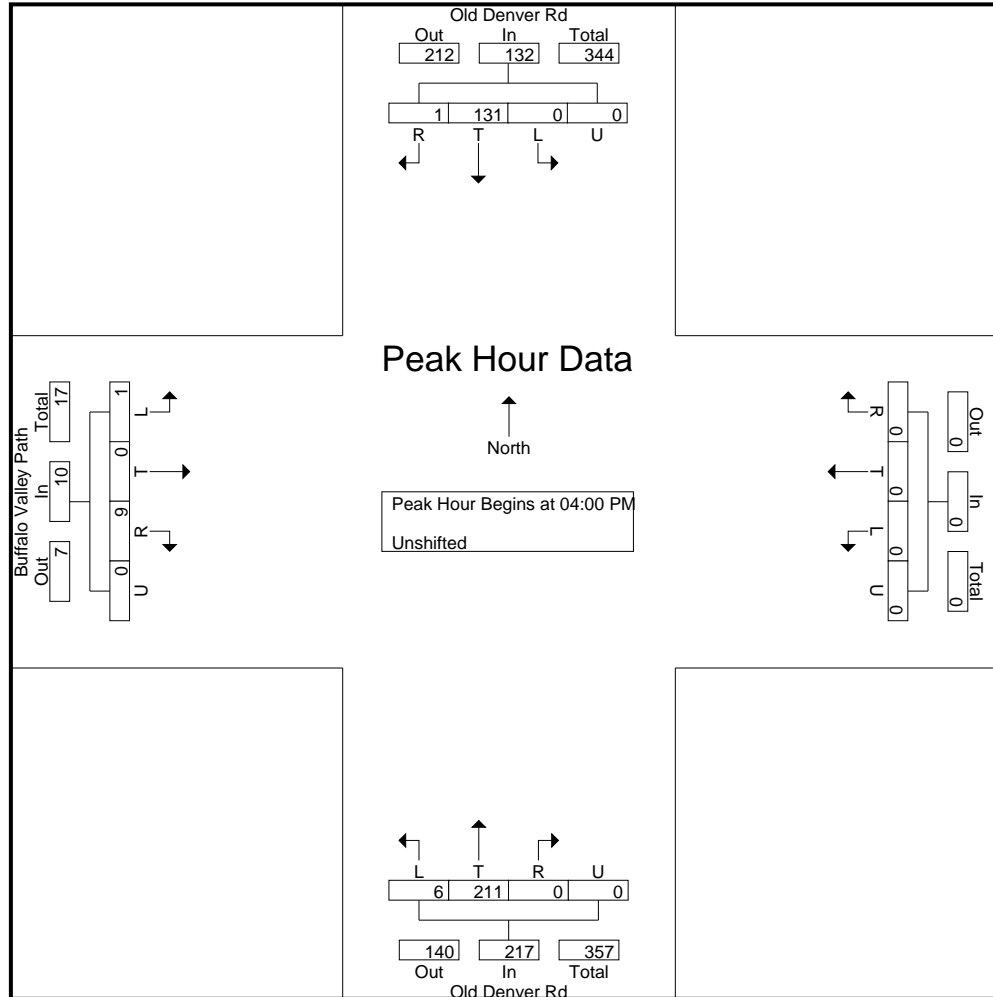
### Groups Printed- Unshifted

Start Time	Old Denver Rd Southbound					Westbound					Old Denver Rd Northbound					Buffalo Valley Path 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	0	27	1	0	28	0	0	0	0	0	2	52	0	0	54	0	0	1	0	1	83
04:15 PM	0	33	0	0	33	0	0	0	0	0	0	57	0	0	57	0	0	4	0	4	94
04:30 PM	0	37	0	0	37	0	0	0	0	0	3	56	0	0	59	0	0	4	0	4	100
04:45 PM	0	34	0	0	34	0	0	0	0	0	1	46	0	0	47	1	0	0	0	1	82
Total	0	131	1	0	132	0	0	0	0	0	6	211	0	0	217	1	0	9	0	10	359
05:00 PM	0	34	1	0	35	0	0	0	0	0	4	36	0	0	40	1	0	0	0	1	76
05:15 PM	0	32	0	0	32	0	0	0	0	0	1	42	0	0	43	1	0	0	0	1	76
05:30 PM	0	28	3	0	31	0	0	0	0	0	4	30	0	0	34	1	0	0	0	1	66
05:45 PM	0	23	0	0	23	0	0	0	0	0	0	35	0	0	35	0	0	2	0	2	60
Total	0	117	4	0	121	0	0	0	0	0	9	143	0	0	152	3	0	2	0	5	278
Grand Total	0	248	5	0	253	0	0	0	0	0	15	354	0	0	369	4	0	11	0	15	637
Apprch %	0	98	2	0		0	0	0	0		4.1	95.9	0	0		26.7	0	73.3	0		
Total %	0	38.9	0.8	0	39.7	0	0	0	0	0	2.4	55.6	0	0	57.9	0.6	0	1.7	0	2.4	

# LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304  
 Colorado Springs, CO 80909  
 719-633-2868

File Name : Old Denver Rd - Buffalo Valley Path PM  
 Site Code : S214980  
 Start Date : 1/5/2022  
 Page No : 3





# Levels of Service

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HCM 6th AWSC  
1: Beacon Lite Rd & 2nd St

Existing Traffic  
AM Peak Hour

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	263	8	76	300	29	23	41	126	29	15	10
Future Vol, veh/h	7	263	8	76	300	29	23	41	126	29	15	10
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	325	10	90	357	35	28	49	152	37	19	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15	21.5	12.5	10.8
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	3%	19%	54%
Vol Thru, %	22%	95%	74%	28%
Vol Right, %	66%	3%	7%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	278	405	54
LT Vol	23	7	76	29
Through Vol	41	263	300	15
RT Vol	126	8	29	10
Lane Flow Rate	229	343	482	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.375	0.534	0.724	0.131
Departure Headway (Hd)	5.892	5.6	5.405	6.787
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	604	638	665	532
Service Time	3.981	3.677	3.475	4.787
HCM Lane V/C Ratio	0.379	0.538	0.725	0.13
HCM Control Delay	12.5	15	21.5	10.8
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.7	3.2	6.2	0.4

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

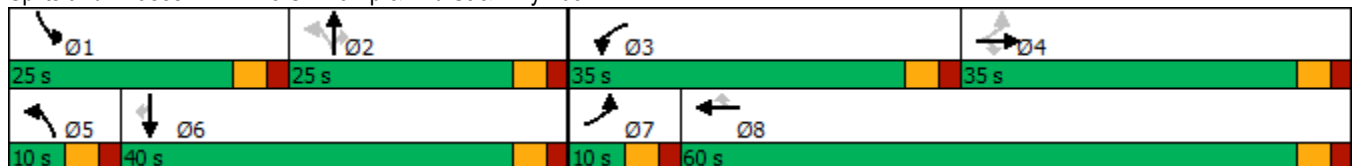
Existing Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	207	74	507	326	537	23	48	47	332	279	14
Future Volume (vph)	16	207	74	507	326	537	23	48	47	332	279	14
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	35.0	35.0	35.0	60.0	60.0	10.0	25.0	25.0	25.0	40.0	40.0
Total Split (%)	8.3%	29.2%	29.2%	29.2%	50.0%	50.0%	8.3%	20.8%	20.8%	20.8%	33.3%	33.3%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	16.8	11.7	11.7	19.3	32.5	32.5	27.0	21.9	21.9	14.7	36.3	36.3
Actuated g/C Ratio	0.19	0.13	0.13	0.22	0.37	0.37	0.31	0.25	0.25	0.17	0.41	0.41
v/c Ratio	0.08	0.51	0.22	0.73	0.51	0.61	0.08	0.14	0.12	0.63	0.21	0.02
Control Delay	19.2	40.7	1.3	38.7	26.2	5.2	16.7	30.5	0.4	40.3	19.5	0.1
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	19.2	40.7	1.3	38.7	26.2	5.2	16.7	30.5	0.4	40.3	19.5	0.1
LOS	B	D	A	D	C	A	B	C	A	D	B	A
Approach Delay		29.8			22.6			15.8			30.1	
Approach LOS		C			C			B			C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 88  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 54.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	7	1	1	142	66	5
Future Vol, veh/h	7	1	1	142	66	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	72	72	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1	1	197	85	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	284	85	91	0	0
Stage 1	85	-	-	-	-
Stage 2	199	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	706	974	1504	-	-
Stage 1	938	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	705	974	1504	-	-
Mov Cap-2 Maneuver	705	-	-	-	-
Stage 1	937	-	-	-	-
Stage 2	835	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	730	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.4	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th Roundabout  
5: Old Denver Rd & Baptist Rd

Existing Traffic  
AM Peak Hour

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	237	289	4	201
Demand Flow Rate, veh/h	241	295	4	204
Vehicles Circulating, veh/h	191	25	417	98
Vehicles Exiting, veh/h	111	396	15	222
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.2	4.6	4.1	4.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	241	295	4	204
Cap Entry Lane, veh/h	1136	1345	902	1249
Entry HV Adj Factor	0.982	0.980	0.985	0.984
Flow Entry, veh/h	237	289	4	201
Cap Entry, veh/h	1115	1318	889	1229
V/C Ratio	0.212	0.219	0.004	0.163
Control Delay, s/veh	5.2	4.6	4.1	4.3
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	1

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	
Traffic Vol, veh/h	1	283	23	118	214	0	11	1	153	33	4	1
Future Vol, veh/h	1	283	23	118	214	0	11	1	153	33	4	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	-	-	None
Storage Length	100	-	-	375	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	325	26	136	246	0	13	1	184	42	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	351	0	0	738	858	176	683	871	123
Stage 1	-	-	-	-	-	-	340	340	-	518	518	-
Stage 2	-	-	-	-	-	-	398	518	-	165	353	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1317	-	-	1204	-	-	306	293	837	335	288	905
Stage 1	-	-	-	-	-	-	648	638	-	509	531	-
Stage 2	-	-	-	-	-	-	599	531	-	821	629	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1317	-	-	1204	-	-	275	260	837	238	255	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	260	-	238	255	-
Stage 1	-	-	-	-	-	-	647	637	-	508	471	-
Stage 2	-	-	-	-	-	-	525	471	-	638	628	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3			11.1			22.6		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	275	260	837	1317	-	-	1204	-	-	238	298
HCM Lane V/C Ratio	0.048	0.005	0.22	0.001	-	-	0.113	-	-	0.178	0.022
HCM Control Delay (s)	18.8	18.9	10.5	7.7	-	-	8.4	-	-	23.4	17.3
HCM Lane LOS	C	C	B	A	-	-	A	-	-	C	C
HCM 95th %tile Q(veh)	0.2	0	0.8	0	-	-	0.4	-	-	0.6	0.1

HCM 6th AWSC  
1: Beacon Lite Rd & 2nd St

Existing Traffic  
PM Peak Hour

Intersection	
Intersection Delay, s/veh	21.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	320	24	88	259	41	44	71	42	42	62	24
Future Vol, veh/h	24	320	24	88	259	41	44	71	42	42	62	24
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	368	28	106	312	49	53	86	51	51	75	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.5	26.6	13.9	13.2
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	7%	23%	33%
Vol Thru, %	45%	87%	67%	48%
Vol Right, %	27%	7%	11%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	368	388	128
LT Vol	44	24	88	42
Through Vol	71	320	259	62
RT Vol	42	24	41	24
Lane Flow Rate	189	423	467	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.362	0.708	0.774	0.303
Departure Headway (Hd)	6.89	6.027	5.957	7.063
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	520	596	608	506
Service Time	4.961	4.086	4.013	5.139
HCM Lane V/C Ratio	0.363	0.71	0.768	0.304
HCM Control Delay	13.9	22.5	26.6	13.2
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	1.6	5.7	7.2	1.3

