

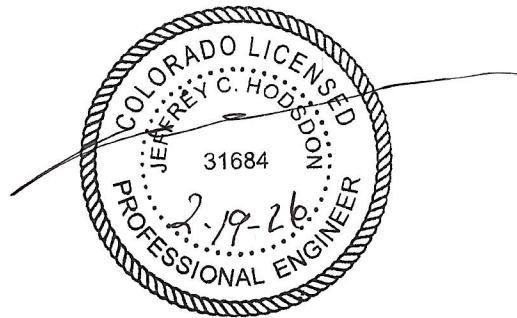


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Ben Lomand Mountain Village Traffic Impact Study (LSC #S244321) February 19, 2026

Traffic Engineer's Statement

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



Developer's Statement

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

Roger Sung

2-27-2026

Date

Ben Lomand Mountain Village Update

Traffic Impact Study

Prepared for:

Daniel J. Madison, PE

Director

Atwell, LLC

6500 East Orchard Road, Suite 150-N

Greenwood Village, CO 80111

FEBRUARY 19, 2026, 2026

LSC Transportation Consultants, Inc.

Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S244321



CONTENTS

REPORT CONTENTS	1
LAND USE AND ACCESS	2
STREET AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION	3
Study Area Street System	3
Existing Traffic Volumes	3
Existing Intersection Levels of Service	4
Crash History Data	4
I-25 Northbound Ramps/County Line Road	4
I-25 Southbound Ramps/County Line Road	4
Beacon Lite Road/County Line Road	4
Spruce Mountain Road/County Line Road	4
State Highway 105/Spruce Mountain Road	5
Existing Pedestrian and Bicycle Facilities	5
2026 Short Term Baseline Traffic Volumes	5
SIGHT DISTANCE ANALYSIS	5
ECM Requirements	5
Intersection (Entering) Sight Distance	5
Stopping Sight Distance Approaching an Intersection	6
County Line Road/Proposed West Site Access	6
County Line Road/Proposed Middle Site Access	6
County Line Road/Proposed East Site Access	6
TRIP GENERATION	7
TRIP DISTRIBUTION AND ASSIGNMENT	7
Trip Directional Distribution	7
Site-Generated Traffic	8
2026 Short-Term Baseline Plus Site-Generated Traffic Volumes	8
2046 Background Traffic Volumes	8
2046 Total Traffic Volumes	9
LEVEL OF SERVICE ANALYSIS	9
Intersection Level of Service	9
County Line Road/Spruce Mountain Road	10
State Highway 105/Spruce Mountain Road	10

County Line Road/West Site Access	10
County Line Road/Middle Site Access	10
County Line Road/East Site Access	10
County Line Road/Beacon Lite Road.....	10
I-25 Southbound Ramps/County Line Road.....	10
Short Term	10
Long Term (2046) Total.....	11
I-25 Northbound Ramps/County Line Road	11
Short Term	11
Long Term	11
Generalized Daily Traffic Volume Level of Service	11
STREET CLASSIFICATIONS.....	11
ROADWAY IMPROVEMENTS	12
MTCP-Identified Roadway Improvements.....	12
Auxiliary Turn Lane Needs Evaluation and Recommendations	12
ECM Requirements for Auxiliary Turn Lanes	12
Turn Lane Evaluation – Findings	12
County Line Road/Proposed West Site Access	13
County Line Road/Proposed Middle Site Access	13
County Line Road/Proposed East Site Access.....	13
County Line Road/Beacon Lite Road.....	13
Interstate-25/County Line Road Ramp Intersections	14
County Line Road/Spruce Mountain Road	14
State Highway 105/Spruce Mountain Road	14
SUBDIVISION ROADWAY CLASSIFICATION.....	14
COUNTY ROAD IMPROVEMENT FEE PROGRAM	15
Transportation Impact Fees.....	15
Reimbursable Improvements	15
MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES.....	15
DEVIATIONS	15
FINDINGS AND CONCLUSIONS.....	15

Enclosures: 16

Table 2

Figure 1 – Figure 10

Traffic Count Reports

Synchro LOS Reports



LSC TRANSPORTATION CONSULTANTS, INC.
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February 19, 2026

Daniel J. Madison, PE
Director
Atwell, LLC
6500 East Orchard Road, Suite 150-N
Greenwood Village, CO 80111

RE: Ben Lomand Mountain Village
Traffic Impact Study
El Paso County, CO
LSC #S244320

Dear Mr. Madison,

LSC Transportation Consultants, Inc. has prepared this Traffic Impact Study for the proposed Ben Lomand Mountain Village residential development in El Paso County, Colorado. The 344-acre site is located south of County Line Road about one mile west of Interstate-25 in unincorporated El Paso County, Colorado. Access is proposed to County Line Road.

This updated report has been prepared as part of a **Preliminary Plan** application submittal to El Paso County, and for review by CDOT.

LSC previously completed a Traffic Impact Study for this site on November 12, 2024. Previously, 53 single-family homes were proposed for the 181-acre site. The updated site plan shows 71 single-family homes for the proposed residential development.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on major thoroughfares adjacent to the site, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday peak-hour turning-movement traffic counts at the following “study-area” intersections:
 - County Line Road/proposed east site access
 - County Line Road/proposed west site access
 - County Line Road/Beacon Lite Road
 - County Line Road/I-25 southbound ramps
 - County Line Road/I-25 northbound ramps

- Estimated average daily traffic (ADT) volumes on the study-area roadway segments;
- Projections of short-term baseline (2026) and 20-year background (2046) traffic volumes on the study-area roadways adjacent to the site;
- The proposed site land use and access plan;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed development and the estimated directional distribution of site-generated vehicle trips on roadways and intersections adjacent to and in the vicinity of the site;
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the study-area intersections;
- Intersection level of service (LOS) analysis at the study-area intersections; generalized daily traffic-volume “level of service” (or comparison to El Paso County’s *Engineering Criteria Manual* design ADT by classification) on the study-area streets;
- Findings regarding any potential roadway improvements, including evaluation of short- and long-term projected intersection volumes to determine potential requirements for any new auxiliary right-/left-turn lanes at the proposed site-access points and/or study-area intersections, based on the criteria in El Paso County’s *Engineering Criteria Manual* (ECM).

LAND USE AND ACCESS

The site is primarily vacant land with a few developed lots, as shown in Figure 1. Existing lots include a small church and small youth center (both of which will remain), and a few large residential lots. The property was recently rezoned to Residential Rural District 2.5 (RR-2.5). The Preliminary Plan shows 73 lots. Lot 1 is the new chapel, Lot 34 is the current chapel, Lot 36 is the current youth center. The remaining 71 lots are for new single-family detached homes. The Preliminary Plan is shown in Figure 2.

There are two existing private driveway accesses to County Line Rd (one is gated), both of which will be closed. They will be replaced with new public road connections to County Line Road at three different locations. These three new connections are proposed to be full-movement intersections located:

- East site access – 1,556 feet west of the County Line Road/Indi Drive intersection
- Middle site access – 1,025 feet west of existing church intersection
- West site access – 649 feet west of existing west gated access

Proposed centerline intersection spacings along County Line Road are as follows:

- 2,319 feet between the east access the middle access
- 1,475 feet between the west access the middle access

STREET AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION

Study Area Street System

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

Interstate Highway 25 (I-25) runs north-to-south throughout the entire state of Colorado and is classified as a four-lane “F-W – Interstate System, Freeway.” The nearest on/off ramps are located east of the site at mile marker 163. Adjacent to the site, the posted speed limit on I-25 is 75 miles per hour (mph). Auxiliary left-turn lanes exist on both the eastbound and westbound approaches at the I-25 on-ramps on County Line Road.

County Line Road is classified by El Paso County as a two-lane, Rural Minor Arterial and extends east and west from Interstate 25. The posted speed limit on County Line Road adjacent to the site is 35 mph. No auxiliary turn lanes currently exist at its intersection with Beacon Lite Road.

Beacon Lite Road is classified by El Paso County as a two-lane, Urban Minor Collector and extends north-to-south for 3.1 miles between County Line Road and Santa Fe Avenue. The posted speed limit on Beacon Lite Road adjacent to the site is 30 mph. No auxiliary turn lanes currently exist at its intersection with County Line Road. PPRTA improvements by El Paso County are currently ongoing on Beacon Lite Road — including replacing the existing gravel roadway with asphalt, realigning and regrading the road to meet criteria, and drainage improvements.

Indi Drive is a rural, two-lane paved Rural Local roadway extending generally north-to-south for 0.9 miles from County Line Road to Aries Drive. No turn lanes currently exist on any approach at the two-way, stop-sign-controlled (TWSC) intersection of County Line Road/Indi Drive. The posted speed limit on Indi Drive is 30 mph.

Please refer to Figure 3 for existing intersection laneage, traffic control, peak-hour volumes, and average daily traffic volumes.

Existing Traffic Volumes

Vehicular turning-movement counts were conducted at the following intersections. Figure 3 shows these turning-movement volumes (raw count data sheets are attached), as well as estimated daily traffic volumes:

- State Highway 105/Spruce Mountain Road
 - Thursday, June 8, 2023 from 6:30 – 8:30 a.m.
 - Thursday, June 8, 2023 from 4:00 – 6:00 p.m.
- Spruce Mountain Road/County Line Road
 - Thursday, June 8, 2023 from 6:30 – 8:30 a.m.
 - Thursday, June 8, 2023 from 4:00 – 6:00 p.m.

- Beacon Lite Road/County Line Road
 - Tuesday, October 15, 2024 from 6:30 – 8:30 a.m.
 - Tuesday, October 15, 2024 from 4:00 – 6:00 p.m.
- I-25 northbound ramps/County Line Road
 - Thursday, January 18, 2024 from 6:30 – 8:30 a.m.
 - Wednesday, January 17, 2024 from 4:00 – 6:00 p.m.
- I-25 southbound ramps/County Line Road
 - Thursday, January 18, 2024 from 6:30 – 8:30 a.m.
 - Wednesday, January 17, 2024 from 4:00 – 6:00 p.m.
- State Highway 105/Beacon Lite Road
 - Friday and weekend data provided by CDOT
 - Weekday peak hour baseline volume estimates by LSC

Existing Intersection Levels of Service

The existing intersection level of service is summarized on Figure 3. Please refer to the level of service section for LOS definitions, methodology, and complete details.

Crash History Data

Three years of crash data were collected at the study-area intersections along County Line Road.

I-25 Northbound Ramps/County Line Road

Seven crashes were reported at this intersection from January 2022 to May 2025, none of which resulted in a fatality. No correctable crash patterns were identified in the crashes recorded.

I-25 Southbound Ramps/County Line Road

One crash was reported at the I-25 southbound ramp intersection with County Line Road during the past three years, none of which resulted in a fatality. No correctable crash patterns were identified in the crashes recorded.

Beacon Lite Road/County Line Road

Three crashes were reported at the Beacon Lite Road intersection with County Line Road during the past three years, none of which resulted in a fatality. No correctable crash patterns were identified in the crashes recorded.

Spruce Mountain Road/County Line Road

Zero crashes were reported at the Spruce Mountain Road intersection with County Line Road during the past three years.

State Highway 105/Spruce Mountain Road

Zero crashes were reported at the Spruce Mountain Road intersection with State Highway 105 during the past three years.

Existing Pedestrian and Bicycle Facilities

The proposed Preliminary Plan shows a rural subdivision with Rural Local roadways and, per *ECM* criteria, would not require sidewalks.

2026 Short Term Baseline Traffic Volumes

Figure 4 shows the estimated existing turning movements at the proposed relocated access points to County Line Road. These are LSC estimates of turning-movement volumes resulting from trips generated by the current land uses on the site. The trip generation of the existing land uses (to remain) have been taken from the report “*Traffic Memorandum for Ben Lomand Ranch*” by Drexell Barrell dated June 22, 2021, and the trip-generation table from that report is attached for reference.

ITE Land Use Code “495 – Recreation Community Center” is used for the existing youth center. Since this is a rural facility with small parking area, some assumptions were made, as shown in the table. Finally, ITE Land Use Code #560 was used for the existing small church.

SIGHT DISTANCE ANALYSIS

The following analysis of the sight distance at the proposed access points has been included to demonstrate that all three proposed access-point locations would meet *ECM* sight-distance criteria. Please refer to Figure 5 for more details.

ECM Requirements

County Line Road is a two-lane roadway with an assumed 40-mph design speed (35-mph posted speed limit). The roadway horizontal alignment is primarily straight. However, there are several vertical curves adjacent to the site which were considered in the analysis.

Intersection (Entering) Sight Distance

Intersection sight distance at the proposed public road/site-access intersection locations on County Line Road shown in the site plan must meet intersection sight-distance requirements in *ECM* Table 2-21. Lines of sight for required sight distance at the access points will need to be kept clear of any sight-distance obstructions, including landscaping, signage, site grading, etc.

Stopping Sight Distance Approaching an Intersection

County Line Road has a 40-mph design speed (35-mph posted speed limit). The minimum stopping sight distance on grades of less than three percent is 305 feet per *ECM* Table 2-17. For approach grades of 3 percent (downgrade), per *ECM* Table 2-18, the minimum required is 315 feet.

County Line Road/Proposed West Site Access

The following line of sight measurements were conducted in the field by LSC. Measurements were taken from the anticipated northbound driver's-eye height (of 3.5 feet to an approaching vehicle height of 3.5 feet):

- County Line Road/proposed west site access
- 525 looking west from the proposed west site access
- 575 feet for the westbound left turn from the major road (left-turning driver's-eye height of 3.5 feet to an approaching vehicle height of 3.5 feet)
- Note: looking west to about the middle of the curve to the west. This assumes line of sight approximately within the road ROW, but current line of sight actually extends beyond that - farther around the curve.
- 490 feet looking east from the proposed west site access

County Line Road/Proposed Middle Site Access

The following line of sight measurements were conducted in the field by LSC. Measurements were taken from a driver's-eye height of 3.5 feet to an approaching vehicle height of 3.5 feet:

- County Line Road/proposed east site access
- Greater than 1,000 looking west from the proposed middle site access
- 508 feet looking east from the proposed middle site access

County Line Road/Proposed East Site Access

The following line of sight measurements were conducted in the field by LSC. Measurements were taken from a driver's-eye height of 3.5 feet to an approaching vehicle height of 3.5 feet:

- County Line Road/proposed east site access
- Greater than 1,000 feet looking west from the proposed east site access
- Greater than 1,000 feet looking east from the proposed east site access

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed Ben Lomand Mountain Village residential subdivision have been made using the nationally published trip-generation rates from *Trip Generation, 12th Edition, 2025* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from ITE Land Use Category “210 – Single-Family (Detached) Housing” have been used to develop the trip-generation estimates for the proposed 71-dwelling-unit residential development.

Table 1 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the site, including ITE rates for the proposed land use, is presented in Table 2 (attached).

Table 1: Estimated Site Vehicle-Trip Generation

e	Weekday		
	In	Out	Total
Morning Peak Hour	15	39	54
Afternoon Peak Hour	44	27	71
Daily/24-hour	419	419	838

The proposed development is projected to generate about 838 total vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 15 entering 39 exiting vehicles are estimated to be generated. Approximately 44 entering and 27 exiting vehicles are estimated to be generated by the site during the afternoon peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

The directional-distribution estimate of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site’s traffic impacts. Figure 6 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site’s major approaches. Estimates have been based on the following factors: the area traffic impact studies, the traffic-count data, the proposed land use, the area roadway system serving the site, and the site’s geographic location relative to the Palmer Lake and El Paso County/Colorado Springs areas.

Site-Generated Traffic

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

- State Highway 105/Spruce Mountain Road
- County Line Road/Spruce Mountain Road
- County Line Road/proposed west site access
- County Line Road/proposed middle site access
- County Line Road/proposed east site access
- County Line Road/Indi Drive
- County Line Road/Beacon Lite Road
- County Line Road/I-25 southbound ramps
- County Line Road/I-25 northbound ramps
- State Highway 105/Beacon Lite Road

These site-generated volumes have been calculated by applying directional-distribution percentages estimated by LSC (from Figure 6) to the trip-generation estimates (from Table 2). Figure 7 shows the projected site-generated traffic volumes for the average weekday and weekday morning and afternoon peak hours.

2026 Short-Term Baseline Plus Site-Generated Traffic Volumes

Figure 8 shows the sum of short-term baseline traffic volumes (from Figure 4) and site-generated volumes (shown in Figure 7). These volumes represent the projected short-term total traffic following development of the site.

2046 Background Traffic Volumes

Long-term background traffic volumes are estimates by LSC. Estimated site-generated traffic for the 71-dwelling-unit Ben Lomand Mountain Village residential development is not included in 2046 background traffic volumes.

The following annual growth rates were applied to existing traffic volumes to estimate the 20-year, long-term background traffic volumes:

- County Line Road, east of Beacon Lite Road – 2.8 percent per year
- County Line Road, west of site – 1.4 percent per year
- Beacon Lite Road, south of County Line Road – 6.1 percent per year

Please refer to Figure 9 for estimated long-term background volumes at the study-area intersections.

2046 Total Traffic Volumes

Figure 10 shows the sum of 2046 background traffic volumes (from Figure 9) plus site-generated traffic volumes (from Figure 7).

Note: “2046 Total” volumes at the I-25 northbound and southbound ramp intersections with County Line Road are consistent with those shown in LSC’s recent *Monument Ridge East* traffic impact study (PCD File No. [P245](#), dated October 4, 2024).

LEVEL OF SERVICE ANALYSIS

Intersection Level of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 3 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 3: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	Average Control Delay (seconds per vehicle) ⁽¹⁾
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more
(1) For unsignalized intersections, if v/c ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.		

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

- Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 4: 2026 Short-Term Baseline Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: 2026 Short-Term Baseline + Site Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2046 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 10: 2046 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

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

County Line Road/Spruce Mountain Road

All movements at this intersection currently operate at and are projected to remain at LOS B or better during both peak hours with the addition of site-generated traffic.

State Highway 105/Spruce Mountain Road

All movements at this intersection currently operate at and are projected to remain at LOS B or better during both peak hours with the addition of site-generated traffic.

County Line Road/West Site Access

All movements at the proposed east site access are projected to operate at LOS A during both peak hours with the addition of site-generated traffic.

County Line Road/Middle Site Access

All movements at the proposed middle site access are projected to operate at LOS A during both peak hours with the addition of site-generated traffic.

County Line Road/East Site Access

All movements at the proposed east site access are projected to operate at LOS A during both peak hours with the addition of site-generated traffic.

County Line Road/Beacon Lite Road

All movements at this intersection currently operate at and are projected to remain at LOS B during both peak hours with the addition of site-generated traffic.

I-25 Southbound Ramps/County Line Road

Short Term

All individual turning movements and approaches are projected to operate at LOS C or better during the short term, with or without the addition of site-generated traffic. This intersection is projected to remain TWSC during the short term.

Long Term (2046) Total

LSC has based its long-term analysis at the I-25 southbound ramps/County Line Road intersection on recommendations shown in its October 2024 TIS for *Monument Ridge East*. Assumptions include this intersection being converted from TWSC to all-way stop control (AWSC) by 2046. With AWSC, all individual turning movements and single-lane approaches at the I-25 southbound ramp intersection would operate at LOS C or better during both 2046 peak hours, with or without the addition of site-generated traffic.

I-25 Northbound Ramps/County Line Road

Short Term

All individual turning movements and approaches are projected to operate at LOS B or better during the short term, with or without the addition of site-generated traffic.

Long Term

Per CDOT direction from the meeting on September 25, 2024, a separate, exclusive, northbound-right-turn lane at the I-25 northbound off-ramp intersection with County Line Road has been added to long-term analysis at this intersection. This intersection has been assumed to remain TWSC during the long term with the addition of a separate northbound-right-turn lane. As such, all individual turning movements are projected to operate at LOS B or better through the 20-year horizon, with or without the addition of site-generated traffic.

Generalized Daily Traffic Volume Level of Service

All segments of County Line Road in the vicinity of the site are projected to remain under the 10,000-vpd design ADTs for Rural Minor Arterials through 2046, with or without the addition of site-generated traffic.

Volumes on all site internal roadways are projected to remain under the *ECM* design ADT of 750 vehicles per day for Rural Local roadways.

STREET CLASSIFICATIONS

Based on proposed rural lot plan and projected traffic volumes, the proposed subdivision roads should be classified as Rural Local roads.

ROADWAY IMPROVEMENTS

MTCP-Identified Roadway Improvements

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

No roadway improvement projects within the immediate area/study area have been identified as being needed by the year 2045 per Figure 27 of El Paso County's 2024 MTCP. A copy of the 2045 MTCP is [here](#).

Auxiliary Turn Lane Needs Evaluation and Recommendations

ECM Requirements for Auxiliary Turn Lanes

Appendix B.8 List ECM criteria for stacking, storage, and taper for every affected auxiliary lane and access and state whether this access can be met. If it cannot be met, state the required modifications so that it can be met.

Left-Turn Deceleration Lanes

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

Right-Turn Deceleration Lane

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

Right-Turn Acceleration Lanes

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

Turn Lane Evaluation – Findings

No auxiliary turn lanes are warranted at the proposed site-access intersections. The following presents the details. Discussion of auxiliary turn lanes at off-site intersections is also included below.

County Line Road/Proposed West Site Access

Fewer than 25 vehicles are projected to turn westbound left from County Line Road onto the west site access during the long-term buildout scenario. As such, a westbound-left deceleration lane would **not** be required on County Line Road approaching the proposed west site access.

The projected eastbound-right turn volume at this intersection is not projected to exceed the 50-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* upon site buildout. As such, an eastbound-right-turn deceleration lane would **not** be required on County Line Road approaching the proposed west site access.

County Line Road/Proposed Middle Site Access

Fewer than 25 vehicles are projected to turn westbound left from County Line Road onto the middle site access during the long-term buildout scenario. As such, a westbound-left deceleration lane would **not** be required on County Line Road approaching the proposed middle site access.

The projected eastbound-right-turn volume at this intersection is not projected to exceed the 50-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* upon site buildout. As such, an eastbound-right-turn deceleration lane would **not** be required on County Line Road approaching the proposed middle site access.

County Line Road/Proposed East Site Access

Fewer than 25 vehicles are projected to turn westbound left from County Line Road onto the east site access during the long-term buildout scenario. As such, a westbound-left-turn deceleration lane would **not** be required on County Line Road approaching the proposed east site access.

The projected eastbound-right turn volume at this intersection is not projected to exceed the 50-vph minimum right-turn volume thresholds prescribing a turn lane outlined in the *ECM* upon site buildout. As such, an eastbound-right-turn deceleration lane would **not** be required on County Line Road approaching the proposed east site access.

County Line Road/Beacon Lite Road

PPRTA improvements by El Paso County are currently ongoing on Beacon Lite Road, including replacing the existing gravel roadway with asphalt, realigning and regrading the road to meet criteria, and drainage improvements. Based on projected turning-movement volumes at this intersection, LSC has assumed that a westbound-left turn lane will be constructed on County Line Road approaching Beacon Lite Road. This improvement would not be the responsibility of the developer of this site, as this project will not add westbound-left-turning movements at this intersection. Please refer to this [link](#) to the El Paso County Public Work's website for more details.

County Line Road is classified Rural Minor Arterial

Interstate-25/County Line Road Ramp Intersections

This project may be subject to “cost recovery” for future improvements at this interchange if constructed by other developments **and/or** CDOT may require pro-rata share participation in future improvements at these interchange ramp intersections (potentially in the form of an escrow). Also, there is the potential that interchange improvements, although within CDOT ROW, may be added to the list of “eligible improvements” under the EPC Roadway Improvement Fee Program. These improvements may include new or improved auxiliary turn lanes, traffic control upgrades, etc. The only currently-identified future upgrade is the addition of a northbound-right turn lane at the northbound-ramp intersection, to provide a two-lane approach.

County Line Road/Spruce Mountain Road

No modifications are required to existing laneage at the intersection of County Line Road/Spruce Mountain Road. Currently, the eastbound and northbound approaches at County Line Road/Spruce Mountain Road are single-lane approaches. Existing count volumes indicate that the eastbound-right turn and northbound-left volumes currently exceed the 50-vph threshold required for exclusive turn lanes. These are both an existing deficiency. Although these turning movements would warrant a separate eastbound-right turn lane and northbound-left turn lanes, all lanes would continue to operate at LOS B or better through 2045, with or without the addition of site-generated traffic.

State Highway 105/Spruce Mountain Road

No modifications are required to existing laneage at the intersection of SH 105/Spruce Mountain Road, as all single-lane approaches are projected to remain at LOS B or better with the addition of site-generated traffic.

Currently, the southbound approach at SH 105/Spruce Mountain Road is a single-lane approach. Existing count volumes indicate that the southbound-right turn volume currently exceeds the 50-vph threshold required for an exclusive southbound-right turn lane. This is an existing deficiency. Although this turning movement would warrant a separate southbound-right turn lane, site-generated traffic would not be generated perform this turn when traveling to or from the proposed Ben Lomand residential development.

SUBDIVISION ROADWAY CLASSIFICATION

The internal roadways should be classified as Rural Local.

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

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

The current fee rate per single-family dwelling unit is \$4,101. Based on the 71 proposed single-family dwelling units, the total “full fee” amount would be \$291,171. PID options are also available for this land use, with lower up-front fee amounts. The developer will indicate the PID option (or opt-out) at the final plat stage.

Reimbursable Improvements

No potentially-reimbursable roadway improvements would apply, as there are no roadway improvement projects identified in the *MTCP* within the immediate area/study area.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

No multi-modal transportation improvement projects have been identified as being needed by the year 2046 per Figure 27 of El Paso County’s 2024 *MTCP*. No public schools are located within a 2-mile radius of the site.

DEVIATIONS

No deviations are requested with this application.

FINDINGS AND CONCLUSIONS

- The site is projected to generate about 838 new driveway vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 15 vehicles would enter the site while 39 vehicles would exit.
- During the weekday afternoon peak hour of adjacent street traffic, 44 vehicles would enter the site while 27 vehicles would exit.
- Please refer to the “Level of Service” section above for more details. Based on the evaluation in this report, levels of service at the three site-access points to County Line Road would meet *ECM* criteria. Please refer to Figures 3, 5, 8, 9 and 10 for details and levels of service for offsite intersections.
- The Preliminary Plan roadways should be classified as Rural Local.
- No new auxiliary turn lanes would be required at the three site-access points to County Line Road. Please refer to the “Auxiliary Turn-Lane Analysis” section for evaluation details and information regarding off-site intersections

- Please refer to the “Sight Distance Analysis” section above for more details. Based on the evaluation in this report, sight distances at the three site-access points to County Line Road would meet *ECM* criteria.

* * * * *

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

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH/JAB:jas

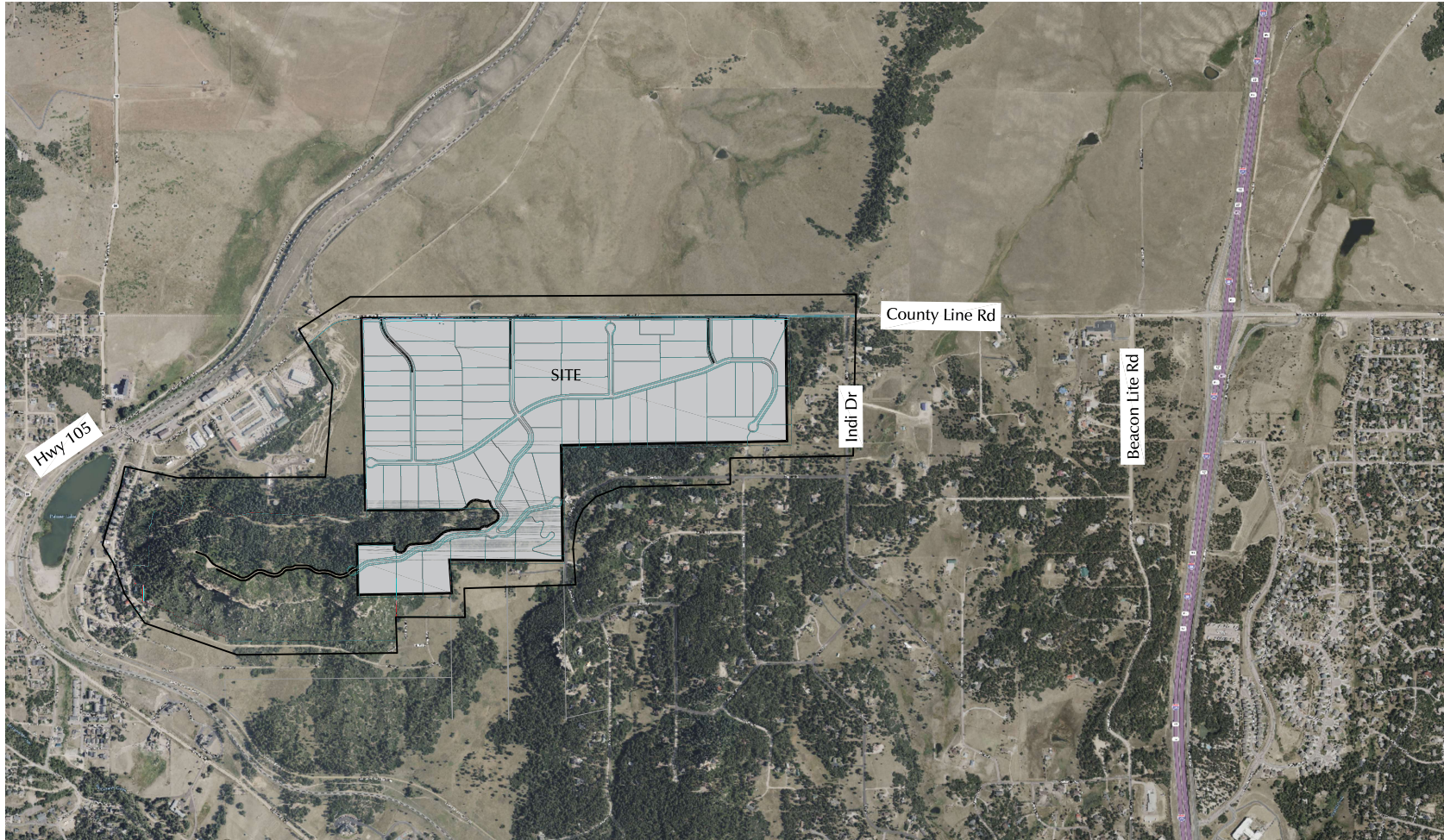
Enclosures: Table 2
Figure 1 – Figure 10
Traffic Count Reports
Synchro LOS Reports

Tables

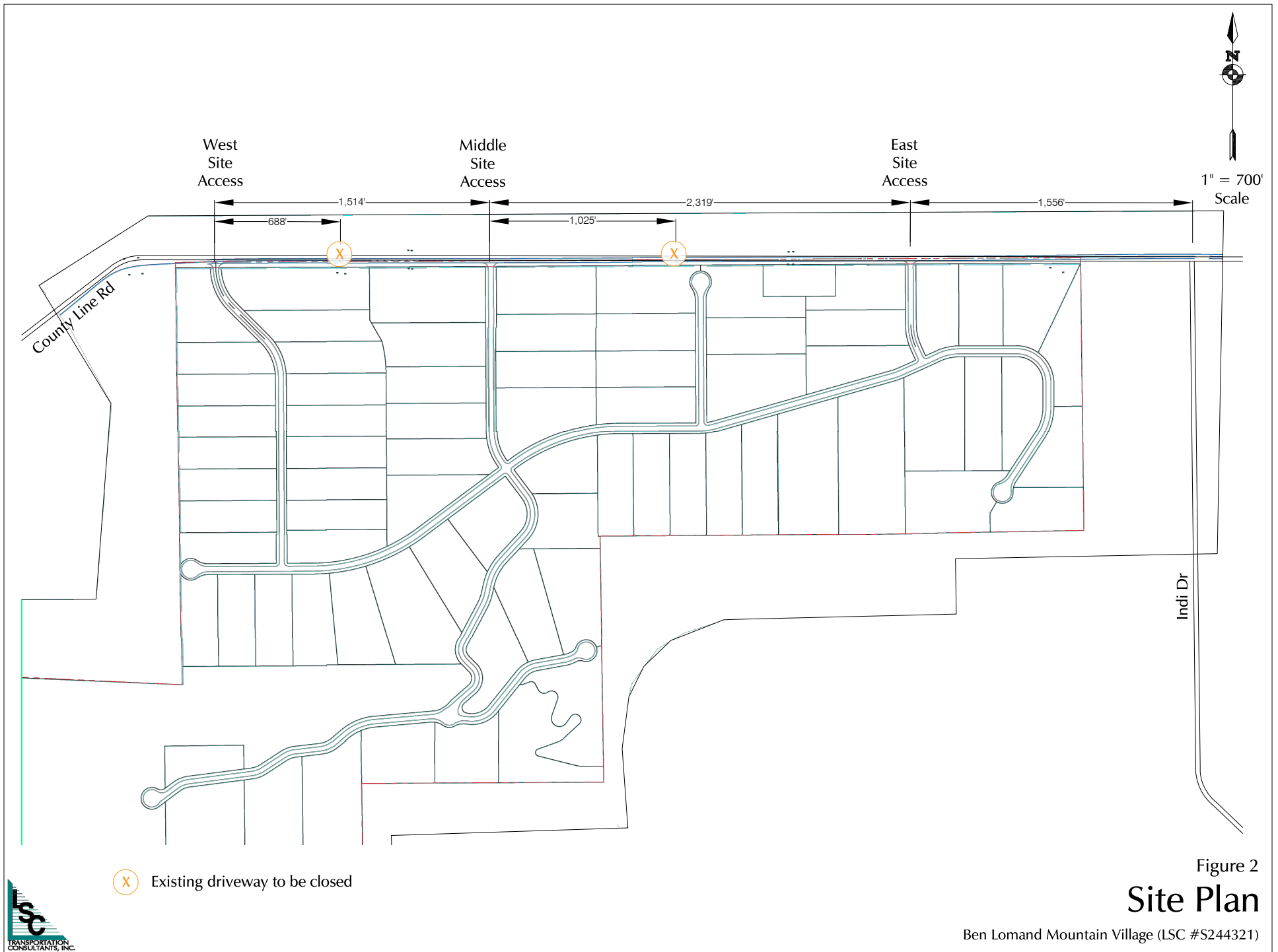
Table 2: Detailed Trip Generation Estimate

ITE Land Use				Trip Generation Rates ²					Trips Generated				
				Value	Units	Average Weekday	A.M. Peak Hour		P.M. Peak Hour		Average Weekday ³	A.M. Peak Hour ⁴	
Code	Description	In	Out				In	Out	In	Out		In	Out
210	Single-Family (Detached) Housing	71	DU ¹	11.81	0.20	0.55	0.61	0.38	838	15	39	44	27
¹ DU = dwelling units													
² Source: <i>Trip Generation, 12th Edition (2025)</i> by the Institute of Transportation Engineers (ITE)													
³ Units = vehicle-trips per day													
⁴ Units = vehicle-trips per hour													
January 22, 2026													

Figures



Not to
scale



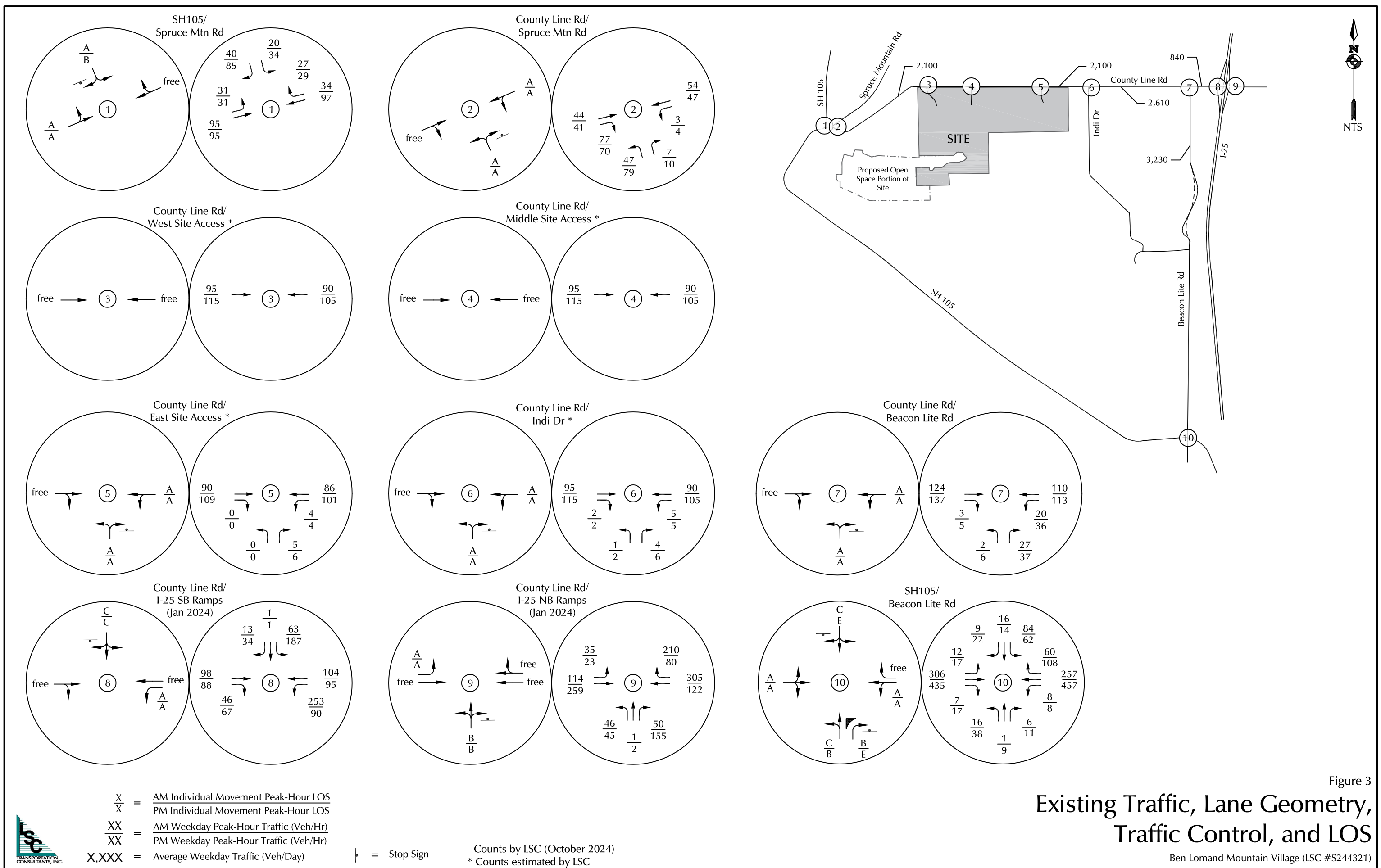
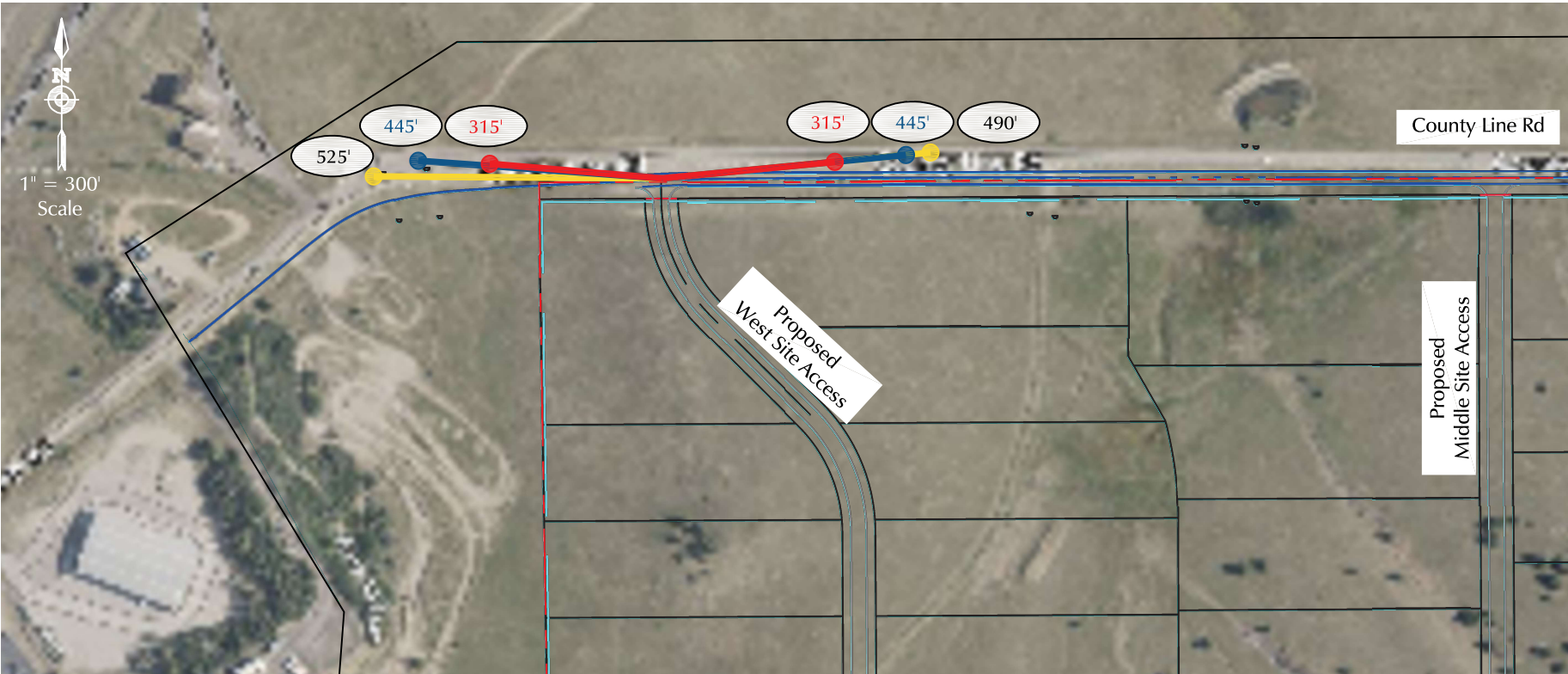
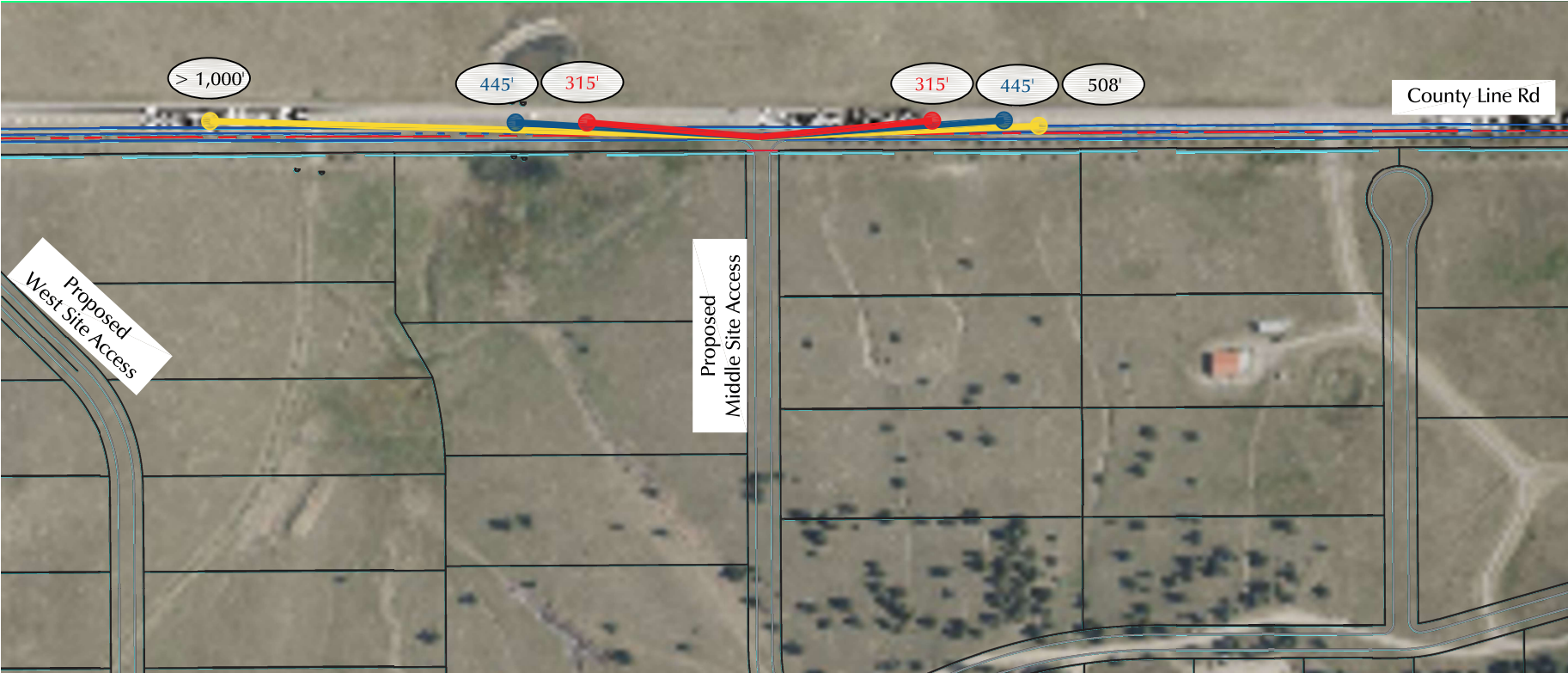