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

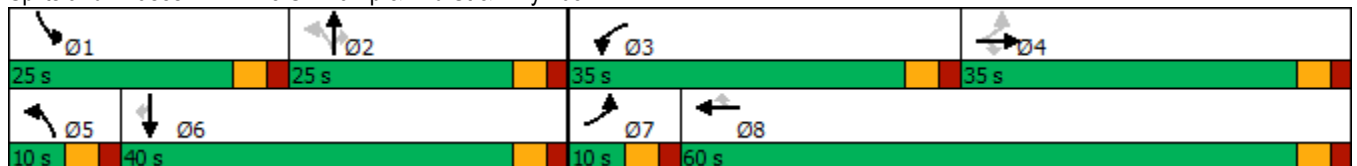
Existing Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	146	99	307	197	630	27	59	71	421	236	22
Future Volume (vph)	16	146	99	307	197	630	27	59	71	421	236	22
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	35.0	35.0	35.0	60.0	60.0	10.0	25.0	25.0	25.0	40.0	40.0
Total Split (%)	8.3%	29.2%	29.2%	29.2%	50.0%	50.0%	8.3%	20.8%	20.8%	20.8%	33.3%	33.3%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	15.8	10.7	10.7	13.4	25.4	25.4	25.2	20.1	20.1	19.1	38.6	38.6
Actuated g/C Ratio	0.19	0.13	0.13	0.16	0.30	0.30	0.30	0.24	0.24	0.23	0.46	0.46
v/c Ratio	0.08	0.41	0.34	0.61	0.38	0.72	0.12	0.20	0.20	0.70	0.19	0.04
Control Delay	19.4	36.7	3.2	38.3	26.3	7.0	14.4	29.1	0.9	35.8	15.9	0.1
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	19.4	36.7	3.2	38.3	26.3	7.0	14.4	29.1	0.9	35.8	15.9	0.1
LOS	B	D	A	D	C	A	B	C	A	D	B	A
Approach Delay		22.9			18.8			13.8			27.7	
Approach LOS		C			B			B			C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 83.5  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 21.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.8%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105





Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	8	4	1	175	163	12
Future Vol, veh/h	8	4	1	175	163	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	88	88	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	5	1	199	187	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	388	187	201	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	616	855	1371	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	855	1371	-	-	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	678	-	-
HCM Lane V/C Ratio	0.001	-	0.023	-	-
HCM Control Delay (s)	7.6	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th Roundabout  
5: Old Denver Rd & Baptist Rd

Existing Traffic  
PM Peak Hour

Intersection				
Intersection Delay, s/veh	10.9			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	140	509	190	739
Demand Flow Rate, veh/h	142	519	194	753
Vehicles Circulating, veh/h	743	129	608	247
Vehicles Exiting, veh/h	257	673	277	401
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	7.4	8.0	14.6
Approach LOS	A	A	A	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	142	519	194	753
Cap Entry Lane, veh/h	647	1210	742	1073
Entry HV Adj Factor	0.984	0.981	0.977	0.981
Flow Entry, veh/h	140	509	190	739
Cap Entry, veh/h	636	1187	725	1052
V/C Ratio	0.220	0.429	0.261	0.702
Control Delay, s/veh	8.3	7.4	8.0	14.6
LOS	A	A	A	B
95th %tile Queue, veh	1	2	1	6

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	
Traffic Vol, veh/h	1	252	25	136	412	0	21	1	134	22	1	2
Future Vol, veh/h	1	252	25	136	412	0	21	1	134	22	1	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	100	-	-	375	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	290	29	148	448	0	25	1	161	28	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	319	0	0	828	1051	160	892	1065	224
Stage 1	-	-	-	-	-	-	307	307	-	744	744	-
Stage 2	-	-	-	-	-	-	521	744	-	148	321	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1109	-	-	1238	-	-	263	225	857	237	221	779
Stage 1	-	-	-	-	-	-	678	660	-	373	420	-
Stage 2	-	-	-	-	-	-	507	420	-	840	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	1238	-	-	237	198	857	174	194	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	198	-	174	194	-
Stage 1	-	-	-	-	-	-	677	659	-	373	370	-
Stage 2	-	-	-	-	-	-	443	370	-	680	649	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.1			11.9			27.9		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	237	198	857	1109	-	-	1238	-	-	174	388
HCM Lane V/C Ratio	0.107	0.006	0.188	0.001	-	-	0.119	-	-	0.162	0.01
HCM Control Delay (s)	22	23.3	10.2	8.2	-	-	8.3	-	-	29.7	14.4
HCM Lane LOS	C	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	0	0.7	0	-	-	0.4	-	-	0.6	0

Intersection	
Intersection Delay, s/veh	23.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	340	16	126	326	29	30	43	144	29	26	10
Future Vol, veh/h	7	340	16	126	326	29	30	43	144	29	26	10
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	382	18	138	358	32	33	47	157	32	28	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.9	32.4	13.9	11.6
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	2%	26%	45%
Vol Thru, %	20%	94%	68%	40%
Vol Right, %	66%	4%	6%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	363	481	65
LT Vol	30	7	126	29
Through Vol	43	340	326	26
RT Vol	144	16	29	10
Lane Flow Rate	236	408	529	71
Geometry Grp	1	1	1	1
Degree of Util (X)	0.417	0.666	0.846	0.143
Departure Headway (Hd)	6.365	5.88	5.763	7.28
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	564	612	634	490
Service Time	4.42	3.928	3.763	5.354
HCM Lane V/C Ratio	0.418	0.667	0.834	0.145
HCM Control Delay	13.9	19.9	32.4	11.6
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	2	5	9.3	0.5

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

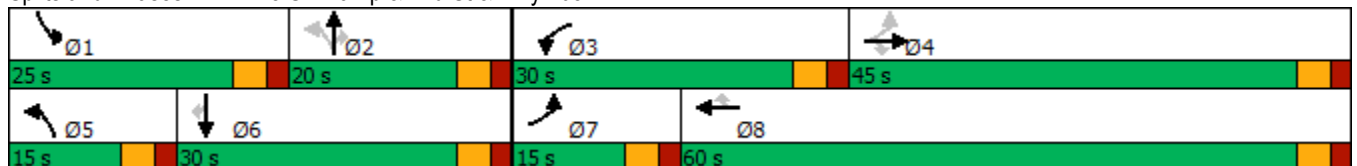
Short-Term Background Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	292	74	507	357	537	60	48	47	332	279	22
Future Volume (vph)	26	292	74	507	357	537	60	48	47	332	279	22
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	15.0	45.0	45.0	30.0	60.0	60.0	15.0	20.0	20.0	25.0	30.0	30.0
Total Split (%)	12.5%	37.5%	37.5%	25.0%	50.0%	50.0%	12.5%	16.7%	16.7%	20.8%	25.0%	25.0%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	20.8	14.4	14.4	19.0	34.1	34.1	26.7	18.7	18.7	14.7	28.1	28.1
Actuated g/C Ratio	0.24	0.17	0.17	0.22	0.39	0.39	0.31	0.21	0.21	0.17	0.32	0.32
v/c Ratio	0.10	0.54	0.19	0.73	0.53	0.59	0.21	0.16	0.13	0.62	0.27	0.04
Control Delay	16.7	37.8	1.0	38.8	25.0	4.9	18.9	33.5	0.5	39.9	25.8	0.1
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	16.7	37.8	1.0	38.8	25.0	4.9	18.9	33.5	0.5	39.9	25.8	0.1
LOS	B	D	A	D	C	A	B	C	A	D	C	A
Approach Delay		29.4			22.3			17.8			32.3	
Approach LOS		C			C			B			C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 87.1  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 25.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 54.1%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	40	9	5	189	140	16
Future Vol, veh/h	40	9	5	189	140	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	11	6	222	165	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	399	165	184	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	607	879	1391	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	605	879	1391	-	-	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1391	-	642	-	-
HCM Lane V/C Ratio	0.004	-	0.09	-	-
HCM Control Delay (s)	7.6	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	35	17	181	144	5
Future Vol, veh/h	13	35	17	181	144	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	41	20	213	169	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	425	172	175	0	-	0
Stage 1	172	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	872	1401	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	872	1401	-	-	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1401	-	792	-	-
HCM Lane V/C Ratio	0.014	-	0.071	-	-
HCM Control Delay (s)	7.6	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection				
Intersection Delay, s/veh	8.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	656	501	6	245
Demand Flow Rate, veh/h	669	511	6	249
Vehicles Circulating, veh/h	231	71	885	188
Vehicles Exiting, veh/h	206	820	15	394
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.6	6.7	6.7	5.2
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	669	511	6	249
Cap Entry Lane, veh/h	1090	1283	560	1139
Entry HV Adj Factor	0.981	0.981	0.984	0.983
Flow Entry, veh/h	656	501	6	245
Cap Entry, veh/h	1069	1259	550	1120
V/C Ratio	0.614	0.398	0.011	0.219
Control Delay, s/veh	11.6	6.7	6.7	5.2
LOS	B	A	A	A
95th %tile Queue, veh	4	2	0	1



Timings  
6: Terrazzo Dr & Baptist Rd

Short-Term Background Traffic  
AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕
Traffic Volume (vph)	1	537	359	254	147	1	237	33	4
Future Volume (vph)	1	537	359	254	147	1	237	33	4
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	20.0	70.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	20.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.7	17.7	35.9	35.9	13.6	13.6	13.6	13.6	13.6
Actuated g/C Ratio	0.30	0.30	0.60	0.60	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.00	0.62	0.75	0.14	0.56	0.00	0.49	0.13	0.01
Control Delay	17.0	21.6	19.2	5.9	29.2	20.0	6.4	21.0	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	21.6	19.2	5.9	29.2	20.0	6.4	21.0	18.6
LOS	B	C	B	A	C	B	A	C	B
Approach Delay		21.6		13.7		15.1			20.7
Approach LOS		C		B		B			C

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 59.9  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 16.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.8%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection	
Intersection Delay, s/veh	66.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	371	31	115	345	41	52	80	89	42	64	24
Future Vol, veh/h	24	371	31	115	345	41	52	80	89	42	64	24
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	426	36	139	416	49	63	96	107	51	77	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	51.4	110.9	20.9	16.6
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	6%	23%	32%
Vol Thru, %	36%	87%	69%	49%
Vol Right, %	40%	7%	8%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	426	501	130
LT Vol	52	24	115	42
Through Vol	80	371	345	64
RT Vol	89	31	41	24
Lane Flow Rate	266	490	604	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.561	0.929	1.146	0.358
Departure Headway (Hd)	8.052	7.199	6.837	8.766
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	450	509	531	413
Service Time	6.052	5.199	4.919	6.766
HCM Lane V/C Ratio	0.591	0.963	1.137	0.38
HCM Control Delay	20.9	51.4	110.9	16.6
HCM Lane LOS	C	F	F	C
HCM 95th-tile Q	3.4	11.2	20.4	1.6

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

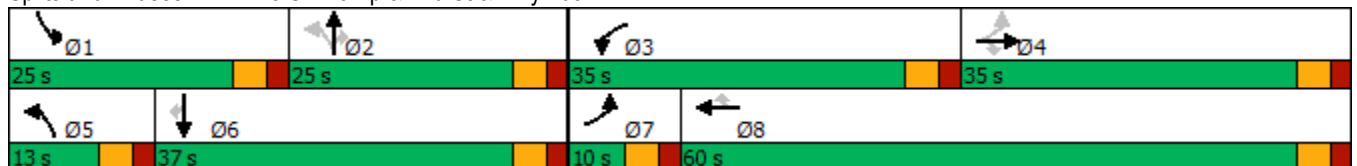
Short-Term Background Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	234	99	307	287	630	38	59	71	421	236	34
Future Volume (vph)	26	234	99	307	287	630	38	59	71	421	236	34
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	35.0	35.0	35.0	60.0	60.0	13.0	25.0	25.0	25.0	37.0	37.0
Total Split (%)	8.3%	29.2%	29.2%	29.2%	50.0%	50.0%	10.8%	20.8%	20.8%	20.8%	30.8%	30.8%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	19.4	14.3	14.3	13.8	27.5	27.5	27.1	20.2	20.2	19.3	35.0	35.0
Actuated g/C Ratio	0.22	0.16	0.16	0.16	0.31	0.31	0.31	0.23	0.23	0.22	0.40	0.40
v/c Ratio	0.12	0.52	0.30	0.62	0.53	0.71	0.15	0.21	0.21	0.72	0.22	0.06
Control Delay	19.0	37.2	2.5	40.6	29.7	6.7	15.9	31.7	0.9	39.3	20.5	0.1
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	19.0	37.2	2.5	40.6	29.7	6.7	15.9	31.7	0.9	39.3	20.5	0.1
LOS	B	D	A	D	C	A	B	C	A	D	C	A
Approach Delay		26.3			20.6			15.1			30.9	
Approach LOS		C			C			B			C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 87.8  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 24.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.8%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑	↑	↘
Traffic Vol, veh/h	29	11	22	205	150	49
Future Vol, veh/h	29	11	22	205	150	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	13	24	223	163	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	434	163	216	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	579	882	1354	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	882	1354	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1354	-	631	-	-
HCM Lane V/C Ratio	0.018	-	0.075	-	-
HCM Control Delay (s)	7.7	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	10	34	69	217	144	17
Future Vol, veh/h	10	34	69	217	144	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	40	81	255	169	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	596	179	189	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	466	864	1385	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	439	864	1385	-	-	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1385	-	755	-	-
HCM Lane V/C Ratio	0.059	-	0.069	-	-
HCM Control Delay (s)	7.8	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection				
Intersection Delay, s/veh	8.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	365	761	15	233
Demand Flow Rate, veh/h	372	776	15	238
Vehicles Circulating, veh/h	211	54	567	386
Vehicles Exiting, veh/h	413	528	16	444
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	9.8	4.9	6.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	372	776	15	238
Cap Entry Lane, veh/h	1113	1306	774	931
Entry HV Adj Factor	0.980	0.980	0.991	0.979
Flow Entry, veh/h	365	761	15	233
Cap Entry, veh/h	1091	1280	767	911
V/C Ratio	0.334	0.594	0.019	0.256
Control Delay, s/veh	6.6	9.8	4.9	6.6
LOS	A	A	A	A
95th %tile Queue, veh	1	4	0	1