Figure 3
**Existing Traffic, Lane Geometry,
 Traffic Control, and LOS**
 Ben Lomand Mountain Village (LSC #S244321)

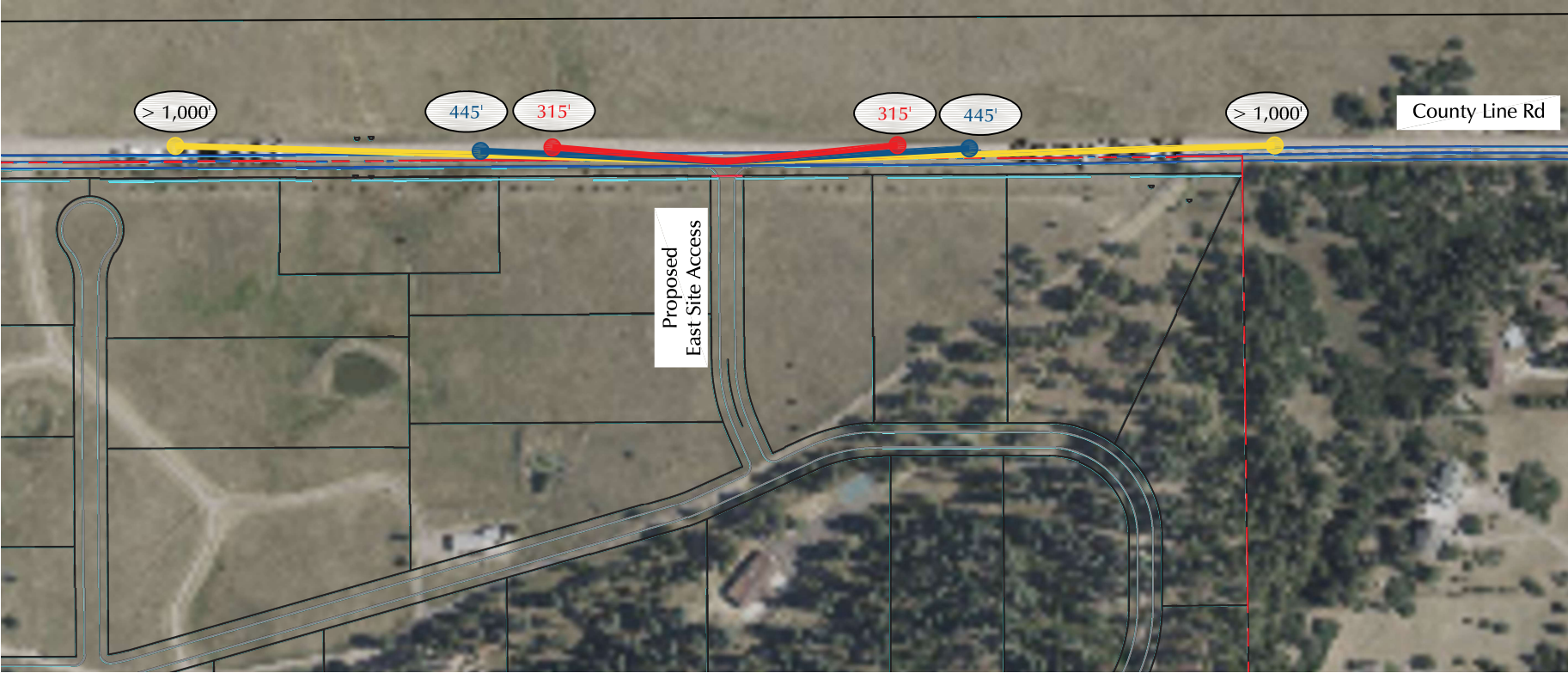
County Line Rd/West Site Access



County Line Rd/Middle Site Access



County Line Rd/East Site Access



Please refer to Figure 2 for locations of these proposed access points



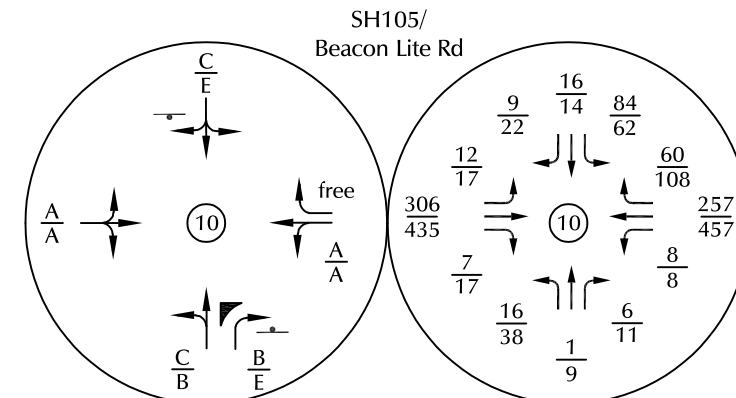
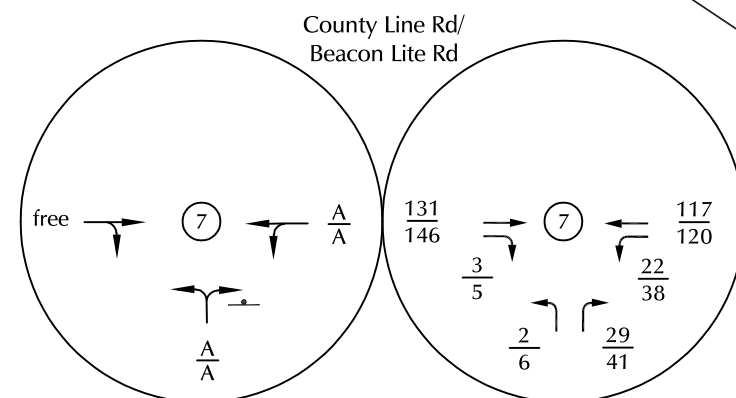
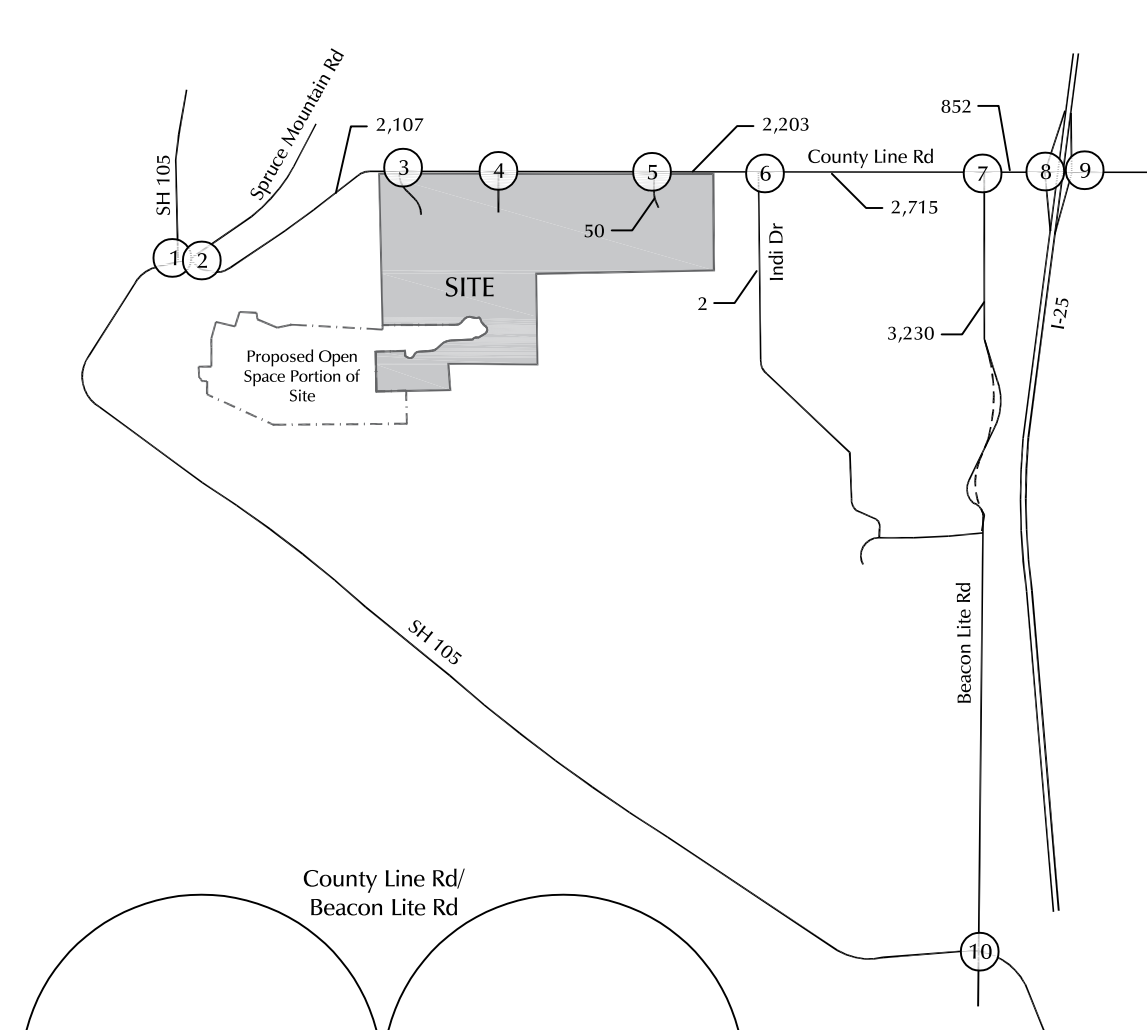
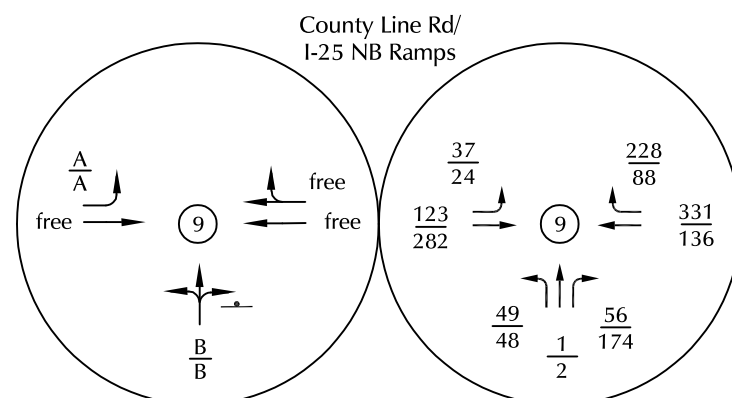
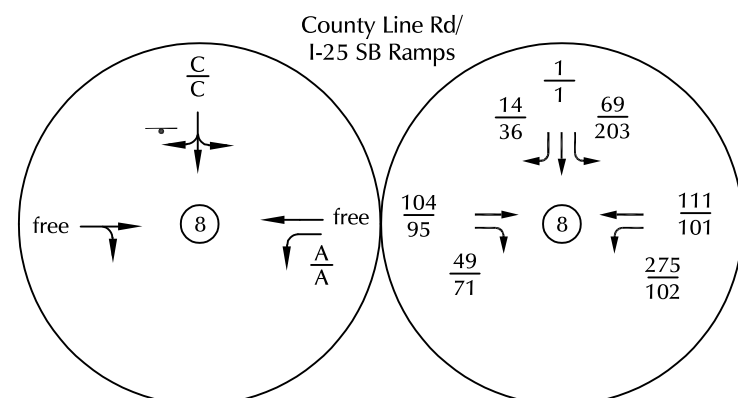
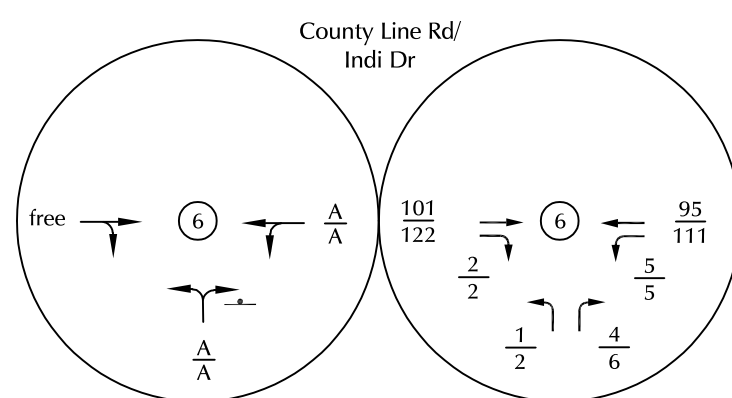
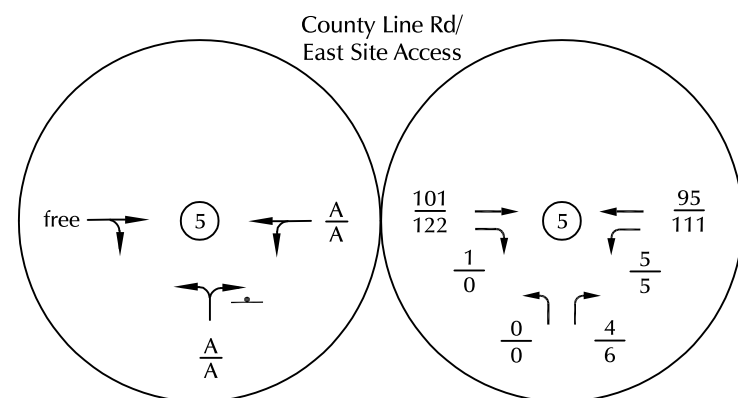
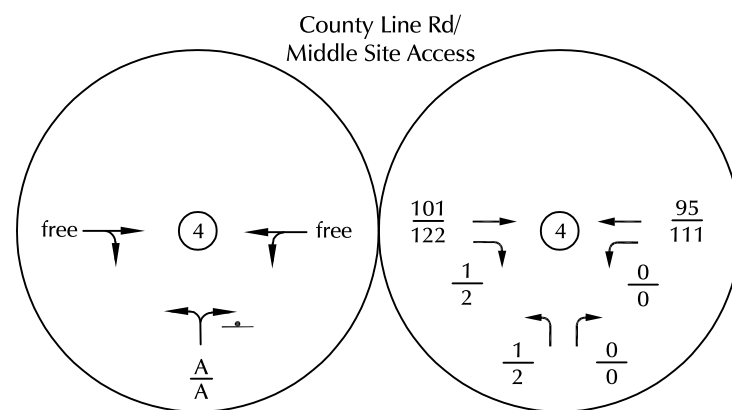
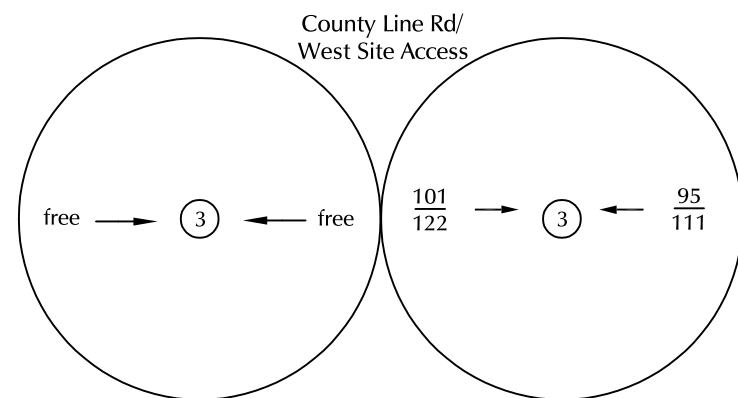
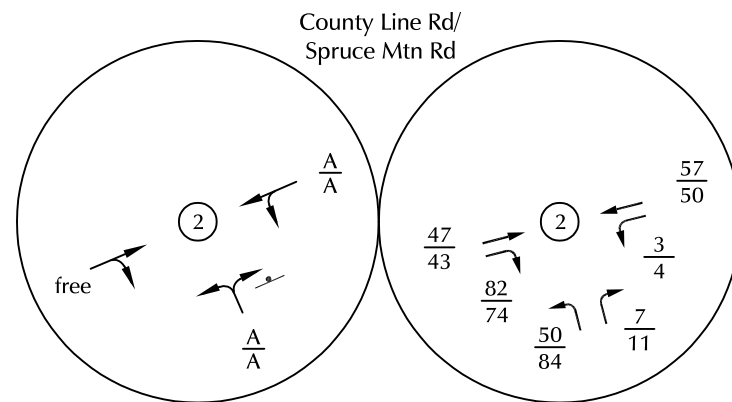
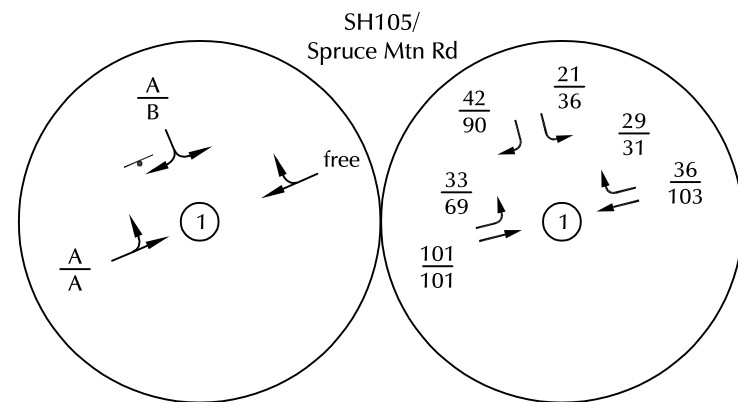
County Line Road has a 35-mph posted speed limit (40-mph design speed)

- ### Lines of sight for field-measured sight distance from proposed access points
- 445' ECM-required intersection sight distance (per ECM Table 2-21)*
- 315' ECM-required stopping sight distance approaching an intersection (per ECM Table 2-18)*

* Note: Roadway grade adjustments may apply



Figure 4
Sight Distance Analysis
Ben Lomand Mountain Village (LSC #S244321)

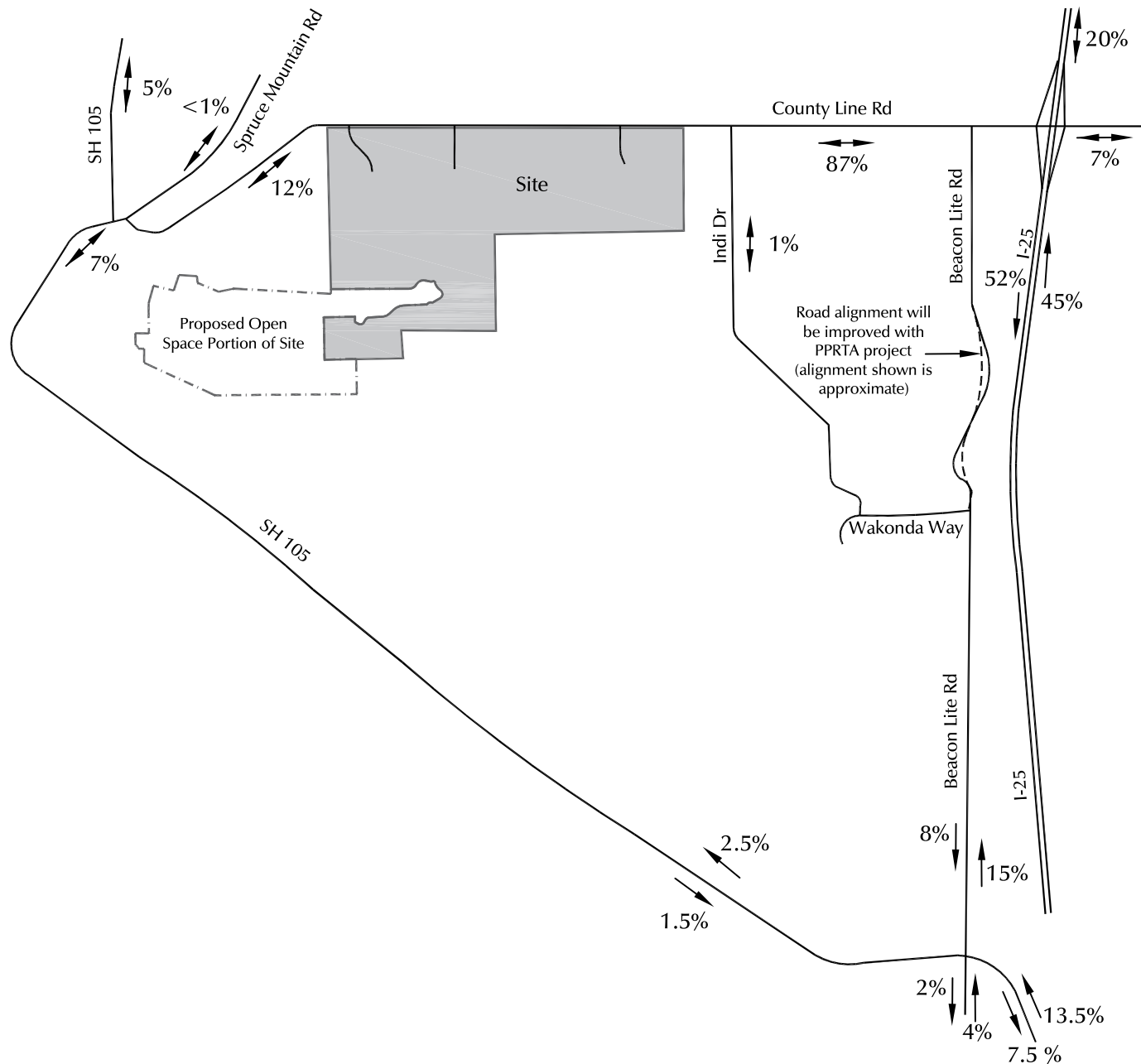


$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
 $\frac{X}{X}$ = PM Individual Movement Peak-Hour LOS
 $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hr)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hr)
 X,XXX = Average Weekday Traffic (Veh/Day)

⬮ = Stop Sign

Figure 5
2026 Baseline Traffic,
Lane Geometry, Traffic
Control, and LOS

Ben Lomand Mountain Village (LSC #S244321)

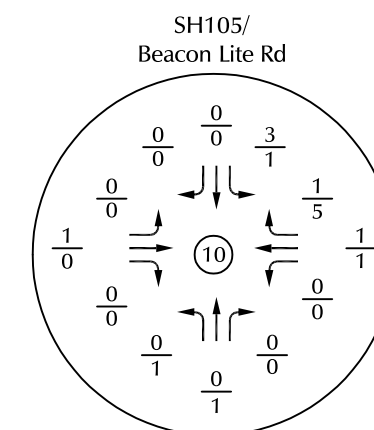
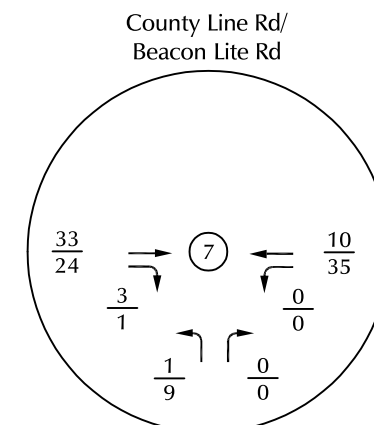
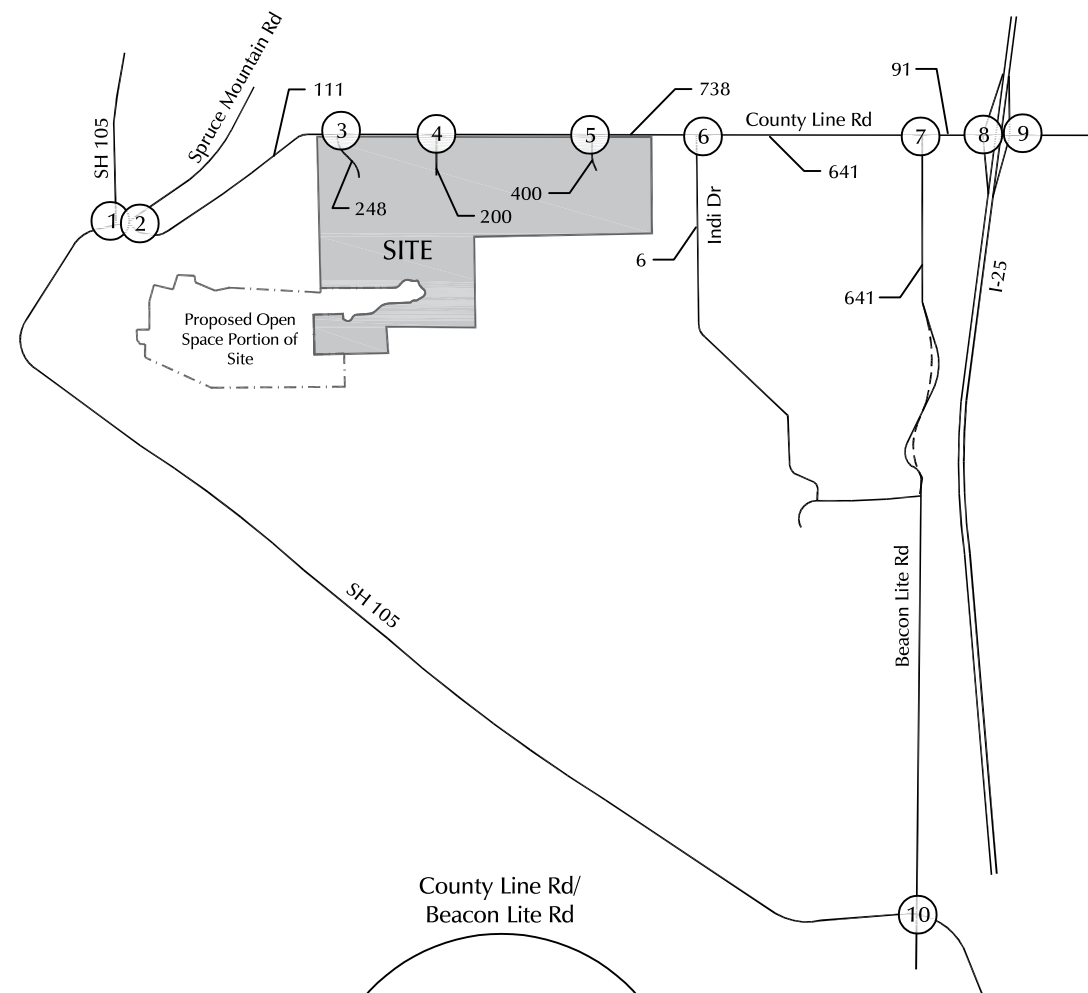
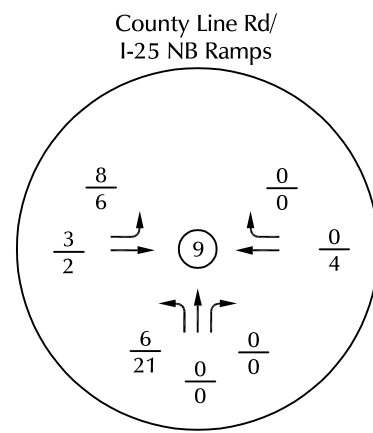
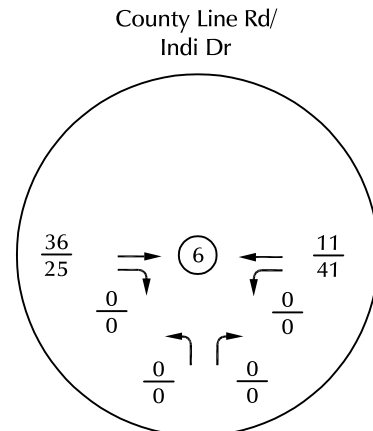
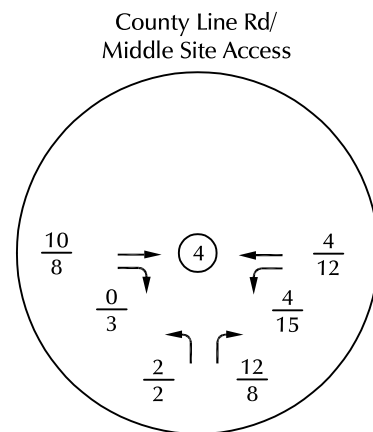
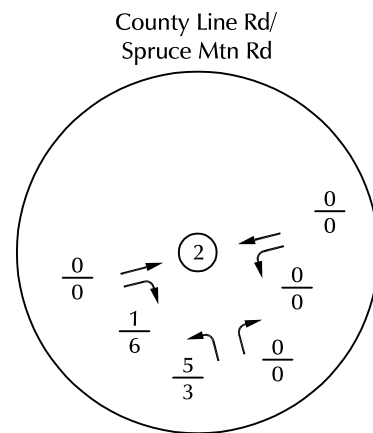
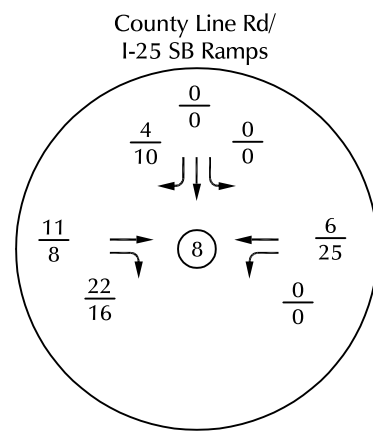
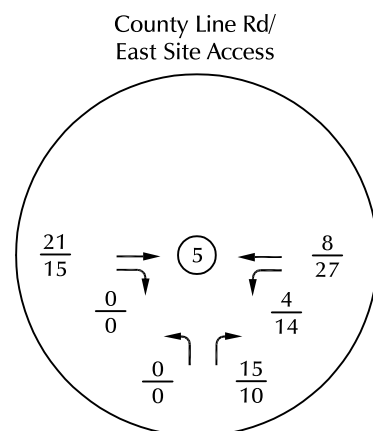
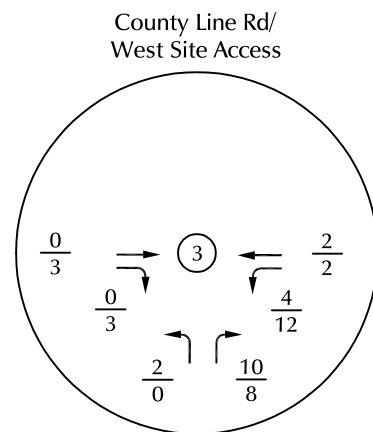
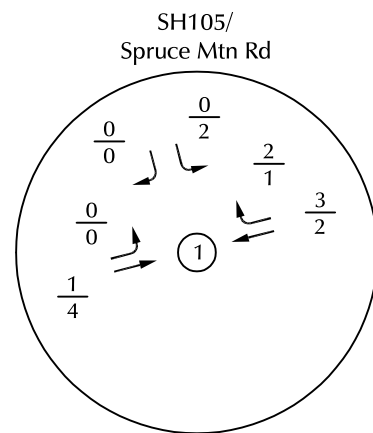


XX% = % Directional Distribution of Site-Generated Trips

Estimated Trip Distribution

Figure 6

Ben Lomand Mountain Village (LSC #S244321)



$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hr)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hr)
 X,XXX = Average Weekday Traffic (Veh/Day)

Figure 7
Site-Generated Traffic
 Ben Lomand Mountain Village (LSC #S244321)