Timings  
6: Terrazzo Dr & Baptist Rd

Short-Term Background Traffic  
PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	1	439	340	594	127	1	208	22	1
Future Volume (vph)	1	439	340	594	127	1	208	22	1
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	20.0	70.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	20.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	14.7	31.8	31.8	11.8	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.27	0.27	0.59	0.59	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.00	0.56	0.63	0.31	0.50	0.00	0.46	0.09	0.01
Control Delay	16.0	19.8	11.4	6.3	26.2	19.0	6.4	19.4	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	19.8	11.4	6.3	26.2	19.0	6.4	19.4	14.3
LOS	B	B	B	A	C	B	A	B	B
Approach Delay		19.8		8.2		13.9			18.8
Approach LOS		B		A		B			B

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 54	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection	
Intersection Delay, s/veh	280.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	340	35	431	326	29	38	56	307	29	70	10
Future Vol, veh/h	7	340	35	431	326	29	38	56	307	29	70	10
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	420	43	513	388	35	46	67	370	37	90	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	90	517.8	81.6	23.3
HCM LOS	F	F	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	2%	55%	27%
Vol Thru, %	14%	89%	41%	64%
Vol Right, %	77%	9%	4%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	401	382	786	109
LT Vol	38	7	431	29
Through Vol	56	340	326	70
RT Vol	307	35	29	10
Lane Flow Rate	483	472	936	140
Geometry Grp	1	1	1	1
Degree of Util (X)	1.011	1.035	2.091	0.373
Departure Headway (Hd)	9.696	10.093	8.339	12.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	377	363	449	282
Service Time	7.696	8.093	6.339	10.879
HCM Lane V/C Ratio	1.281	1.3	2.085	0.496
HCM Control Delay	81.6	90	517.8	23.3
HCM Lane LOS	F	F	F	C
HCM 95th-tile Q	12.1	12.6	64.2	1.7



Timings  
1: Beacon Lite Rd & 2nd St

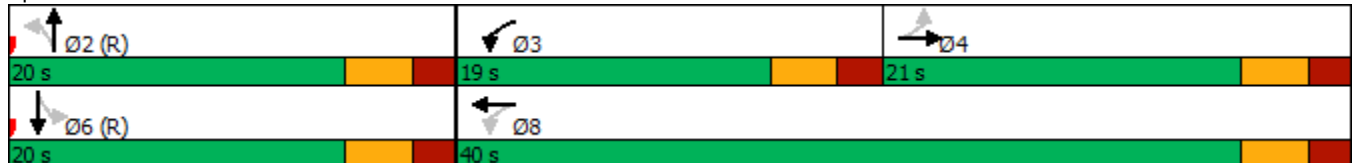
Short-Term Total Traffic  
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	7	340	431	326	38	56	307	29	70
Future Volume (vph)	7	340	431	326	38	56	307	29	70
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Free	Perm	NA
Protected Phases		4	3	8		2			6
Permitted Phases	4		8		2		Free	6	
Detector Phase	4	4	3	8	2	2		6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0
Total Split (s)	21.0	21.0	19.0	40.0	20.0	20.0		20.0	20.0
Total Split (%)	35.0%	35.0%	31.7%	66.7%	33.3%	33.3%		33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0			5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	16.0	16.0	35.0	35.0		15.0	60.0		15.0
Actuated g/C Ratio	0.27	0.27	0.58	0.58		0.25	1.00		0.25
v/c Ratio	0.04	0.94	0.96	0.39		0.29	0.23		0.33
Control Delay	16.9	51.9	46.1	7.9		20.7	0.3		20.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	16.9	51.9	46.1	7.9		20.7	0.3		20.0
LOS	B	D	D	A		C	A		C
Approach Delay		51.3		28.8		5.1			20.0
Approach LOS		D		C		A			C

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 27.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 69.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Beacon Lite Rd & 2nd St



Intersection					
Intersection Delay, s/veh	13.3				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	472	936	483	140	
Demand Flow Rate, veh/h	481	955	492	143	
Vehicles Circulating, veh/h	653	124	475	966	
Vehicles Exiting, veh/h	456	466	659	113	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	18.8	17.0	1.3	11.2	
Approach LOS	C	C	A	B	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	377	4.976
Entry Flow, veh/h	481	955	115	1938	143
Cap Entry Lane, veh/h	709	1216	850	0.980	515
Entry HV Adj Factor	0.980	0.980	0.980	370	0.980
Flow Entry, veh/h	472	936	113	1900	140
Cap Entry, veh/h	695	1192	833	0.195	505
V/C Ratio	0.678	0.785	0.135	0.0	0.278
Control Delay, s/veh	18.8	17.0	5.7	A	11.2
LOS	C	C	A	1	B
95th %tile Queue, veh	5	9	0		1

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

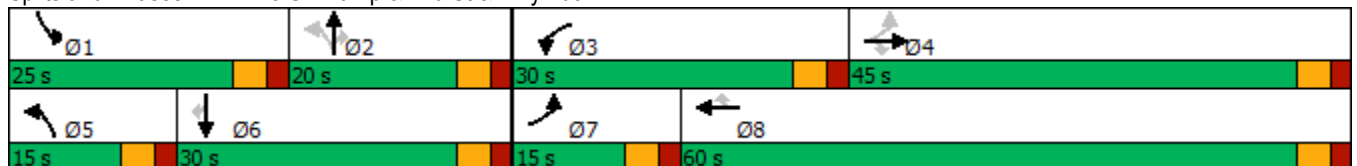
Short-Term Total Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	432	83	507	479	537	224	48	47	332	279	41
Future Volume (vph)	39	432	83	507	479	537	224	48	47	332	279	41
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	15.0	45.0	45.0	30.0	60.0	60.0	15.0	20.0	20.0	25.0	30.0	30.0
Total Split (%)	12.5%	37.5%	37.5%	25.0%	50.0%	50.0%	12.5%	16.7%	16.7%	20.8%	25.0%	25.0%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	29.6	22.7	22.7	20.0	40.8	40.8	31.1	21.0	21.0	15.4	26.1	26.1
Actuated g/C Ratio	0.30	0.23	0.23	0.20	0.41	0.41	0.31	0.21	0.21	0.15	0.26	0.26
v/c Ratio	0.14	0.58	0.17	0.79	0.67	0.58	0.75	0.17	0.13	0.68	0.33	0.08
Control Delay	15.7	36.9	0.7	47.7	29.7	4.3	41.1	39.9	0.6	48.1	33.0	0.3
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	15.7	36.9	0.7	47.7	29.7	4.3	41.1	39.9	0.6	48.1	33.0	0.3
LOS	B	D	A	D	C	A	D	D	A	D	C	A
Approach Delay		30.0			26.8			34.9			38.6	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 99.4  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 30.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 66.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	40	16	7	373	508	16
Future Vol, veh/h	40	16	7	373	508	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	19	8	439	598	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1053	598	617	0	-	0
Stage 1	598	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	251	502	963	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	502	963	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	963	-	291	-	-
HCM Lane V/C Ratio	0.009	-	0.226	-	-
HCM Control Delay (s)	8.8	-	21	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	16	35	17	609	315	6
Future Vol, veh/h	16	35	17	609	315	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	41	20	716	371	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1131	375	378	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	671	1180	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	671	1180	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1180	-	519	-	-
HCM Lane V/C Ratio	0.017	-	0.116	-	-
HCM Control Delay (s)	8.1	-	12.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 6th Roundabout  
5: Old Denver Rd & Baptist Rd

Short-Term Total Traffic  
AM Peak Hour

Intersection				
Intersection Delay, s/veh	18.2			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	707	973	17	451
Demand Flow Rate, veh/h	721	993	17	460
Vehicles Circulating, veh/h	434	134	1135	188
Vehicles Exiting, veh/h	214	1018	20	939
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	23.5	19.6	9.0	7.4
Approach LOS	C	C	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	721	993	17	460
Cap Entry Lane, veh/h	886	1204	434	1139
Entry HV Adj Factor	0.981	0.980	0.982	0.980
Flow Entry, veh/h	707	973	17	451
Cap Entry, veh/h	869	1180	426	1116
V/C Ratio	0.813	0.825	0.039	0.404
Control Delay, s/veh	23.5	19.6	9.0	7.4
LOS	C	C	A	A
95th %tile Queue, veh	9	10	0	2

Timings  
6: Terrazzo Dr & Baptist Rd

Short-Term Total Traffic  
AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	1	691	359	630	163	1	237	33	4
Future Volume (vph)	1	691	359	630	163	1	237	33	4
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	20.0	70.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	20.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.5	23.5	43.1	43.1	15.6	15.6	15.6	15.6	15.6
Actuated g/C Ratio	0.34	0.34	0.62	0.62	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.00	0.69	0.83	0.33	0.62	0.00	0.49	0.13	0.01
Control Delay	17.0	23.3	30.4	7.1	34.4	22.0	6.6	23.8	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	23.3	30.4	7.1	34.4	22.0	6.6	23.8	21.0
LOS	B	C	C	A	C	C	A	C	C
Approach Delay		23.3		15.6		17.9			23.5
Approach LOS		C		B		B			C

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 69.1  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 18.8  
 Intersection Capacity Utilization 68.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	15	14	620	5	5	306
Future Vol, veh/h	15	14	620	5	5	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	16	729	6	6	360

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1104	732	0	0	735
Stage 1	732	-	-	-	-
Stage 2	372	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	234	421	-	-	870
Stage 1	476	-	-	-	-
Stage 2	697	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	232	421	-	-	870
Mov Cap-2 Maneuver	357	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	692	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	385	870
HCM Lane V/C Ratio	-	-	0.089	0.007
HCM Control Delay (s)	-	-	15.3	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	3	631	304	3
Future Vol, veh/h	6	6	3	631	304	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	4	742	358	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1110	360	362	0	-	0
Stage 1	360	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	232	684	1197	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	684	1197	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	467	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1197	-	345	-	-
HCM Lane V/C Ratio	0.003	-	0.041	-	-
HCM Control Delay (s)	8	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Vol, veh/h	30	29	628	9	9	277
Future Vol, veh/h	30	29	628	9	9	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	34	739	11	11	326

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1093	745	0	0	750
Stage 1	745	-	-	-	-
Stage 2	348	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	237	414	-	-	859
Stage 1	469	-	-	-	-
Stage 2	715	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	234	414	-	-	859
Mov Cap-2 Maneuver	234	-	-	-	-
Stage 1	469	-	-	-	-
Stage 2	706	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	298	859
HCM Lane V/C Ratio	-	-	0.233	0.012
HCM Control Delay (s)	-	-	20.7	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0

HCM 6th TWSC  
 104: Old Denver Rd & Lot 2 Middle 4-Leg/Lot 1 North

Short-Term Total Traffic  
 AM Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	0	17	15	0	14	8	643	5	5	254	4
Future Vol, veh/h	9	0	17	15	0	14	8	643	5	5	254	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	18	16	0	15	9	699	5	5	276	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1015	1010	278	1017	1010	702	280	0	0	704	0	0
Stage 1	288	288	-	720	720	-	-	-	-	-	-	-
Stage 2	727	722	-	297	290	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	240	761	216	240	438	1283	-	-	894	-	-
Stage 1	720	674	-	419	432	-	-	-	-	-	-	-
Stage 2	415	431	-	712	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	207	237	761	209	237	438	1283	-	-	894	-	-
Mov Cap-2 Maneuver	207	237	-	209	237	-	-	-	-	-	-	-
Stage 1	715	670	-	416	429	-	-	-	-	-	-	-
Stage 2	398	428	-	691	668	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		19.5		0.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	395	280	894	-	-
HCM Lane V/C Ratio	0.007	-	-	0.072	0.113	0.006	-	-
HCM Control Delay (s)	7.8	-	-	14.8	19.5	9.1	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	41	28	390	277	133	222
Future Vol, veh/h	41	28	390	277	133	222
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	33	459	326	156	261

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1032	459	0	0	785
Stage 1	459	-	-	-	-
Stage 2	573	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	258	602	-	-	834
Stage 1	636	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	210	602	-	-	834
Mov Cap-2 Maneuver	335	-	-	-	-
Stage 1	636	-	-	-	-
Stage 2	459	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	3.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	335	602	834	-
HCM Lane V/C Ratio	-	-	0.144	0.055	0.188	-
HCM Control Delay (s)	-	-	17.5	11.3	10.3	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.7	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	17	10	4	414	346	8
Future Vol, veh/h	17	10	4	414	346	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	12	5	487	407	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	909	412	416	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	305	640	1143	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	640	1143	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	489	-	-
HCM Lane V/C Ratio	0.004	-	0.065	-	-
HCM Control Delay (s)	8.2	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	6	6	3	428	348	3
Future Vol, veh/h	6	6	3	428	348	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	4	504	409	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	923	411	413	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	299	641	1146	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	641	1146	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1146	-	510	-	-
HCM Lane V/C Ratio	0.003	-	0.028	-	-
HCM Control Delay (s)	8.2	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	36	68	311	122	210	315
Future Vol, veh/h	36	68	311	122	210	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	80	366	144	247	371

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1231	366	0	0	510	0
Stage 1	366	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	196	679	-	-	1055	-
Stage 1	702	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	679	-	-	1055	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	3.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	253	679	1055
HCM Lane V/C Ratio	-	-	0.167	0.118	0.234
HCM Control Delay (s)	-	-	22.1	11	9.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.4	0.9

Intersection	
Intersection Delay, s/veh	387.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	371	45	373	345	41	75	130	511	42	92	24
Future Vol, veh/h	24	371	45	373	345	41	75	130	511	42	92	24
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	426	52	449	416	49	90	157	616	51	111	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	146.5	544.7	439.4	37.2
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	5%	49%	27%
Vol Thru, %	18%	84%	45%	58%
Vol Right, %	71%	10%	5%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	716	440	759	158
LT Vol	75	24	373	42
Through Vol	130	371	345	92
RT Vol	511	45	41	24
Lane Flow Rate	863	506	914	190
Geometry Grp	1	1	1	1
Degree of Util (X)	1.899	1.163	2.133	0.507
Departure Headway (Hd)	10.606	13.914	11.318	17.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	354	268	329	209
Service Time	8.606	11.914	9.318	15.456
HCM Lane V/C Ratio	2.438	1.888	2.778	0.909
HCM Control Delay	439.4	146.5	544.7	37.2
HCM Lane LOS	F	F	F	E
HCM 95th-tile Q	43.7	13.6	50.1	2.6



Timings  
1: Beacon Lite Rd & 2nd St

Short-Term Total Traffic  
PM Peak Hour



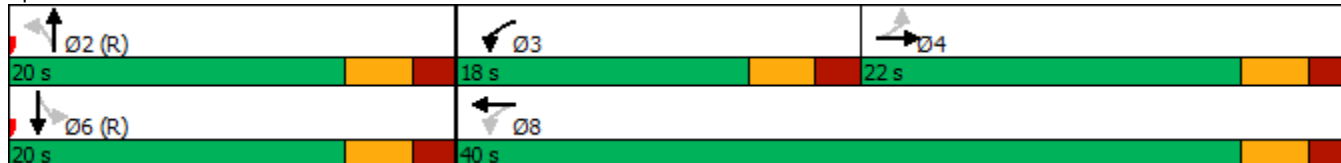
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	24	371	373	345	75	130	511	42	92
Future Volume (vph)	24	371	373	345	75	130	511	42	92
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Free	Perm	NA
Protected Phases		4	3	8		2			6
Permitted Phases	4		8		2		Free	6	
Detector Phase	4	4	3	8	2	2		6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0
Total Split (s)	22.0	22.0	18.0	40.0	20.0	20.0		20.0	20.0
Total Split (%)	36.7%	36.7%	30.0%	66.7%	33.3%	33.3%		33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0			5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	16.8	16.8	34.6	34.6		15.4	60.0		15.4
Actuated g/C Ratio	0.28	0.28	0.58	0.58		0.26	1.00		0.26
v/c Ratio	0.11	0.92	0.89	0.44		0.64	0.39		0.47
Control Delay	17.3	47.4	35.9	8.4		29.7	0.7		22.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	17.3	47.4	35.9	8.4		29.7	0.7		22.2
LOS	B	D	D	A		C	A		C
Approach Delay		45.8		21.9		9.0			22.2
Approach LOS		D		C		A			C

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 22.3  
 Intersection Capacity Utilization 79.2%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 1: Beacon Lite Rd & 2nd St



Intersection					
Intersection Delay, s/veh	12.2				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	506	816	770	191	
Demand Flow Rate, veh/h	517	832	786	195	
Vehicles Circulating, veh/h	574	255	516	870	
Vehicles Exiting, veh/h	491	487	575	217	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	17.4	18.5	2.2	11.5	
Approach LOS	C	C	A	B	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	560	4.976
Entry Flow, veh/h	517	832	226	1938	195
Cap Entry Lane, veh/h	768	1064	815	0.980	568
Entry HV Adj Factor	0.980	0.980	0.979	549	0.978
Flow Entry, veh/h	506	816	221	1900	191
Cap Entry, veh/h	753	1043	798	0.289	556
V/C Ratio	0.673	0.782	0.277	0.0	0.343
Control Delay, s/veh	17.4	18.5	7.6	A	11.5
LOS	C	C	A	1	B
95th %tile Queue, veh	5	8	1		2

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

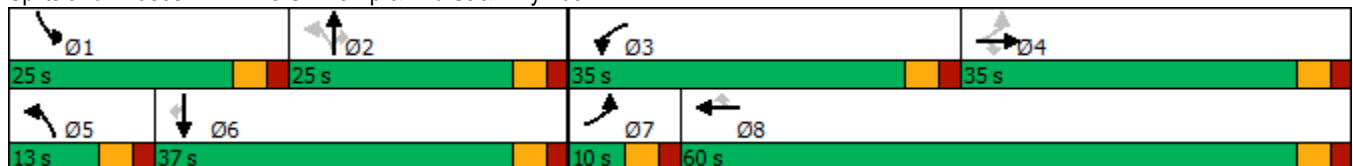
Short-Term Total Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	589	143	307	372	630	192	59	71	421	236	52
Future Volume (vph)	48	589	143	307	372	630	192	59	71	421	236	52
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	10.0	35.0	35.0	35.0	60.0	60.0	13.0	25.0	25.0	25.0	37.0	37.0
Total Split (%)	8.3%	29.2%	29.2%	29.2%	50.0%	50.0%	10.8%	20.8%	20.8%	20.8%	30.8%	30.8%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	32.8	27.7	27.7	15.3	40.3	40.3	28.4	20.4	20.4	19.7	32.1	32.1
Actuated g/C Ratio	0.32	0.27	0.27	0.15	0.39	0.39	0.27	0.20	0.20	0.19	0.31	0.31
v/c Ratio	0.19	0.79	0.32	0.66	0.56	0.66	0.86	0.25	0.23	0.83	0.28	0.11
Control Delay	17.8	42.4	5.0	48.3	28.4	5.2	52.4	39.1	1.1	53.4	28.7	0.4
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	17.8	42.4	5.0	48.3	28.4	5.2	52.4	39.1	1.1	53.4	28.7	0.4
LOS	B	D	A	D	C	A	D	D	A	D	C	A
Approach Delay		34.1			21.9			38.7			41.3	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 103.3  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 31.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.8%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	29	16	31	700	450	49
Future Vol, veh/h	29	16	31	700	450	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	19	34	761	489	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1318	489	542	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	173	579	1027	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	167	579	1027	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1027	-	224	-	-
HCM Lane V/C Ratio	0.033	-	0.236	-	-
HCM Control Delay (s)	8.6	-	26	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	11	34	69	492	553	20
Future Vol, veh/h	11	34	69	492	553	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	40	81	579	651	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1404	663	675	0	-	0
Stage 1	663	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	154	461	916	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	140	461	916	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	916	-	397	-	-
HCM Lane V/C Ratio	0.089	-	0.133	-	-
HCM Control Delay (s)	9.3	-	15.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection				
Intersection Delay, s/veh	17.5			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	384	1033	22	673
Demand Flow Rate, veh/h	391	1053	22	686
Vehicles Circulating, veh/h	625	80	990	386
Vehicles Exiting, veh/h	447	932	26	747
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.4	19.1	7.8	17.8
Approach LOS	B	C	A	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	391	1053	22	686
Cap Entry Lane, veh/h	729	1272	503	931
Entry HV Adj Factor	0.981	0.981	0.988	0.981
Flow Entry, veh/h	384	1033	22	673
Cap Entry, veh/h	716	1247	496	913
V/C Ratio	0.536	0.828	0.044	0.737
Control Delay, s/veh	13.4	19.1	7.8	17.8
LOS	B	C	A	C
95th %tile Queue, veh	3	10	0	7

Timings  
6: Terrazzo Dr & Baptist Rd

Short-Term Total Traffic  
PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↗
Traffic Volume (vph)	1	789	340	836	139	1	208	22	1
Future Volume (vph)	1	789	340	836	139	1	208	22	1
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	1	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	20.0	70.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	50.0%	50.0%	20.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	26.8	26.8	45.9	45.9	14.6	14.6	14.6	14.6	14.6
Actuated g/C Ratio	0.38	0.38	0.65	0.65	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.00	0.72	0.80	0.40	0.58	0.00	0.48	0.10	0.01
Control Delay	15.0	22.5	29.6	6.9	36.0	25.0	7.3	26.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	22.5	29.6	6.9	36.0	25.0	7.3	26.0	19.0
LOS	B	C	C	A	D	C	A	C	B
Approach Delay		22.5		13.5		18.8			25.2
Approach LOS		C		B		B			C

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 71  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 17.7  
 Intersection Capacity Utilization 68.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	8	488	16	15	565
Future Vol, veh/h	9	8	488	16	15	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	9	574	19	18	665

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1285	584	0	0	593
Stage 1	584	-	-	-	-
Stage 2	701	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	182	512	-	-	983
Stage 1	557	-	-	-	-
Stage 2	492	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	179	512	-	-	983
Mov Cap-2 Maneuver	317	-	-	-	-
Stage 1	557	-	-	-	-
Stage 2	483	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	983
HCM Lane V/C Ratio	-	-	0.052	0.018
HCM Control Delay (s)	-	-	14.8	8.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	4	4	6	491	576	5
Future Vol, veh/h	4	4	6	491	576	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	7	578	678	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1273	681	684	0	-	0
Stage 1	681	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	185	450	909	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	450	909	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	909	-	261	-	-
HCM Lane V/C Ratio	0.008	-	0.036	-	-
HCM Control Delay (s)	9	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	17	463	31	30	563
Future Vol, veh/h	18	17	463	31	30	563
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	20	545	36	35	662

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1295	563	0	0	581
Stage 1	563	-	-	-	-
Stage 2	732	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	179	526	-	-	993
Stage 1	570	-	-	-	-
Stage 2	476	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	173	526	-	-	993
Mov Cap-2 Maneuver	173	-	-	-	-
Stage 1	570	-	-	-	-
Stage 2	459	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	993
HCM Lane V/C Ratio	-	-	0.16	0.036
HCM Control Delay (s)	-	-	21.7	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 6th TWSC  
 104: Old Denver Rd & Lot 2 Middle 4-Leg/Lot 1 North

Short-Term Total Traffic  
 PM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	12	9	0	8	17	448	16	15	573	9
Future Vol, veh/h	6	0	12	9	0	8	17	448	16	15	573	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	13	10	0	9	18	487	17	16	623	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1196	1200	628	1199	1197	496	633	0	0	504	0	0
Stage 1	660	660	-	532	532	-	-	-	-	-	-	-
Stage 2	536	540	-	667	665	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	185	483	162	186	574	950	-	-	1061	-	-
Stage 1	452	460	-	531	526	-	-	-	-	-	-	-
Stage 2	529	521	-	448	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	156	179	483	154	180	574	950	-	-	1061	-	-
Mov Cap-2 Maneuver	156	179	-	154	180	-	-	-	-	-	-	-
Stage 1	443	453	-	521	516	-	-	-	-	-	-	-
Stage 2	511	511	-	429	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	21.6	0.3	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	950	-	-	284	235	1061	-
HCM Lane V/C Ratio	0.019	-	-	0.069	0.079	0.015	-
HCM Control Delay (s)	8.9	-	-	18.6	21.6	8.4	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	206	142	382	81	39	391
Future Vol, veh/h	206	142	382	81	39	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	242	167	449	95	46	460