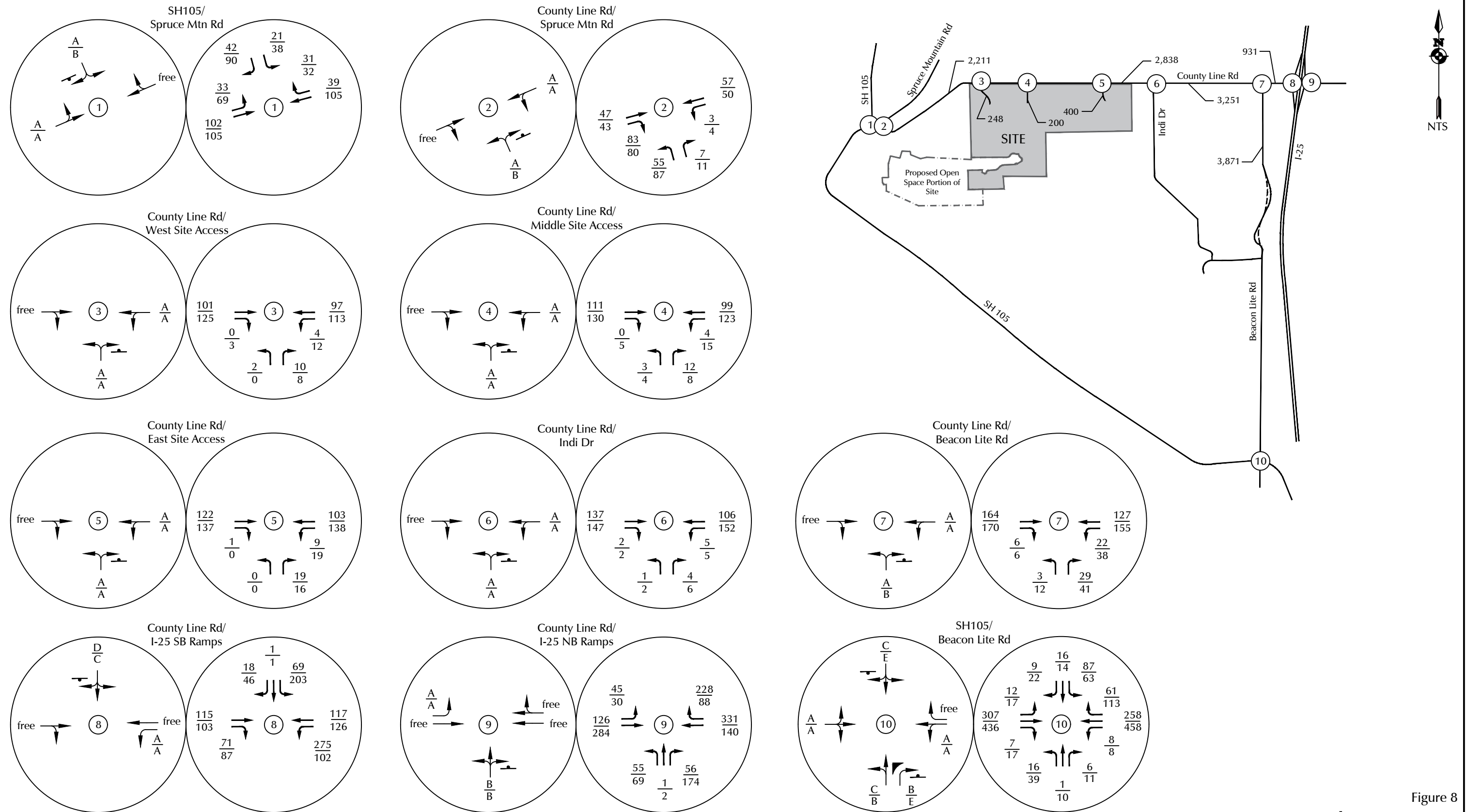
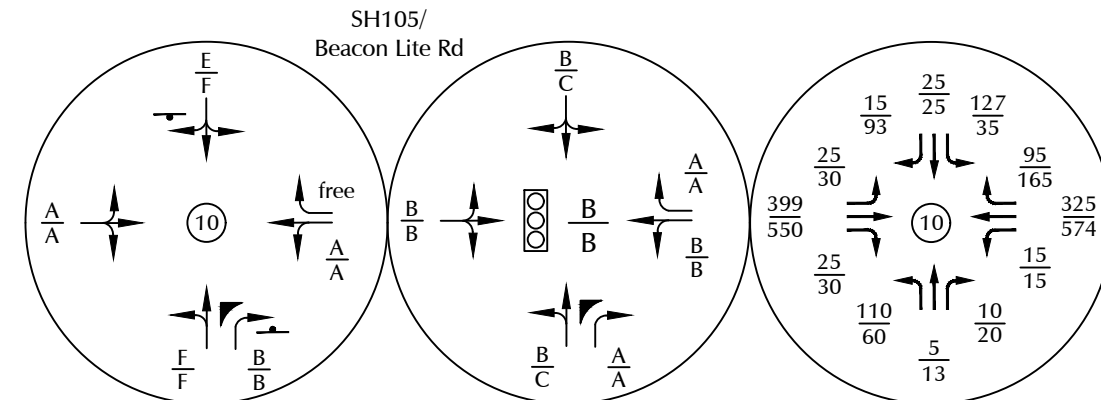
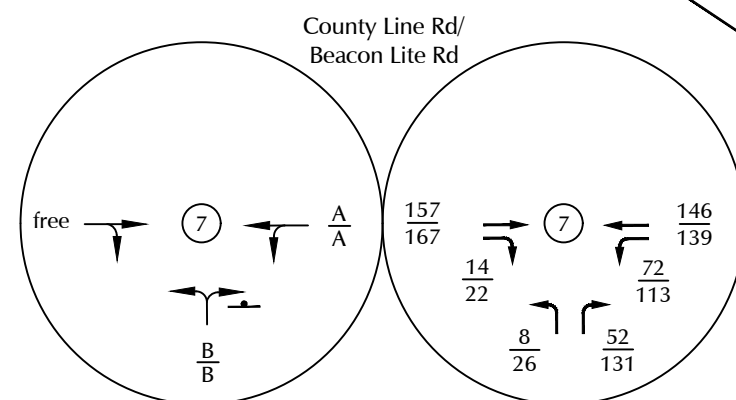
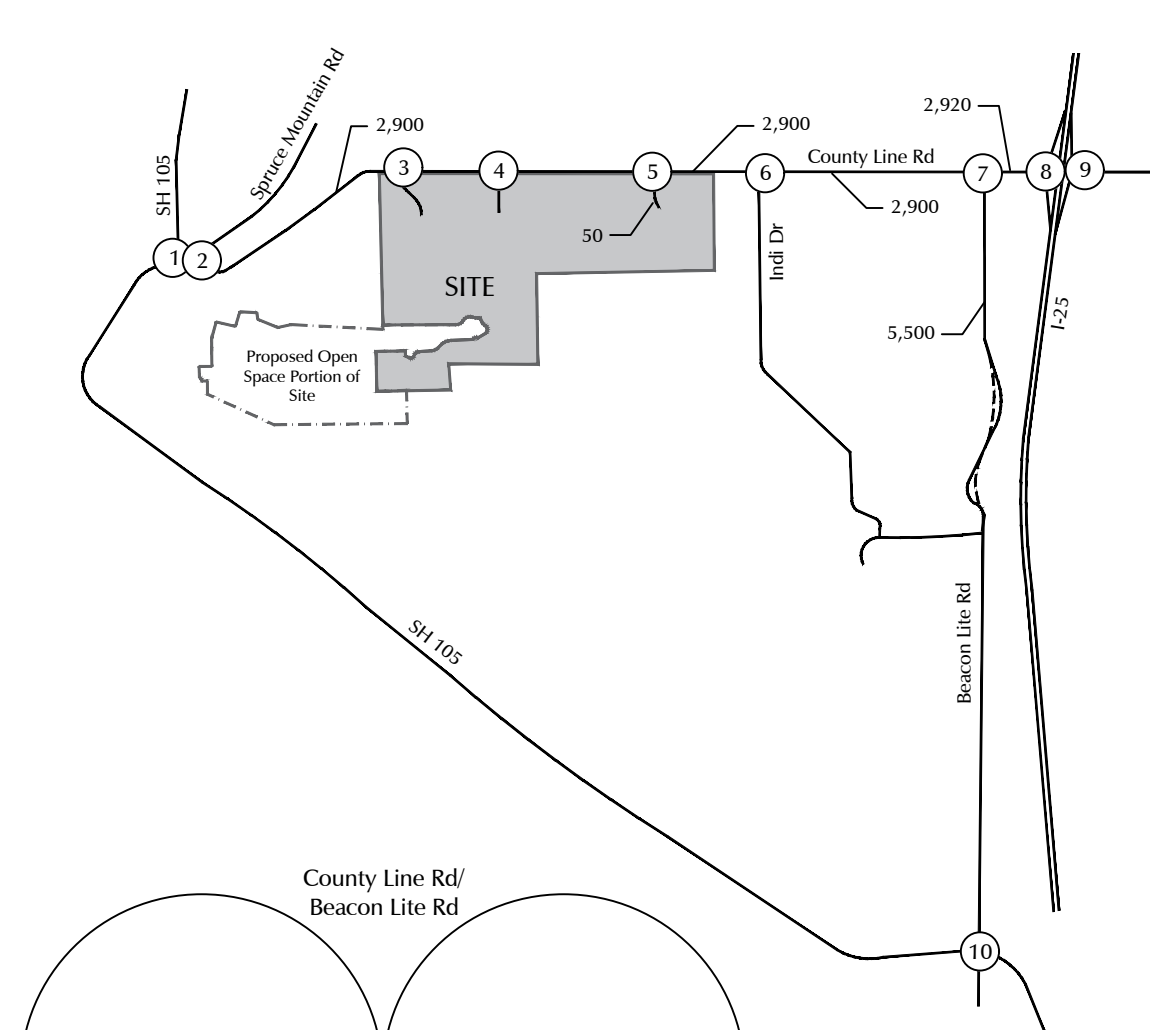
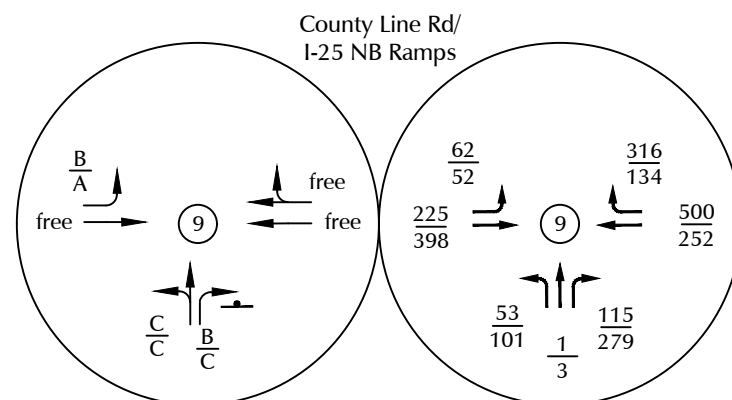
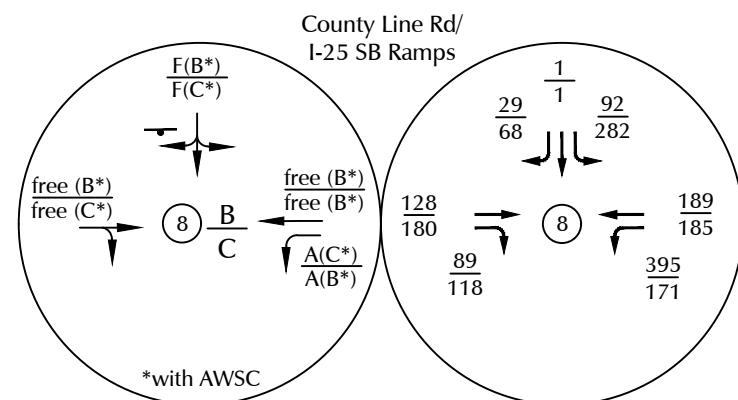
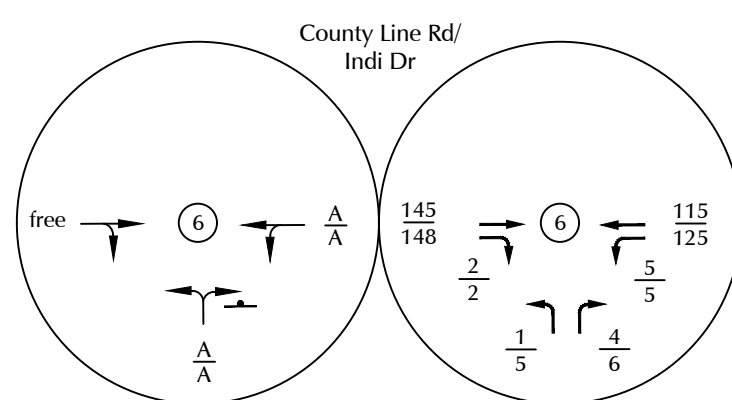
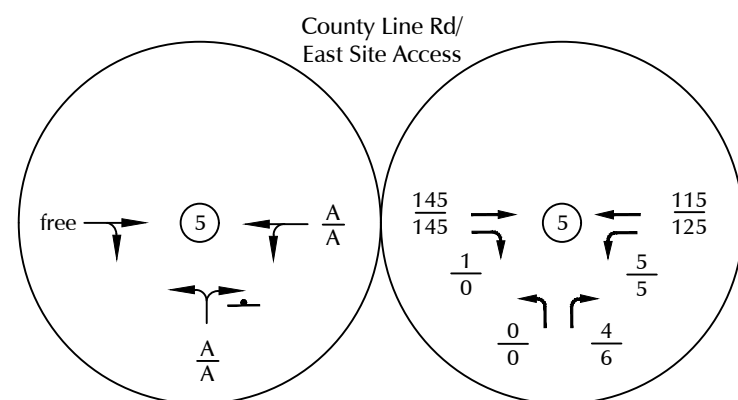
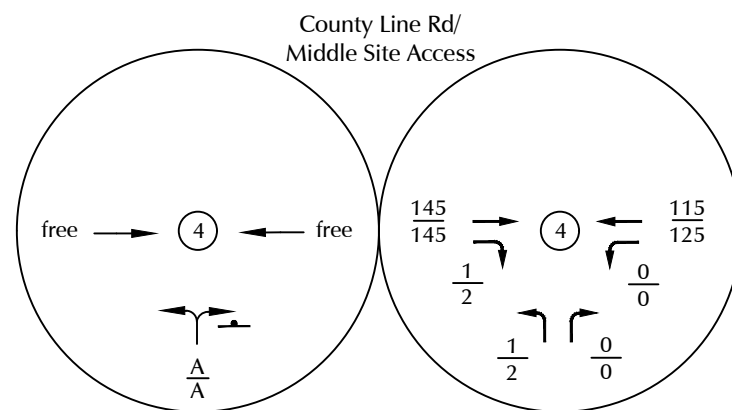
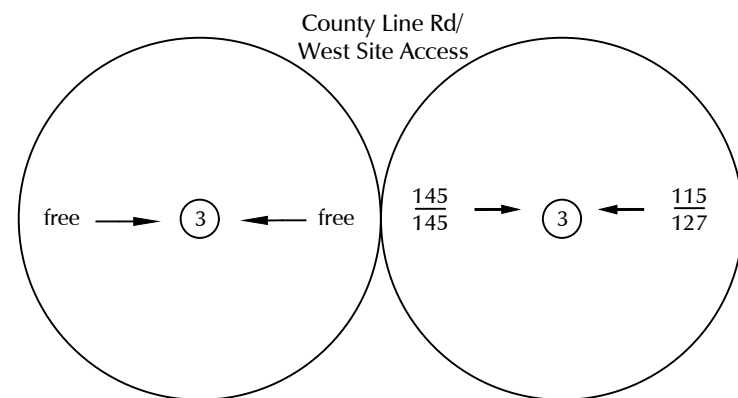
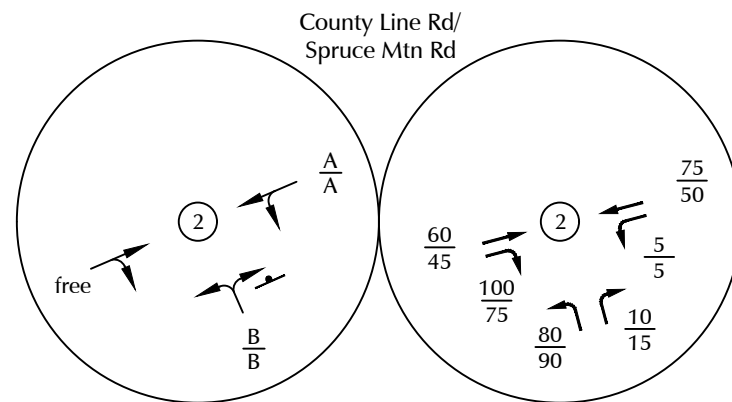
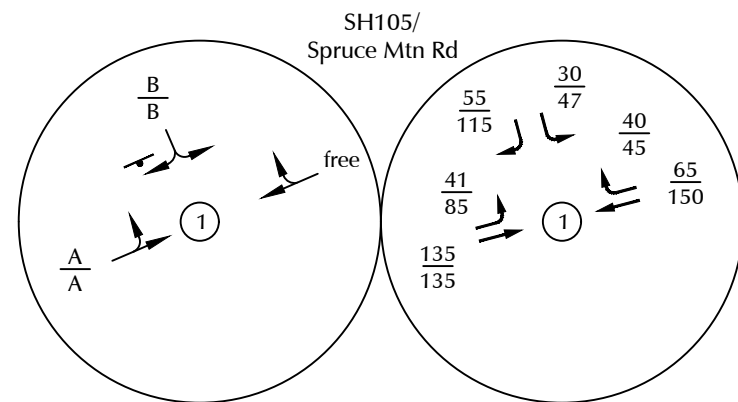


Figure 8
**2026 Baseline + Site
 Traffic, Lane Geometry,
 Traffic Control, and LOS**
 Ben Lomand Mountain Village (LSC #S244321)



$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
 $\frac{X}{X}$ = PM Individual Movement Peak-Hour LOS
 $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hr)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hr)
 X,XXX = Average Weekday Traffic (Veh/Day)

⬮ = Stop Sign

Figure 9

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

Ben Lomand Mountain Village (LSC #S244321)

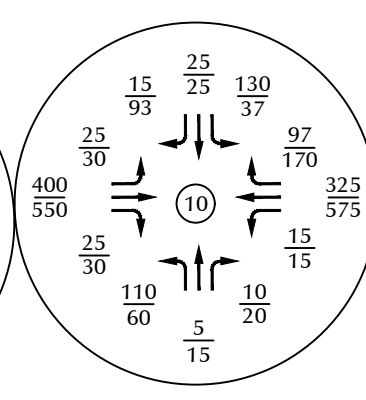
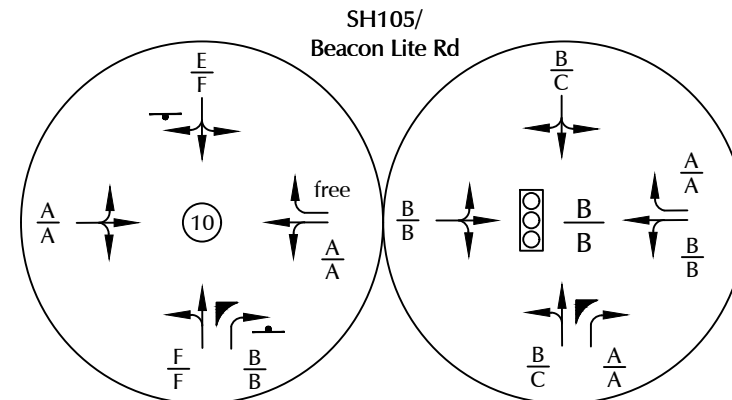
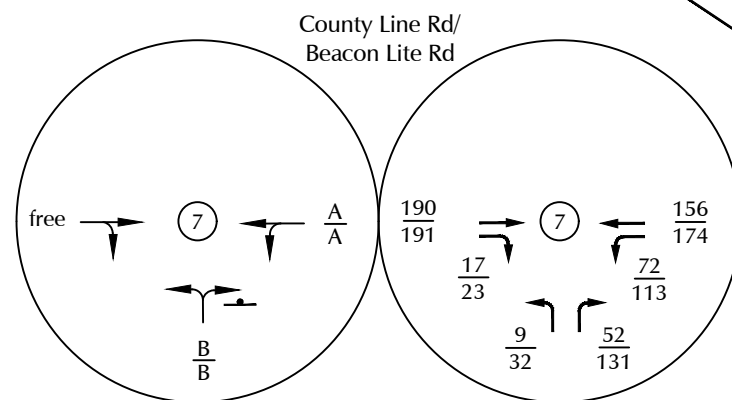
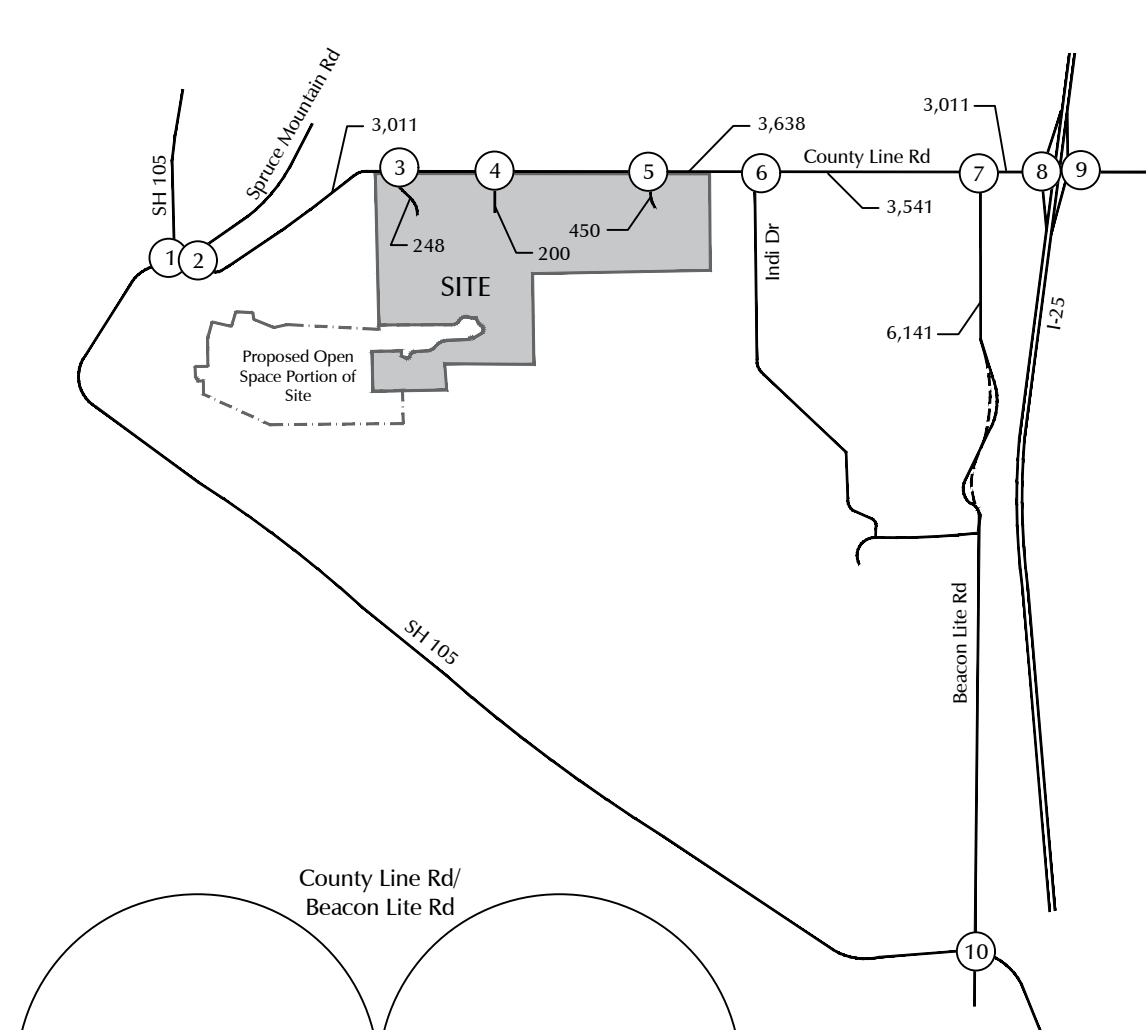
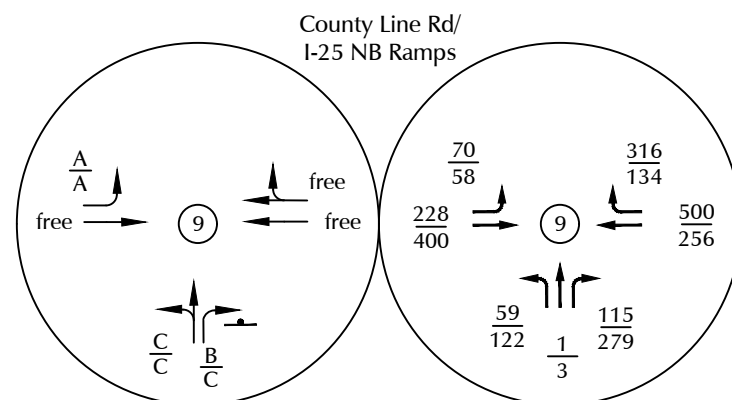
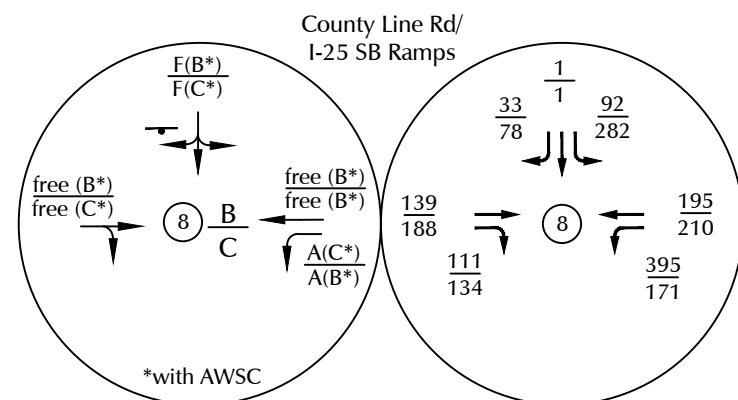
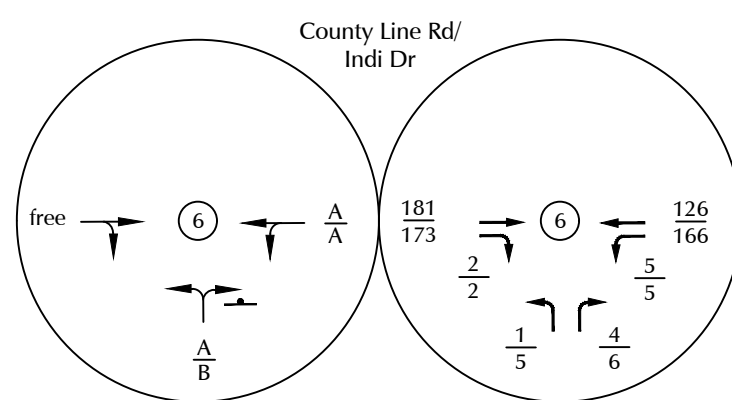
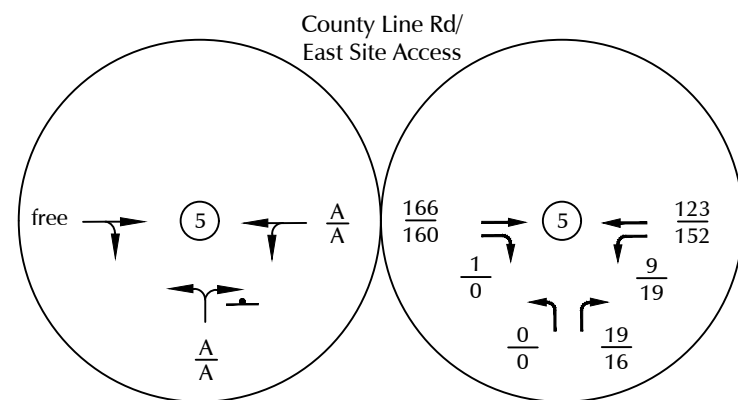
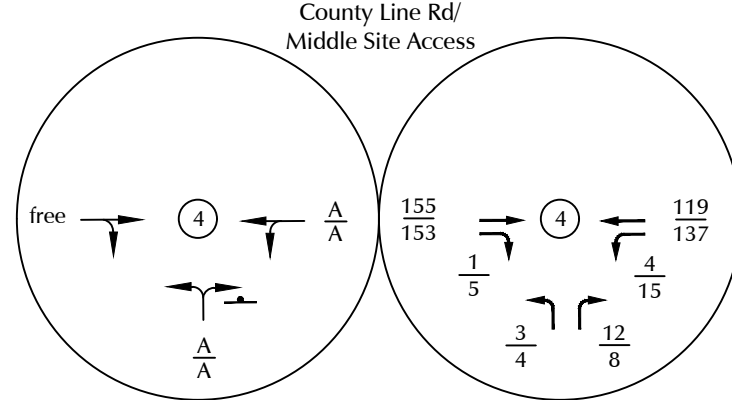
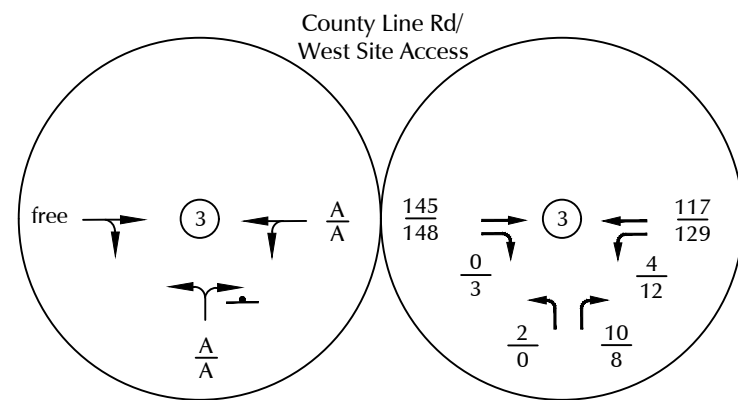
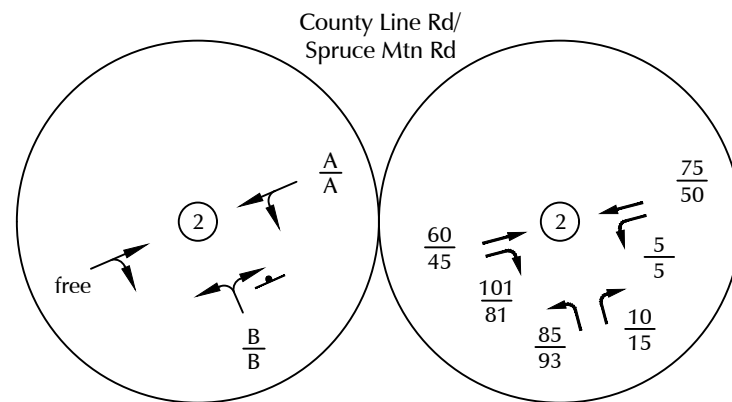
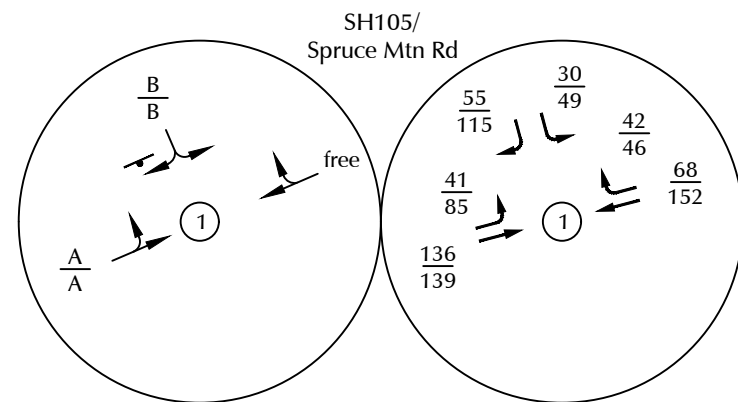


Figure 10
2046 Background + Site
Traffic, Lane Geometry,
Traffic Control, and LOS

Ben Lomand Mountain Village (LSC #S244321)



$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS
 $\frac{X}{X}$ = PM Individual Movement Peak-Hour LOS
 $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (Veh/Hr)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (Veh/Hr)
 X,XXX = Average Weekday Traffic (Veh/Day)

⬮ = Stop Sign

Traffic Counts

LSC Transportation Consultants, Inc.

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

File Name : I-25 NB Ramps - County Line Rd AM

Site Code : S214862

Start Date : 1/18/2024

Page No : 1

Groups Printed- Unshifted

	I-25 NB On Ramp Southbound					County Line Rd Westbound					I-25 NB Off Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	0	0	0	0	14	21	0	0	35	0	1	0	0	1	0	3	5	0	8	44
06:35	0	0	0	0	0	21	13	0	0	34	1	0	2	0	3	0	4	9	0	13	50
06:40	0	0	0	0	0	21	13	0	0	34	4	0	0	0	4	0	4	4	0	8	46
06:45	0	0	0	0	0	19	14	0	0	33	0	0	3	0	3	0	6	3	0	9	45
06:50	0	0	0	0	0	15	5	0	0	20	2	0	2	0	4	0	5	3	0	8	32
06:55	0	0	0	0	0	22	10	0	0	32	3	0	3	0	6	0	13	2	0	15	53
Total	0	0	0	0	0	112	76	0	0	188	10	1	10	0	21	0	35	26	0	61	270
07:00	0	0	0	0	0	19	13	0	0	32	1	0	1	0	2	0	8	5	0	13	47
07:05	0	0	0	0	0	17	26	0	0	43	2	0	0	0	2	0	12	4	0	16	61
07:10	0	0	0	0	0	24	20	0	0	44	3	0	3	0	6	0	7	2	0	9	59
07:15	0	0	0	0	0	10	19	0	0	29	7	0	6	0	13	0	12	5	0	17	59
07:20	0	0	0	0	0	18	32	0	0	50	3	0	3	0	6	0	13	0	0	13	69
07:25	0	0	0	0	0	18	26	0	0	44	2	0	3	0	5	0	15	3	0	18	67
07:30	0	0	0	0	0	24	42	0	0	66	1	1	1	0	3	0	8	1	0	9	78
07:35	0	0	0	0	0	16	24	0	0	40	2	0	2	0	4	0	9	3	0	12	56
07:40	0	0	0	0	0	18	30	0	0	48	1	0	6	0	7	0	10	3	0	13	68
07:45	0	0	0	0	0	20	32	0	0	52	7	0	2	0	9	0	9	4	0	13	74
07:50	0	0	0	0	0	19	19	0	0	38	7	0	3	0	10	0	10	6	0	16	64
07:55	0	0	0	0	0	11	14	0	0	25	7	0	6	0	13	0	9	3	0	12	50
Total	0	0	0	0	0	214	297	0	0	511	43	1	36	0	80	0	122	39	0	161	752
08:00	0	0	0	0	0	18	18	0	0	36	5	0	4	0	9	0	7	2	0	9	54
08:05	0	0	0	0	0	14	29	0	0	43	5	0	7	0	12	0	5	3	0	8	63
08:10	0	0	0	0	0	21	19	0	0	40	5	0	3	0	8	0	10	1	0	11	59
08:15	0	0	0	0	0	10	11	0	0	21	5	0	4	0	9	0	5	8	0	13	43
08:20	0	0	0	0	0	14	14	0	0	28	9	1	5	0	15	0	8	4	0	12	55
08:25	0	0	0	0	0	21	20	0	0	41	10	0	4	0	14	0	4	3	0	7	62
Grand Total	0	0	0	0	0	424	484	0	0	908	92	3	73	0	168	0	196	86	0	282	1358
Apprch %	0	0	0	0		46.7	53.3	0	0		54.8	1.8	43.5	0		0	69.5	30.5	0		
Total %	0	0	0	0	0	31.2	35.6	0	0	66.9	6.8	0.2	5.4	0	12.4	0	14.4	6.3	0	20.8	

LSC Transportation Consultants, Inc.

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

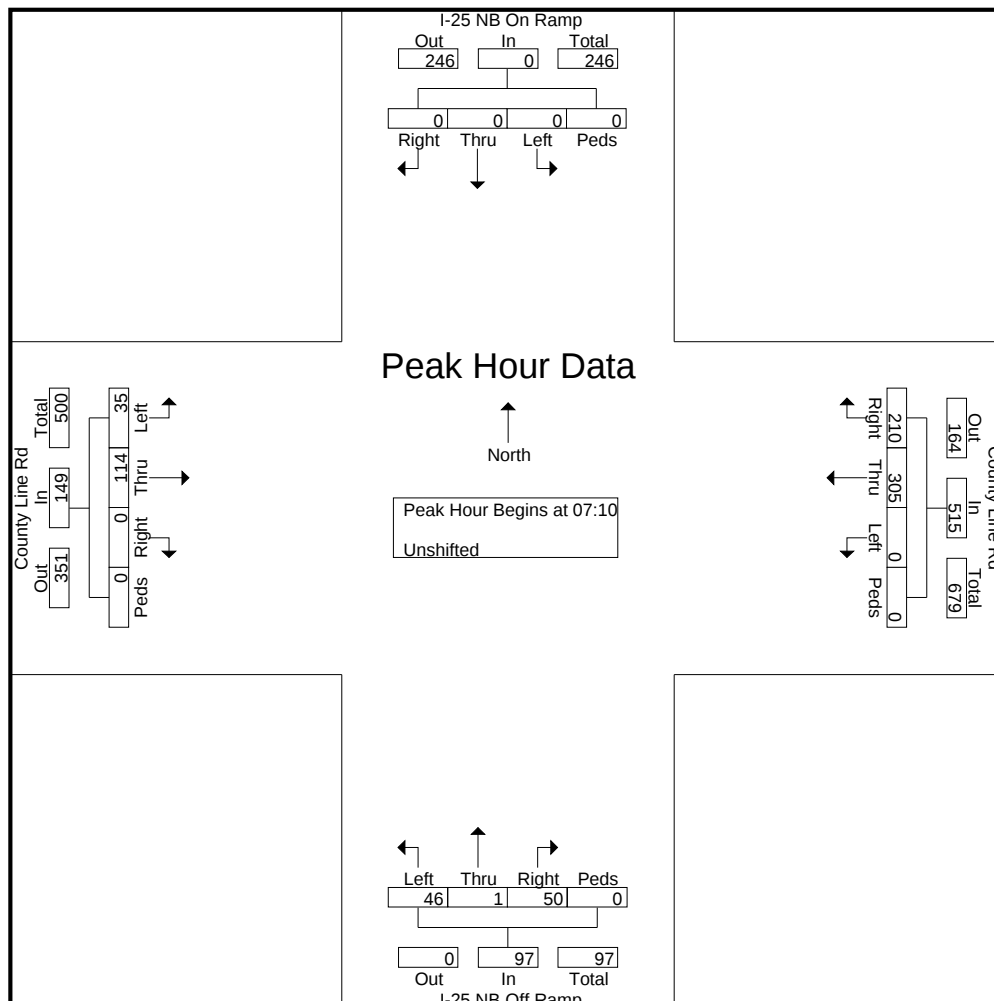
File Name : I-25 NB Ramps - County Line Rd AM

Site Code : S214862

Start Date : 1/18/2024

Page No : 2

	I-25 NB On Ramp Southbound					County Line Rd Westbound					I-25 NB Off Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:10																					
07:10	0	0	0	0	0	24	20	0	0	44	3	0	3	0	6	0	7	2	0	9	59
07:15	0	0	0	0	0	10	19	0	0	29	7	0	6	0	13	0	12	5	0	17	59
07:20	0	0	0	0	0	18	32	0	0	50	3	0	3	0	6	0	13	0	0	13	69
07:25	0	0	0	0	0	18	26	0	0	44	2	0	3	0	5	0	15	3	0	18	67
07:30	0	0	0	0	0	24	42	0	0	66	1	1	1	0	3	0	8	1	0	9	78
07:35	0	0	0	0	0	16	24	0	0	40	2	0	2	0	4	0	9	3	0	12	56
07:40	0	0	0	0	0	18	30	0	0	48	1	0	6	0	7	0	10	3	0	13	68
07:45	0	0	0	0	0	20	32	0	0	52	7	0	2	0	9	0	9	4	0	13	74
07:50	0	0	0	0	0	19	19	0	0	38	7	0	3	0	10	0	10	6	0	16	64
07:55	0	0	0	0	0	11	14	0	0	25	7	0	6	0	13	0	9	3	0	12	50
08:00	0	0	0	0	0	18	18	0	0	36	5	0	4	0	9	0	7	2	0	9	54
08:05	0	0	0	0	0	14	29	0	0	43	5	0	7	0	12	0	5	3	0	8	63
Total Volume	0	0	0	0	0	210	305	0	0	515	50	1	46	0	97	0	114	35	0	149	761
% App. Total	0	0	0	0	0	40.8	59.2	0	0		51.5	1	47.4	0		0	76.5	23.5	0		
PHF	.000	.000	.000	.000	.000	.729	.605	.000	.000	.650	.595	.083	.548	.000	.622	.000	.633	.486	.000	.690	.813



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

File Name : I-25 NB Ramps - County Line Rd AM

Site Code : S214862

Start Date : 1/18/2024

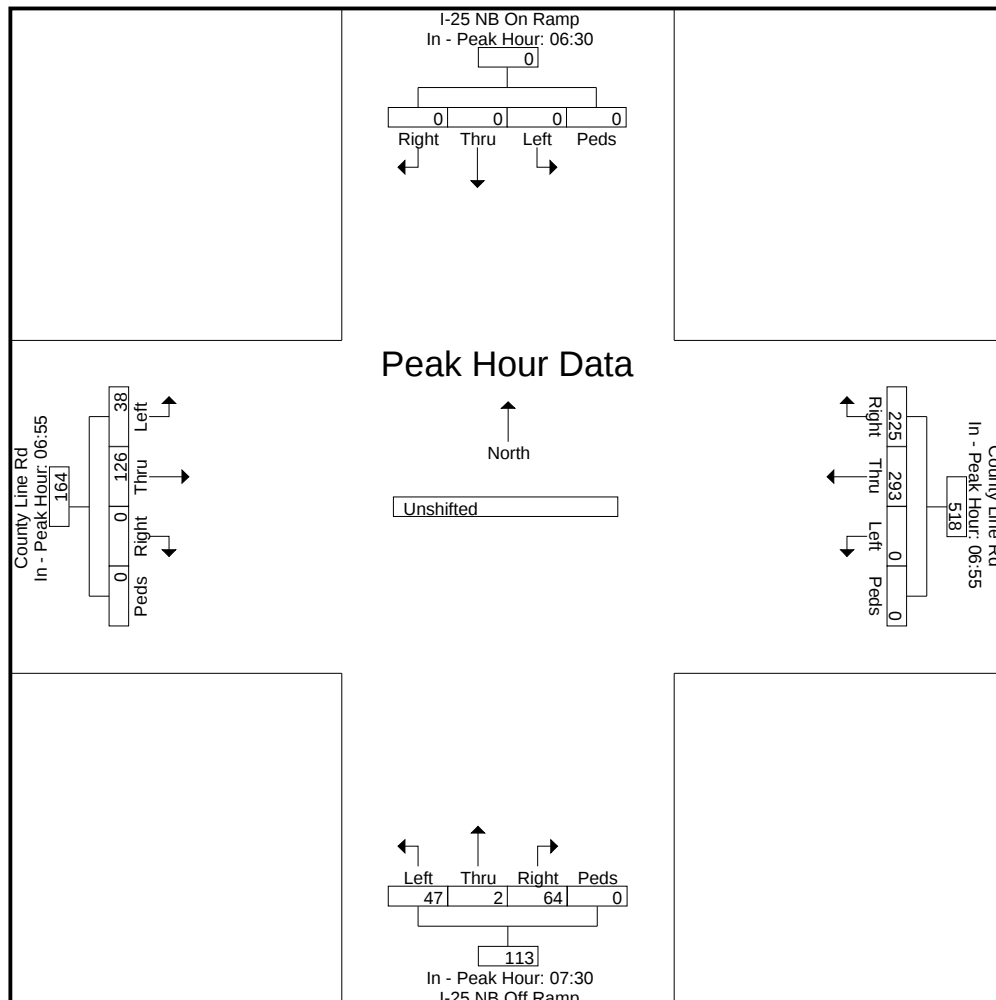
Page No : 3

	I-25 NB On Ramp Southbound					County Line Rd Westbound					I-25 NB Off Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30					06:55					07:30					06:55					
+0 mins.	0	0	0	0	0	22	10	0	0	32	1	1	1	0	3	0	13	2	0	15	
+5 mins.	0	0	0	0	0	19	13	0	0	32	2	0	2	0	4	0	8	5	0	13	
+10 mins.	0	0	0	0	0	17	26	0	0	43	1	0	6	0	7	0	12	4	0	16	
+15 mins.	0	0	0	0	0	24	20	0	0	44	7	0	2	0	9	0	7	2	0	9	
+20 mins.	0	0	0	0	0	10	19	0	0	29	7	0	3	0	10	0	12	5	0	17	
+25 mins.	0	0	0	0	0	18	32	0	0	50	7	0	6	0	13	0	13	0	0	13	
+30 mins.	0	0	0	0	0	18	26	0	0	44	5	0	4	0	9	0	15	3	0	18	
+35 mins.	0	0	0	0	0	24	42	0	0	66	5	0	7	0	12	0	8	1	0	9	
+40 mins.	0	0	0	0	0	16	24	0	0	40	5	0	3	0	8	0	9	3	0	12	
+45 mins.	0	0	0	0	0	18	30	0	0	48	5	0	4	0	9	0	10	3	0	13	
+50 mins.	0	0	0	0	0	20	32	0	0	52	9	1	5	0	15	0	9	4	0	13	
+55 mins.	0	0	0	0	0	19	19	0	0	38	10	0	4	0	14	0	10	6	0	16	
Total Volume	0	0	0	0	0	225	293	0	0	518	64	2	47	0	113	0	126	38	0	164	
% App. Total	0	0	0	0	0	43.4	56.6	0	0		56.6	1.8	41.6	0		0	76.8	23.2	0		
PHF	.000	.000	.000	.000	.000	.781	.581	.000	.000	.654	.533	.167	.560	.000	.628	.000	.700	.528	.000	.759	



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

File Name : I-25 NB Ramps - County Line Rd PM

Site Code : S214862

Start Date : 1/17/2024

Page No : 1

Groups Printed- Unshifted

Start Time	I-25 NB On Ramp Southbound					County Line Rd Westbound					I-25 NB Off Ramp Northbound					County Line Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
16:00	0	0	0	0	0	5	14	0	0	19	14	0	4	0	18	0	12	0	0	12	49
16:05	0	0	0	0	0	6	16	0	0	22	11	0	4	0	15	0	21	2	0	23	60
16:10	0	0	0	0	0	2	10	0	0	12	11	0	4	0	15	0	16	2	0	18	45
16:15	0	0	0	0	0	8	15	0	0	23	15	0	5	0	20	0	15	3	0	18	61
16:20	0	0	0	0	0	3	18	0	0	21	9	0	8	0	17	0	18	1	0	19	57
16:25	0	0	0	0	0	5	8	0	0	13	8	0	1	0	9	0	35	2	0	37	59
16:30	0	0	0	0	0	5	5	0	0	10	7	0	3	0	10	0	16	1	0	17	37
16:35	0	0	0	0	0	3	14	0	0	17	13	0	5	0	18	0	19	3	0	22	57
16:40	0	0	0	0	0	6	15	0	0	21	15	0	5	0	20	0	18	2	0	20	61
16:45	0	0	0	0	0	8	8	0	0	16	17	1	3	0	21	0	24	5	0	29	66
16:50	0	0	0	0	0	7	7	0	0	14	19	0	5	0	24	0	23	1	0	24	62
16:55	0	0	0	0	0	2	9	0	0	11	9	0	0	0	9	0	21	1	0	22	42
Total	0	0	0	0	0	60	139	0	0	199	148	1	47	0	196	0	238	23	0	261	656
17:00	0	0	0	0	0	4	12	0	0	16	13	0	6	0	19	0	22	0	0	22	57
17:05	0	0	0	0	0	8	18	0	0	26	9	0	2	0	11	0	25	1	0	26	63
17:10	0	0	0	0	0	12	9	0	0	21	8	0	6	0	14	0	20	3	0	23	58
17:15	0	0	0	0	0	5	7	0	0	12	14	0	3	0	17	0	12	3	0	15	44
17:20	0	0	0	0	0	8	6	0	0	14	13	0	2	0	15	0	30	2	0	32	61
17:25	0	0	0	0	0	11	9	0	0	20	15	1	4	0	20	0	20	1	0	21	61
17:30	0	0	0	0	0	6	8	0	0	14	10	0	4	1	15	0	25	1	0	26	55
17:35	0	0	0	0	0	7	8	0	0	15	8	0	11	0	19	0	21	1	0	22	56
17:40	0	0	0	0	0	1	10	0	0	11	17	0	3	0	20	0	17	1	0	18	49
17:45	0	0	0	0	0	9	3	0	0	12	21	0	3	0	24	0	16	1	0	17	53
17:50	0	0	0	0	0	8	10	0	0	18	9	0	7	0	16	0	23	2	0	25	59
17:55	0	0	0	0	0	9	12	0	0	21	6	0	3	0	9	0	29	2	0	31	61
Total	0	0	0	0	0	88	112	0	0	200	143	1	54	1	199	0	260	18	0	278	677
Grand Total	0	0	0	0	0	148	251	0	0	399	291	2	101	1	395	0	498	41	0	539	1333
Apprch %	0	0	0	0		37.1	62.9	0	0		73.7	0.5	25.6	0.3		0	92.4	7.6	0		
Total %	0	0	0	0	0	11.1	18.8	0	0	29.9	21.8	0.2	7.6	0.1	29.6	0	37.4	3.1	0	40.4	

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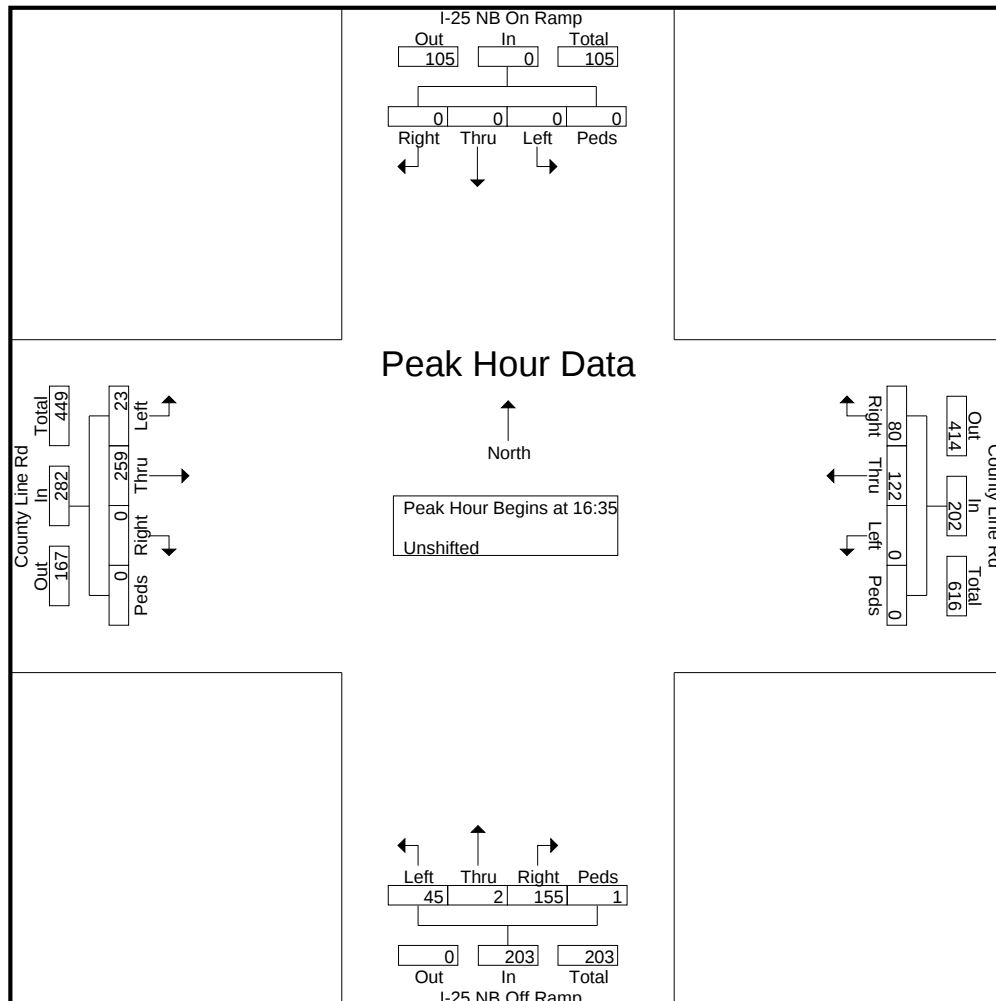
File Name : I-25 NB Ramps - County Line Rd PM

Site Code : S214862

Start Date : 1/17/2024

Page No : 2

	I-25 NB On Ramp Southbound					County Line Rd Westbound					I-25 NB Off Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:35																					
16:35	0	0	0	0	0	3	14	0	0	17	13	0	5	0	18	0	19	3	0	22	57
16:40	0	0	0	0	0	6	15	0	0	21	15	0	5	0	20	0	18	2	0	20	61
16:45	0	0	0	0	0	8	8	0	0	16	17	1	3	0	21	0	24	5	0	29	66
16:50	0	0	0	0	0	7	7	0	0	14	19	0	5	0	24	0	23	1	0	24	62
16:55	0	0	0	0	0	2	9	0	0	11	9	0	0	0	9	0	21	1	0	22	42
17:00	0	0	0	0	0	4	12	0	0	16	13	0	6	0	19	0	22	0	0	22	57
17:05	0	0	0	0	0	8	18	0	0	26	9	0	2	0	11	0	25	1	0	26	63
17:10	0	0	0	0	0	12	9	0	0	21	8	0	6	0	14	0	20	3	0	23	58
17:15	0	0	0	0	0	5	7	0	0	12	14	0	3	0	17	0	12	3	0	15	44
17:20	0	0	0	0	0	8	6	0	0	14	13	0	2	0	15	0	30	2	0	32	61
17:25	0	0	0	0	0	11	9	0	0	20	15	1	4	0	20	0	20	1	0	21	61
17:30	0	0	0	0	0	6	8	0	0	14	10	0	4	1	15	0	25	1	0	26	55
Total Volume	0	0	0	0	0	80	122	0	0	202	155	2	45	1	203	0	259	23	0	282	687
% App. Total	0	0	0	0	0	39.6	60.4	0	0		76.4	1	22.2	0.5		0	91.8	8.2	0		
PHF	.000	.000	.000	.000	.000	.556	.565	.000	.000	.647	.680	.167	.625	.083	.705	.000	.719	.383	.000	.734	.867

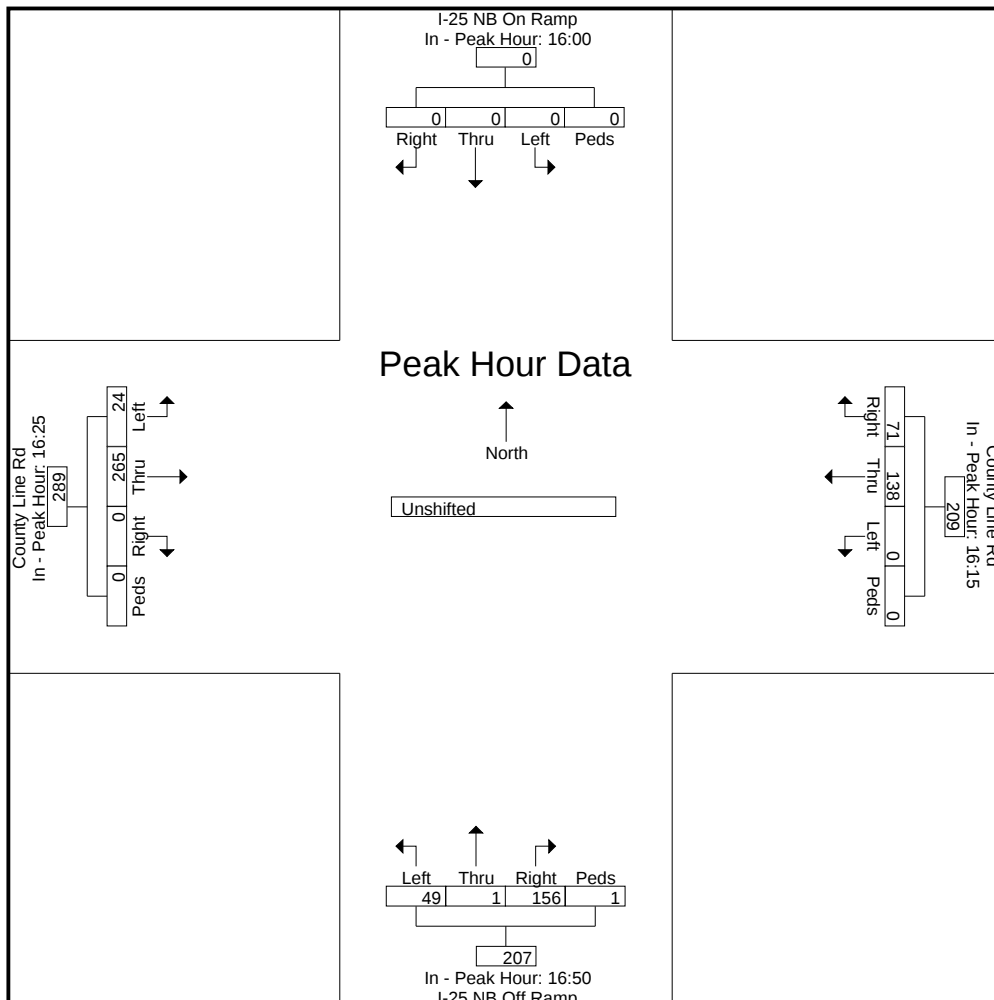


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Page No : 3

Peak Hour for Each Approach Begins at:

	16:00					16:15					16:50					16:25				
+0 mins.	0	0	0	0	0	8	15	0	0	23	19	0	5	0	24	0	35	2	0	37
+5 mins.	0	0	0	0	0	3	18	0	0	21	9	0	0	0	9	0	16	1	0	17
+10 mins.	0	0	0	0	0	5	8	0	0	13	13	0	6	0	19	0	19	3	0	22
+15 mins.	0	0	0	0	0	5	5	0	0	10	9	0	2	0	11	0	18	2	0	20
+20 mins.	0	0	0	0	0	3	14	0	0	17	8	0	6	0	14	0	24	5	0	29
+25 mins.	0	0	0	0	0	6	15	0	0	21	14	0	3	0	17	0	23	1	0	24
+30 mins.	0	0	0	0	0	8	8	0	0	16	13	0	2	0	15	0	21	1	0	22
+35 mins.	0	0	0	0	0	7	7	0	0	14	15	1	4	0	20	0	22	0	0	22
+40 mins.	0	0	0	0	0	2	9	0	0	11	10	0	4	1	15	0	25	1	0	26
+45 mins.	0	0	0	0	0	4	12	0	0	16	8	0	11	0	19	0	20	3	0	23
+50 mins.	0	0	0	0	0	8	18	0	0	26	17	0	3	0	20	0	12	3	0	15
+55 mins.	0	0	0	0	0	12	9	0	0	21	21	0	3	0	24	0	30	2	0	32
Total Volume	0	0	0	0	0	71	138	0	0	209	156	1	49	1	207	0	265	24	0	289
% App. Total	0	0	0	0	0	34	66	0	0		75.4	0.5	23.7	0.5		0	91.7	8.3	0	
PHF	.000	.000	.000	.000	.000	.493	.639	.000	.000	.670	.619	.083	.371	.083	.719	.000	.631	.400	.000	.651



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

File Name : I-25 SB Ramps - County Line Rd AM

Site Code : S214862

Start Date : 1/18/2024

Page No : 1

Groups Printed- Bank 1

	I-25 SB Off Ramp Southbound					County Line Rd Westbound					I-25 SB On Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	0	3	0	3	0	4	14	0	18	0	0	0	0	0	2	6	0	0	8	29
06:35	0	0	3	0	3	0	3	13	0	16	0	0	0	0	0	2	9	0	0	11	30
06:40	0	0	3	0	3	0	2	11	0	13	0	0	0	0	0	3	5	0	0	8	24
06:45	1	0	6	0	7	0	3	13	0	16	0	0	0	0	0	5	2	0	0	7	30
06:50	0	0	1	0	1	0	2	5	0	7	0	0	0	0	0	2	6	0	0	8	16
06:55	0	0	7	0	7	0	3	9	0	12	0	0	0	0	0	2	9	0	0	11	30
Total	1	0	23	0	24	0	17	65	0	82	0	0	0	0	0	16	37	0	0	53	159
07:00	1	1	2	0	4	0	2	11	0	13	0	0	0	0	0	2	9	0	0	11	28
07:05	0	0	6	0	6	0	3	23	0	26	0	0	0	0	0	4	11	0	0	15	47
07:10	0	0	4	0	4	0	6	17	0	23	0	0	0	0	0	2	3	0	0	5	32
07:15	2	1	3	0	6	0	6	17	0	23	0	0	0	0	0	3	14	0	0	17	46
07:20	0	0	3	0	3	0	6	30	0	36	0	0	0	0	0	5	14	0	0	19	58
07:25	0	0	6	0	6	0	13	20	0	33	0	0	0	0	0	4	17	0	0	21	60
07:30	1	0	7	0	8	0	10	34	0	44	0	0	0	0	0	6	3	0	0	9	61
07:35	1	0	5	0	6	0	9	20	0	29	0	0	0	0	0	3	8	0	0	11	46
07:40	1	0	8	0	9	0	11	24	0	35	0	0	0	0	0	10	6	0	0	16	60
07:45	1	0	6	0	7	0	7	25	0	32	0	0	0	0	0	3	8	0	0	11	50
07:50	1	0	8	0	9	0	9	14	0	23	0	0	0	0	0	2	7	0	0	9	41
07:55	1	0	9	0	10	0	10	10	0	20	0	0	0	0	0	1	3	0	0	4	34
Total	9	2	67	0	78	0	92	245	0	337	0	0	0	0	0	45	103	0	0	148	563
08:00	1	0	2	0	3	0	7	15	0	22	0	0	0	0	0	4	8	0	0	12	37
08:05	3	0	2	0	5	0	11	26	0	37	0	0	0	0	0	4	4	0	0	8	50
08:10	1	0	4	0	5	0	5	18	0	23	0	0	0	0	0	1	6	0	0	7	35
08:15	1	0	3	0	4	0	7	7	0	14	0	0	0	0	0	4	6	0	0	10	28
08:20	1	1	4	0	6	0	8	10	0	18	0	0	0	0	0	4	7	0	0	11	35
08:25	0	0	2	0	2	0	7	17	0	24	0	0	0	0	0	3	6	0	0	9	35
Grand Total	17	3	107	0	127	0	154	403	0	557	0	0	0	0	0	81	177	0	0	258	942
Apprch %	13.4	2.4	84.3	0		0	27.6	72.4	0		0	0	0	0		31.4	68.6	0	0		
Total %	1.8	0.3	11.4	0	13.5	0	16.3	42.8	0	59.1	0	0	0	0	0	8.6	18.8	0	0	27.4	

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2504 E. Pikes Peak Ave, Suite 304
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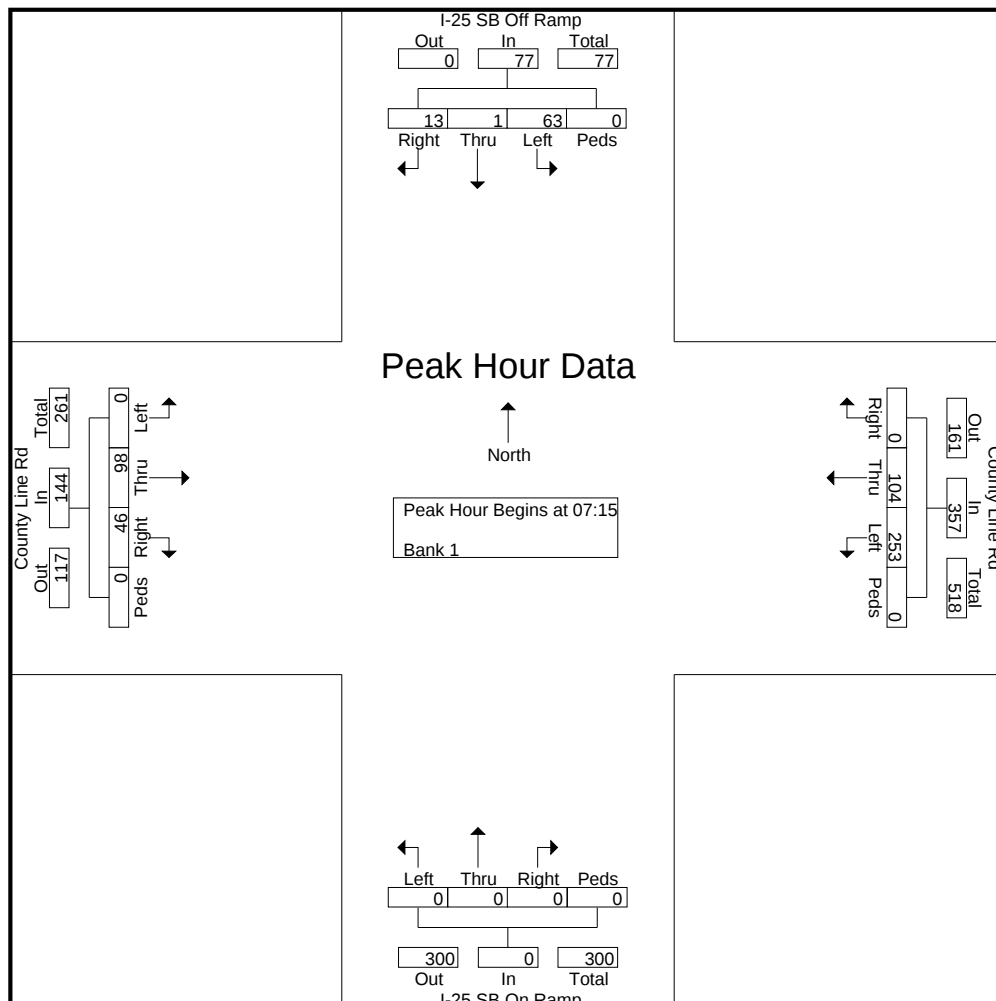
File Name : I-25 SB Ramps - County Line Rd AM

Site Code : S214862

Start Date : 1/18/2024

Page No : 2

	I-25 SB Off Ramp Southbound					County Line Rd Westbound					I-25 SB On Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	2	1	3	0	6	0	6	17	0	23	0	0	0	0	0	3	14	0	0	17	46
07:20	0	0	3	0	3	0	6	30	0	36	0	0	0	0	0	5	14	0	0	19	58
07:25	0	0	6	0	6	0	13	20	0	33	0	0	0	0	0	4	17	0	0	21	60
07:30	1	0	7	0	8	0	10	34	0	44	0	0	0	0	0	6	3	0	0	9	61
07:35	1	0	5	0	6	0	9	20	0	29	0	0	0	0	0	3	8	0	0	11	46
07:40	1	0	8	0	9	0	11	24	0	35	0	0	0	0	0	10	6	0	0	16	60
07:45	1	0	6	0	7	0	7	25	0	32	0	0	0	0	0	3	8	0	0	11	50
07:50	1	0	8	0	9	0	9	14	0	23	0	0	0	0	0	2	7	0	0	9	41
07:55	1	0	9	0	10	0	10	10	0	20	0	0	0	0	0	1	3	0	0	4	34
08:00	1	0	2	0	3	0	7	15	0	22	0	0	0	0	0	4	8	0	0	12	37
08:05	3	0	2	0	5	0	11	26	0	37	0	0	0	0	0	4	4	0	0	8	50
08:10	1	0	4	0	5	0	5	18	0	23	0	0	0	0	0	1	6	0	0	7	35
Total Volume	13	1	63	0	77	0	104	253	0	357	0	0	0	0	0	46	98	0	0	144	578
% App. Total	16.9	1.3	81.8	0		0	29.1	70.9	0		0	0	0	0		31.9	68.1	0	0		
PHF	.361	.083	.583	.000	.642	.000	.667	.620	.000	.676	.000	.000	.000	.000	.000	.383	.480	.000	.000	.571	.790



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : I-25 SB Ramps - County Line Rd AM

Site Code : S214862

Start Date : 1/18/2024

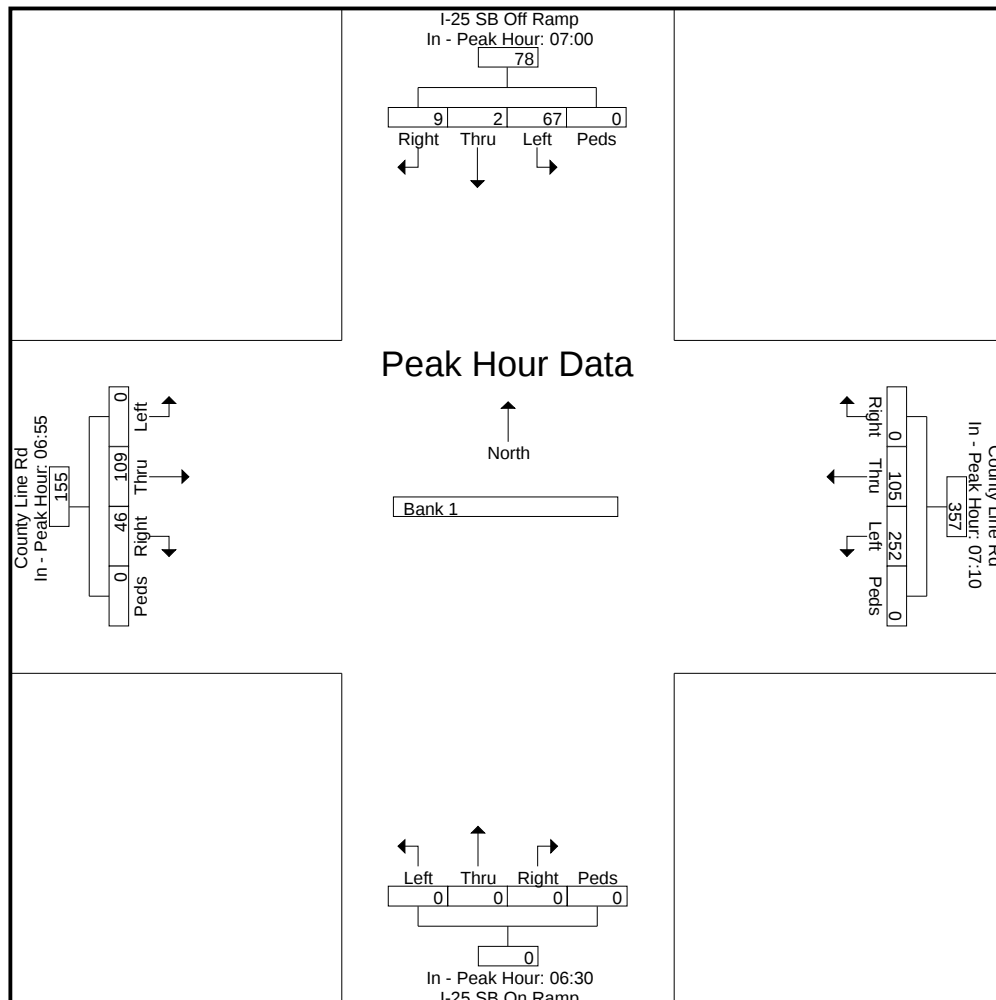
Page No : 3

	I-25 SB Off Ramp Southbound					County Line Rd Westbound					I-25 SB On Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00					07:10					06:30					06:55					
+0 mins.	1	1	2	0	4	0	6	17	0	23	0	0	0	0	0	2	9	0	0	11	
+5 mins.	0	0	6	0	6	0	6	17	0	23	0	0	0	0	0	2	9	0	0	11	
+10 mins.	0	0	4	0	4	0	6	30	0	36	0	0	0	0	0	4	11	0	0	15	
+15 mins.	2	1	3	0	6	0	13	20	0	33	0	0	0	0	0	2	3	0	0	5	
+20 mins.	0	0	3	0	3	0	10	34	0	44	0	0	0	0	0	3	14	0	0	17	
+25 mins.	0	0	6	0	6	0	9	20	0	29	0	0	0	0	0	5	14	0	0	19	
+30 mins.	1	0	7	0	8	0	11	24	0	35	0	0	0	0	0	4	17	0	0	21	
+35 mins.	1	0	5	0	6	0	7	25	0	32	0	0	0	0	0	6	3	0	0	9	
+40 mins.	1	0	8	0	9	0	9	14	0	23	0	0	0	0	0	3	8	0	0	11	
+45 mins.	1	0	6	0	7	0	10	10	0	20	0	0	0	0	0	10	6	0	0	16	
+50 mins.	1	0	8	0	9	0	7	15	0	22	0	0	0	0	0	3	8	0	0	11	
+55 mins.	1	0	9	0	10	0	11	26	0	37	0	0	0	0	0	2	7	0	0	9	
Total Volume	9	2	67	0	78	0	105	252	0	357	0	0	0	0	0	46	109	0	0	155	
% App. Total	11.5	2.6	85.9	0		0	29.4	70.6	0		0	0	0	0		29.7	70.3	0	0		
PHF	.375	.167	.620	.000	.650	.000	.673	.618	.000	.676	.000	.000	.000	.000	.000	.383	.534	.000	.000	.615	



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Colorado Springs, CO 80909
719-633-2868

File Name : I-25 SB Ramps - County Line Rd PM

Site Code : S214862

Start Date : 1/17/2024

Page No : 1

Groups Printed- Bank 1

	I-25 SB Off Ramp Southbound					County Line Rd Westbound					I-25 SB On Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	1	0	10	0	11	0	9	7	0	16	0	0	0	0	0	3	5	0	0	8	35
16:05	5	0	15	0	20	0	6	12	0	18	0	0	0	0	0	6	12	1	0	19	57
16:10	1	0	15	0	16	0	6	10	0	16	0	0	0	0	0	3	4	1	0	8	40
16:15	2	0	12	0	14	0	8	12	0	20	0	0	0	0	0	3	5	0	0	8	42
16:20	4	0	18	0	22	0	14	10	0	24	0	0	0	0	0	8	5	0	0	13	59
16:25	3	0	25	0	28	0	7	6	0	13	0	0	0	0	0	10	6	0	0	16	57
16:30	3	0	12	0	15	0	6	6	0	12	0	0	0	0	0	8	8	0	0	16	43
16:35	3	0	13	0	16	0	9	10	0	19	0	0	0	0	0	4	8	0	0	12	47
16:40	1	0	16	0	17	0	10	8	0	18	0	0	0	0	0	5	4	0	0	9	44
16:45	3	0	13	0	16	0	7	4	0	11	0	0	0	0	0	6	14	0	0	20	47
16:50	4	0	19	0	23	0	5	5	0	10	0	0	0	0	0	5	3	0	0	8	41
16:55	2	0	15	0	17	0	5	6	0	11	0	0	0	0	0	4	6	0	0	10	38
Total	32	0	183	0	215	0	92	96	0	188	0	0	0	0	0	65	80	2	0	147	550
17:00	2	1	16	0	19	0	6	9	0	15	0	0	0	0	0	4	3	0	0	7	41
17:05	3	0	13	0	16	0	9	9	0	18	0	0	0	0	0	5	18	0	0	23	57
17:10	4	0	15	0	19	0	9	5	0	14	0	0	0	0	0	5	8	0	0	13	46
17:15	3	0	11	0	14	0	5	6	0	11	0	0	0	0	0	6	4	0	0	10	35
17:20	4	0	26	0	30	0	6	4	0	10	0	0	0	0	0	2	5	0	0	7	47
17:25	3	0	17	0	20	0	6	6	0	12	0	0	0	0	0	5	3	0	0	8	40
17:30	7	0	21	0	28	0	5	7	0	12	0	0	0	0	0	2	7	0	0	9	49
17:35	3	0	16	0	19	0	12	6	0	18	0	0	0	0	0	7	6	0	0	13	50
17:40	3	0	11	0	14	0	8	7	0	15	0	0	0	0	0	1	7	0	0	8	37
17:45	2	0	10	0	12	0	5	4	0	9	0	0	0	0	0	2	5	0	0	7	28
17:50	6	0	15	0	21	0	9	7	0	16	0	0	0	0	0	1	9	0	0	10	47
17:55	2	0	18	0	20	0	4	10	0	14	0	0	0	0	0	3	12	0	0	15	49
Total	42	1	189	0	232	0	84	80	0	164	0	0	0	0	0	43	87	0	0	130	526
Grand Total	74	1	372	0	447	0	176	176	0	352	0	0	0	0	0	108	167	2	0	277	1076
Apprch %	16.6	0.2	83.2	0		0	50	50	0		0	0	0	0		39	60.3	0.7	0		
Total %	6.9	0.1	34.6	0	41.5	0	16.4	16.4	0	32.7	0	0	0	0	0	10	15.5	0.2	0	25.7	

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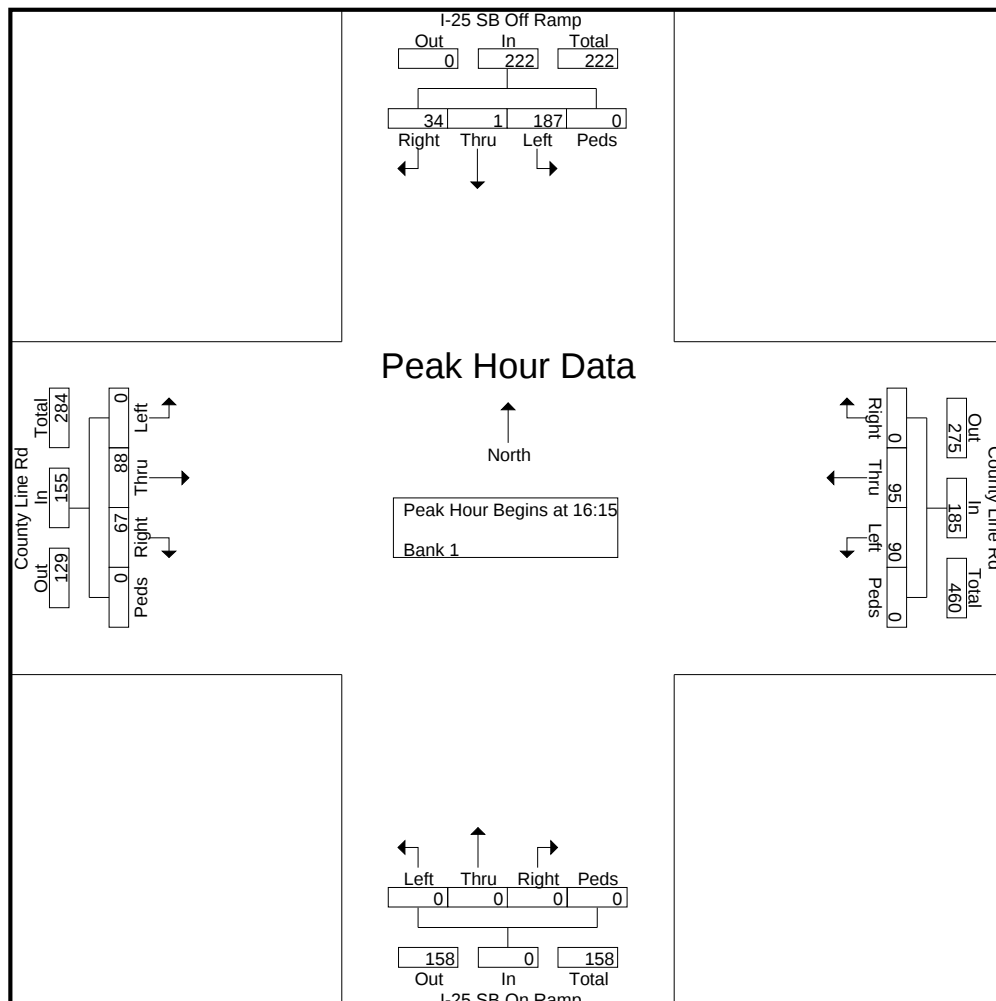
File Name : I-25 SB Ramps - County Line Rd PM

Site Code : S214862

Start Date : 1/17/2024

Page No : 2

	I-25 SB Off Ramp Southbound					County Line Rd Westbound					I-25 SB On Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	2	0	12	0	14	0	8	12	0	20	0	0	0	0	0	3	5	0	0	8	42
16:20	4	0	18	0	22	0	14	10	0	24	0	0	0	0	0	8	5	0	0	13	59
16:25	3	0	25	0	28	0	7	6	0	13	0	0	0	0	0	10	6	0	0	16	57
16:30	3	0	12	0	15	0	6	6	0	12	0	0	0	0	0	8	8	0	0	16	43
16:35	3	0	13	0	16	0	9	10	0	19	0	0	0	0	0	4	8	0	0	12	47
16:40	1	0	16	0	17	0	10	8	0	18	0	0	0	0	0	5	4	0	0	9	44
16:45	3	0	13	0	16	0	7	4	0	11	0	0	0	0	0	6	14	0	0	20	47
16:50	4	0	19	0	23	0	5	5	0	10	0	0	0	0	0	5	3	0	0	8	41
16:55	2	0	15	0	17	0	5	6	0	11	0	0	0	0	0	4	6	0	0	10	38
17:00	2	1	16	0	19	0	6	9	0	15	0	0	0	0	0	4	3	0	0	7	41
17:05	3	0	13	0	16	0	9	9	0	18	0	0	0	0	0	5	18	0	0	23	57
17:10	4	0	15	0	19	0	9	5	0	14	0	0	0	0	0	5	8	0	0	13	46
Total Volume	34	1	187	0	222	0	95	90	0	185	0	0	0	0	0	67	88	0	0	155	562
% App. Total	15.3	0.5	84.2	0		0	51.4	48.6	0		0	0	0	0		43.2	56.8	0	0		
PHF	.708	.083	.623	.000	.661	.000	.565	.625	.000	.642	.000	.000	.000	.000	.000	.558	.407	.000	.000	.562	.794



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File Name : I-25 SB Ramps - County Line Rd PM

Site Code : S214862

Start Date : 1/17/2024

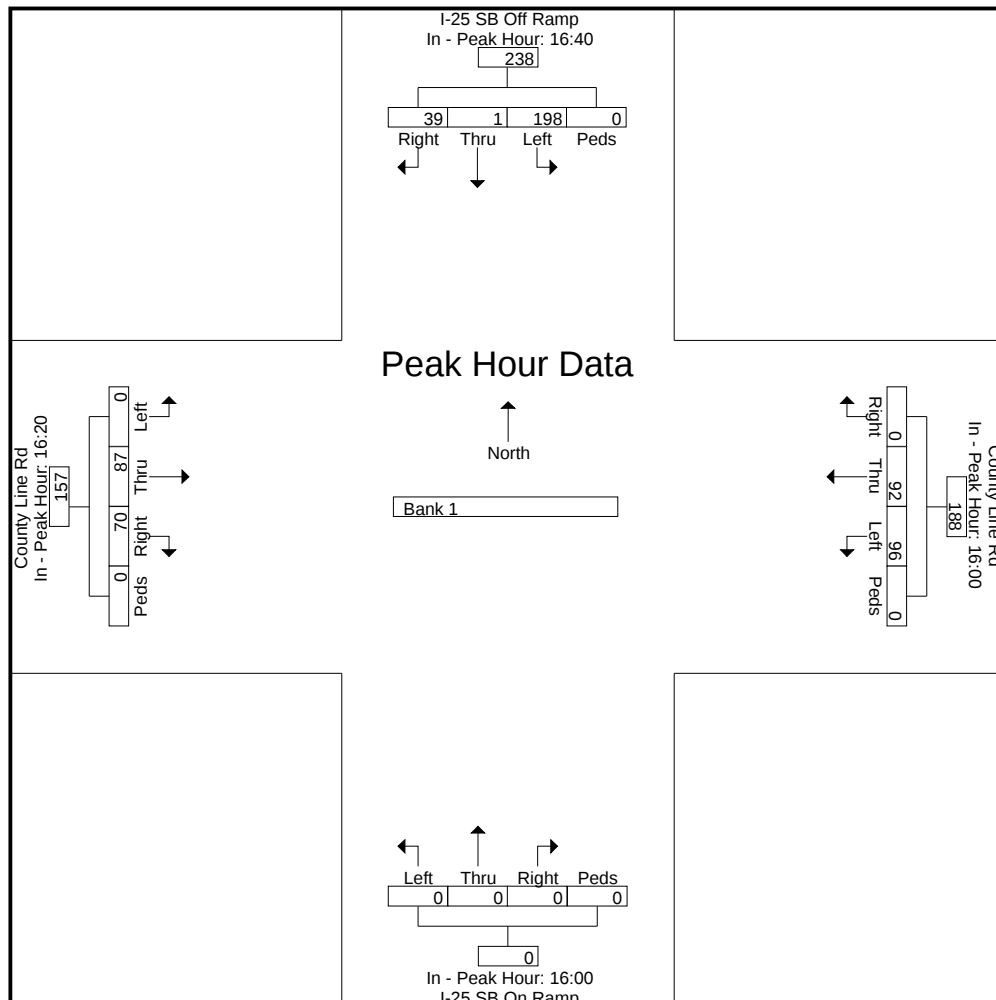
Page No : 3

	I-25 SB Off Ramp Southbound					County Line Rd Westbound					I-25 SB On Ramp Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:40					16:00					16:00					16:20					
+0 mins.	1	0	16	0	17	0	9	7	0	16	0	0	0	0	0	8	5	0	0	13	
+5 mins.	3	0	13	0	16	0	6	12	0	18	0	0	0	0	0	10	6	0	0	16	
+10 mins.	4	0	19	0	23	0	6	10	0	16	0	0	0	0	0	8	8	0	0	16	
+15 mins.	2	0	15	0	17	0	8	12	0	20	0	0	0	0	0	4	8	0	0	12	
+20 mins.	2	1	16	0	19	0	14	10	0	24	0	0	0	0	0	5	4	0	0	9	
+25 mins.	3	0	13	0	16	0	7	6	0	13	0	0	0	0	0	6	14	0	0	20	
+30 mins.	4	0	15	0	19	0	6	6	0	12	0	0	0	0	0	5	3	0	0	8	
+35 mins.	3	0	11	0	14	0	9	10	0	19	0	0	0	0	0	4	6	0	0	10	
+40 mins.	4	0	26	0	30	0	10	8	0	18	0	0	0	0	0	4	3	0	0	7	
+45 mins.	3	0	17	0	20	0	7	4	0	11	0	0	0	0	0	5	18	0	0	23	
+50 mins.	7	0	21	0	28	0	5	5	0	10	0	0	0	0	0	5	8	0	0	13	
+55 mins.	3	0	16	0	19	0	5	6	0	11	0	0	0	0	0	6	4	0	0	10	
Total Volume	39	1	198	0	238	0	92	96	0	188	0	0	0	0	0	70	87	0	0	157	
% App. Total	16.4	0.4	83.2	0		0	48.9	51.1	0		0	0	0	0		44.6	55.4	0	0		
PHF	.464	.083	.635	.000	.661	.000	.548	.667	.000	.653	.000	.000	.000	.000	.000	.583	.403	.000	.000	.569	



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File Name : Beacon Lite Rd - County Line Rd AM