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1001	449	0	0	544	0
Stage 1	449	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	269	610	-	-	1025	-
Stage 1	643	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	257	610	-	-	1025	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.3	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	387	610	1025	-
HCM Lane V/C Ratio	-	-	0.626	0.274	0.045	-
HCM Control Delay (s)	-	-	28.7	13.1	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	4.1	1.1	0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	11	7	9	515	423	16
Future Vol, veh/h	11	7	9	515	423	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	8	11	606	498	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1136	508	517	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	223	565	1049	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	565	1049	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1049	-	417	-	-
HCM Lane V/C Ratio	0.01	-	0.051	-	-
HCM Control Delay (s)	8.5	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	4	4	6	521	435	5
Future Vol, veh/h	4	4	6	521	435	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	7	613	512	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1142	515	518	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	222	560	1048	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	560	1048	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	435	-	-
HCM Lane V/C Ratio	0.007	-	0.022	-	-
HCM Control Delay (s)	8.5	-	13.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	157	315	417	108	182	284
Future Vol, veh/h	157	315	417	108	182	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	342	453	117	198	309

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1158	453	0	0	570
Stage 1	453	-	-	-	-
Stage 2	705	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	217	607	-	-	1002
Stage 1	640	-	-	-	-
Stage 2	490	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	174	607	-	-	1002
Mov Cap-2 Maneuver	295	-	-	-	-
Stage 1	640	-	-	-	-
Stage 2	393	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	3.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	295	607	1002	-
HCM Lane V/C Ratio	-	-	0.578	0.564	0.197	-
HCM Control Delay (s)	-	-	32.7	18.3	9.5	-
HCM Lane LOS	-	-	D	C	A	-
HCM 95th %tile Q(veh)	-	-	3.4	3.5	0.7	-

Intersection	
Intersection Delay, s/veh	56.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	424	27	145	435	38	35	46	159	30	28	17
Future Vol, veh/h	9	424	27	145	435	38	35	46	159	30	28	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	446	28	153	458	40	37	48	167	32	29	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	33	94.6	16.5	13
HCM LOS	D	F	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	2%	23%	40%
Vol Thru, %	19%	92%	70%	37%
Vol Right, %	66%	6%	6%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	240	460	618	75
LT Vol	35	9	145	30
Through Vol	46	424	435	28
RT Vol	159	27	38	17
Lane Flow Rate	253	484	651	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.476	0.826	1.11	0.173
Departure Headway (Hd)	7.158	6.444	6.14	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	508	567	598	437
Service Time	5.158	4.444	4.147	6.255
HCM Lane V/C Ratio	0.498	0.854	1.089	0.181
HCM Control Delay	16.5	33	94.6	13
HCM Lane LOS	C	D	F	B
HCM 95th-tile Q	2.5	8.4	20.2	0.6



Timings  
1: Beacon Lite Rd & 2nd St

2040 Background Traffic  
AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	9	424	145	435	35	46	159	30	28
Future Volume (vph)	9	424	145	435	35	46	159	30	28
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Free	Perm	NA
Protected Phases		4	3	8		2			6
Permitted Phases	4		8		2		Free	6	
Detector Phase	4	4	3	8	2	2		6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0
Total Split (s)	22.0	22.0	18.0	40.0	20.0	20.0		20.0	20.0
Total Split (%)	36.7%	36.7%	30.0%	66.7%	33.3%	33.3%		33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0			5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	19.7	19.7	30.5	30.5		19.5	60.0		19.5
Actuated g/C Ratio	0.33	0.33	0.51	0.51		0.32	1.00		0.32
v/c Ratio	0.03	0.78	0.40	0.53		0.16	0.11		0.15
Control Delay	13.6	28.6	9.7	11.0		18.7	0.1		15.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	13.6	28.6	9.7	11.0		18.7	0.1		15.3
LOS	B	C	A	B		B	A		B
Approach Delay		28.3		10.7		6.4			15.3
Approach LOS		C		B		A			B

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 55.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: Beacon Lite Rd & 2nd St



Intersection					
Intersection Delay, s/veh	7.3				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	483	651	252	79	
Demand Flow Rate, veh/h	493	664	257	81	
Vehicles Circulating, veh/h	219	96	497	661	
Vehicles Exiting, veh/h	523	488	215	99	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	8.2	8.9	1.8	6.5	
Approach LOS	A	A	A	A	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	170	4.976
Entry Flow, veh/h	493	664	87	1938	81
Cap Entry Lane, veh/h	1104	1251	831	0.980	703
Entry HV Adj Factor	0.980	0.980	0.977	167	0.980
Flow Entry, veh/h	483	651	85	1900	79
Cap Entry, veh/h	1081	1226	812	0.088	689
V/C Ratio	0.447	0.531	0.105	0.0	0.115
Control Delay, s/veh	8.2	8.9	5.5	A	6.5
LOS	A	A	A	0	A
95th %tile Queue, veh	2	3	0		0

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

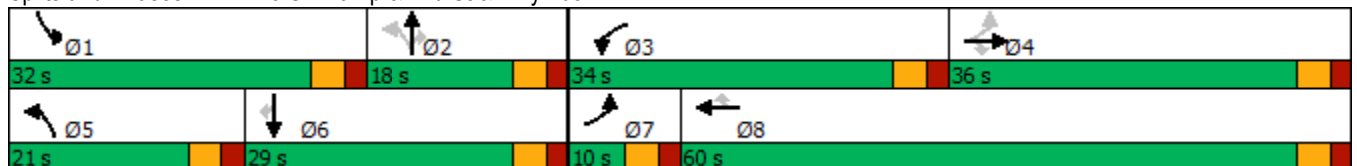
2040 Background Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	366	93	705	468	746	79	67	65	461	388	29
Future Volume (vph)	33	366	93	705	468	746	79	67	65	461	388	29
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0	10.0	10.0	23.0	23.0
Total Split (s)	10.0	36.0	36.0	34.0	60.0	60.0	21.0	18.0	18.0	32.0	29.0	29.0
Total Split (%)	8.3%	30.0%	30.0%	28.3%	50.0%	50.0%	17.5%	15.0%	15.0%	26.7%	24.2%	24.2%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	23.0	17.9	17.9	25.7	43.2	43.2	22.5	13.8	13.8	19.2	27.1	27.1
Actuated g/C Ratio	0.24	0.18	0.18	0.26	0.44	0.44	0.23	0.14	0.14	0.20	0.28	0.28
v/c Ratio	0.14	0.59	0.22	0.82	0.59	0.69	0.28	0.27	0.17	0.72	0.41	0.06
Control Delay	17.7	40.7	1.1	43.0	25.1	5.0	25.5	45.6	0.9	43.9	33.3	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	17.7	40.7	1.1	43.0	25.1	5.0	25.5	45.6	0.9	43.9	33.3	0.2
LOS	B	D	A	D	C	A	C	D	A	D	C	A
Approach Delay		31.7			23.9			24.4			37.8	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 97.1  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 28.5  
 Intersection Capacity Utilization 67.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	RT		LT	LT	LT	RT
Traffic Vol, veh/h	40	9	5	212	172	16
Future Vol, veh/h	40	9	5	212	172	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	9	5	223	181	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	414	181	198	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	595	862	1375	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	593	862	1375	-	-	-
Mov Cap-2 Maneuver	593	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1375	-	629	-	-
HCM Lane V/C Ratio	0.004	-	0.082	-	-
HCM Control Delay (s)	7.6	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	13	35	17	204	176	5
Future Vol, veh/h	13	35	17	204	176	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	37	18	215	185	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	439	188	190	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	575	854	1384	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	854	1384	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	791	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1384	-	779	-	-
HCM Lane V/C Ratio	0.013	-	0.065	-	-
HCM Control Delay (s)	7.6	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Intersection Delay, s/veh	6.9					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	1	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	557	673	80	455		
Demand Flow Rate, veh/h	568	686	82	464		
Vehicles Circulating, veh/h	515	126	895	348		
Vehicles Exiting, veh/h	297	851	188	84		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	13.4	2.2	6.9	5.9		
Approach LOS	B	A	A	A		
Lane	Left	Left	Bypass	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	L	LTR
Assumed Moves	LTR	LT	R	LTR	L	LTR
RT Channelized	Free					
Lane Util	1.000	1.000		1.000	0.530	0.470
Follow-Up Headway, s	2.535	2.535		2.535	2.667	2.535
Critical Headway, s	4.328	4.328	380	4.328	4.645	4.328
Entry Flow, veh/h	568	306	1938	82	246	218
Cap Entry Lane, veh/h	917	1276	0.980	664	980	1056
Entry HV Adj Factor	0.981	0.979	373	0.981	0.980	0.981
Flow Entry, veh/h	557	300	1900	80	241	214
Cap Entry, veh/h	899	1249	0.196	651	960	1036
V/C Ratio	0.620	0.240	0.0	0.124	0.251	0.206
Control Delay, s/veh	13.4	5.0	A	6.9	6.3	5.4
LOS	B	A	1	A	A	A
95th %tile Queue, veh	4	1		0	1	1

Timings  
6: Terrazzo Dr & Baptist Rd

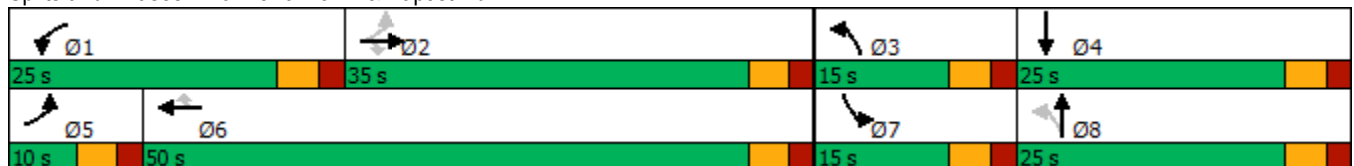
2040 Background Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	22	637	159	722	427	169	56	28	467	114	51
Future Volume (vph)	22	637	159	722	427	169	56	28	467	114	51
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Free	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6	8		Free		
Detector Phase	5	2	2	1	6	6	3	8		7	4
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
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0
Total Split (s)	10.0	35.0	35.0	25.0	50.0	50.0	15.0	25.0		15.0	25.0
Total Split (%)	10.0%	35.0%	35.0%	25.0%	50.0%	50.0%	15.0%	25.0%		15.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min		None	Min
Act Effct Green (s)	26.6	21.4	21.4	20.6	43.7	43.7	13.6	7.6	75.3	8.1	10.5
Actuated g/C Ratio	0.35	0.28	0.28	0.27	0.58	0.58	0.18	0.10	1.00	0.11	0.14
v/c Ratio	0.06	0.67	0.29	0.81	0.22	0.18	0.21	0.15	0.31	0.33	0.27
Control Delay	9.7	28.0	4.3	36.8	10.1	2.6	24.9	36.2	0.5	36.7	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	28.0	4.3	36.8	10.1	2.6	24.9	36.2	0.5	36.7	31.3
LOS	A	C	A	D	B	A	C	D	A	D	C
Approach Delay		22.9			23.8			4.8			34.7
Approach LOS		C			C			A			C

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 75.3  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 20.6  
 Intersection Capacity Utilization 60.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection	
Intersection Delay, s/veh	105.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	479	41	138	424	48	62	96	129	44	67	33
Future Vol, veh/h	27	479	41	138	424	48	62	96	129	44	67	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	504	43	145	446	51	65	101	136	46	71	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	109.6	159.9	25.8	18
HCM LOS	F	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	5%	23%	31%
Vol Thru, %	33%	88%	70%	47%
Vol Right, %	45%	7%	8%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	547	610	144
LT Vol	62	27	138	44
Through Vol	96	479	424	67
RT Vol	129	41	48	33
Lane Flow Rate	302	576	642	152
Geometry Grp	1	1	1	1
Degree of Util (X)	0.644	1.133	1.269	0.359
Departure Headway (Hd)	8.584	7.598	7.43	9.668
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	423	484	494	374
Service Time	6.584	5.598	5.43	7.668
HCM Lane V/C Ratio	0.714	1.19	1.3	0.406
HCM Control Delay	25.8	109.6	159.9	18
HCM Lane LOS	D	F	F	C
HCM 95th-tile Q	4.4	18.7	25.4	1.6