Site Code : S244320

Start Date : 10/15/2024

Page No : 1

Groups Printed- Unshifted

	Southbound					County Line Rd Westbound					Beacon Lite Rd Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	0	0	0	0	0	8	1	0	9	2	0	0	0	2	0	5	0	0	5	16
06:45	0	0	0	0	0	0	10	2	0	12	7	0	0	0	7	1	30	0	0	31	50
Total	0	0	0	0	0	0	18	3	0	21	9	0	0	0	9	1	35	0	0	36	66
07:00	0	0	0	0	0	0	23	5	0	28	8	0	1	0	9	1	39	0	0	40	77
07:15	0	0	0	0	0	0	29	6	0	35	9	0	0	0	9	0	43	0	0	43	87
07:30	0	0	0	0	0	0	19	3	0	22	5	0	0	0	5	1	15	0	0	16	43
07:45	0	0	0	0	0	0	39	6	0	45	5	0	1	0	6	1	27	0	0	28	79
Total	0	0	0	0	0	0	110	20	0	130	27	0	2	0	29	3	124	0	0	127	286
08:00	0	0	0	0	0	0	27	9	0	36	8	0	1	0	9	2	24	0	0	26	71
08:15	0	0	0	0	0	0	25	7	0	32	6	0	0	0	6	0	19	0	0	19	57
Grand Total	0	0	0	0	0	0	180	39	0	219	50	0	3	0	53	6	202	0	0	208	480
Apprch %	0	0	0	0		0	82.2	17.8	0		94.3	0	5.7	0		2.9	97.1	0	0		
Total %	0	0	0	0	0	0	37.5	8.1	0	45.6	10.4	0	0.6	0	11	1.2	42.1	0	0	43.3	

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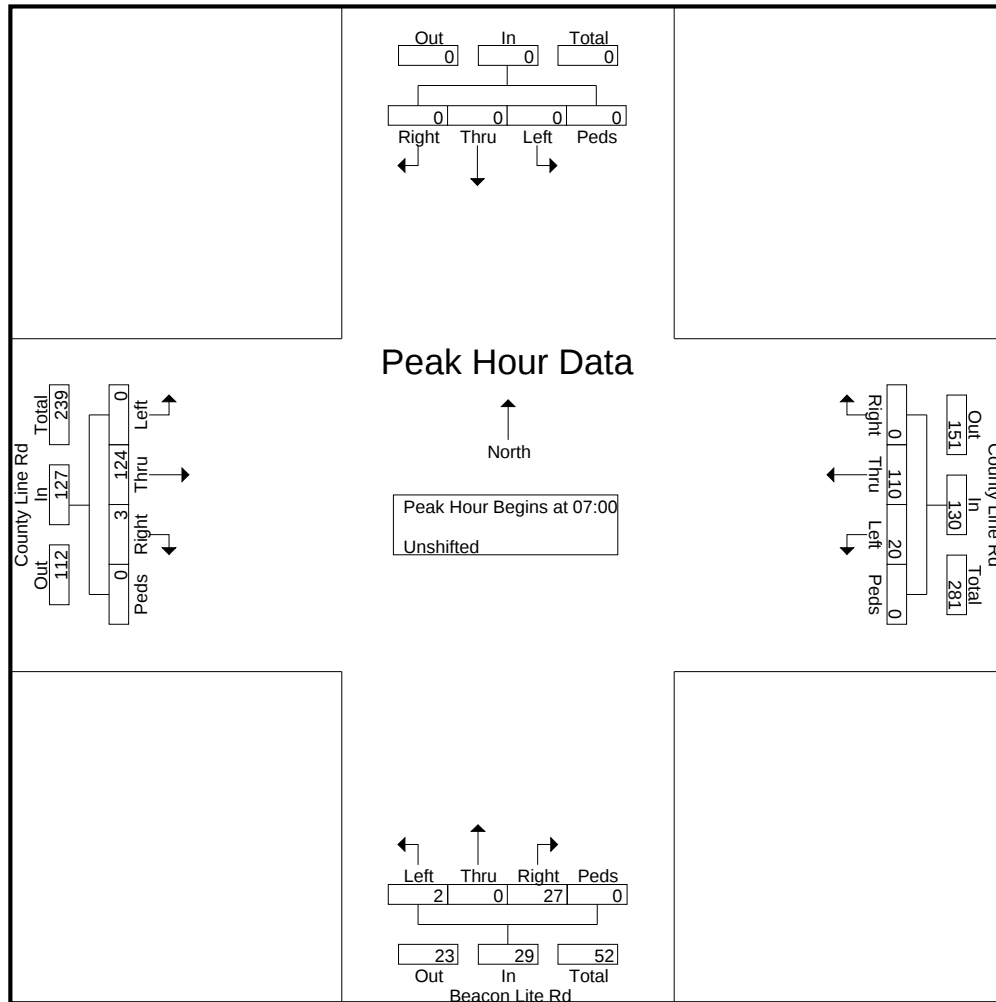
File Name : Beacon Lite Rd - County Line Rd AM

Site Code : S244320

Start Date : 10/15/2024

Page No : 2

	Southbound					County Line Rd Westbound					Beacon Lite Rd Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	23	5	0	28	8	0	1	0	9	1	39	0	0	40	77
07:15	0	0	0	0	0	0	29	6	0	35	9	0	0	0	9	0	43	0	0	43	87
07:30	0	0	0	0	0	0	19	3	0	22	5	0	0	0	5	1	15	0	0	16	43
07:45	0	0	0	0	0	0	39	6	0	45	5	0	1	0	6	1	27	0	0	28	79
Total Volume	0	0	0	0	0	0	110	20	0	130	27	0	2	0	29	3	124	0	0	127	286
% App. Total	0	0	0	0	0	0	84.6	15.4	0		93.1	0	6.9	0		2.4	97.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.705	.833	.000	.722	.750	.000	.500	.000	.806	.750	.721	.000	.000	.738	.822



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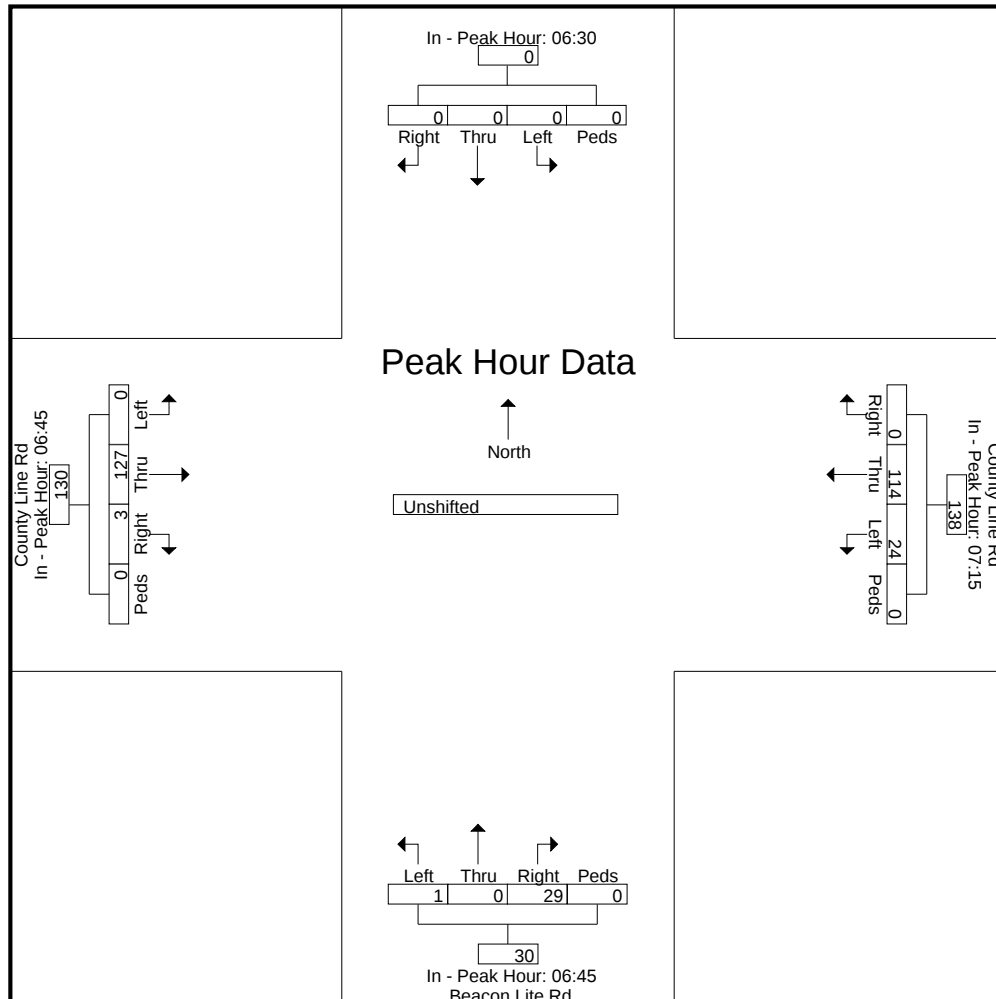
File Name : Beacon Lite Rd - County Line Rd AM

Site Code : S244320

Start Date : 10/15/2024

Page No : 3

	Southbound					County Line Rd Westbound					Beacon Lite Rd Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:30					07:15					06:45					06:45					
+0 mins.	0	0	0	0	0	0	29	6	0	35	7	0	0	0	7	1	30	0	0	31	
+15 mins.	0	0	0	0	0	0	19	3	0	22	8	0	1	0	9	1	39	0	0	40	
+30 mins.	0	0	0	0	0	0	39	6	0	45	9	0	0	0	9	0	43	0	0	43	
+45 mins.	0	0	0	0	0	0	27	9	0	36	5	0	0	0	5	1	15	0	0	16	
Total Volume	0	0	0	0	0	0	114	24	0	138	29	0	1	0	30	3	127	0	0	130	
% App. Total	0	0	0	0	0	0	82.6	17.4	0		96.7	0	3.3	0		2.3	97.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.731	.667	.000	.767	.806	.000	.250	.000	.833	.750	.738	.000	.000	.756	



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File Name : Beacon Lite Rd - County Line Rd PM

Site Code : S244320

Start Date : 10/15/2024

Page No : 1

Groups Printed- Unshifted

	Southbound					County Line Rd Westbound					Beacon Lite Rd Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	0	0	0	0	23	7	0	30	8	0	2	0	10	1	33	0	0	34	74
16:15	0	0	0	0	0	0	28	9	0	37	11	0	1	0	12	3	35	0	0	38	87
16:30	0	0	0	0	0	0	31	6	0	37	8	0	1	0	9	1	36	0	0	37	83
16:45	0	0	0	0	0	0	34	10	0	44	10	0	2	0	12	1	32	0	0	33	89
Total	0	0	0	0	0	0	116	32	0	148	37	0	6	0	43	6	136	0	0	142	333
17:00	0	0	0	0	0	0	20	11	0	31	8	0	2	0	10	0	34	0	0	34	75
17:15	0	0	0	0	0	0	19	7	0	26	6	0	0	0	6	0	31	0	0	31	63
17:30	0	0	0	0	0	0	24	10	0	34	9	0	1	0	10	0	29	0	0	29	73
17:45	0	0	0	0	0	0	24	6	0	30	10	0	1	0	11	0	24	0	0	24	65
Total	0	0	0	0	0	0	87	34	0	121	33	0	4	0	37	0	118	0	0	118	276
Grand Total	0	0	0	0	0	0	203	66	0	269	70	0	10	0	80	6	254	0	0	260	609
Apprch %	0	0	0	0		0	75.5	24.5	0		87.5	0	12.5	0		2.3	97.7	0	0		
Total %	0	0	0	0	0	0	33.3	10.8	0	44.2	11.5	0	1.6	0	13.1	1	41.7	0	0	42.7	

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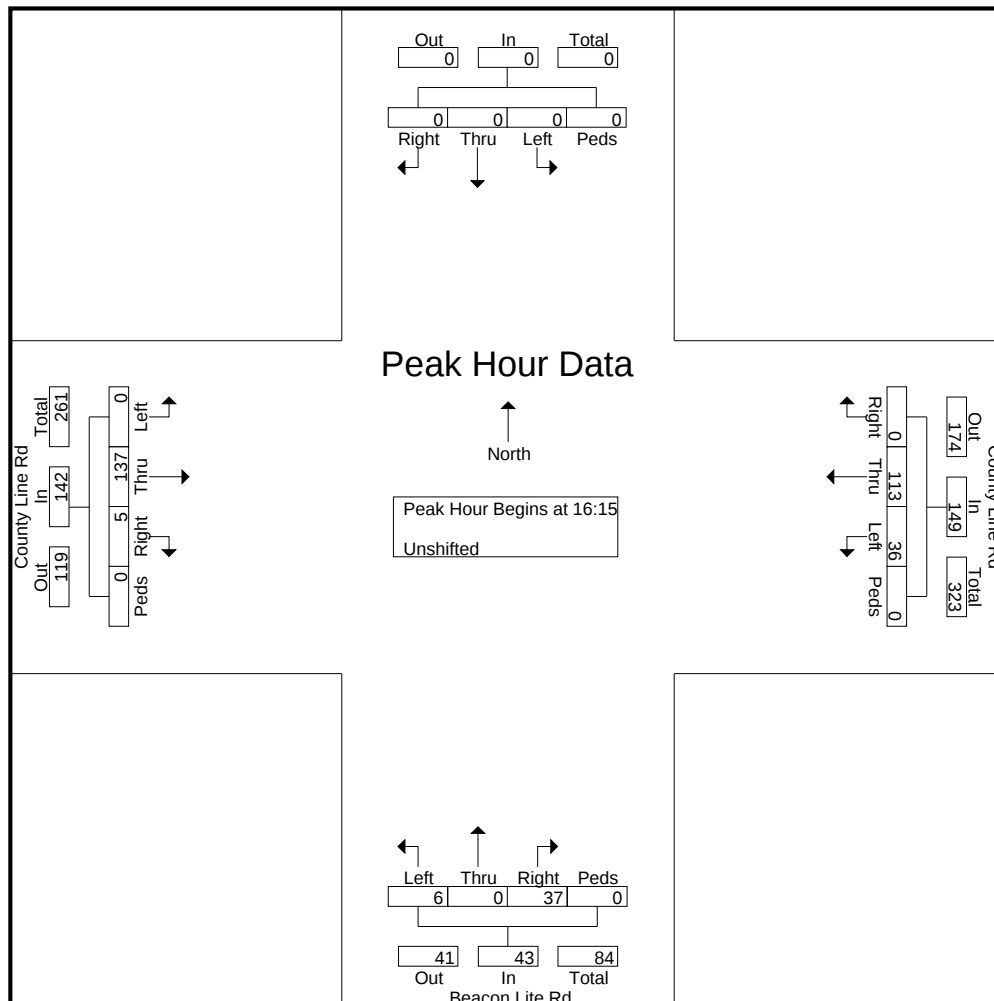
File Name : Beacon Lite Rd - County Line Rd PM

Site Code : S244320

Start Date : 10/15/2024

Page No : 2

	Southbound					County Line Rd Westbound					Beacon Lite Rd Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	28	9	0	37	11	0	1	0	12	3	35	0	0	38	87
16:30	0	0	0	0	0	0	31	6	0	37	8	0	1	0	9	1	36	0	0	37	83
16:45	0	0	0	0	0	0	34	10	0	44	10	0	2	0	12	1	32	0	0	33	89
17:00	0	0	0	0	0	0	20	11	0	31	8	0	2	0	10	0	34	0	0	34	75
Total Volume	0	0	0	0	0	0	113	36	0	149	37	0	6	0	43	5	137	0	0	142	334
% App. Total	0	0	0	0	0	0	75.8	24.2	0		86	0	14	0		3.5	96.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.831	.818	.000	.847	.841	.000	.750	.000	.896	.417	.951	.000	.000	.934	.938



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Colorado Springs, CO 80909
719-633-2868

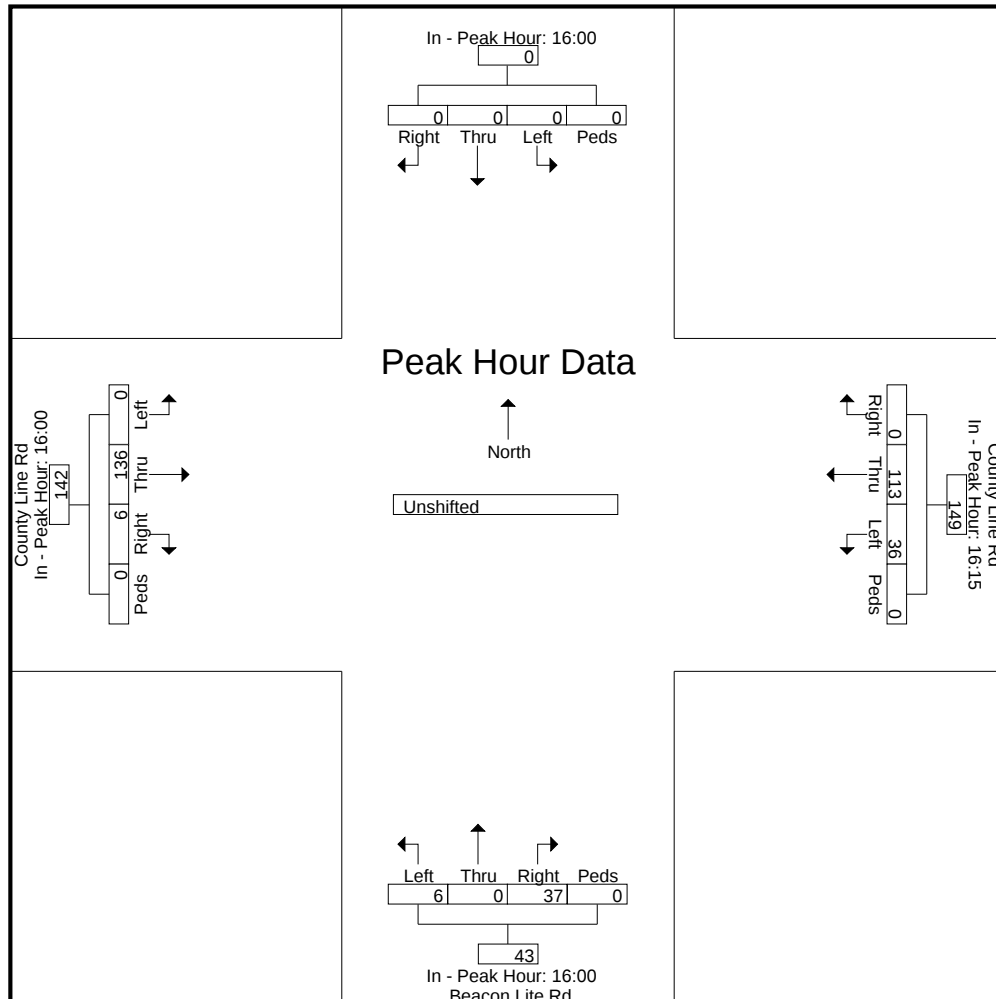
File Name : Beacon Lite Rd - County Line Rd PM

Site Code : S244320

Start Date : 10/15/2024

Page No : 3

	Southbound					County Line Rd Westbound					Beacon Lite Rd Northbound					County Line Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:15					16:00					16:00					
+0 mins.	0	0	0	0	0	0	28	9	0	37	8	0	2	0	10	1	33	0	0	34	
+15 mins.	0	0	0	0	0	0	31	6	0	37	11	0	1	0	12	3	35	0	0	38	
+30 mins.	0	0	0	0	0	0	34	10	0	44	8	0	1	0	9	1	36	0	0	37	
+45 mins.	0	0	0	0	0	0	20	11	0	31	10	0	2	0	12	1	32	0	0	33	
Total Volume	0	0	0	0	0	0	113	36	0	149	37	0	6	0	43	6	136	0	0	142	
% App. Total	0	0	0	0	0	0	75.8	24.2	0		86	0	14	0		4.2	95.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.831	.818	.000	.847	.841	.000	.750	.000	.896	.500	.944	.000	.000	.934	





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 1

Groups Printed- Light - Heavy - Bicycle and Pedestrian

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	3	28	4	0	35	1	12	7	0	20	1	0	1	0	2	4	1	1	0	6	63
06:15 AM	2	26	3	0	31	0	10	5	0	15	1	3	0	0	4	13	2	2	0	17	67
06:30 AM	1	45	3	0	49	0	15	4	0	19	0	1	0	0	1	10	0	3	0	13	82
06:45 AM	1	80	3	0	84	2	32	7	0	41	8	1	1	0	10	15	2	1	0	18	153
Total	7	179	13	0	199	3	69	23	0	95	10	5	2	0	17	42	5	7	0	54	365
07:00 AM	1	80	4	0	85	0	31	12	0	43	1	1	1	0	3	13	1	1	0	15	146
07:15 AM	1	80	3	0	84	1	34	15	0	50	1	0	2	0	3	22	1	2	0	25	162
07:30 AM	2	71	0	0	73	2	57	9	0	68	1	1	2	0	4	20	4	3	0	27	172
07:45 AM	4	63	5	0	72	1	59	10	0	70	4	0	0	0	4	19	2	1	0	22	168
Total	8	294	12	0	314	4	181	46	0	231	7	2	5	0	14	74	8	7	0	89	648
08:00 AM	4	59	5	0	68	2	46	12	0	60	6	0	1	0	7	14	5	1	0	20	155
08:15 AM	2	67	3	0	72	0	37	16	0	53	2	1	2	0	5	18	8	2	0	28	158
08:30 AM	2	87	5	0	94	0	66	13	0	79	2	3	2	0	7	11	3	1	0	15	195
08:45 AM	2	76	6	0	84	1	69	13	0	83	5	3	1	0	9	18	4	3	0	25	201
Total	10	289	19	0	318	3	218	54	0	275	15	7	6	0	28	61	20	7	0	88	709
09:00 AM	4	62	9	0	75	1	63	10	0	74	6	3	2	0	11	17	4	2	0	23	183
09:15 AM	1	76	4	0	81	1	61	19	0	81	4	4	4	0	12	5	6	0	0	11	185
09:30 AM	3	72	4	0	79	0	60	18	0	78	3	0	1	0	4	13	7	3	0	23	184
09:45 AM	3	100	4	0	107	1	61	11	0	73	5	3	0	0	8	22	6	3	0	31	219
Total	11	310	21	0	342	3	245	58	0	306	18	10	7	0	35	57	23	8	0	88	771
10:00 AM	2	93	4	0	99	1	76	14	0	91	3	4	6	0	13	13	5	2	0	20	223
10:15 AM	2	88	5	0	95	4	74	16	0	94	2	3	2	0	7	21	4	7	0	32	228
10:30 AM	2	75	6	0	83	2	86	24	0	112	3	2	3	0	8	15	4	0	0	19	222
10:45 AM	2	92	7	0	101	3	70	22	0	95	6	3	2	0	11	14	6	3	0	23	230
Total	8	348	22	0	378	10	306	76	0	392	14	12	13	0	39	63	19	12	0	94	903



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 2

Groups Printed- Light - Heavy - Bicycle and Pedestrian

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	2	96	8	0	106	1	67	14	0	82	2	2	4	0	8	16	5	3	0	24	220
11:15 AM	3	89	5	0	97	4	89	15	0	108	4	4	2	0	10	13	1	6	0	20	235
11:30 AM	5	71	5	0	81	2	64	19	0	85	7	3	2	1	13	17	6	1	0	24	203
11:45 AM	2	104	4	0	110	1	96	16	0	113	5	1	3	0	9	13	6	3	0	22	254
Total	12	360	22	0	394	8	316	64	0	388	18	10	11	1	40	59	18	13	0	90	912
12:00 PM	2	86	8	0	96	3	88	28	1	120	2	2	5	0	9	14	1	6	0	21	246
12:15 PM	6	106	6	0	118	1	80	14	0	95	4	4	4	0	12	20	4	3	0	27	252
12:30 PM	2	82	1	0	85	3	89	19	0	111	9	1	1	0	11	25	7	0	0	32	239
12:45 PM	3	90	7	0	100	3	109	15	0	127	6	3	5	0	14	21	3	4	0	28	269
Total	13	364	22	0	399	10	366	76	1	453	21	10	15	0	46	80	15	13	0	108	1006
01:00 PM	5	102	4	0	111	2	100	20	0	122	4	5	4	0	13	8	3	4	0	15	261
01:15 PM	5	96	1	0	102	3	118	21	0	142	7	5	2	0	14	15	5	3	0	23	281
01:30 PM	4	97	4	0	105	1	96	24	0	121	6	4	8	0	18	14	7	2	0	23	267
01:45 PM	6	105	8	0	119	5	99	23	0	127	9	2	4	0	15	16	6	3	1	26	287
Total	20	400	17	0	437	11	413	88	0	512	26	16	18	0	60	53	21	12	1	87	1096
02:00 PM	6	91	8	0	105	0	119	17	0	136	7	3	7	0	17	12	2	5	0	19	277
02:15 PM	2	114	7	0	123	1	111	25	0	137	7	1	3	0	11	15	4	7	0	26	297
02:30 PM	3	116	7	0	126	2	110	26	0	138	7	1	4	0	12	13	11	2	0	26	302
02:45 PM	5	105	3	0	113	1	116	27	0	144	8	4	8	0	20	18	5	3	0	26	303
Total	16	426	25	0	467	4	456	95	0	555	29	9	22	0	60	58	22	17	0	97	1179
03:00 PM	3	103	4	0	110	3	114	28	0	145	12	7	3	0	22	22	3	6	0	31	308
03:15 PM	2	101	6	0	109	2	126	29	0	157	5	3	5	0	13	14	3	6	0	23	302
03:30 PM	4	117	6	0	127	6	119	16	0	141	6	2	2	0	10	20	2	8	0	30	308
03:45 PM	5	128	12	0	145	3	116	24	0	143	6	2	7	0	15	17	4	6	0	27	330
Total	14	449	28	0	491	14	475	97	0	586	29	14	17	0	60	73	12	26	0	111	1248
04:00 PM	3	103	4	0	110	2	117	27	0	146	9	2	1	0	12	14	3	4	1	22	290



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 3

Groups Printed- Light - Heavy - Bicycle and Pedestrian

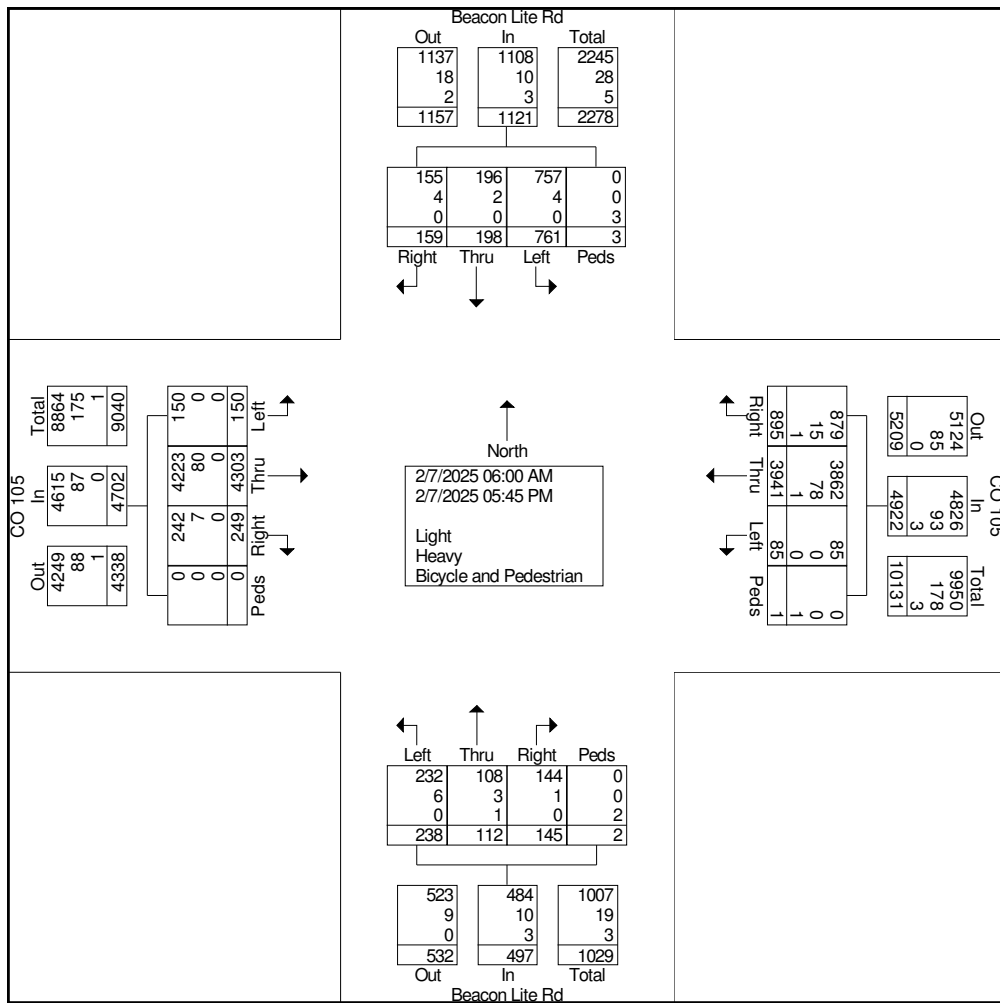
	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:15 PM	5	118	1	0	124	3	127	21	0	151	9	3	8	1	21	11	6	8	1	26	322
04:30 PM	4	121	5	0	130	1	113	34	0	148	6	3	1	0	10	15	4	4	0	23	311
04:45 PM	6	117	8	0	131	2	110	28	0	140	6	1	2	0	9	25	2	7	0	34	314
Total	18	459	18	0	495	8	467	110	0	585	30	9	12	1	52	65	15	23	2	105	1237
05:00 PM	1	98	2	0	101	1	105	29	0	135	4	1	3	0	8	19	9	1	0	29	273
05:15 PM	4	114	8	0	126	1	110	31	0	142	7	2	8	0	17	17	2	2	0	21	306
05:30 PM	4	105	10	0	119	2	108	28	0	138	5	4	4	0	13	28	5	6	0	39	309
05:45 PM	4	108	10	0	122	3	106	20	0	129	5	1	2	0	8	12	4	5	0	21	280
Total	13	425	30	0	468	7	429	108	0	544	21	8	17	0	46	76	20	14	0	110	1168
Grand Total	150	4303	249	0	4702	85	3941	895	1	4922	238	112	145	2	497	761	198	159	3	1121	11242
Apprch %	3.2	91.5	5.3	0		1.7	80.1	18.2	0		47.9	22.5	29.2	0.4		67.9	17.7	14.2	0.3		
Total %	1.3	38.3	2.2	0	41.8	0.8	35.1	8	0	43.8	2.1	1	1.3	0	4.4	6.8	1.8	1.4	0	10	
Light	150	4223	242	0	4615	85	3862	879	0	4826	232	108	144	0	484	757	196	155	0	1108	11033
% Light	100	98.1	97.2	0	98.1	100	98	98.2	0	98	97.5	96.4	99.3	0	97.4	99.5	99	97.5	0	98.8	98.1
Heavy	0	80	7	0	87	0	78	15	0	93	6	3	1	0	10	4	2	4	0	10	200
% Heavy	0	1.9	2.8	0	1.9	0	2	1.7	0	1.9	2.5	2.7	0.7	0	2	0.5	1	2.5	0	0.9	1.8
Bicycle and Pedestrian	0	0	0	0	0	0	1	1	1	3	0	1	0	2	3	0	0	0	3	3	9
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0.1	100	0.1	0	0.9	0	100	0.6	0	0	0	100	0.3	0.1



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 4



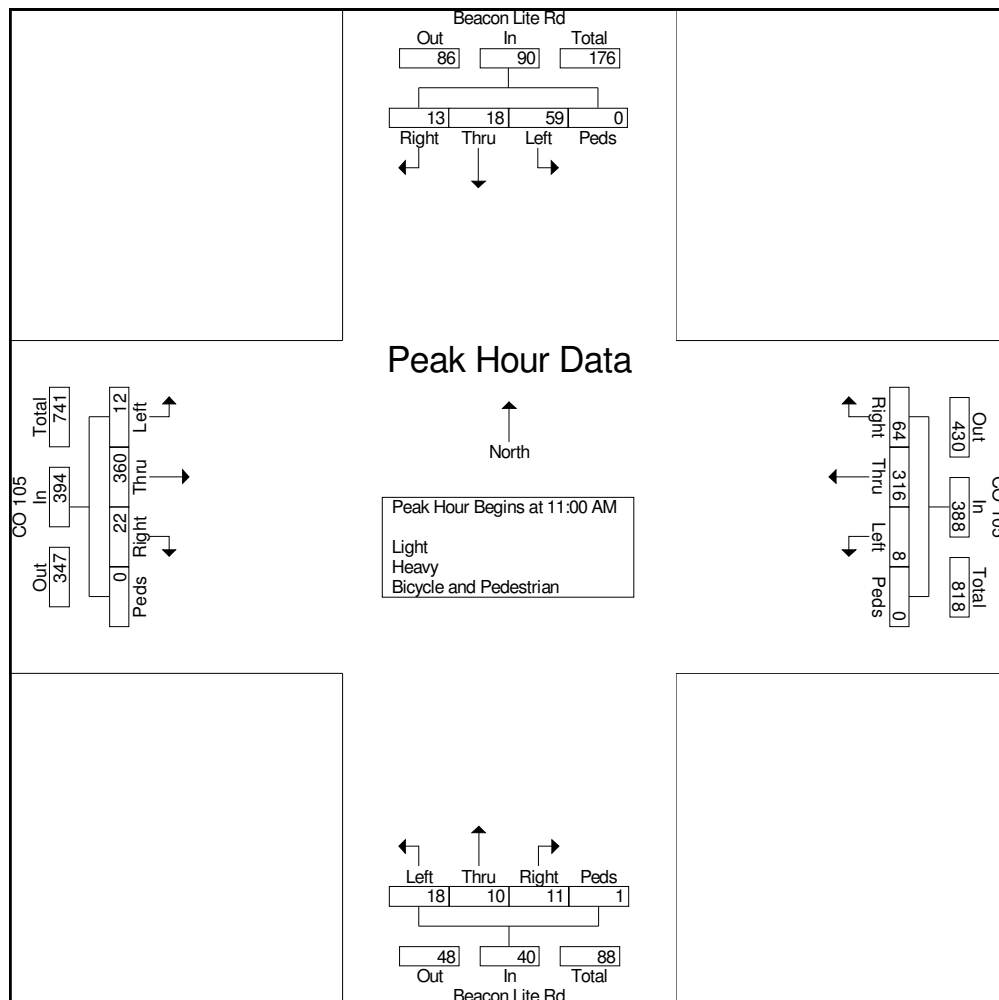


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 5

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	2	96	8	0	106	1	67	14	0	82	2	2	4	0	8	16	5	3	0	24	220
11:15 AM	3	89	5	0	97	4	89	15	0	108	4	4	2	0	10	13	1	6	0	20	235
11:30 AM	5	71	5	0	81	2	64	19	0	85	7	3	2	1	13	17	6	1	0	24	203
11:45 AM	2	104	4	0	110	1	96	16	0	113	5	1	3	0	9	13	6	3	0	22	254
Total Volume	12	360	22	0	394	8	316	64	0	388	18	10	11	1	40	59	18	13	0	90	912
% App. Total	3	91.4	5.6	0		2.1	81.4	16.5	0		45	25	27.5	2.5		65.6	20	14.4	0		
PHF	.600	.865	.688	.000	.895	.500	.823	.842	.000	.858	.643	.625	.688	.250	.769	.868	.750	.542	.000	.938	.898



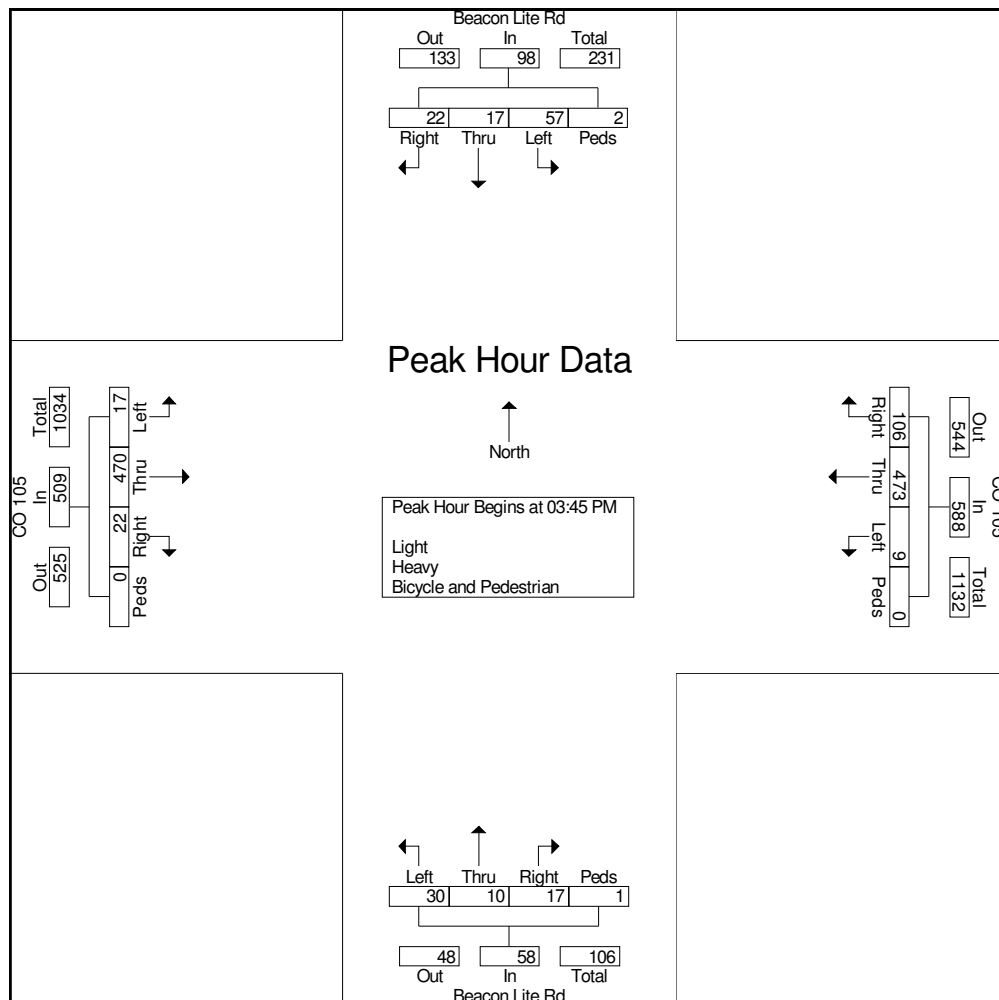


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 6

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	5	128	12	0	145	3	116	24	0	143	6	2	7	0	15	17	4	6	0	27	330
04:00 PM	3	103	4	0	110	2	117	27	0	146	9	2	1	0	12	14	3	4	1	22	290
04:15 PM	5	118	1	0	124	3	127	21	0	151	9	3	8	1	21	11	6	8	1	26	322
04:30 PM	4	121	5	0	130	1	113	34	0	148	6	3	1	0	10	15	4	4	0	23	311
Total Volume	17	470	22	0	509	9	473	106	0	588	30	10	17	1	58	57	17	22	2	98	1253
% App. Total	3.3	92.3	4.3	0		1.5	80.4	18	0		51.7	17.2	29.3	1.7		58.2	17.3	22.4	2		
PHF	.850	.918	.458	.000	.878	.750	.931	.779	.000	.974	.833	.833	.531	.250	.690	.838	.708	.688	.500	.907	.949





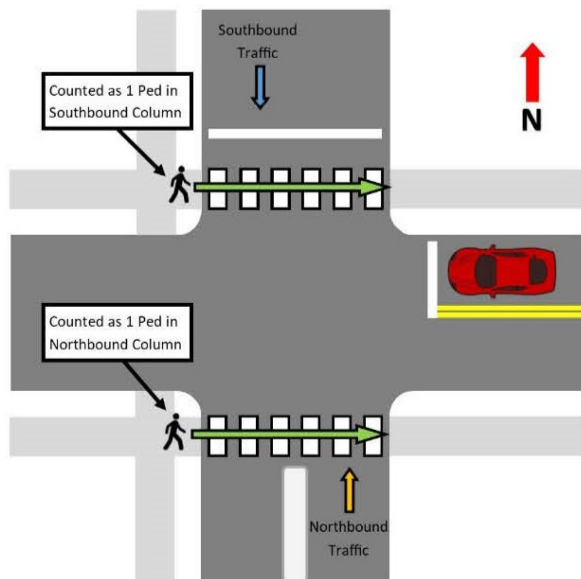
Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 7

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 1

Groups Printed- Light - Heavy - Bicycle and Pedestrian

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	10	1	0	11	0	5	1	0	6	0	1	0	0	1	4	1	2	0	7	25
06:15 AM	0	10	1	0	11	0	8	1	0	9	1	0	0	0	1	2	0	0	0	2	23
06:30 AM	0	9	0	0	9	0	12	2	0	14	1	0	0	0	1	4	0	0	0	4	28
06:45 AM	1	22	1	0	24	0	20	0	0	20	3	0	0	0	3	5	2	3	0	10	57
Total	1	51	3	0	55	0	45	4	0	49	5	1	0	0	6	15	3	5	0	23	133
07:00 AM	0	33	2	0	35	0	12	2	0	14	0	0	0	0	0	1	2	0	0	3	52
07:15 AM	0	31	5	0	36	0	16	5	0	21	2	1	2	0	5	4	2	0	0	6	68
07:30 AM	0	44	0	0	44	1	25	2	0	28	3	0	1	0	4	10	2	1	0	13	89
07:45 AM	0	33	0	0	33	1	30	1	0	32	2	2	0	0	4	6	2	0	0	8	77
Total	0	141	7	0	148	2	83	10	0	95	7	3	3	0	13	21	8	1	0	30	286
08:00 AM	2	50	4	0	56	0	30	2	0	32	2	2	2	0	6	10	2	0	0	12	106
08:15 AM	1	65	3	0	69	1	34	13	0	48	4	0	1	0	5	6	3	3	0	12	134
08:30 AM	0	58	5	0	63	2	59	7	0	68	3	2	2	0	7	12	4	3	0	19	157
08:45 AM	2	71	5	0	78	1	60	5	0	66	6	2	1	0	9	15	2	3	1	21	174
Total	5	244	17	0	266	4	183	27	0	214	15	6	6	0	27	43	11	9	1	64	571
09:00 AM	1	70	2	0	73	2	61	5	0	68	2	2	1	0	5	5	8	1	0	14	160
09:15 AM	1	93	8	0	102	0	65	8	0	73	2	4	2	0	8	9	3	1	0	13	196
09:30 AM	3	93	5	0	101	2	57	16	0	75	4	5	3	0	12	10	6	4	0	20	208
09:45 AM	0	116	0	0	116	1	89	9	0	99	7	1	3	0	11	12	6	1	0	19	245
Total	5	372	15	0	392	5	272	38	0	315	15	12	9	0	36	36	23	7	0	66	809
10:00 AM	5	107	6	0	118	1	94	17	0	112	8	4	6	0	18	16	8	0	0	24	272
10:15 AM	2	122	3	0	127	1	83	16	0	100	6	6	5	0	17	14	5	3	0	22	266
10:30 AM	1	102	5	0	108	4	91	15	0	110	5	2	5	0	12	19	6	4	0	29	259
10:45 AM	3	126	8	0	137	6	107	13	0	126	4	3	4	0	11	12	3	2	0	17	291
Total	11	457	22	0	490	12	375	61	0	448	23	15	20	0	58	61	22	9	0	92	1088



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 2

Groups Printed- Light - Heavy - Bicycle and Pedestrian

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	1	112	8	0	121	3	90	19	0	112	3	5	2	0	10	23	3	6	0	32	275
11:15 AM	5	105	4	0	114	1	100	20	0	121	5	2	3	0	10	10	4	2	0	16	261
11:30 AM	1	108	7	0	116	2	119	21	0	142	4	3	10	0	17	25	9	2	0	36	311
11:45 AM	2	101	6	0	109	0	108	8	0	116	6	2	3	0	11	14	3	2	0	19	255
Total	9	426	25	0	460	6	417	68	0	491	18	12	18	0	48	72	19	12	0	103	1102
12:00 PM	5	130	2	0	137	1	87	18	0	106	7	5	1	0	13	13	3	0	0	16	272
12:15 PM	2	123	2	0	127	2	108	13	0	123	4	3	2	0	9	14	6	6	0	26	285
12:30 PM	3	81	3	0	87	2	112	10	0	124	13	4	5	0	22	16	5	4	0	25	258
12:45 PM	1	111	6	0	118	4	91	23	0	118	6	3	7	0	16	15	2	5	0	22	274
Total	11	445	13	0	469	9	398	64	0	471	30	15	15	0	60	58	16	15	0	89	1089
01:00 PM	3	87	4	0	94	4	99	21	0	124	2	1	4	0	7	10	5	4	0	19	244
01:15 PM	3	80	5	0	88	1	96	16	0	113	6	1	4	0	11	9	4	5	0	18	230
01:30 PM	9	108	3	0	120	3	107	23	0	133	5	6	4	0	15	7	7	8	0	22	290
01:45 PM	2	96	5	0	103	1	94	17	0	112	11	2	8	0	21	24	4	1	0	29	265
Total	17	371	17	0	405	9	396	77	0	482	24	10	20	0	54	50	20	18	0	88	1029
02:00 PM	4	100	5	0	109	2	91	22	0	115	3	3	4	0	10	18	3	2	0	23	257
02:15 PM	7	83	4	0	94	2	92	18	0	112	11	4	2	0	17	18	8	6	0	32	255
02:30 PM	2	79	6	0	87	0	93	19	0	112	9	3	4	0	16	16	0	5	0	21	236
02:45 PM	2	84	3	0	89	1	95	18	0	114	4	1	1	0	6	15	2	4	0	21	230
Total	15	346	18	0	379	5	371	77	0	453	27	11	11	0	49	67	13	17	0	97	978
03:00 PM	0	103	3	0	106	2	108	26	0	136	7	1	1	0	9	10	4	2	1	17	268
03:15 PM	2	107	4	0	113	2	102	15	0	119	8	1	2	0	11	7	1	1	0	9	252
03:30 PM	3	91	9	0	103	2	84	15	0	101	6	3	6	0	15	13	1	1	0	15	234
03:45 PM	2	91	3	0	96	3	82	22	0	107	4	1	3	0	8	20	1	2	0	23	234
Total	7	392	19	0	418	9	376	78	0	463	25	6	12	0	43	50	7	6	1	64	988
04:00 PM	3	91	11	0	105	0	93	16	0	109	4	1	4	0	9	10	3	1	0	14	237



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 3

Groups Printed- Light - Heavy - Bicycle and Pedestrian

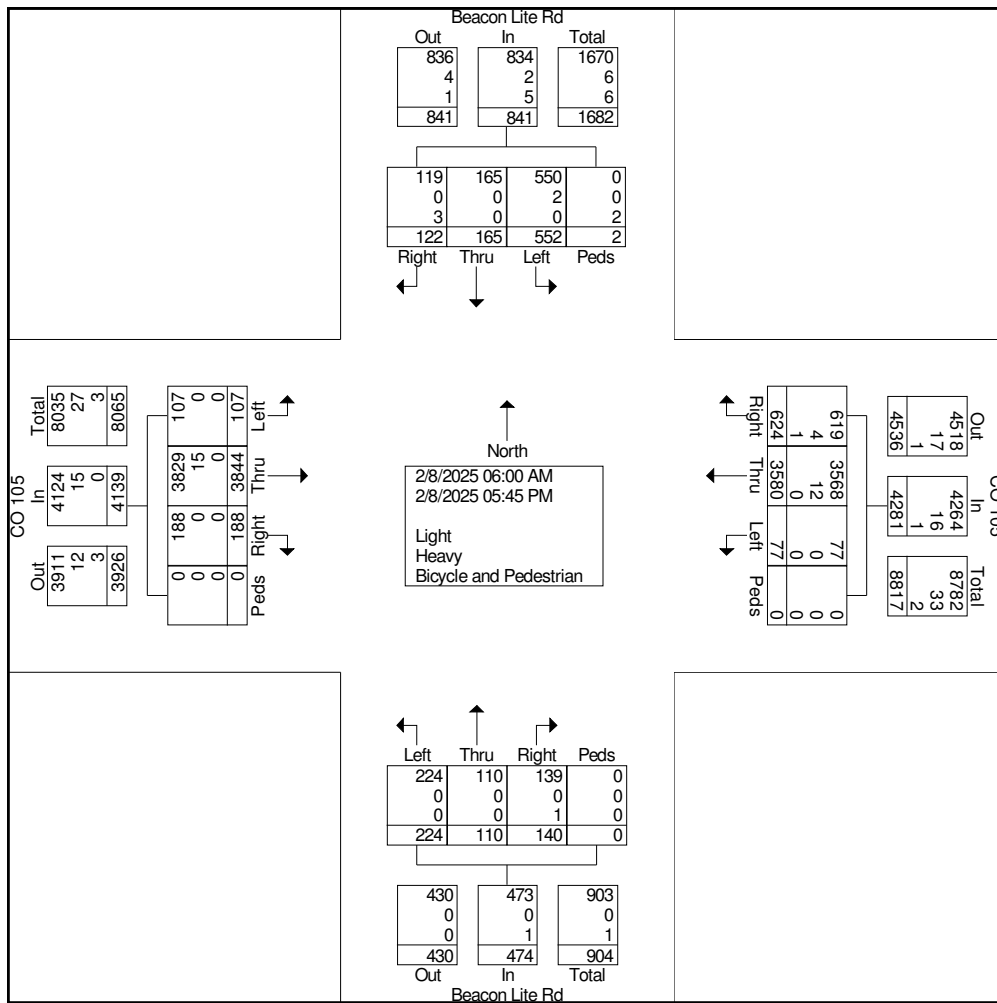
	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:15 PM	2	91	4	0	97	3	92	17	0	112	5	1	2	0	8	16	4	5	0	25	242
04:30 PM	7	88	1	0	96	4	91	17	0	112	5	3	7	0	15	8	5	5	0	18	241
04:45 PM	4	81	2	0	87	2	86	13	0	101	3	2	2	0	7	11	4	4	0	19	214
Total	16	351	18	0	385	9	362	63	0	434	17	7	15	0	39	45	16	15	0	76	934
05:00 PM	2	67	3	0	72	1	96	12	0	109	6	2	1	0	9	7	3	2	0	12	202
05:15 PM	1	67	4	0	72	1	81	15	0	97	6	5	5	0	16	9	1	2	0	12	197
05:30 PM	3	52	4	0	59	2	62	14	0	78	2	2	2	0	6	7	3	0	0	10	153
05:45 PM	4	62	3	0	69	3	63	16	0	82	4	3	3	0	10	11	0	4	0	15	176
Total	10	248	14	0	272	7	302	57	0	366	18	12	11	0	41	34	7	8	0	49	728
Grand Total	107	3844	188	0	4139	77	3580	624	0	4281	224	110	140	0	474	552	165	122	2	841	9735
Apprch %	2.6	92.9	4.5	0		1.8	83.6	14.6	0		47.3	23.2	29.5	0		65.6	19.6	14.5	0.2		
Total %	1.1	39.5	1.9	0	42.5	0.8	36.8	6.4	0	44	2.3	1.1	1.4	0	4.9	5.7	1.7	1.3	0	8.6	
Light	107	3829	188	0	4124	77	3568	619	0	4264	224	110	139	0	473	550	165	119	0	834	9695
% Light	100	99.6	100	0	99.6	100	99.7	99.2	0	99.6	100	100	99.3	0	99.8	99.6	100	97.5	0	99.2	99.6
Heavy	0	15	0	0	15	0	12	4	0	16	0	0	0	0	0	2	0	0	0	2	33
% Heavy	0	0.4	0	0	0.4	0	0.3	0.6	0	0.4	0	0	0	0	0	0.4	0	0	0	0.2	0.3
Bicycle and Pedestrian	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	3	2	5	7
% Bicycle and Pedestrian	0	0	0	0	0	0	0	0.2	0	0	0	0	0.7	0	0.2	0	0	2.5	100	0.6	0.1



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 4



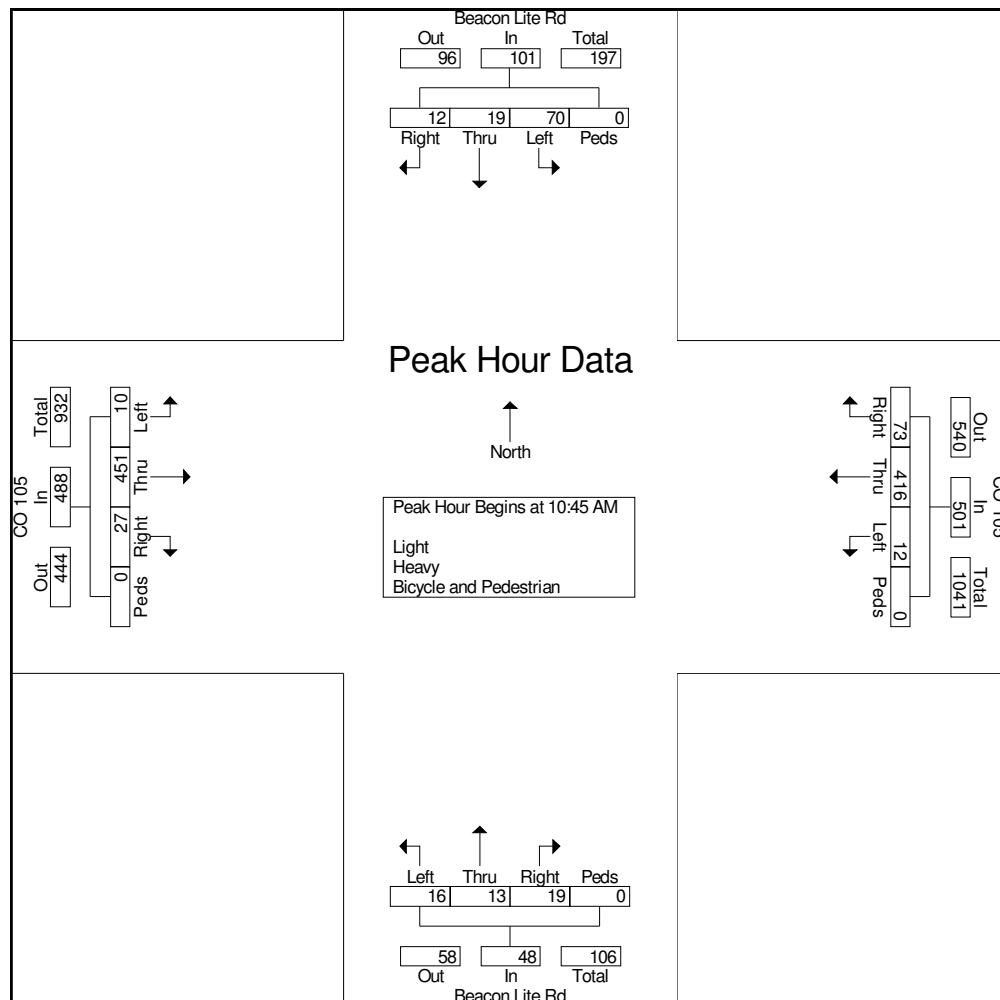


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 5

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	3	126	8	0	137	6	107	13	0	126	4	3	4	0	11	12	3	2	0	17	291
11:00 AM	1	112	8	0	121	3	90	19	0	112	3	5	2	0	10	23	3	6	0	32	275
11:15 AM	5	105	4	0	114	1	100	20	0	121	5	2	3	0	10	10	4	2	0	16	261
11:30 AM	1	108	7	0	116	2	119	21	0	142	4	3	10	0	17	25	9	2	0	36	311
Total Volume	10	451	27	0	488	12	416	73	0	501	16	13	19	0	48	70	19	12	0	101	1138
% App. Total	2	92.4	5.5	0		2.4	83	14.6	0		33.3	27.1	39.6	0		69.3	18.8	11.9	0		
PHF	.500	.895	.844	.000	.891	.500	.874	.869	.000	.882	.800	.650	.475	.000	.706	.700	.528	.500	.000	.701	.915



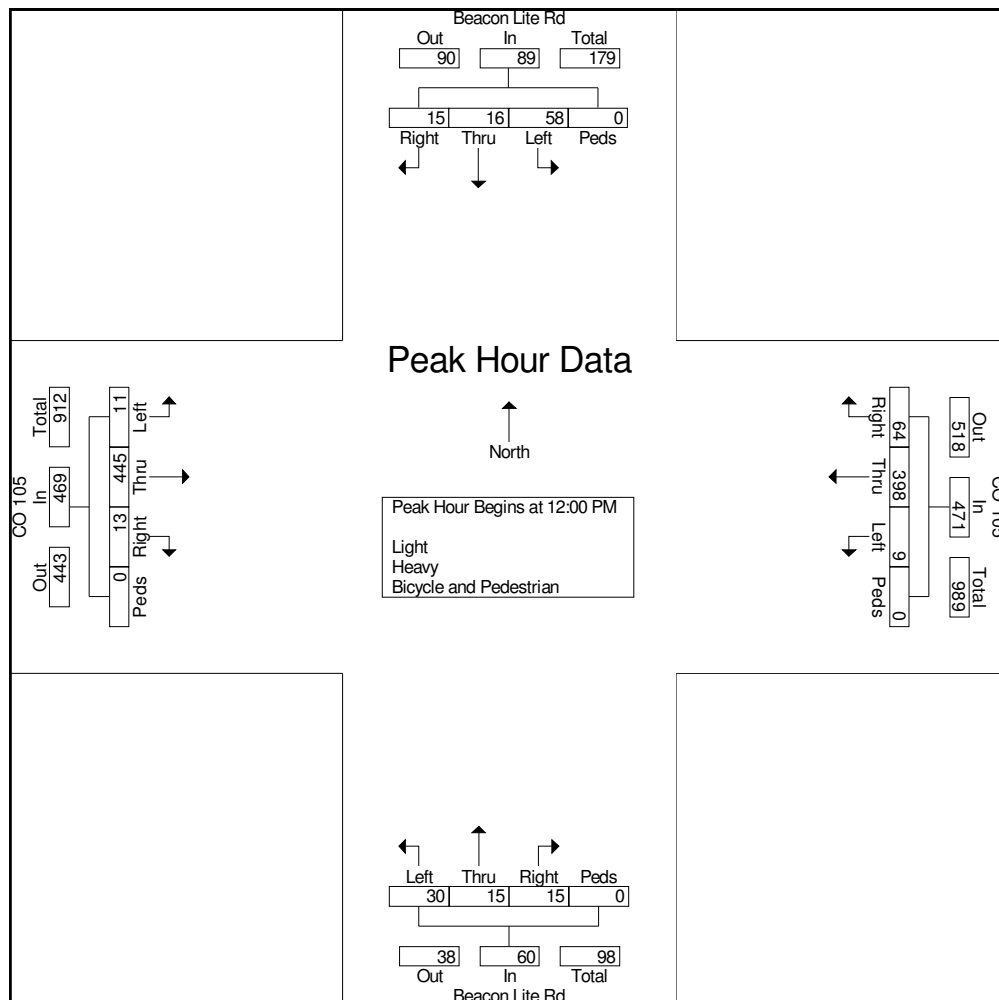


Ridgeview Data Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 6

	CO 105 Eastbound					CO 105 Westbound					Beacon Lite Rd Northbound					Beacon Lite Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	5	130	2	0	137	1	87	18	0	106	7	5	1	0	13	13	3	0	0	16	272
12:15 PM	2	123	2	0	127	2	108	13	0	123	4	3	2	0	9	14	6	6	0	26	285
12:30 PM	3	81	3	0	87	2	112	10	0	124	13	4	5	0	22	16	5	4	0	25	258
12:45 PM	1	111	6	0	118	4	91	23	0	118	6	3	7	0	16	15	2	5	0	22	274
Total Volume	11	445	13	0	469	9	398	64	0	471	30	15	15	0	60	58	16	15	0	89	1089
% App. Total	2.3	94.9	2.8	0		1.9	84.5	13.6	0		50	25	25	0		65.2	18	16.9	0		
PHF	.550	.856	.542	.000	.856	.563	.888	.696	.000	.950	.577	.750	.536	.000	.682	.906	.667	.625	.000	.856	.955





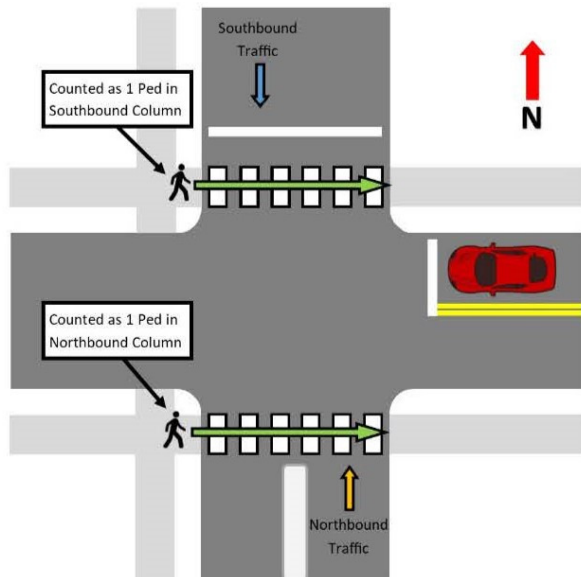
Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
12hr Peak
CO 105 and Beacon Lite Rd

File Name : 1 CO 105 and Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 7

Image 1

The number of pedestrians shown on this report is representative of the crossing on the approaching leg, i.e. pedestrians crossing the north side of the intersection are counted as pedestrians in the southbound crosswalk, as that is the approaching leg that they are crossing (see figure below). Diagonal crossings are counted on the two legs that will get the pedestrian to the same end point. Diagonals can be counted separately if discussed prior to count.





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	4	4	3	3	7
12:15 AM	0	0	0	0	0
12:30 AM	1	1	2	2	3
12:45 AM	1	1	0	0	1
Total	6	6	5	5	11
01:00 AM	3	3	0	0	3
01:15 AM	3	3	1	1	4
01:30 AM	1	1	0	0	1
01:45 AM	2	2	1	1	3
Total	9	9	2	2	11
02:00 AM	0	0	1	1	1
02:15 AM	2	2	0	0	2
02:30 AM	2	2	1	1	3
02:45 AM	0	0	2	2	2
Total	4	4	4	4	8
03:00 AM	1	1	1	1	2
03:15 AM	3	3	6	6	9
03:30 AM	0	0	3	3	3
03:45 AM	1	1	1	1	2
Total	5	5	11	11	16
04:00 AM	0	0	7	7	7
04:15 AM	1	1	3	3	4
04:30 AM	3	3	7	7	10
04:45 AM	5	5	12	12	17
Total	9	9	29	29	38



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	6	6	16	16	22
05:15 AM	8	8	18	18	26
05:30 AM	9	9	19	19	28
05:45 AM	8	8	28	28	36
Total	31	31	81	81	112
06:00 AM	19	19	31	31	50
06:15 AM	15	15	38	38	53
06:30 AM	18	18	52	52	70
06:45 AM	36	36	89	89	125
Total	88	88	210	210	298
07:00 AM	40	40	95	95	135
07:15 AM	47	47	103	103	150
07:30 AM	60	60	86	86	146
07:45 AM	65	65	78	78	143
Total	212	212	362	362	574
08:00 AM	59	59	73	73	132
08:15 AM	53	53	85	85	138
08:30 AM	79	79	98	98	177
08:45 AM	83	83	97	97	180
Total	274	274	353	353	627
09:00 AM	69	69	77	77	146
09:15 AM	80	80	86	86	166
09:30 AM	83	83	84	84	167
09:45 AM	84	84	113	113	197
Total	316	316	360	360	676
10:00 AM	79	79	112	112	191



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:15 AM	93	93	108	108	201
10:30 AM	110	110	90	90	200
10:45 AM	93	93	107	107	200
Total	375	375	417	417	792
11:00 AM	81	81	113	113	194
11:15 AM	109	109	101	101	210
11:30 AM	87	87	89	89	176
11:45 AM	114	114	117	117	231
Total	391	391	420	420	811
12:00 PM	116	116	102	102	218
12:15 PM	96	96	129	129	225
12:30 PM	112	112	109	109	221
12:45 PM	127	127	114	114	241
Total	451	451	454	454	905
01:00 PM	120	120	110	110	230
01:15 PM	140	140	111	111	251
01:30 PM	123	123	112	112	235
01:45 PM	127	127	120	120	247
Total	510	510	453	453	963
02:00 PM	141	141	102	102	243
02:15 PM	144	144	128	128	272
02:30 PM	134	134	128	128	262
02:45 PM	141	141	125	125	266
Total	560	560	483	483	1043
03:00 PM	144	144	124	124	268
03:15 PM	155	155	112	112	267



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
03:30 PM	136	136	136	136	272
03:45 PM	139	139	142	142	281
Total	574	574	514	514	1088
04:00 PM	149	149	116	116	265
04:15 PM	151	151	142	142	293
04:30 PM	147	147	122	122	269
04:45 PM	140	140	144	144	284
Total	587	587	524	524	1111
05:00 PM	134	134	116	116	250
05:15 PM	144	144	133	133	277
05:30 PM	138	138	136	136	274
05:45 PM	131	131	120	120	251
Total	547	547	505	505	1052
06:00 PM	87	87	93	93	180
06:15 PM	82	82	79	79	161
06:30 PM	94	94	81	81	175
06:45 PM	89	89	68	68	157
Total	352	352	321	321	673
07:00 PM	81	81	72	72	153
07:15 PM	72	72	49	49	121
07:30 PM	70	70	52	52	122
07:45 PM	59	59	50	50	109
Total	282	282	223	223	505
08:00 PM	57	57	40	40	97
08:15 PM	57	57	36	36	93
08:30 PM	46	46	37	37	83



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 5

Groups Printed- Light - Heavy

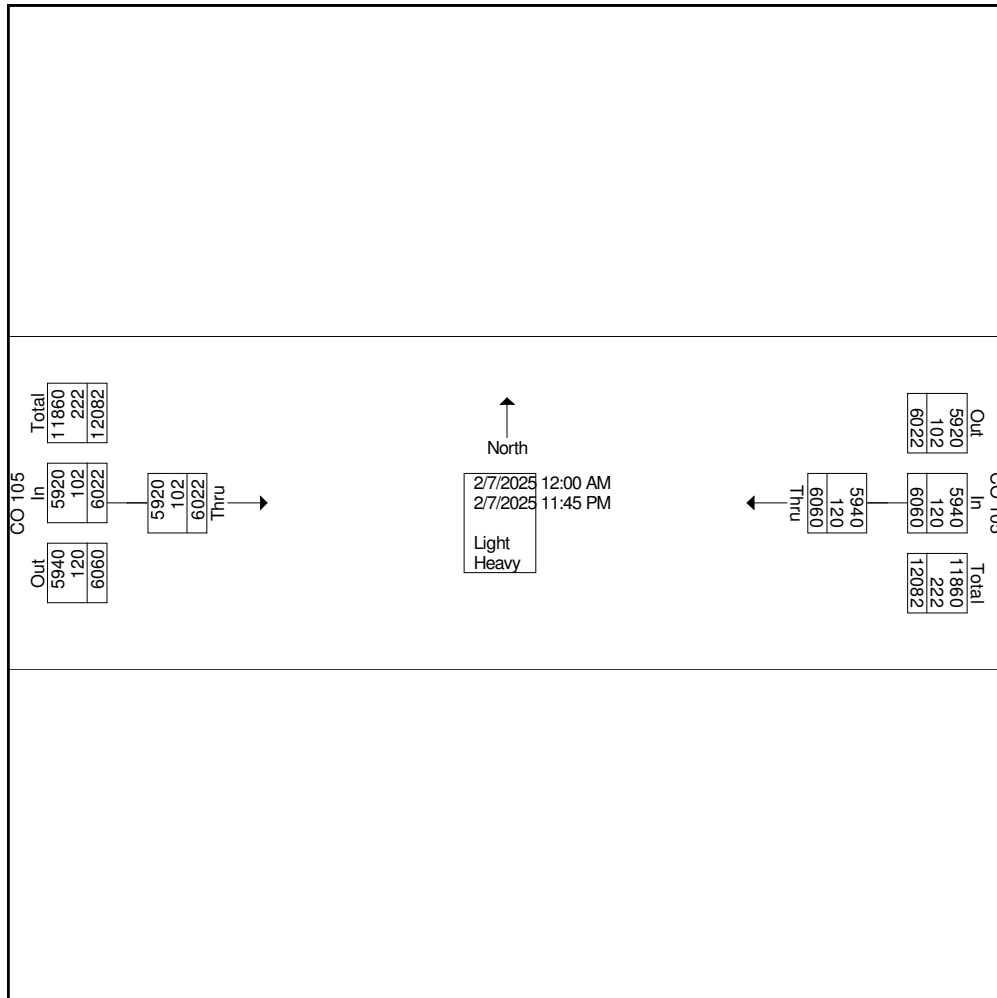
	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
08:45 PM	45	45	35	35	80
Total	205	205	148	148	353
09:00 PM	31	31	17	17	48
09:15 PM	40	40	24	24	64
09:30 PM	27	27	19	19	46
09:45 PM	35	35	16	16	51
Total	133	133	76	76	209
10:00 PM	31	31	16	16	47
10:15 PM	24	24	7	7	31
10:30 PM	18	18	11	11	29
10:45 PM	18	18	6	6	24
Total	91	91	40	40	131
11:00 PM	11	11	7	7	18
11:15 PM	12	12	5	5	17
11:30 PM	14	14	5	5	19
11:45 PM	11	11	10	10	21
Total	48	48	27	27	75
Grand Total	6060	6060	6022	6022	12082
Apprch %	100		100		
Total %	50.2	50.2	49.8	49.8	
Light	5940	5940	5920	5920	11860
% Light	98	98	98.3	98.3	98.2
Heavy	120	120	102	102	222
% Heavy	2	2	1.7	1.7	1.8



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 6



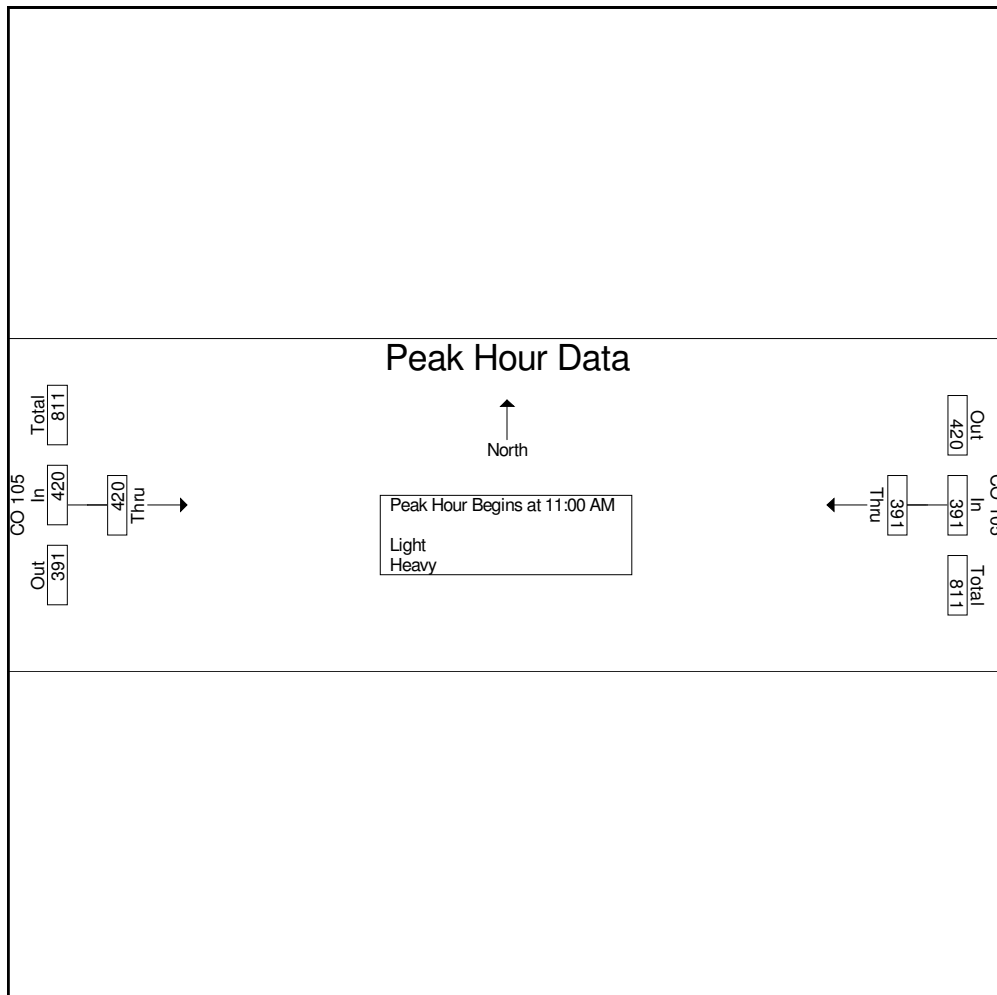


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 11:00 AM					
11:00 AM	81	81	113	113	194
11:15 AM	109	109	101	101	210
11:30 AM	87	87	89	89	176
11:45 AM	114	114	117	117	231
Total Volume	391	391	420	420	811
% App. Total	100		100		
PHF	.857	.857	.897	.897	.878



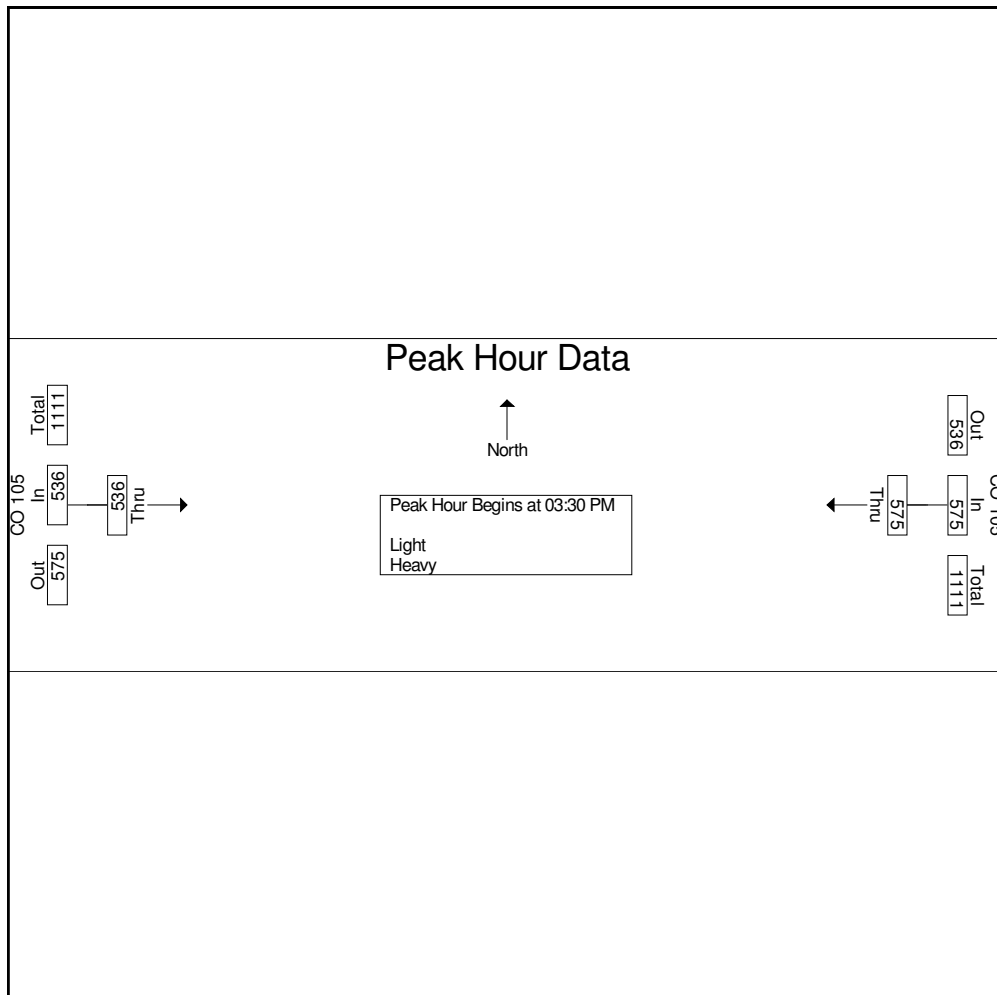


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Fri
Site Code : Atkins
Start Date : 2/7/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:30 PM					
03:30 PM	136	136	136	136	272
03:45 PM	139	139	142	142	281
04:00 PM	149	149	116	116	265
04:15 PM	151	151	142	142	293
Total Volume	575	575	536	536	1111
% App. Total	100		100		
PHF	.952	.952	.944	.944	.948





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	7	7	5	5	12
12:15 AM	5	5	4	4	9
12:30 AM	3	3	1	1	4
12:45 AM	1	1	2	2	3
Total	16	16	12	12	28
01:00 AM	0	0	2	2	2
01:15 AM	1	1	1	1	2
01:30 AM	2	2	0	0	2
01:45 AM	1	1	0	0	1
Total	4	4	3	3	7
02:00 AM	1	1	2	2	3
02:15 AM	0	0	0	0	0
02:30 AM	0	0	1	1	1
02:45 AM	1	1	1	1	2
Total	2	2	4	4	6
03:00 AM	1	1	0	0	1
03:15 AM	2	2	1	1	3
03:30 AM	0	0	1	1	1
03:45 AM	1	1	3	3	4
Total	4	4	5	5	9
04:00 AM	1	1	5	5	6
04:15 AM	3	3	4	4	7
04:30 AM	5	5	3	3	8
04:45 AM	7	7	11	11	18
Total	16	16	23	23	39



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	7	7	11	11	18
05:15 AM	5	5	18	18	23
05:30 AM	5	5	19	19	24
05:45 AM	10	10	39	39	49
Total	27	27	87	87	114
06:00 AM	12	12	27	27	39
06:15 AM	16	16	36	36	52
06:30 AM	14	14	54	54	68
06:45 AM	31	31	73	73	104
Total	73	73	190	190	263
07:00 AM	43	43	96	96	139
07:15 AM	43	43	120	120	163
07:30 AM	68	68	120	120	188
07:45 AM	94	94	83	83	177
Total	248	248	419	419	667
08:00 AM	80	80	94	94	174
08:15 AM	62	62	97	97	159
08:30 AM	61	61	95	95	156
08:45 AM	85	85	112	112	197
Total	288	288	398	398	686
09:00 AM	91	91	89	89	180
09:15 AM	70	70	88	88	158
09:30 AM	57	57	91	91	148
09:45 AM	88	88	87	87	175
Total	306	306	355	355	661
10:00 AM	62	62	88	88	150



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:15 AM	78	78	92	92	170
10:30 AM	73	73	106	106	179
10:45 AM	90	90	96	96	186
Total	303	303	382	382	685
11:00 AM	83	83	105	105	188
11:15 AM	99	99	90	90	189
11:30 AM	105	105	99	99	204
11:45 AM	104	104	95	95	199
Total	391	391	389	389	780
12:00 PM	127	127	98	98	225
12:15 PM	94	94	101	101	195
12:30 PM	113	113	108	108	221
12:45 PM	133	133	106	106	239
Total	467	467	413	413	880
01:00 PM	124	124	103	103	227
01:15 PM	105	105	102	102	207
01:30 PM	102	102	106	106	208
01:45 PM	109	109	94	94	203
Total	440	440	405	405	845
02:00 PM	125	125	116	116	241
02:15 PM	118	118	113	113	231
02:30 PM	121	121	129	129	250
02:45 PM	125	125	127	127	252
Total	489	489	485	485	974
03:00 PM	170	170	118	118	288
03:15 PM	153	153	126	126	279



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
03:30 PM	147	147	125	125	272
03:45 PM	141	141	126	126	267
Total	611	611	495	495	1106
04:00 PM	144	144	147	147	291
04:15 PM	145	145	142	142	287
04:30 PM	144	144	123	123	267
04:45 PM	134	134	107	107	241
Total	567	567	519	519	1086
05:00 PM	126	126	158	158	284
05:15 PM	149	149	106	106	255
05:30 PM	130	130	113	113	243
05:45 PM	143	143	102	102	245
Total	548	548	479	479	1027
06:00 PM	99	99	89	89	188
06:15 PM	93	93	71	71	164
06:30 PM	80	80	53	53	133
06:45 PM	66	66	34	34	100
Total	338	338	247	247	585
07:00 PM	66	66	54	54	120
07:15 PM	55	55	35	35	90
07:30 PM	41	41	28	28	69
07:45 PM	48	48	31	31	79
Total	210	210	148	148	358
08:00 PM	44	44	21	21	65
08:15 PM	43	43	19	19	62
08:30 PM	31	31	25	25	56