Timings  
1: Beacon Lite Rd & 2nd St

2040 Background Traffic  
PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	27	479	138	424	62	96	129	44	67
Future Volume (vph)	27	479	138	424	62	96	129	44	67
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Free	Perm	NA
Protected Phases		4	3	8		2			6
Permitted Phases	4		8		2		Free	6	
Detector Phase	4	4	3	8	2	2		6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0
Total Split (s)	24.0	24.0	16.0	40.0	20.0	20.0		20.0	20.0
Total Split (%)	40.0%	40.0%	26.7%	66.7%	33.3%	33.3%		33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0			5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	21.1	21.1	31.7	31.7		18.3	60.0		18.3
Actuated g/C Ratio	0.35	0.35	0.53	0.53		0.30	1.00		0.30
v/c Ratio	0.09	0.84	0.42	0.51		0.35	0.09		0.31
Control Delay	14.1	32.5	9.8	10.2		21.2	0.1		17.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	14.1	32.5	9.8	10.2		21.2	0.1		17.6
LOS	B	C	A	B		C	A		B
Approach Delay		31.6		10.1		11.7			17.6
Approach LOS		C		B		B			B

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 18.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.5%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 1: Beacon Lite Rd & 2nd St



Intersection					
Intersection Delay, s/veh	9.2				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	575	642	302	152	
Demand Flow Rate, veh/h	587	655	308	155	
Vehicles Circulating, veh/h	267	198	590	669	
Vehicles Exiting, veh/h	557	561	264	184	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.6	10.6	4.0	7.9	
Approach LOS	B	B	A	A	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	139	4.976
Entry Flow, veh/h	587	655	169	1938	155
Cap Entry Lane, veh/h	1051	1128	756	0.980	697
Entry HV Adj Factor	0.979	0.980	0.982	136	0.978
Flow Entry, veh/h	575	642	166	1900	152
Cap Entry, veh/h	1029	1105	742	0.072	682
V/C Ratio	0.559	0.581	0.224	0.0	0.222
Control Delay, s/veh	10.6	10.6	7.4	A	7.9
LOS	B	B	A	0	A
95th %tile Queue, veh	4	4	1		1

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

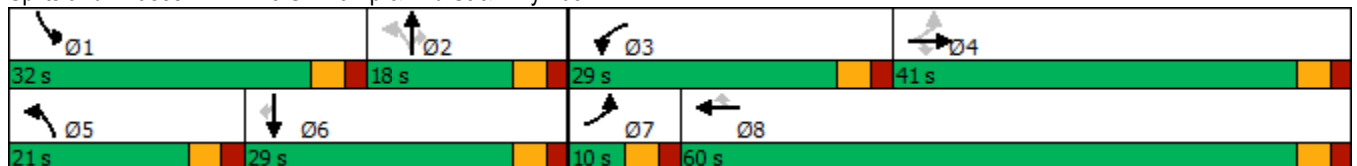
2040 Background Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	332	140	474	374	972	50	91	110	649	364	44
Future Volume (vph)	37	332	140	474	374	972	50	91	110	649	364	44
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0	10.0	10.0	23.0	23.0
Total Split (s)	10.0	41.0	41.0	29.0	60.0	60.0	21.0	18.0	18.0	32.0	29.0	29.0
Total Split (%)	8.3%	34.2%	34.2%	24.2%	50.0%	50.0%	17.5%	15.0%	15.0%	26.7%	24.2%	24.2%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	28.6	23.4	23.4	19.5	42.9	42.9	21.1	13.5	13.5	24.0	32.8	32.8
Actuated g/C Ratio	0.28	0.23	0.23	0.19	0.42	0.42	0.21	0.13	0.13	0.24	0.32	0.32
v/c Ratio	0.12	0.43	0.28	0.75	0.50	0.90	0.20	0.39	0.30	0.84	0.33	0.07
Control Delay	16.6	34.4	2.7	48.4	24.3	17.2	26.4	51.5	2.0	49.1	31.4	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	16.6	34.4	2.7	48.4	24.3	17.2	26.4	51.5	2.0	49.1	31.4	0.2
LOS	B	C	A	D	C	B	C	D	A	D	C	A
Approach Delay		24.4			26.8			24.8			41.0	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 101.3  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 30.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	29	11	22	271	186	49
Future Vol, veh/h	29	11	22	271	186	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	12	23	285	196	52

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	527	196	248	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	512	845	1318	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	503	845	1318	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1318	-	566	-	-
HCM Lane V/C Ratio	0.018	-	0.074	-	-
HCM Control Delay (s)	7.8	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	10	34	69	283	180	17
Future Vol, veh/h	10	34	69	283	180	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	36	73	298	189	18

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	642	198	207	0	0
Stage 1	198	-	-	-	-
Stage 2	444	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	438	843	1364	-	-
Stage 1	835	-	-	-	-
Stage 2	646	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	414	843	1364	-	-
Mov Cap-2 Maneuver	509	-	-	-	-
Stage 1	790	-	-	-	-
Stage 2	646	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1364	-	734	-	-
HCM Lane V/C Ratio	0.053	-	0.063	-	-
HCM Control Delay (s)	7.8	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection						
Intersection Delay, s/veh	7.2					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	1	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	457	1106	189	473		
Demand Flow Rate, veh/h	466	1128	192	483		
Vehicles Circulating, veh/h	471	232	820	725		
Vehicles Exiting, veh/h	737	780	117	119		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	10.0	5.0	8.4	9.3		
Approach LOS	A	A	A	A		
Lane	Left	Left	Bypass	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	L	LTR
Assumed Moves	LTR	LT	R	LTR	L	LTR
RT Channelized	Free					
Lane Util	1.000	1.000		1.000	0.530	0.470
Follow-Up Headway, s	2.535	2.535		2.535	2.667	2.535
Critical Headway, s	4.328	4.328	516	4.328	4.645	4.328
Entry Flow, veh/h	466	612	1938	192	256	227
Cap Entry Lane, veh/h	952	1166	0.980	707	693	767
Entry HV Adj Factor	0.980	0.980	506	0.984	0.980	0.980
Flow Entry, veh/h	457	600	1900	189	251	222
Cap Entry, veh/h	933	1143	0.266	696	679	751
V/C Ratio	0.490	0.525	0.0	0.271	0.369	0.296
Control Delay, s/veh	10.0	9.2	A	8.4	10.2	8.3
LOS	A	A	1	A	B	A
95th %tile Queue, veh	3	3		1	2	1

Timings  
6: Terrazzo Dr & Baptist Rd

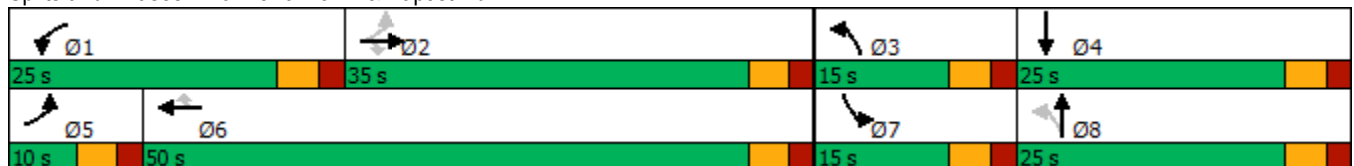
2040 Background Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	33	482	116	558	832	165	154	56	813	256	40
Future Volume (vph)	33	482	116	558	832	165	154	56	813	256	40
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Free	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6	8		Free		
Detector Phase	5	2	2	1	6	6	3	8		7	4
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
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0
Total Split (s)	10.0	35.0	35.0	25.0	50.0	50.0	15.0	25.0		15.0	25.0
Total Split (%)	10.0%	35.0%	35.0%	25.0%	50.0%	50.0%	15.0%	25.0%		15.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min		None	Min
Act Effct Green (s)	21.8	16.7	16.7	17.4	33.6	33.6	17.1	8.0	72.1	9.8	8.6
Actuated g/C Ratio	0.30	0.23	0.23	0.24	0.47	0.47	0.24	0.11	1.00	0.14	0.12
v/c Ratio	0.13	0.62	0.24	0.71	0.53	0.21	0.44	0.29	0.54	0.58	0.38
Control Delay	11.5	28.9	2.2	31.5	16.2	3.1	24.7	35.6	1.3	36.8	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	28.9	2.2	31.5	16.2	3.1	24.7	35.6	1.3	36.8	22.1
LOS	B	C	A	C	B	A	C	D	A	D	C
Approach Delay		23.1			20.2			6.7			33.0
Approach LOS		C			C			A			C

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 72.1  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 18.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 56.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection	
Intersection Delay, s/veh	277.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	424	46	450	435	38	43	59	322	30	72	17
Future Vol, veh/h	9	424	46	450	435	38	43	59	322	30	72	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	446	48	474	458	40	45	62	339	32	76	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	96.4	504.9	60.3	21.4
HCM LOS	F	F	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	2%	49%	25%
Vol Thru, %	14%	89%	47%	61%
Vol Right, %	76%	10%	4%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	424	479	923	119
LT Vol	43	9	450	30
Through Vol	59	424	435	72
RT Vol	322	46	38	17
Lane Flow Rate	446	504	972	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.923	1.065	2.064	0.326
Departure Headway (Hd)	9.494	9.558	8.025	12.482
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	384	383	466	291
Service Time	7.494	7.558	6.025	10.482
HCM Lane V/C Ratio	1.161	1.316	2.086	0.43
HCM Control Delay	60.3	96.4	504.9	21.4
HCM Lane LOS	F	F	F	C
HCM 95th-tile Q	9.8	13.9	65	1.4



Timings  
1: Beacon Lite Rd & 2nd St

2040 Total Traffic  
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	9	424	450	435	43	59	322	30	72
Future Volume (vph)	9	424	450	435	43	59	322	30	72
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Free	Perm	NA
Protected Phases		4	3	8		2			6
Permitted Phases	4		8		2		Free	6	
Detector Phase	4	4	3	8	2	2		6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0
Total Split (s)	22.0	22.0	18.0	40.0	20.0	20.0		20.0	20.0
Total Split (%)	36.7%	36.7%	30.0%	66.7%	33.3%	33.3%		33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0			5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	17.0	17.0	35.0	35.0		15.0		60.0	15.0
Actuated g/C Ratio	0.28	0.28	0.58	0.58		0.25		1.00	0.25
v/c Ratio	0.04	0.94	0.93	0.46		0.28		0.21	0.30
Control Delay	16.2	50.9	42.8	8.7		20.5		0.3	18.6
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	16.2	50.9	42.8	8.7		20.5		0.3	18.6
LOS	B	D	D	A		C		A	B
Approach Delay		50.3		25.3		5.1			18.6
Approach LOS		D		C		A			B

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 26.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Beacon Lite Rd & 2nd St



Intersection					
Intersection Delay, s/veh	14.1				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	503	972	446	126	
Demand Flow Rate, veh/h	513	991	455	129	
Vehicles Circulating, veh/h	594	118	497	996	
Vehicles Exiting, veh/h	531	488	610	113	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	18.0	18.4	1.4	11.2	
Approach LOS	C	C	A	B	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	346	4.976
Entry Flow, veh/h	513	991	109	1938	129
Cap Entry Lane, veh/h	753	1223	831	0.980	500
Entry HV Adj Factor	0.981	0.981	0.979	339	0.980
Flow Entry, veh/h	503	972	107	1900	126
Cap Entry, veh/h	738	1200	814	0.178	490
V/C Ratio	0.681	0.810	0.131	0.0	0.258
Control Delay, s/veh	18.0	18.4	5.7	A	11.2
LOS	C	C	A	1	B
95th %tile Queue, veh	5	10	0		1