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 5

Groups Printed- Light - Heavy

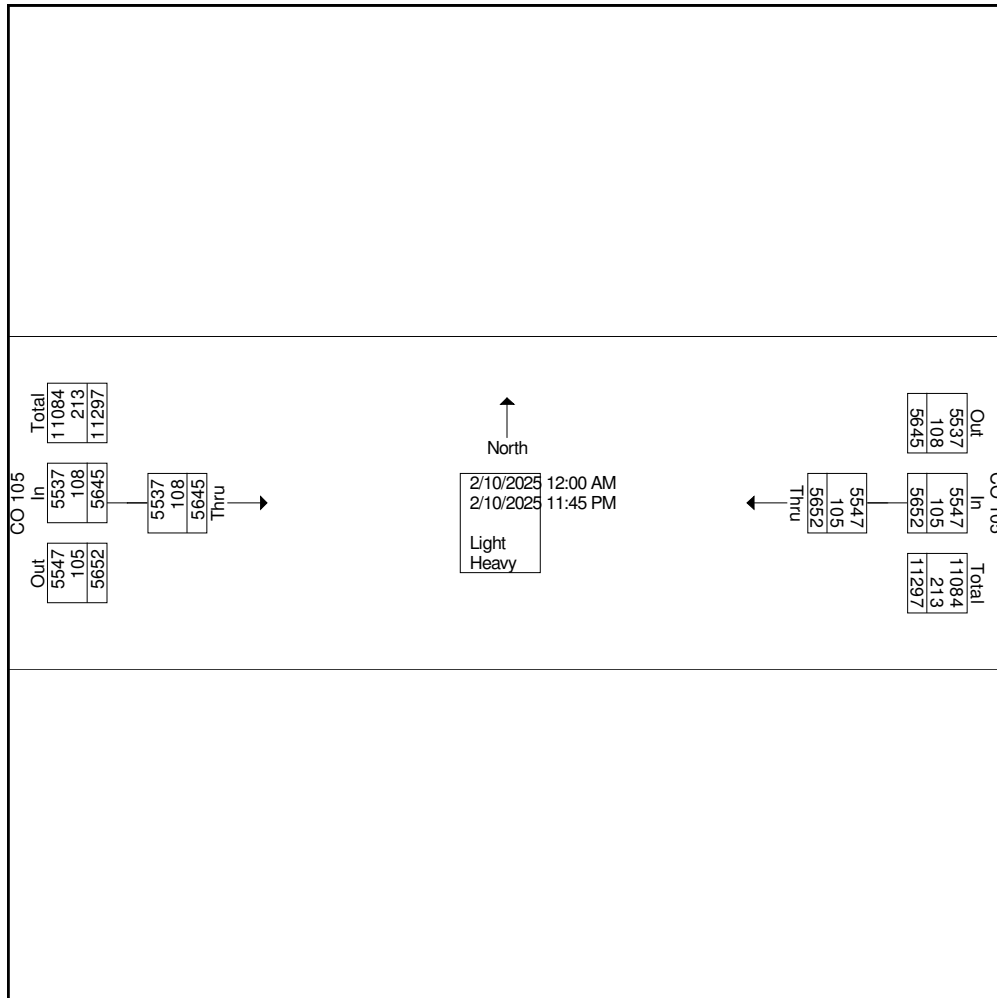
	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
08:45 PM	33	33	20	20	53
Total	151	151	85	85	236
09:00 PM	19	19	16	16	35
09:15 PM	29	29	21	21	50
09:30 PM	19	19	14	14	33
09:45 PM	15	15	16	16	31
Total	82	82	67	67	149
10:00 PM	17	17	9	9	26
10:15 PM	14	14	6	6	20
10:30 PM	8	8	6	6	14
10:45 PM	8	8	2	2	10
Total	47	47	23	23	70
11:00 PM	7	7	1	1	8
11:15 PM	3	3	3	3	6
11:30 PM	6	6	6	6	12
11:45 PM	8	8	2	2	10
Total	24	24	12	12	36
Grand Total	5652	5652	5645	5645	11297
Apprch %	100		100		
Total %	50	50	50	50	
Light	5547	5547	5537	5537	11084
% Light	98.1	98.1	98.1	98.1	98.1
Heavy	105	105	108	108	213
% Heavy	1.9	1.9	1.9	1.9	1.9



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 6



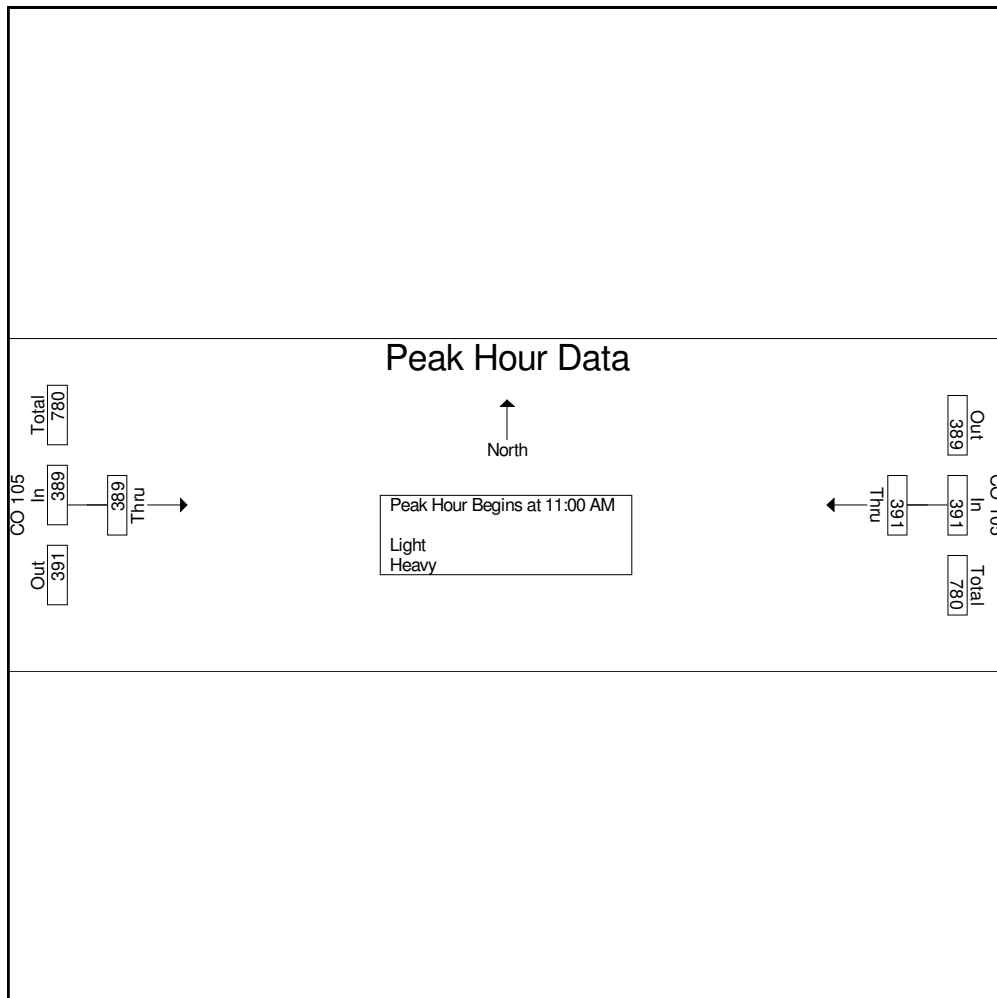


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 11:00 AM					
11:00 AM	83	83	105	105	188
11:15 AM	99	99	90	90	189
11:30 AM	105	105	99	99	204
11:45 AM	104	104	95	95	199
Total Volume	391	391	389	389	780
% App. Total	100		100		
PHF	.931	.931	.926	.926	.956



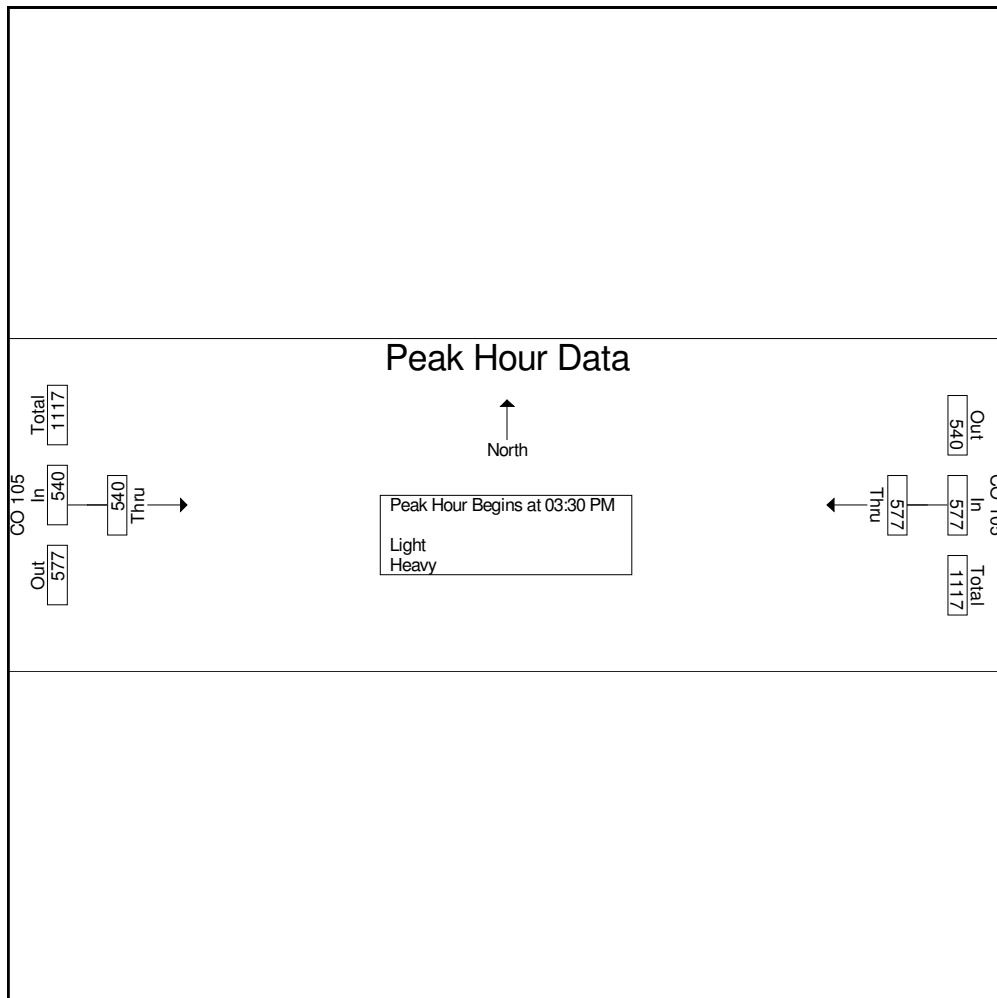


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Mon
Site Code : Atkins
Start Date : 2/10/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 03:30 PM					
03:30 PM	147	147	125	125	272
03:45 PM	141	141	126	126	267
04:00 PM	144	144	147	147	291
04:15 PM	145	145	142	142	287
Total Volume	577	577	540	540	1117
% App. Total	100		100		
PHF	.981	.981	.918	.918	.960





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	5	5	2	2	7
12:15 AM	4	4	8	8	12
12:30 AM	5	5	3	3	8
12:45 AM	2	2	9	9	11
Total	16	16	22	22	38
01:00 AM	3	3	2	2	5
01:15 AM	1	1	4	4	5
01:30 AM	1	1	1	1	2
01:45 AM	4	4	3	3	7
Total	9	9	10	10	19
02:00 AM	1	1	1	1	2
02:15 AM	2	2	5	5	7
02:30 AM	1	1	2	2	3
02:45 AM	2	2	3	3	5
Total	6	6	11	11	17
03:00 AM	0	0	0	0	0
03:15 AM	2	2	2	2	4
03:30 AM	2	2	2	2	4
03:45 AM	0	0	2	2	2
Total	4	4	6	6	10
04:00 AM	2	2	2	2	4
04:15 AM	2	2	1	1	3
04:30 AM	2	2	4	4	6
04:45 AM	1	1	7	7	8
Total	7	7	14	14	21



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	0	0	4	4	4
05:15 AM	1	1	7	7	8
05:30 AM	5	5	7	7	12
05:45 AM	8	8	17	17	25
Total	14	14	35	35	49
06:00 AM	6	6	16	16	22
06:15 AM	9	9	12	12	21
06:30 AM	14	14	13	13	27
06:45 AM	21	21	26	26	47
Total	50	50	67	67	117
07:00 AM	12	12	32	32	44
07:15 AM	18	18	36	36	54
07:30 AM	30	30	55	55	85
07:45 AM	34	34	36	36	70
Total	94	94	159	159	253
08:00 AM	32	32	62	62	94
08:15 AM	47	47	72	72	119
08:30 AM	70	70	70	70	140
08:45 AM	68	68	81	81	149
Total	217	217	285	285	502
09:00 AM	66	66	83	83	149
09:15 AM	75	75	100	100	175
09:30 AM	79	79	106	106	185
09:45 AM	100	100	140	140	240
Total	320	320	429	429	749
10:00 AM	112	112	132	132	244



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:15 AM	100	100	140	140	240
10:30 AM	109	109	127	127	236
10:45 AM	129	129	141	141	270
Total	450	450	540	540	990
11:00 AM	110	110	132	132	242
11:15 AM	120	120	118	118	238
11:30 AM	139	139	144	144	283
11:45 AM	117	117	120	120	237
Total	486	486	514	514	1000
12:00 PM	109	109	146	146	255
12:15 PM	124	124	141	141	265
12:30 PM	124	124	105	105	229
12:45 PM	115	115	129	129	244
Total	472	472	521	521	993
01:00 PM	123	123	100	100	223
01:15 PM	119	119	94	94	213
01:30 PM	132	132	117	117	249
01:45 PM	109	109	127	127	236
Total	483	483	438	438	921
02:00 PM	113	113	120	120	233
02:15 PM	111	111	104	104	215
02:30 PM	116	116	96	96	212
02:45 PM	111	111	102	102	213
Total	451	451	422	422	873
03:00 PM	137	137	109	109	246
03:15 PM	121	121	111	111	232



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
03:30 PM	103	103	114	114	217
03:45 PM	107	107	112	112	219
Total	468	468	446	446	914
04:00 PM	109	109	103	103	212
04:15 PM	113	113	107	107	220
04:30 PM	105	105	101	101	206
04:45 PM	105	105	95	95	200
Total	432	432	406	406	838
05:00 PM	108	108	80	80	188
05:15 PM	98	98	84	84	182
05:30 PM	80	80	61	61	141
05:45 PM	83	83	82	82	165
Total	369	369	307	307	676
06:00 PM	92	92	83	83	175
06:15 PM	88	88	89	89	177
06:30 PM	91	91	69	69	160
06:45 PM	71	71	61	61	132
Total	342	342	302	302	644
07:00 PM	58	58	44	44	102
07:15 PM	55	55	48	48	103
07:30 PM	60	60	47	47	107
07:45 PM	44	44	49	49	93
Total	217	217	188	188	405
08:00 PM	40	40	43	43	83
08:15 PM	58	58	36	36	94
08:30 PM	53	53	43	43	96



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 5

Groups Printed- Light - Heavy

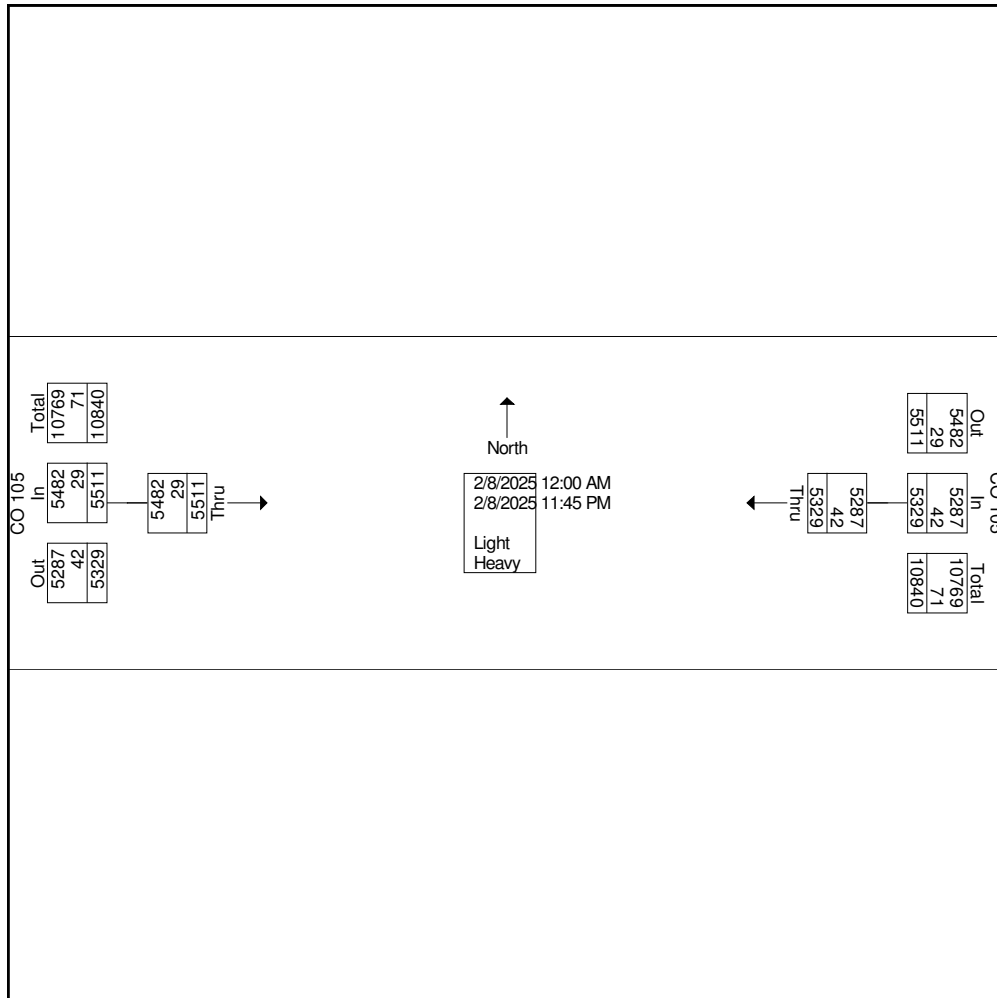
	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
08:45 PM	44	44	40	40	84
Total	195	195	162	162	357
09:00 PM	49	49	59	59	108
09:15 PM	32	32	43	43	75
09:30 PM	18	18	29	29	47
09:45 PM	25	25	31	31	56
Total	124	124	162	162	286
10:00 PM	12	12	13	13	25
10:15 PM	28	28	15	15	43
10:30 PM	18	18	14	14	32
10:45 PM	11	11	9	9	20
Total	69	69	51	51	120
11:00 PM	11	11	4	4	15
11:15 PM	10	10	3	3	13
11:30 PM	6	6	5	5	11
11:45 PM	7	7	2	2	9
Total	34	34	14	14	48
Grand Total	5329	5329	5511	5511	10840
Apprch %	100		100		
Total %	49.2	49.2	50.8	50.8	
Light	5287	5287	5482	5482	10769
% Light	99.2	99.2	99.5	99.5	99.3
Heavy	42	42	29	29	71
% Heavy	0.8	0.8	0.5	0.5	0.7



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 6



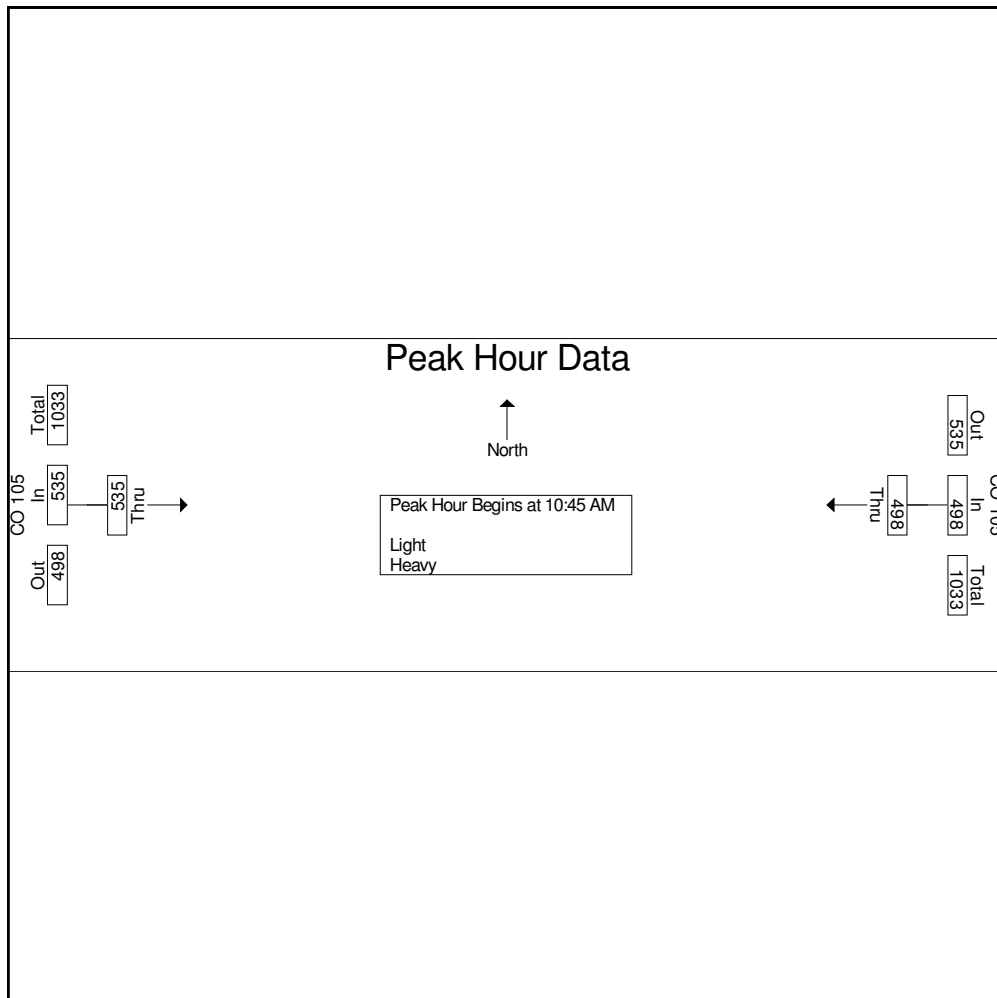


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 10:45 AM					
10:45 AM	129	129	141	141	270
11:00 AM	110	110	132	132	242
11:15 AM	120	120	118	118	238
11:30 AM	139	139	144	144	283
Total Volume	498	498	535	535	1033
% App. Total	100		100		
PHF	.896	.896	.929	.929	.913



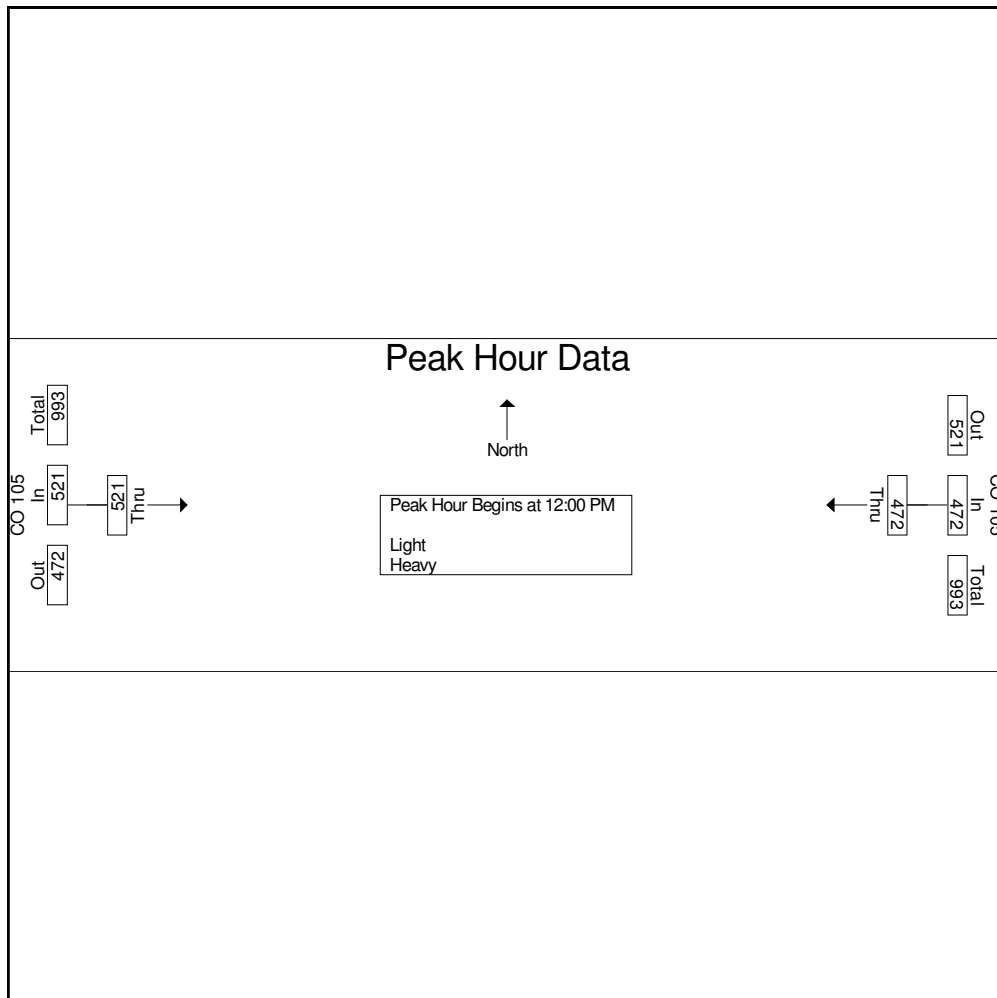


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sat
Site Code : Atkins
Start Date : 2/8/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 12:00 PM					
12:00 PM	109	109	146	146	255
12:15 PM	124	124	141	141	265
12:30 PM	124	124	105	105	229
12:45 PM	115	115	129	129	244
Total Volume	472	472	521	521	993
% App. Total	100		100		
PHF	.952	.952	.892	.892	.937





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	5	5	6	6	11
12:15 AM	9	9	7	7	16
12:30 AM	5	5	2	2	7
12:45 AM	4	4	1	1	5
Total	23	23	16	16	39
01:00 AM	1	1	5	5	6
01:15 AM	4	4	3	3	7
01:30 AM	4	4	5	5	9
01:45 AM	4	4	2	2	6
Total	13	13	15	15	28
02:00 AM	2	2	1	1	3
02:15 AM	4	4	0	0	4
02:30 AM	2	2	4	4	6
02:45 AM	0	0	1	1	1
Total	8	8	6	6	14
03:00 AM	0	0	1	1	1
03:15 AM	0	0	0	0	0
03:30 AM	1	1	2	2	3
03:45 AM	2	2	11	11	13
Total	3	3	14	14	17
04:00 AM	1	1	3	3	4
04:15 AM	3	3	0	0	3
04:30 AM	2	2	2	2	4
04:45 AM	1	1	2	2	3
Total	7	7	7	7	14



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	1	1	6	6	7
05:15 AM	1	1	7	7	8
05:30 AM	1	1	4	4	5
05:45 AM	5	5	13	13	18
Total	8	8	30	30	38
06:00 AM	5	5	7	7	12
06:15 AM	4	4	6	6	10
06:30 AM	11	11	22	22	33
06:45 AM	13	13	18	18	31
Total	33	33	53	53	86
07:00 AM	10	10	20	20	30
07:15 AM	12	12	33	33	45
07:30 AM	22	22	27	27	49
07:45 AM	17	17	31	31	48
Total	61	61	111	111	172
08:00 AM	28	28	51	51	79
08:15 AM	36	36	46	46	82
08:30 AM	46	46	61	61	107
08:45 AM	38	38	77	77	115
Total	148	148	235	235	383
09:00 AM	53	53	66	66	119
09:15 AM	57	57	75	75	132
09:30 AM	55	55	84	84	139
09:45 AM	69	69	82	82	151
Total	234	234	307	307	541
10:00 AM	83	83	89	89	172



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:15 AM	75	75	93	93	168
10:30 AM	86	86	104	104	190
10:45 AM	91	91	114	114	205
Total	335	335	400	400	735
11:00 AM	94	94	108	108	202
11:15 AM	100	100	80	80	180
11:30 AM	110	110	87	87	197
11:45 AM	108	108	105	105	213
Total	412	412	380	380	792
12:00 PM	101	101	109	109	210
12:15 PM	106	106	95	95	201
12:30 PM	102	102	108	108	210
12:45 PM	112	112	102	102	214
Total	421	421	414	414	835
01:00 PM	116	116	107	107	223
01:15 PM	101	101	100	100	201
01:30 PM	113	113	103	103	216
01:45 PM	113	113	123	123	236
Total	443	443	433	433	876
02:00 PM	116	116	90	90	206
02:15 PM	124	124	111	111	235
02:30 PM	118	118	102	102	220
02:45 PM	85	85	91	91	176
Total	443	443	394	394	837
03:00 PM	128	128	90	90	218
03:15 PM	89	89	102	102	191



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
03:30 PM	115	115	96	96	211
03:45 PM	118	118	93	93	211
Total	450	450	381	381	831
04:00 PM	103	103	97	97	200
04:15 PM	102	102	67	67	169
04:30 PM	67	67	63	63	130
04:45 PM	65	65	57	57	122
Total	337	337	284	284	621
05:00 PM	58	58	66	66	124
05:15 PM	51	51	60	60	111
05:30 PM	50	50	41	41	91
05:45 PM	41	41	42	42	83
Total	200	200	209	209	409
06:00 PM	51	51	34	34	85
06:15 PM	57	57	46	46	103
06:30 PM	43	43	33	33	76
06:45 PM	51	51	41	41	92
Total	202	202	154	154	356
07:00 PM	39	39	44	44	83
07:15 PM	32	32	28	28	60
07:30 PM	28	28	24	24	52
07:45 PM	34	34	28	28	62
Total	133	133	124	124	257
08:00 PM	44	44	37	37	81
08:15 PM	44	44	36	36	80
08:30 PM	54	54	55	55	109



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 5

Groups Printed- Light - Heavy

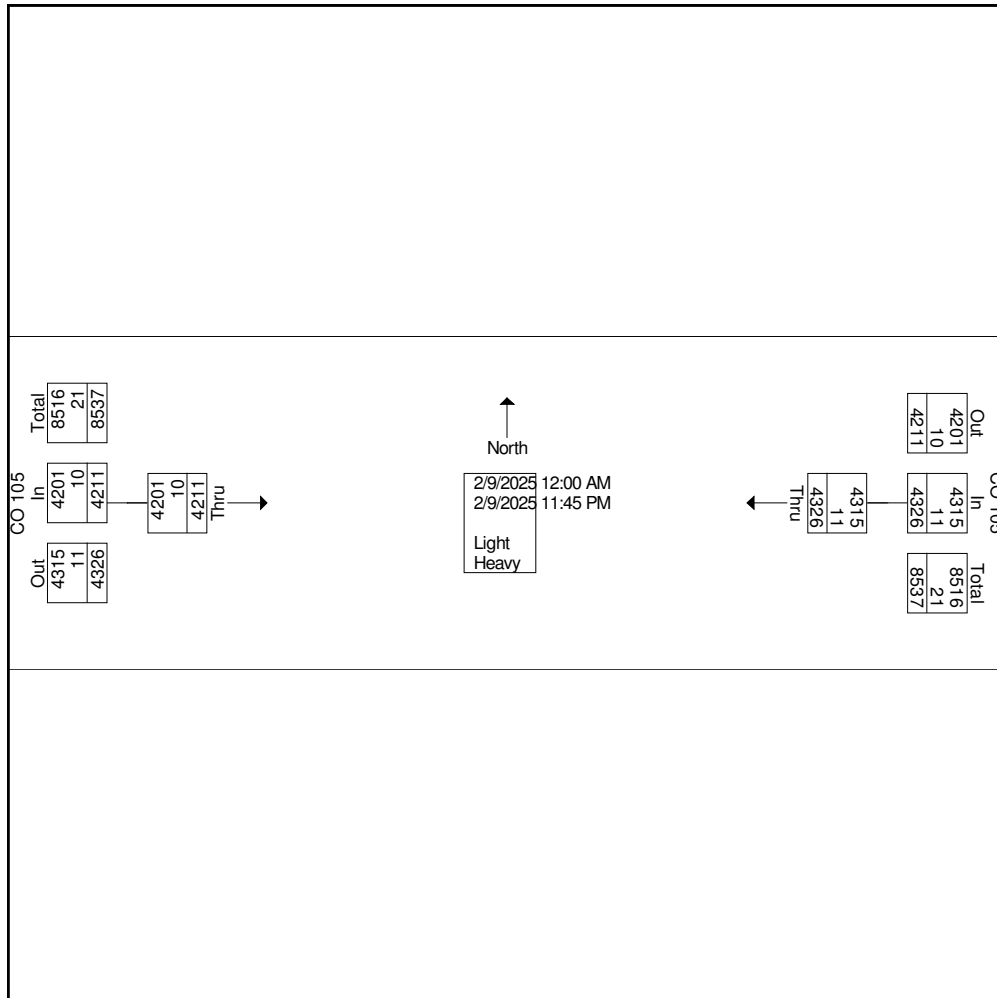
	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
08:45 PM	53	53	53	53	106
Total	195	195	181	181	376
09:00 PM	72	72	3	3	75
09:15 PM	45	45	0	0	45
09:30 PM	21	21	11	11	32
09:45 PM	20	20	19	19	39
Total	158	158	33	33	191
10:00 PM	18	18	12	12	30
10:15 PM	10	10	5	5	15
10:30 PM	6	6	0	0	6
10:45 PM	9	9	7	7	16
Total	43	43	24	24	67
11:00 PM	5	5	2	2	7
11:15 PM	7	7	1	1	8
11:30 PM	3	3	1	1	4
11:45 PM	1	1	2	2	3
Total	16	16	6	6	22
Grand Total	4326	4326	4211	4211	8537
Apprch %	100		100		
Total %	50.7	50.7	49.3	49.3	
Light	4315	4315	4201	4201	8516
% Light	99.7	99.7	99.8	99.8	99.8
Heavy	11	11	10	10	21
% Heavy	0.3	0.3	0.2	0.2	0.2



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 6



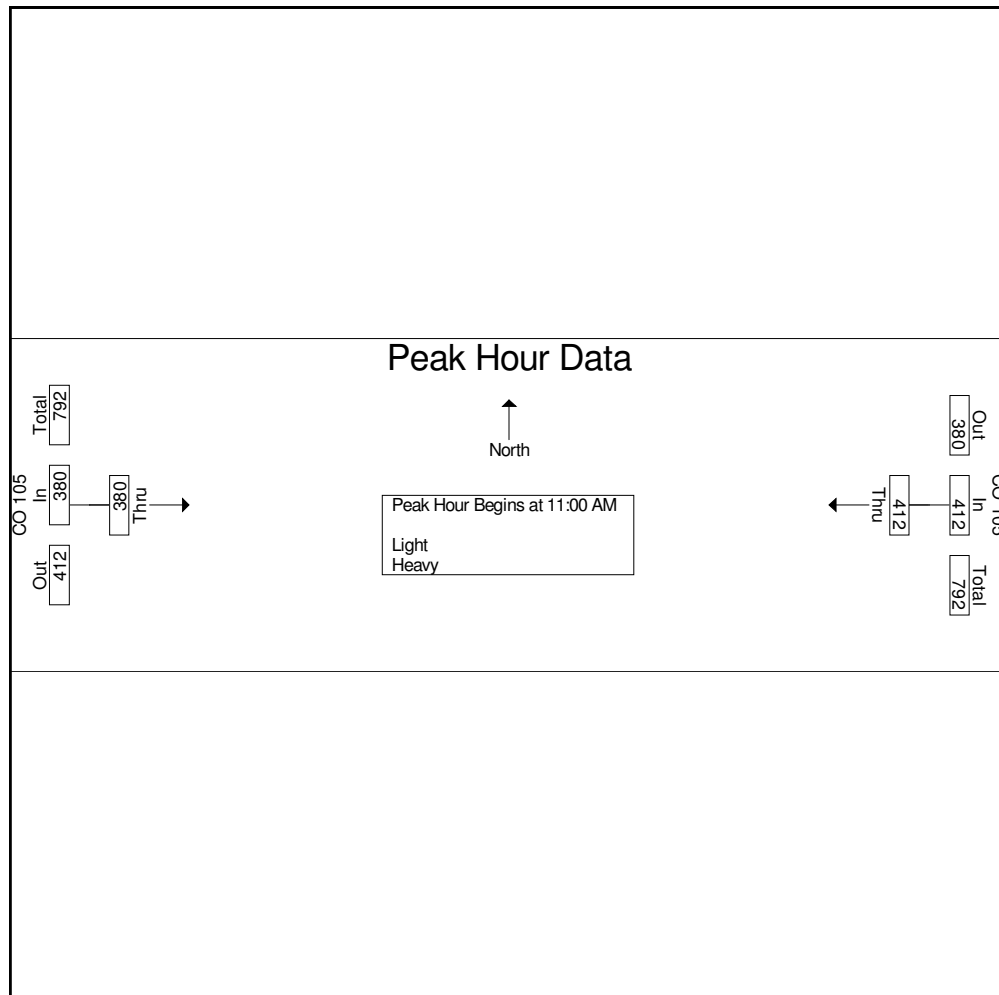


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 11:00 AM					
11:00 AM	94	94	108	108	202
11:15 AM	100	100	80	80	180
11:30 AM	110	110	87	87	197
11:45 AM	108	108	105	105	213
Total Volume	412	412	380	380	792
% App. Total	100		100		
PHF	.936	.936	.880	.880	.930



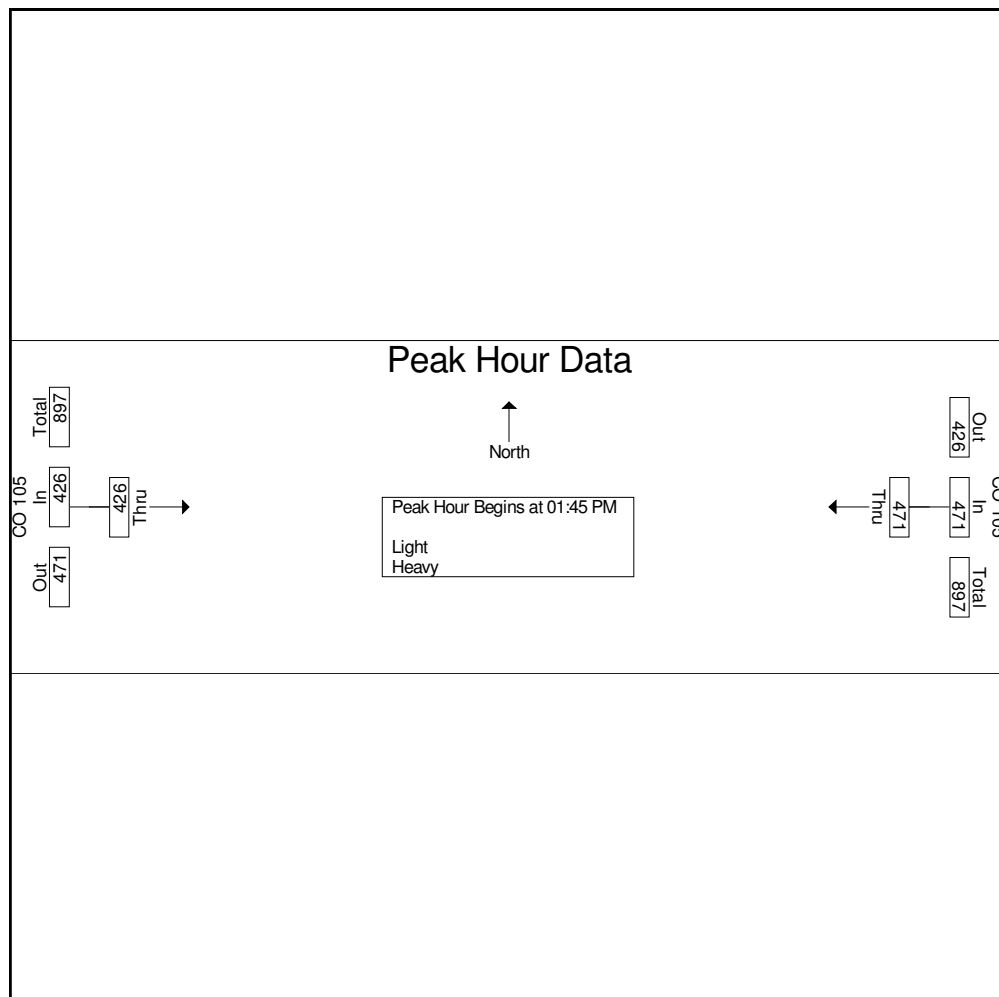


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Sun
Site Code : Atkins
Start Date : 2/9/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 01:45 PM					
01:45 PM	113	113	123	123	236
02:00 PM	116	116	90	90	206
02:15 PM	124	124	111	111	235
02:30 PM	118	118	102	102	220
Total Volume	471	471	426	426	897
% App. Total	100		100		
PHF	.950	.950	.866	.866	.950





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	4	4	4	4	8
12:15 AM	1	1	1	1	2
12:30 AM	2	2	2	2	4
12:45 AM	2	2	0	0	2
Total	9	9	7	7	16
01:00 AM	2	2	0	0	2
01:15 AM	2	2	0	0	2
01:30 AM	1	1	2	2	3
01:45 AM	1	1	1	1	2
Total	6	6	3	3	9
02:00 AM	3	3	1	1	4
02:15 AM	2	2	0	0	2
02:30 AM	3	3	1	1	4
02:45 AM	0	0	2	2	2
Total	8	8	4	4	12
03:00 AM	2	2	2	2	4
03:15 AM	2	2	2	2	4
03:30 AM	0	0	1	1	1
03:45 AM	1	1	3	3	4
Total	5	5	8	8	13
04:00 AM	0	0	4	4	4
04:15 AM	3	3	10	10	13
04:30 AM	2	2	5	5	7
04:45 AM	2	2	11	11	13
Total	7	7	30	30	37