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

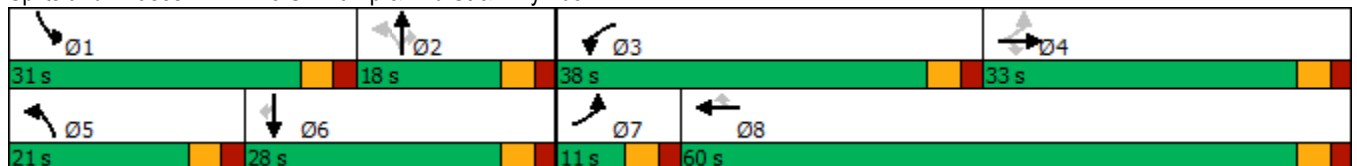
2040 Total Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	506	102	705	590	746	243	67	65	461	388	48
Future Volume (vph)	46	506	102	705	590	746	243	67	65	461	388	48
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0	10.0	10.0	23.0	23.0
Total Split (s)	11.0	33.0	33.0	38.0	60.0	60.0	21.0	18.0	18.0	31.0	28.0	28.0
Total Split (%)	9.2%	27.5%	27.5%	31.7%	50.0%	50.0%	17.5%	15.0%	15.0%	25.8%	23.3%	23.3%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	31.1	25.2	25.2	30.8	52.5	52.5	32.0	16.3	16.3	22.6	23.1	23.1
Actuated g/C Ratio	0.27	0.22	0.22	0.27	0.46	0.46	0.28	0.14	0.14	0.20	0.20	0.20
v/c Ratio	0.27	0.77	0.24	0.90	0.82	0.77	0.81	0.30	0.19	0.81	0.64	0.13
Control Delay	21.1	49.7	1.1	54.9	36.9	8.7	49.0	51.6	1.1	54.4	47.9	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	21.1	49.7	1.1	54.9	36.9	8.7	49.0	51.6	1.1	54.4	47.9	0.6
LOS	C	D	A	D	D	A	D	D	A	D	D	A
Approach Delay		40.1			32.8			41.2			48.7	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 114.9  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 38.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 76.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	40	16	7	396	540	16
Future Vol, veh/h	40	16	7	396	540	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	17	7	417	568	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	999	568	585	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	270	522	990	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	268	522	990	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	990	-	311	-	-
HCM Lane V/C Ratio	0.007	-	0.19	-	-
HCM Control Delay (s)	8.7	-	19.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	35	17	632	347	6
Future Vol, veh/h	16	35	17	632	347	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	37	18	665	365	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1069	368	371	0	-	0
Stage 1	368	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	245	677	1188	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	241	677	1188	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	535	-	-
HCM Lane V/C Ratio	0.015	-	0.1	-	-
HCM Control Delay (s)	8.1	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Intersection Delay, s/veh	8.1					
Intersection LOS	A					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	1	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	586	1085	89	636		
Demand Flow Rate, veh/h	598	1107	91	649		
Vehicles Circulating, veh/h	693	165	1099	348		
Vehicles Exiting, veh/h	304	1025	192	123		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	21.6	1.4	8.7	7.0		
Approach LOS	C	A	A	A		
Lane	Left	Left	Bypass	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	L	LTR
Assumed Moves	LTR	LT	R	LTR	L	LTR
RT Channelized	Free					
Lane Util	1.000	1.000		1.000	0.530	0.470
Follow-Up Headway, s	2.535	2.535		2.535	2.667	2.535
Critical Headway, s	4.328	4.328	801	4.328	4.645	4.328
Entry Flow, veh/h	598	306	1938	91	344	305
Cap Entry Lane, veh/h	788	1234	0.980	558	980	1056
Entry HV Adj Factor	0.980	0.979	785	0.981	0.980	0.980
Flow Entry, veh/h	586	300	1900	89	337	299
Cap Entry, veh/h	772	1208	0.413	547	960	1035
V/C Ratio	0.759	0.248	0.0	0.163	0.351	0.289
Control Delay, s/veh	21.6	5.2	A	8.7	7.5	6.3
LOS	C	A	2	A	A	A
95th %tile Queue, veh	7	1		1	2	1

Timings  
6: Terrazzo Dr & Baptist Rd

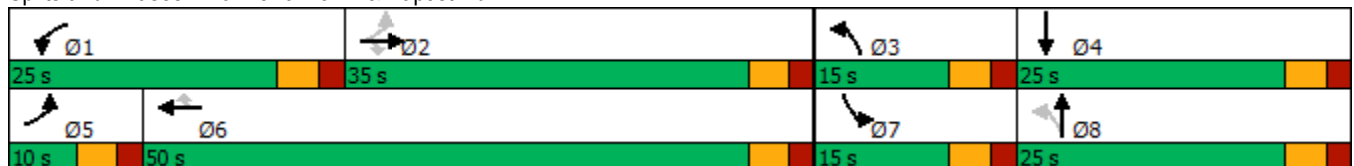
2040 Total Traffic  
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	22	791	166	722	803	169	72	28	467	114	51
Future Volume (vph)	22	791	166	722	803	169	72	28	467	114	51
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Free	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6	8		Free		
Detector Phase	5	2	2	1	6	6	3	8		7	4
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
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0
Total Split (s)	10.0	35.0	35.0	25.0	50.0	50.0	15.0	25.0		15.0	25.0
Total Split (%)	10.0%	35.0%	35.0%	25.0%	50.0%	50.0%	15.0%	25.0%		15.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min		None	Min
Act Effct Green (s)	30.4	25.3	25.3	20.5	47.4	47.4	14.6	8.1	79.6	8.3	8.1
Actuated g/C Ratio	0.38	0.32	0.32	0.26	0.60	0.60	0.18	0.10	1.00	0.10	0.10
v/c Ratio	0.07	0.74	0.28	0.86	0.40	0.18	0.26	0.15	0.31	0.34	0.36
Control Delay	9.8	29.6	4.4	42.5	11.4	2.6	26.9	37.5	0.5	38.8	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	29.6	4.4	42.5	11.4	2.6	26.9	37.5	0.5	38.8	36.0
LOS	A	C	A	D	B	A	C	D	A	D	D
Approach Delay		24.9			23.8			5.7			37.8
Approach LOS		C			C			A			D

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 79.6  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 21.8  
 Intersection Capacity Utilization 65.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	14	643	5	5	338
Future Vol, veh/h	15	14	643	5	5	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	16	756	6	6	398

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1169	759	0	0	762
Stage 1	759	-	-	-	-
Stage 2	410	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	213	406	-	-	850
Stage 1	462	-	-	-	-
Stage 2	670	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	212	406	-	-	850
Mov Cap-2 Maneuver	341	-	-	-	-
Stage 1	462	-	-	-	-
Stage 2	665	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	850
HCM Lane V/C Ratio	-	-	0.092	0.007
HCM Control Delay (s)	-	-	15.7	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	3	654	336	3
Future Vol, veh/h	6	6	3	654	336	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	4	769	395	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1174	397	399	0	-	0
Stage 1	397	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	212	652	1160	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	652	1160	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	453	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	319	-	-
HCM Lane V/C Ratio	0.003	-	0.044	-	-
HCM Control Delay (s)	8.1	-	16.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	30	29	651	9	9	309
Future Vol, veh/h	30	29	651	9	9	309
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	34	766	11	11	364

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1158	772	0	0	777	0
Stage 1	772	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	217	400	-	-	839	-
Stage 1	456	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	400	-	-	839	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	277	839
HCM Lane V/C Ratio	-	-	0.251	0.013
HCM Control Delay (s)	-	-	22.3	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	0

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	0	17	15	0	14	8	666	5	5	286	4
Future Vol, veh/h	9	0	17	15	0	14	8	666	5	5	286	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	18	16	0	15	9	724	5	5	311	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1075	1070	313	1077	1070	727	315	0	0	729	0	0
Stage 1	323	323	-	745	745	-	-	-	-	-	-	-
Stage 2	752	747	-	332	325	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	197	221	727	197	221	424	1245	-	-	875	-	-
Stage 1	689	650	-	406	421	-	-	-	-	-	-	-
Stage 2	402	420	-	681	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	188	218	727	190	218	424	1245	-	-	875	-	-
Mov Cap-2 Maneuver	188	218	-	190	218	-	-	-	-	-	-	-
Stage 1	684	646	-	403	418	-	-	-	-	-	-	-
Stage 2	385	417	-	660	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		20.8		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	365	259	875	-
HCM Lane V/C Ratio	0.007	-	-	0.077	0.122	0.006	-
HCM Control Delay (s)	7.9	-	-	15.7	20.8	9.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	41	28	413	277	133	254
Future Vol, veh/h	41	28	413	277	133	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	33	486	326	156	299

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1097	486	0	0	812
Stage 1	486	-	-	-	-
Stage 2	611	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	236	581	-	-	814
Stage 1	618	-	-	-	-
Stage 2	542	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	191	581	-	-	814
Mov Cap-2 Maneuver	317	-	-	-	-
Stage 1	618	-	-	-	-
Stage 2	438	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	317	581	814
HCM Lane V/C Ratio	-	-	0.152	0.057	0.192
HCM Control Delay (s)	-	-	18.4	11.6	10.5
HCM Lane LOS	-	-	C	B	B
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.7

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	17	10	4	437	378	8
Future Vol, veh/h	17	10	4	437	378	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	12	5	514	445	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	974	450	454	0	-	0
Stage 1	450	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	279	609	1107	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	278	609	1107	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1107	-	465	-	-
HCM Lane V/C Ratio	0.004	-	0.068	-	-
HCM Control Delay (s)	8.3	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	6	6	3	451	380	3
Future Vol, veh/h	6	6	3	451	380	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	7	4	531	447	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	988	449	451	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	274	610	1109	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	610	1109	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	485	-	-
HCM Lane V/C Ratio	0.003	-	0.029	-	-
HCM Control Delay (s)	8.3	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	36	68	334	122	210	347
Future Vol, veh/h	36	68	334	122	210	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	80	393	144	247	408

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1295	393	0	0	537	0
Stage 1	393	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	179	656	-	-	1031	-
Stage 1	682	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	136	656	-	-	1031	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	240	656	1031
HCM Lane V/C Ratio	-	-	0.176	0.122	0.24
HCM Control Delay (s)	-	-	23.2	11.2	9.6
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.4	0.9

Intersection	
Intersection Delay, s/veh	379.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	479	55	396	424	48	85	146	551	44	95	33
Future Vol, veh/h	27	479	55	396	424	48	85	146	551	44	95	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	504	58	417	446	51	89	154	580	46	100	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	215.3	538	397.5	36.3
HCM LOS	F	F	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	5%	46%	26%
Vol Thru, %	19%	85%	49%	55%
Vol Right, %	70%	10%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	782	561	868	172
LT Vol	85	27	396	44
Through Vol	146	479	424	95
RT Vol	551	55	48	33
Lane Flow Rate	823	591	914	181
Geometry Grp	1	1	1	1
Degree of Util (X)	1.802	1.351	2.117	0.481
Departure Headway (Hd)	10.778	13.388	11.466	17.841
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	346	278	329	205
Service Time	8.778	11.388	9.466	15.841
HCM Lane V/C Ratio	2.379	2.126	2.778	0.883
HCM Control Delay	397.5	215.3	538	36.3
HCM Lane LOS	F	F	F	E
HCM 95th-tile Q	39.2	19	48.9	2.4



Timings  
1: Beacon Lite Rd & 2nd St

2040 Total Traffic  
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	479	396	424	85	146	551	44	95
Future Volume (vph)	27	479	396	424	85	146	551	44	95
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Free	Perm	NA
Protected Phases		4	3	8		2			6
Permitted Phases	4		8		2		Free	6	
Detector Phase	4	4	3	8	2	2		6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0
Total Split (s)	24.0	24.0	16.0	40.0	20.0	20.0		20.0	20.0
Total Split (%)	40.0%	40.0%	26.7%	66.7%	33.3%	33.3%		33.3%	33.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0			5.0
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	19.0	19.0	35.0	35.0		15.0	60.0		15.0
Actuated g/C Ratio	0.32	0.32	0.58	0.58		0.25	1.00		0.25
v/c Ratio	0.10	0.96	0.93	0.46		0.64	0.37		0.45
Control Delay	15.7	51.3	44.3	8.6		29.7	0.7		21.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	15.7	51.3	44.3	8.6		29.7	0.7		21.1
LOS	B	D	D	A		C	A		C
Approach Delay		49.6		24.9		9.2			21.1
Approach LOS		D		C		A			C

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 25.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 89.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Beacon Lite Rd & 2nd St



Intersection					
Intersection Delay, s/veh	9.3				
Intersection LOS	A				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	578	642	307	156	
Demand Flow Rate, veh/h	590	655	313	159	
Vehicles Circulating, veh/h	271	203	590	672	
Vehicles Exiting, veh/h	560	561	271	186	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.8	10.7	4.1	8.0	
Approach LOS	B	B	A	A	
Lane	Left	Left	Left	Bypass	Left
Designated Moves	LTR	LTR	LT	R	LTR
Assumed Moves	LTR	LTR	LT	R	LTR
RT Channelized				Free	
Lane Util	1.000	1.000	1.000		1.000
Follow-Up Headway, s	2.609	2.609	2.609		2.609
Critical Headway, s	4.976	4.976	4.976	139	4.976
Entry Flow, veh/h	590	655	174	1938	159
Cap Entry Lane, veh/h	1047	1122	756	0.980	695
Entry HV Adj Factor	0.980	0.980	0.982	136	0.978
Flow Entry, veh/h	578	642	171	1900	156
Cap Entry, veh/h	1025	1100	743	0.072	680
V/C Ratio	0.564	0.584	0.230	0.0	0.229
Control Delay, s/veh	10.8	10.7	7.4	A	8.0
LOS	B	B	A	0	A
95th %tile Queue, veh	4	4	1		1

Timings  
2: I-25 SB Ramp & 2nd St & Hwy 105

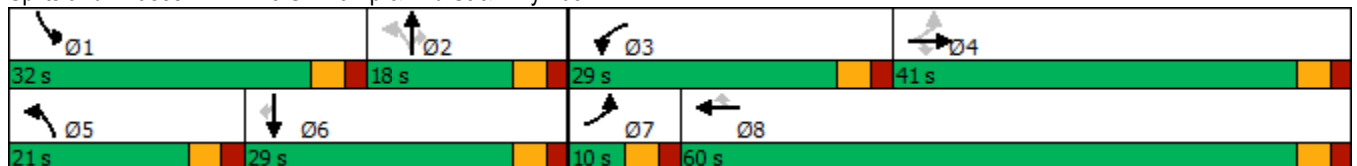
2040 Total Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	687	184	474	459	972	204	91	110	649	364	62
Future Volume (vph)	59	687	184	474	459	972	204	91	110	649	364	62
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
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)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	10.0	10.0	10.0	23.0	23.0
Total Split (s)	10.0	41.0	41.0	29.0	60.0	60.0	21.0	18.0	18.0	32.0	29.0	29.0
Total Split (%)	8.3%	34.2%	34.2%	24.2%	50.0%	50.0%	17.5%	15.0%	15.0%	26.7%	24.2%	24.2%
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	35.1	30.0	30.0	20.3	47.8	47.8	27.1	13.4	13.4	24.9	24.7	24.7
Actuated g/C Ratio	0.32	0.28	0.28	0.19	0.44	0.44	0.25	0.12	0.12	0.23	0.23	0.23
v/c Ratio	0.19	0.74	0.33	0.78	0.59	0.89	0.63	0.42	0.31	0.87	0.48	0.14
Control Delay	17.3	41.5	5.7	52.3	27.3	17.7	34.8	54.1	2.2	54.5	41.0	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	17.3	41.5	5.7	52.3	27.3	17.7	34.8	54.1	2.2	54.5	41.0	0.6
LOS	B	D	A	D	C	B	C	D	A	D	D	A
Approach Delay		32.8			28.6			30.3			46.8	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 109  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 34.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: I-25 SB Ramp & 2nd St & Hwy 105



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	29	16	31	766	486	49
Future Vol, veh/h	29	16	31	766	486	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	140	-	-	155
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	17	33	806	512	52

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1384	512	564	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	158	562	1008	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	562	1008	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	409	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1008	-	206	-	-
HCM Lane V/C Ratio	0.032	-	0.23	-	-
HCM Control Delay (s)	8.7	-	27.6	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	11	34	69	558	589	20
Future Vol, veh/h	11	34	69	558	589	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	36	73	587	620	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1364	631	641	0	-	0
Stage 1	631	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	163	481	943	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	481	943	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	475	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	413	-	-
HCM Lane V/C Ratio	0.077	-	0.115	-	-
HCM Control Delay (s)	9.1	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Intersection						
Intersection Delay, s/veh	11.6					
Intersection LOS	B					
Approach	EB	WB	NB		SB	
Entry Lanes	1	1	1	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	474	1373	195	902		
Demand Flow Rate, veh/h	484	1400	198	920		
Vehicles Circulating, veh/h	874	256	1232	725		
Vehicles Exiting, veh/h	771	1174	126	143		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	21.6	4.2	14.1	17.2		
Approach LOS	C	A	B	C		
Lane	Left	Left	Bypass	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	L	LTR
Assumed Moves	LTR	LT	R	LTR	L	LTR
RT Channelized	Free					
Lane Util	1.000	1.000		1.000	0.530	0.470
Follow-Up Headway, s	2.535	2.535		2.535	2.667	2.535
Critical Headway, s	4.328	4.328	788	4.328	4.645	4.328
Entry Flow, veh/h	484	612	1938	198	488	432
Cap Entry Lane, veh/h	676	1142	0.980	498	693	767
Entry HV Adj Factor	0.979	0.980	773	0.983	0.980	0.981
Flow Entry, veh/h	474	600	1900	195	478	424
Cap Entry, veh/h	661	1120	0.407	490	679	753
V/C Ratio	0.716	0.536	0.0	0.397	0.704	0.563
Control Delay, s/veh	21.6	9.5	A	14.1	20.4	13.6
LOS	C	A	2	B	C	B
95th %tile Queue, veh	6	3		2	6	4

Timings  
6: Terrazzo Dr & Baptist Rd

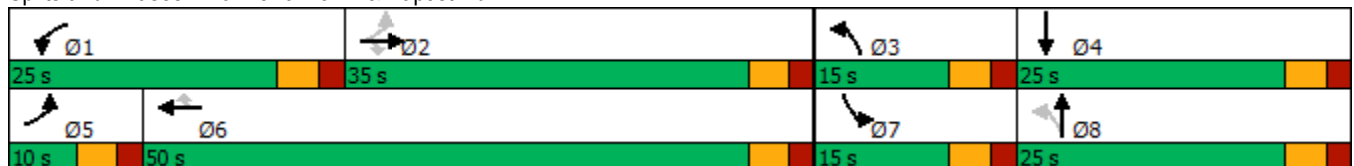
2040 Total Traffic  
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	33	832	134	558	1074	165	166	56	813	256	40
Future Volume (vph)	33	832	134	558	1074	165	166	56	813	256	40
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Free	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6	8		Free		
Detector Phase	5	2	2	1	6	6	3	8		7	4
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
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0
Total Split (s)	10.0	35.0	35.0	25.0	50.0	50.0	15.0	25.0		15.0	25.0
Total Split (%)	10.0%	35.0%	35.0%	25.0%	50.0%	50.0%	15.0%	25.0%		15.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	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
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min		None	Min
Act Effct Green (s)	31.6	26.6	26.6	18.4	44.5	44.5	17.7	8.2	83.3	9.8	8.5
Actuated g/C Ratio	0.38	0.32	0.32	0.22	0.53	0.53	0.21	0.10	1.00	0.12	0.10
v/c Ratio	0.14	0.78	0.22	0.77	0.60	0.19	0.53	0.32	0.54	0.66	0.43
Control Delay	10.8	31.5	2.4	39.3	16.1	2.6	32.3	41.6	1.3	45.8	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	31.5	2.4	39.3	16.1	2.6	32.3	41.6	1.3	45.8	25.9
LOS	B	C	A	D	B	A	C	D	A	D	C
Approach Delay		27.0			22.0			8.5			40.6
Approach LOS		C			C			A			D

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 83.3  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 21.4  
 Intersection Capacity Utilization 67.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 6: Terrazzo Dr & Baptist Rd



Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	9	8	554	16	15	601
Future Vol, veh/h	9	8	554	16	15	601
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	9	652	19	18	707

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1405	662	0	0	671
Stage 1	662	-	-	-	-
Stage 2	743	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	154	462	-	-	919
Stage 1	513	-	-	-	-
Stage 2	470	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	151	462	-	-	919
Mov Cap-2 Maneuver	290	-	-	-	-
Stage 1	513	-	-	-	-
Stage 2	461	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	352	919
HCM Lane V/C Ratio	-	-	0.057	0.019
HCM Control Delay (s)	-	-	15.8	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	4	4	6	557	612	5
Future Vol, veh/h	4	4	6	557	612	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	7	655	720	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1392	723	726	0	-	0
Stage 1	723	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	156	426	877	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	426	877	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	877	-	227	-	-
HCM Lane V/C Ratio	0.008	-	0.041	-	-
HCM Control Delay (s)	9.1	-	21.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	18	17	529	31	30	599
Future Vol, veh/h	18	17	529	31	30	599
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	20	622	36	35	705

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1415	640	0	0	658
Stage 1	640	-	-	-	-
Stage 2	775	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	151	475	-	-	930
Stage 1	525	-	-	-	-
Stage 2	454	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	145	475	-	-	930
Mov Cap-2 Maneuver	145	-	-	-	-
Stage 1	525	-	-	-	-
Stage 2	437	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	219	930
HCM Lane V/C Ratio	-	-	0.188	0.038
HCM Control Delay (s)	-	-	25.2	9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	12	9	0	8	17	514	16	15	609	9
Future Vol, veh/h	6	0	12	9	0	8	17	514	16	15	609	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	13	10	0	9	18	559	17	16	662	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1307	1311	667	1310	1308	568	672	0	0	576	0	0
Stage 1	699	699	-	604	604	-	-	-	-	-	-	-
Stage 2	608	612	-	706	704	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	137	159	459	136	159	522	919	-	-	997	-	-
Stage 1	430	442	-	485	488	-	-	-	-	-	-	-
Stage 2	483	484	-	427	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	153	459	129	153	522	919	-	-	997	-	-
Mov Cap-2 Maneuver	131	153	-	129	153	-	-	-	-	-	-	-
Stage 1	421	435	-	475	478	-	-	-	-	-	-	-
Stage 2	466	474	-	408	433	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.6		24.8		0.3		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	250	200	997	-	-
HCM Lane V/C Ratio	0.02	-	-	0.078	0.092	0.016	-	-
HCM Control Delay (s)	9	-	-	20.6	24.8	8.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.1	-	-

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	206	142	448	81	39	427
Future Vol, veh/h	206	142	448	81	39	427
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	217	149	472	85	41	449

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1003	472	0	0	557	0
Stage 1	472	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	268	592	-	-	1014	-
Stage 1	628	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	257	592	-	-	1014	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	388	592	1014	-
HCM Lane V/C Ratio	-	-	0.559	0.252	0.04	-
HCM Control Delay (s)	-	-	25.4	13.1	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	3.3	1	0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	11	7	9	581	459	16
Future Vol, veh/h	11	7	9	581	459	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	8	11	684	540	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1256	550	559	0	-	0
Stage 1	550	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	189	535	1012	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	535	1012	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1012	-	384	-	-
HCM Lane V/C Ratio	0.01	-	0.055	-	-
HCM Control Delay (s)	8.6	-	14.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	4	4	6	587	471	5
Future Vol, veh/h	4	4	6	587	471	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	6	618	496	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1129	499	501	0	-	0
Stage 1	499	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	226	572	1063	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	225	572	1063	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1063	-	442	-	-
HCM Lane V/C Ratio	0.006	-	0.019	-	-
HCM Control Delay (s)	8.4	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	157	315	483	108	182	320
Future Vol, veh/h	157	315	483	108	182	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	205	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	332	508	114	192	337

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1229	508	0	0	622	0
Stage 1	508	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	196	565	-	-	959	-
Stage 1	604	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 157	565	-	-	959	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	3.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	282	565	959
HCM Lane V/C Ratio	-	-	0.586	0.587	0.2
HCM Control Delay (s)	-	-	34.4	20	9.7
HCM Lane LOS	-	-	D	C	A
HCM 95th %tile Q(veh)	-	-	3.4	3.8	0.7

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# Queuing Reports













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Queues  
2: I-25 SB Ramp & 2nd St & Hwy 105

2040 Total Traffic  
AM Peak Hour













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	595	120	829	694	878	286	79	76	542	456	56
v/c Ratio	0.29	0.74	0.23	0.95	0.81	0.77	0.80	0.29	0.19	0.80	0.62	0.12
Control Delay	21.5	47.4	1.1	63.4	36.6	8.6	47.6	50.9	1.0	54.1	46.9	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	21.5	47.4	1.1	63.4	36.6	8.6	47.6	50.9	1.0	54.1	46.9	0.6
Queue Length 50th (ft)	19	219	0	328	453	47	164	56	0	207	172	0
Queue Length 95th (ft)	37	264	0	#411	563	132	#268	102	0	244	214	0
Internal Link Dist (ft)		1289			670			633			498	
Turn Bay Length (ft)	75			270					300	230		160
Base Capacity (vph)	189	917	558	890	885	1157	360	271	401	800	733	451
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	0.29	0.65	0.22	0.93	0.78	0.76	0.79	0.29	0.19	0.68	0.62	0.12

Intersection Summary

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

Queues  
2: I-25 SB Ramp & 2nd St & Hwy 105

2040 Total Traffic  
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	723	194	499	483	1023	215	96	116	683	383	65
v/c Ratio	0.19	0.74	0.33	0.78	0.59	0.89	0.63	0.42	0.31	0.87	0.48	0.14
Control Delay	17.3	41.5	5.7	52.3	27.3	17.7	34.8	54.1	2.2	54.5	41.0	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	17.3	41.5	5.7	52.3	27.3	17.7	34.8	54.1	2.2	54.5	41.0	0.6
Queue Length 50th (ft)	22	251	0	180	267	162	107	67	0	246	130	0
Queue Length 95th (ft)	44	328	50	248	374	#606	182	128	0	#365	193	0
Internal Link Dist (ft)		1289			670			633			498	
Turn Bay Length (ft)	75			270					300	230		160
Base Capacity (vph)	322	1184	662	766	952	1201	383	229	370	861	802	478
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	0.19	0.61	0.29	0.65	0.51	0.85	0.56	0.42	0.31	0.79	0.48	0.14

Intersection Summary

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