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	5	5	21	21	26
05:15 AM	9	9	15	15	24
05:30 AM	9	9	23	23	32
05:45 AM	16	16	27	27	43
Total	39	39	86	86	125
06:00 AM	9	9	33	33	42
06:15 AM	12	12	42	42	54
06:30 AM	21	21	63	63	84
06:45 AM	44	44	77	77	121
Total	86	86	215	215	301
07:00 AM	35	35	81	81	116
07:15 AM	51	51	94	94	145
07:30 AM	74	74	110	110	184
07:45 AM	91	91	89	89	180
Total	251	251	374	374	625
08:00 AM	69	69	70	70	139
08:15 AM	69	69	83	83	152
08:30 AM	61	61	108	108	169
08:45 AM	92	92	114	114	206
Total	291	291	375	375	666
09:00 AM	88	88	98	98	186
09:15 AM	86	86	73	73	159
09:30 AM	82	82	87	87	169
09:45 AM	70	70	98	98	168
Total	326	326	356	356	682
10:00 AM	71	71	85	85	156



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:15 AM	83	83	110	110	193
10:30 AM	87	87	96	96	183
10:45 AM	100	100	103	103	203
Total	341	341	394	394	735
11:00 AM	85	85	89	89	174
11:15 AM	98	98	125	125	223
11:30 AM	108	108	135	135	243
11:45 AM	111	111	109	109	220
Total	402	402	458	458	860
12:00 PM	109	109	105	105	214
12:15 PM	129	129	87	87	216
12:30 PM	132	132	111	111	243
12:45 PM	155	155	106	106	261
Total	525	525	409	409	934
01:00 PM	115	115	127	127	242
01:15 PM	105	105	125	125	230
01:30 PM	113	113	99	99	212
01:45 PM	123	123	96	96	219
Total	456	456	447	447	903
02:00 PM	113	113	102	102	215
02:15 PM	107	107	113	113	220
02:30 PM	107	107	111	111	218
02:45 PM	133	133	101	101	234
Total	460	460	427	427	887
03:00 PM	146	146	111	111	257
03:15 PM	124	124	131	131	255



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
03:30 PM	128	128	124	124	252
03:45 PM	117	117	122	122	239
Total	515	515	488	488	1003
04:00 PM	120	120	141	141	261
04:15 PM	156	156	112	112	268
04:30 PM	143	143	117	117	260
04:45 PM	145	145	119	119	264
Total	564	564	489	489	1053
05:00 PM	156	156	118	118	274
05:15 PM	160	160	123	123	283
05:30 PM	136	136	96	96	232
05:45 PM	117	117	93	93	210
Total	569	569	430	430	999
06:00 PM	111	111	93	93	204
06:15 PM	91	91	58	58	149
06:30 PM	92	92	71	71	163
06:45 PM	89	89	67	67	156
Total	383	383	289	289	672
07:00 PM	88	88	66	66	154
07:15 PM	63	63	51	51	114
07:30 PM	64	64	53	53	117
07:45 PM	65	65	41	41	106
Total	280	280	211	211	491
08:00 PM	70	70	37	37	107
08:15 PM	41	41	27	27	68
08:30 PM	40	40	37	37	77



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 5

Groups Printed- Light - Heavy

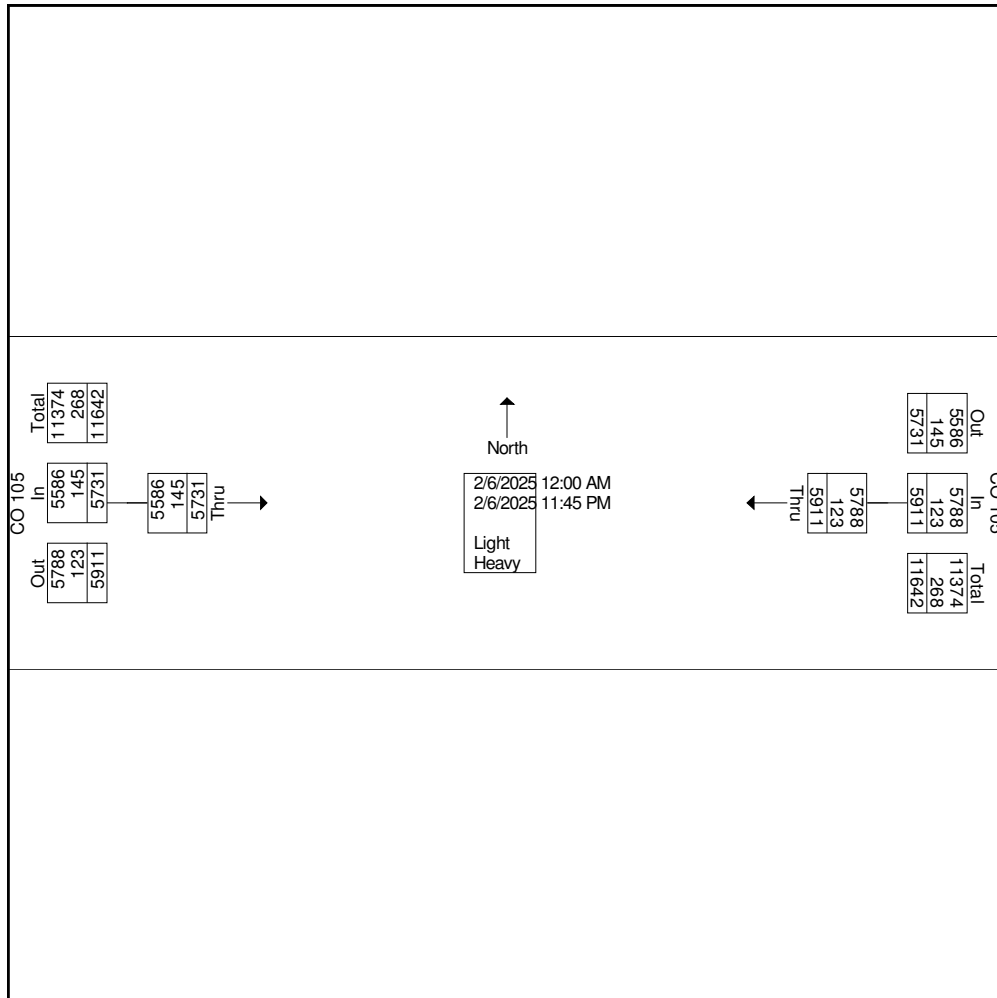
	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
08:45 PM	33	33	30	30	63
Total	184	184	131	131	315
09:00 PM	36	36	11	11	47
09:15 PM	37	37	30	30	67
09:30 PM	28	28	16	16	44
09:45 PM	19	19	6	6	25
Total	120	120	63	63	183
10:00 PM	15	15	6	6	21
10:15 PM	15	15	6	6	21
10:30 PM	13	13	7	7	20
10:45 PM	13	13	3	3	16
Total	56	56	22	22	78
11:00 PM	9	9	4	4	13
11:15 PM	7	7	4	4	11
11:30 PM	8	8	4	4	12
11:45 PM	4	4	3	3	7
Total	28	28	15	15	43
Grand Total	5911	5911	5731	5731	11642
Apprch %	100		100		
Total %	50.8	50.8	49.2	49.2	
Light	5788	5788	5586	5586	11374
% Light	97.9	97.9	97.5	97.5	97.7
Heavy	123	123	145	145	268
% Heavy	2.1	2.1	2.5	2.5	2.3



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 6



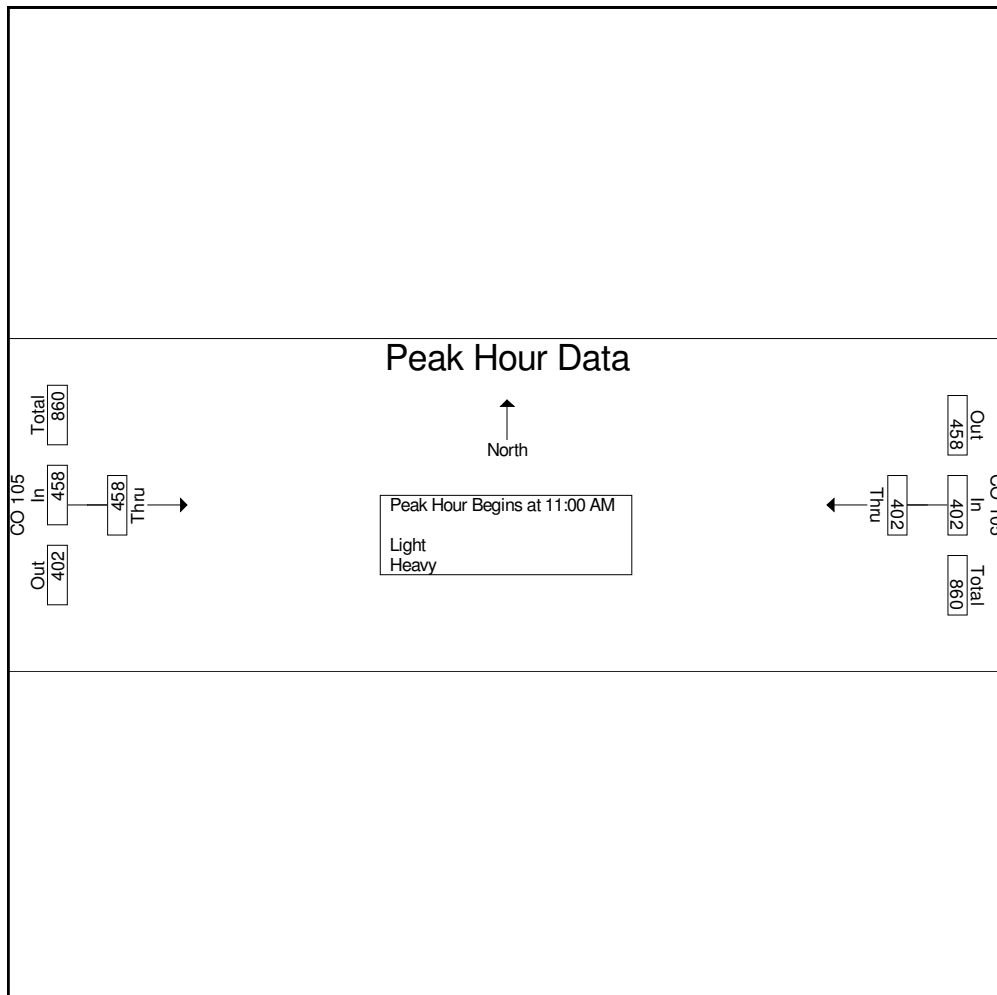


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 11:00 AM					
11:00 AM	85	85	89	89	174
11:15 AM	98	98	125	125	223
11:30 AM	108	108	135	135	243
11:45 AM	111	111	109	109	220
Total Volume	402	402	458	458	860
% App. Total	100		100		
PHF	.905	.905	.848	.848	.885



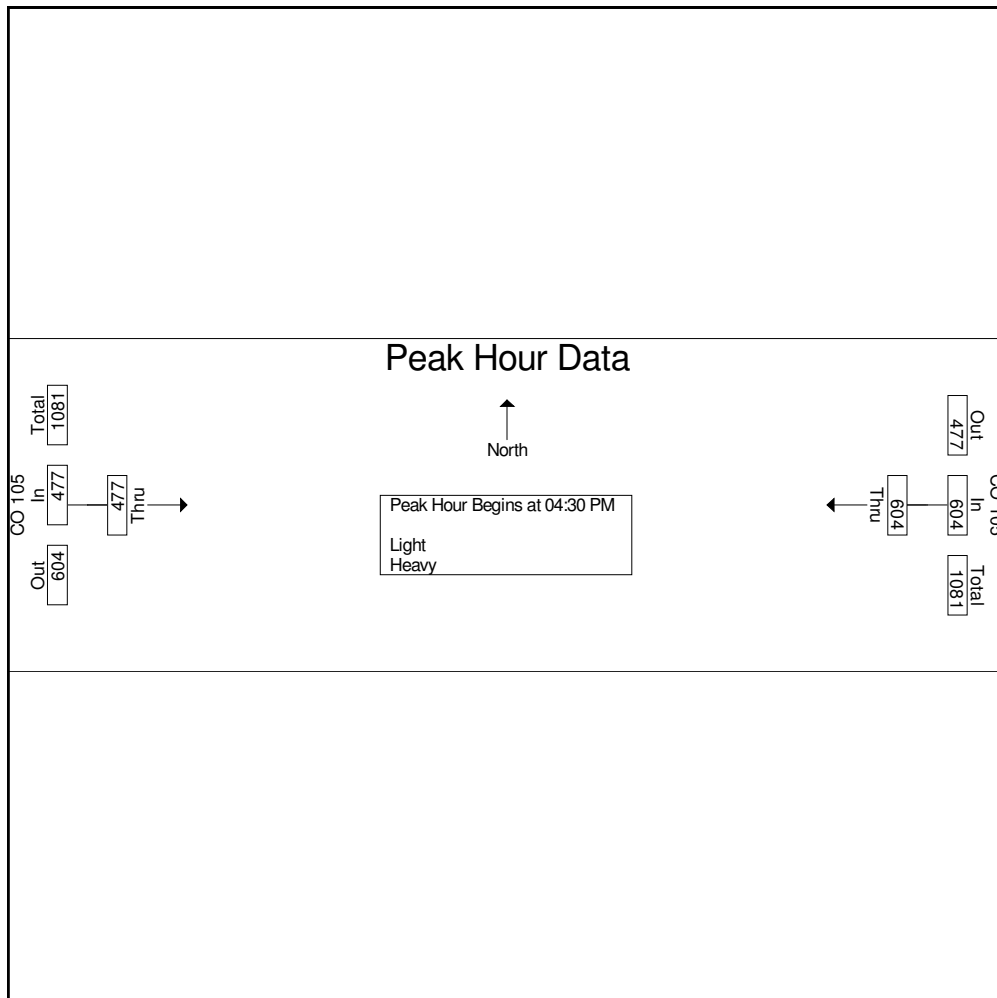


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Thurs
Site Code : Atkins
Start Date : 2/6/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:30 PM					
04:30 PM	143	143	117	117	260
04:45 PM	145	145	119	119	264
05:00 PM	156	156	118	118	274
05:15 PM	160	160	123	123	283
Total Volume	604	604	477	477	1081
% App. Total	100		100		
PHF	.944	.944	.970	.970	.955





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	4	4	3	3	7
12:15 AM	4	4	3	3	7
12:30 AM	2	2	1	1	3
12:45 AM	3	3	0	0	3
Total	13	13	7	7	20
01:00 AM	3	3	0	0	3
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	1	1	1	1	2
Total	4	4	1	1	5
02:00 AM	1	1	2	2	3
02:15 AM	1	1	0	0	1
02:30 AM	1	1	0	0	1
02:45 AM	1	1	0	0	1
Total	4	4	2	2	6
03:00 AM	1	1	1	1	2
03:15 AM	0	0	4	4	4
03:30 AM	2	2	1	1	3
03:45 AM	0	0	3	3	3
Total	3	3	9	9	12
04:00 AM	1	1	2	2	3
04:15 AM	2	2	6	6	8
04:30 AM	1	1	10	10	11
04:45 AM	8	8	12	12	20
Total	12	12	30	30	42



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	8	8	12	12	20
05:15 AM	2	2	15	15	17
05:30 AM	11	11	37	37	48
05:45 AM	22	22	40	40	62
Total	43	43	104	104	147
06:00 AM	18	18	41	41	59
06:15 AM	26	26	44	44	70
06:30 AM	24	24	66	66	90
06:45 AM	37	37	92	92	129
Total	105	105	243	243	348
07:00 AM	39	39	88	88	127
07:15 AM	55	55	107	107	162
07:30 AM	81	81	125	125	206
07:45 AM	84	84	114	114	198
Total	259	259	434	434	693
08:00 AM	79	79	79	79	158
08:15 AM	51	51	83	83	134
08:30 AM	69	69	98	98	167
08:45 AM	89	89	95	95	184
Total	288	288	355	355	643
09:00 AM	42	42	101	101	143
09:15 AM	84	84	74	74	158
09:30 AM	47	47	87	87	134
09:45 AM	58	58	108	108	166
Total	231	231	370	370	601
10:00 AM	96	96	66	66	162



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:15 AM	74	74	91	91	165
10:30 AM	82	82	88	88	170
10:45 AM	76	76	121	121	197
Total	328	328	366	366	694
11:00 AM	89	89	86	86	175
11:15 AM	93	93	81	81	174
11:30 AM	90	90	102	102	192
11:45 AM	106	106	71	71	177
Total	378	378	340	340	718
12:00 PM	109	109	101	101	210
12:15 PM	116	116	101	101	217
12:30 PM	108	108	86	86	194
12:45 PM	132	132	108	108	240
Total	465	465	396	396	861
01:00 PM	114	114	123	123	237
01:15 PM	89	89	101	101	190
01:30 PM	114	114	102	102	216
01:45 PM	132	132	98	98	230
Total	449	449	424	424	873
02:00 PM	113	113	123	123	236
02:15 PM	116	116	120	120	236
02:30 PM	118	118	114	114	232
02:45 PM	162	162	129	129	291
Total	509	509	486	486	995
03:00 PM	129	129	111	111	240
03:15 PM	146	146	115	115	261



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
03:30 PM	114	114	128	128	242
03:45 PM	132	132	114	114	246
Total	521	521	468	468	989
04:00 PM	154	154	144	144	298
04:15 PM	159	159	127	127	286
04:30 PM	155	155	122	122	277
04:45 PM	135	135	139	139	274
Total	603	603	532	532	1135
05:00 PM	143	143	123	123	266
05:15 PM	149	149	130	130	279
05:30 PM	141	141	115	115	256
05:45 PM	112	112	84	84	196
Total	545	545	452	452	997
06:00 PM	109	109	86	86	195
06:15 PM	118	118	77	77	195
06:30 PM	87	87	57	57	144
06:45 PM	63	63	47	47	110
Total	377	377	267	267	644
07:00 PM	78	78	41	41	119
07:15 PM	60	60	43	43	103
07:30 PM	69	69	45	45	114
07:45 PM	39	39	40	40	79
Total	246	246	169	169	415
08:00 PM	48	48	29	29	77
08:15 PM	43	43	34	34	77
08:30 PM	43	43	44	44	87



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 5

Groups Printed- Light - Heavy

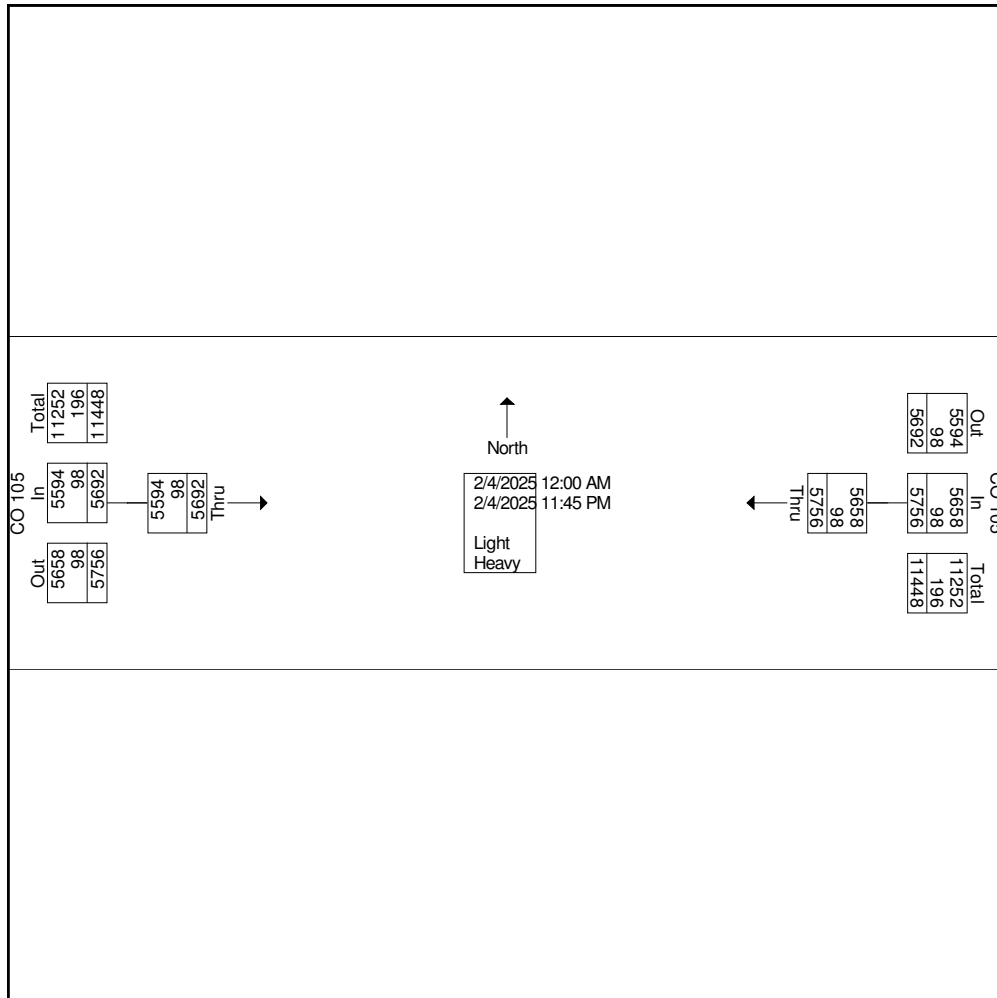
	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
08:45 PM	34	34	28	28	62
Total	168	168	135	135	303
09:00 PM	43	43	21	21	64
09:15 PM	26	26	12	12	38
09:30 PM	26	26	13	13	39
09:45 PM	23	23	8	8	31
Total	118	118	54	54	172
10:00 PM	14	14	11	11	25
10:15 PM	13	13	6	6	19
10:30 PM	14	14	9	9	23
10:45 PM	12	12	4	4	16
Total	53	53	30	30	83
11:00 PM	12	12	7	7	19
11:15 PM	7	7	2	2	9
11:30 PM	8	8	5	5	13
11:45 PM	7	7	4	4	11
Total	34	34	18	18	52
Grand Total	5756	5756	5692	5692	11448
Apprch %	100		100		
Total %	50.3	50.3	49.7	49.7	
Light	5658	5658	5594	5594	11252
% Light	98.3	98.3	98.3	98.3	98.3
Heavy	98	98	98	98	196
% Heavy	1.7	1.7	1.7	1.7	1.7



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 6



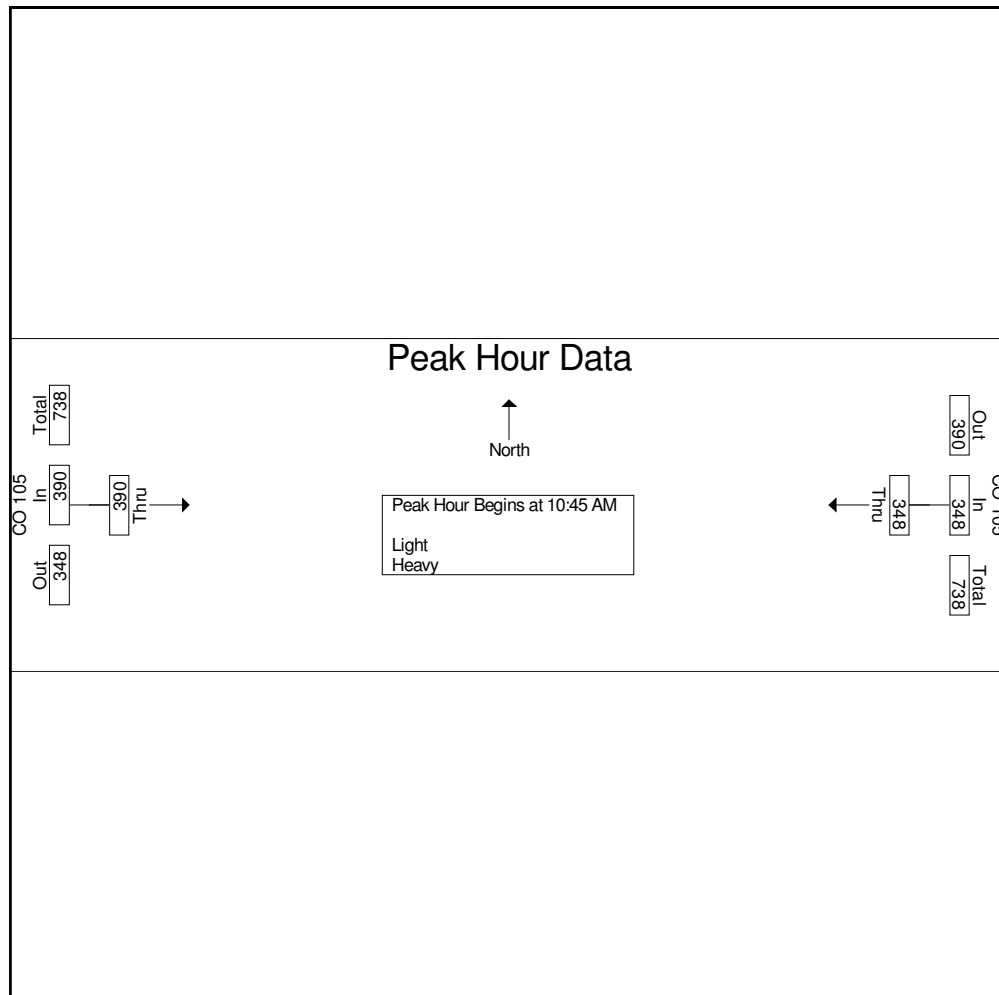


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 10:45 AM					
10:45 AM	76	76	121	121	197
11:00 AM	89	89	86	86	175
11:15 AM	93	93	81	81	174
11:30 AM	90	90	102	102	192
Total Volume	348	348	390	390	738
% App. Total	100		100		
PHF	.935	.935	.806	.806	.937



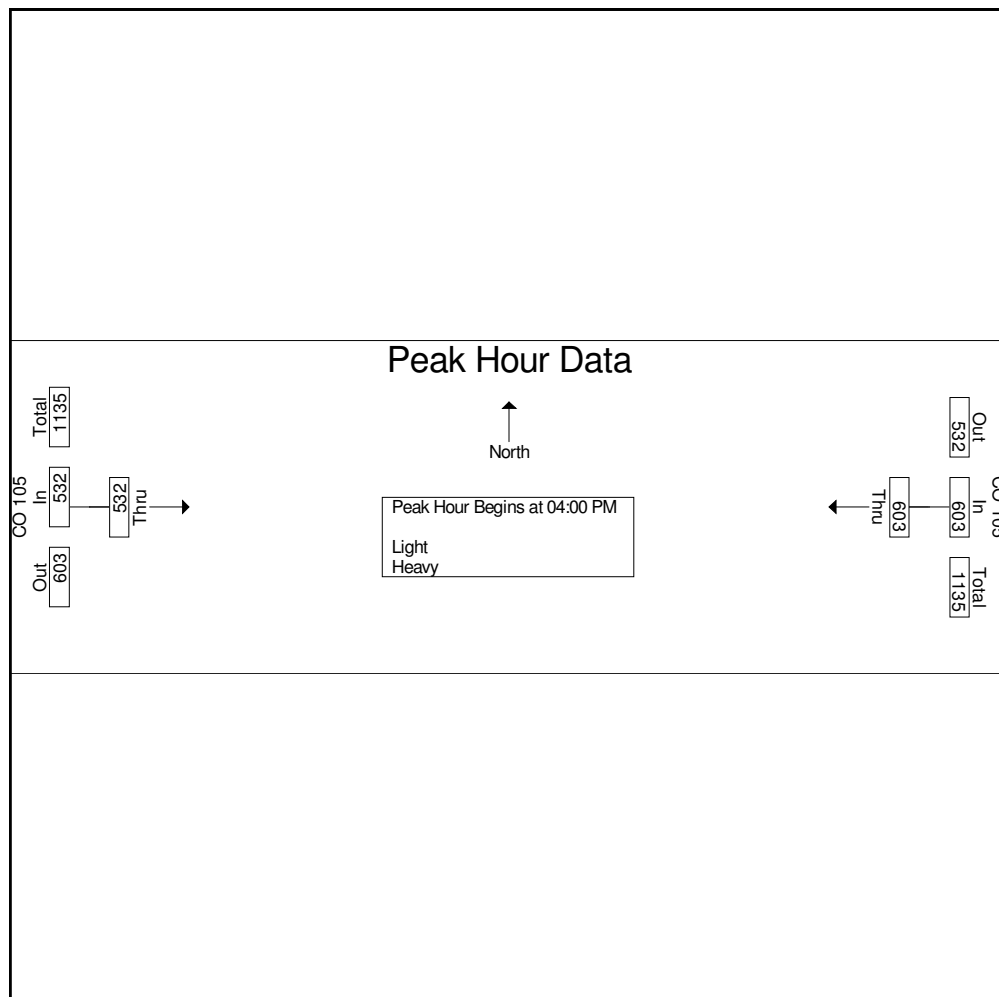


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Tues
Site Code : Atkins
Start Date : 2/4/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:00 PM					
04:00 PM	154	154	144	144	298
04:15 PM	159	159	127	127	286
04:30 PM	155	155	122	122	277
04:45 PM	135	135	139	139	274
Total Volume	603	603	532	532	1135
% App. Total	100		100		
PHF	.948	.948	.924	.924	.952





Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 1

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
12:00 AM	2	2	5	5	7
12:15 AM	3	3	2	2	5
12:30 AM	4	4	2	2	6
12:45 AM	3	3	0	0	3
Total	12	12	9	9	21
01:00 AM	3	3	1	1	4
01:15 AM	0	0	0	0	0
01:30 AM	0	0	0	0	0
01:45 AM	0	0	1	1	1
Total	3	3	2	2	5
02:00 AM	0	0	1	1	1
02:15 AM	1	1	2	2	3
02:30 AM	0	0	2	2	2
02:45 AM	0	0	1	1	1
Total	1	1	6	6	7
03:00 AM	2	2	2	2	4
03:15 AM	0	0	3	3	3
03:30 AM	0	0	1	1	1
03:45 AM	0	0	3	3	3
Total	2	2	9	9	11
04:00 AM	0	0	3	3	3
04:15 AM	1	1	5	5	6
04:30 AM	4	4	7	7	11
04:45 AM	8	8	12	12	20
Total	13	13	27	27	40



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 2

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
05:00 AM	5	5	14	14	19
05:15 AM	3	3	21	21	24
05:30 AM	10	10	26	26	36
05:45 AM	11	11	30	30	41
Total	29	29	91	91	120
06:00 AM	13	13	45	45	58
06:15 AM	20	20	46	46	66
06:30 AM	25	25	72	72	97
06:45 AM	36	36	83	83	119
Total	94	94	246	246	340
07:00 AM	36	36	104	104	140
07:15 AM	59	59	70	70	129
07:30 AM	66	66	121	121	187
07:45 AM	86	86	110	110	196
Total	247	247	405	405	652
08:00 AM	78	78	91	91	169
08:15 AM	67	67	71	71	138
08:30 AM	55	55	94	94	149
08:45 AM	97	97	98	98	195
Total	297	297	354	354	651
09:00 AM	85	85	96	96	181
09:15 AM	71	71	96	96	167
09:30 AM	82	82	83	83	165
09:45 AM	74	74	90	90	164
Total	312	312	365	365	677
10:00 AM	78	78	84	84	162
10:15 AM	68	68	95	95	163



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 3

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
10:30 AM	72	72	94	94	166
10:45 AM	78	78	81	81	159
Total	296	296	354	354	650
11:00 AM	91	91	124	124	215
11:15 AM	80	80	76	76	156
11:30 AM	86	86	102	102	188
11:45 AM	89	89	122	122	211
Total	346	346	424	424	770
12:00 PM	108	108	89	89	197
12:15 PM	124	124	114	114	238
12:30 PM	111	111	88	88	199
12:45 PM	139	139	108	108	247
Total	482	482	399	399	881
01:00 PM	102	102	104	104	206
01:15 PM	105	105	97	97	202
01:30 PM	109	109	101	101	210
01:45 PM	107	107	113	113	220
Total	423	423	415	415	838
02:00 PM	102	102	118	118	220
02:15 PM	134	134	123	123	257
02:30 PM	144	144	117	117	261
02:45 PM	120	120	115	115	235
Total	500	500	473	473	973
03:00 PM	135	135	114	114	249
03:15 PM	152	152	120	120	272
03:30 PM	130	130	119	119	249
03:45 PM	133	133	122	122	255
Total	550	550	475	475	1025



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 4

Groups Printed- Light - Heavy

Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
04:00 PM	132	132	132	132	264
04:15 PM	141	141	115	115	256
04:30 PM	129	129	120	120	249
04:45 PM	150	150	135	135	285
Total	552	552	502	502	1054
05:00 PM	126	126	125	125	251
05:15 PM	150	150	118	118	268
05:30 PM	138	138	129	129	267
05:45 PM	131	131	108	108	239
Total	545	545	480	480	1025
06:00 PM	122	122	90	90	212
06:15 PM	87	87	82	82	169
06:30 PM	98	98	64	64	162
06:45 PM	76	76	73	73	149
Total	383	383	309	309	692
07:00 PM	81	81	57	57	138
07:15 PM	66	66	52	52	118
07:30 PM	63	63	53	53	116
07:45 PM	65	65	50	50	115
Total	275	275	212	212	487
08:00 PM	67	67	36	36	103
08:15 PM	45	45	56	56	101
08:30 PM	48	48	21	21	69
08:45 PM	40	40	26	26	66
Total	200	200	139	139	339
09:00 PM	49	49	12	12	61
09:15 PM	37	37	13	13	50



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 5

Groups Printed- Light - Heavy

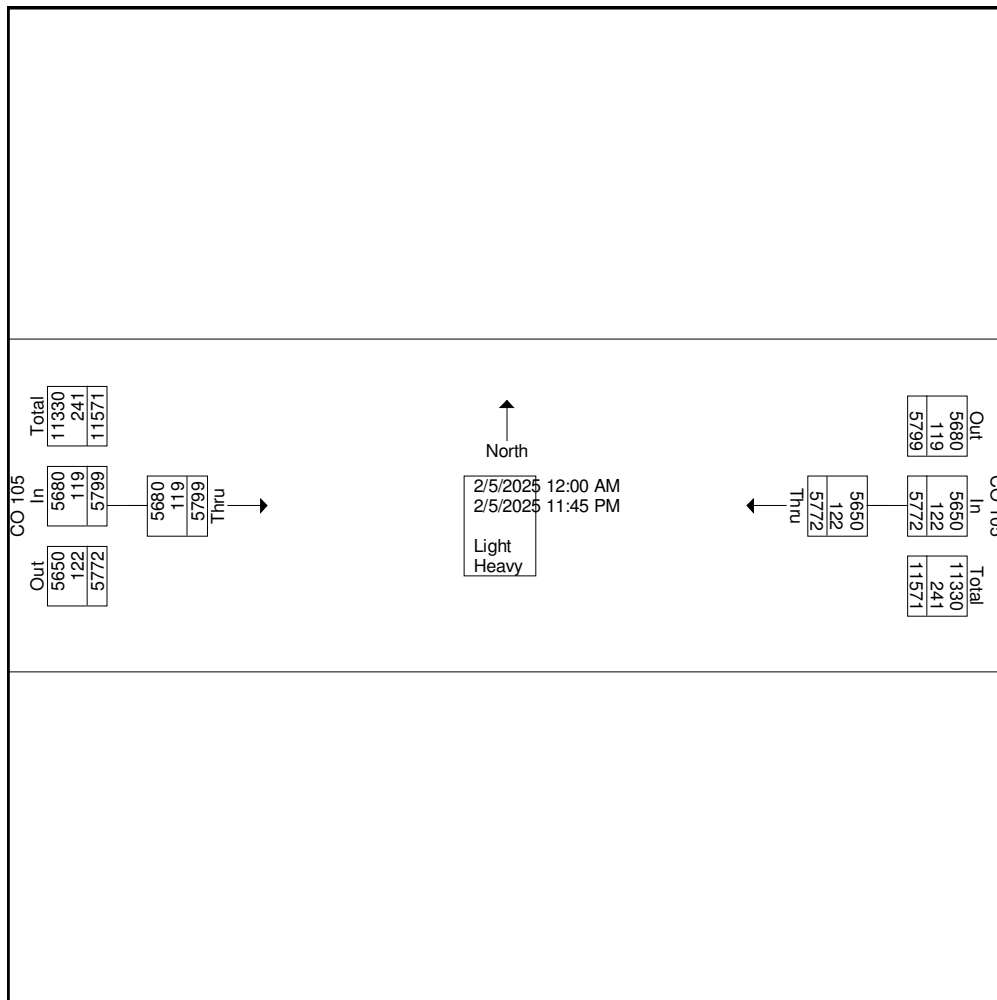
Start Time	CO 105 Westbound		CO 105 Eastbound		Int. Total
	Thru	App. Total	Thru	App. Total	
09:30 PM	23	23	9	9	32
09:45 PM	18	18	5	5	23
Total	127	127	39	39	166
10:00 PM	21	21	18	18	39
10:15 PM	16	16	5	5	21
10:30 PM	9	9	9	9	18
10:45 PM	6	6	9	9	15
Total	52	52	41	41	93
11:00 PM	13	13	10	10	23
11:15 PM	9	9	5	5	14
11:30 PM	5	5	4	4	9
11:45 PM	4	4	4	4	8
Total	31	31	23	23	54
Grand Total	5772	5772	5799	5799	11571
Apprch %	100		100		
Total %	49.9	49.9	50.1	50.1	
Light	5650	5650	5680	5680	11330
% Light	97.9	97.9	97.9	97.9	97.9
Heavy	122	122	119	119	241
% Heavy	2.1	2.1	2.1	2.1	2.1



Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 6



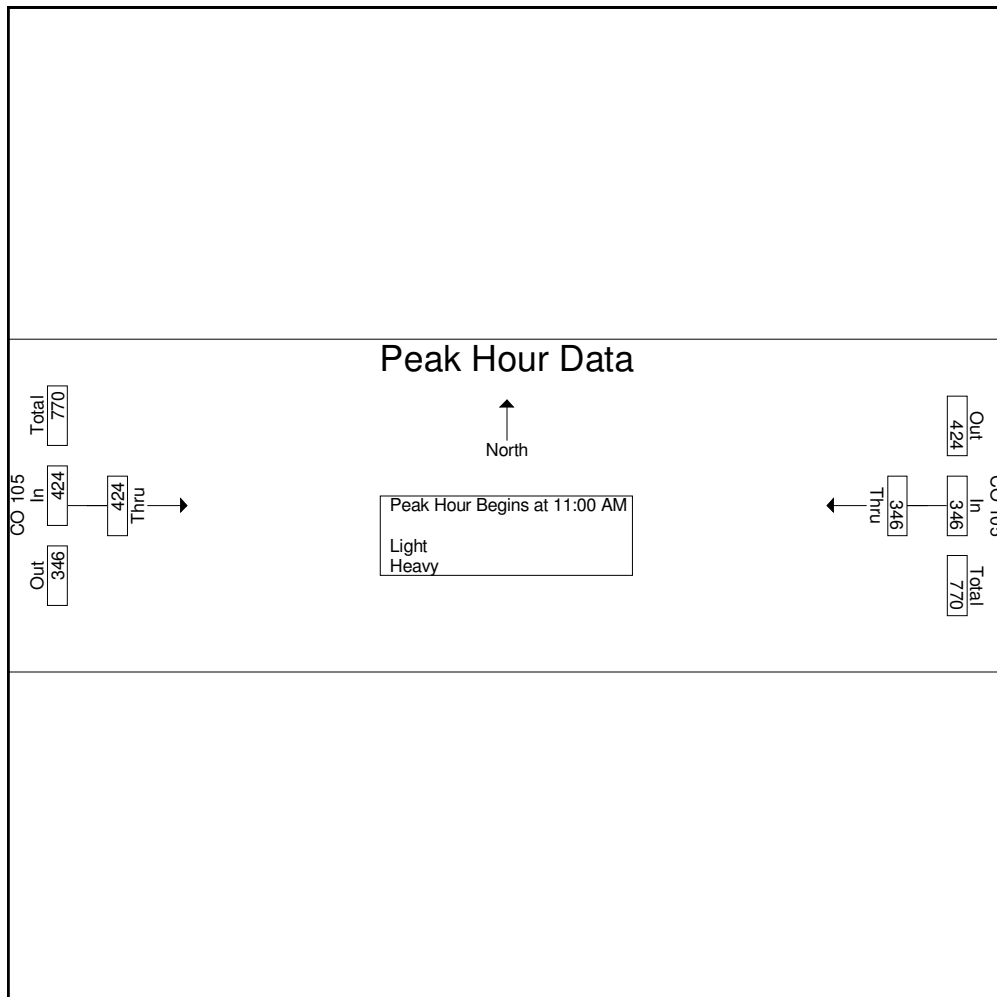


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 7

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 11:00 AM					
11:00 AM	91	91	124	124	215
11:15 AM	80	80	76	76	156
11:30 AM	86	86	102	102	188
11:45 AM	89	89	122	122	211
Total Volume	346	346	424	424	770
% App. Total	100		100		
PHF	.951	.951	.855	.855	.895



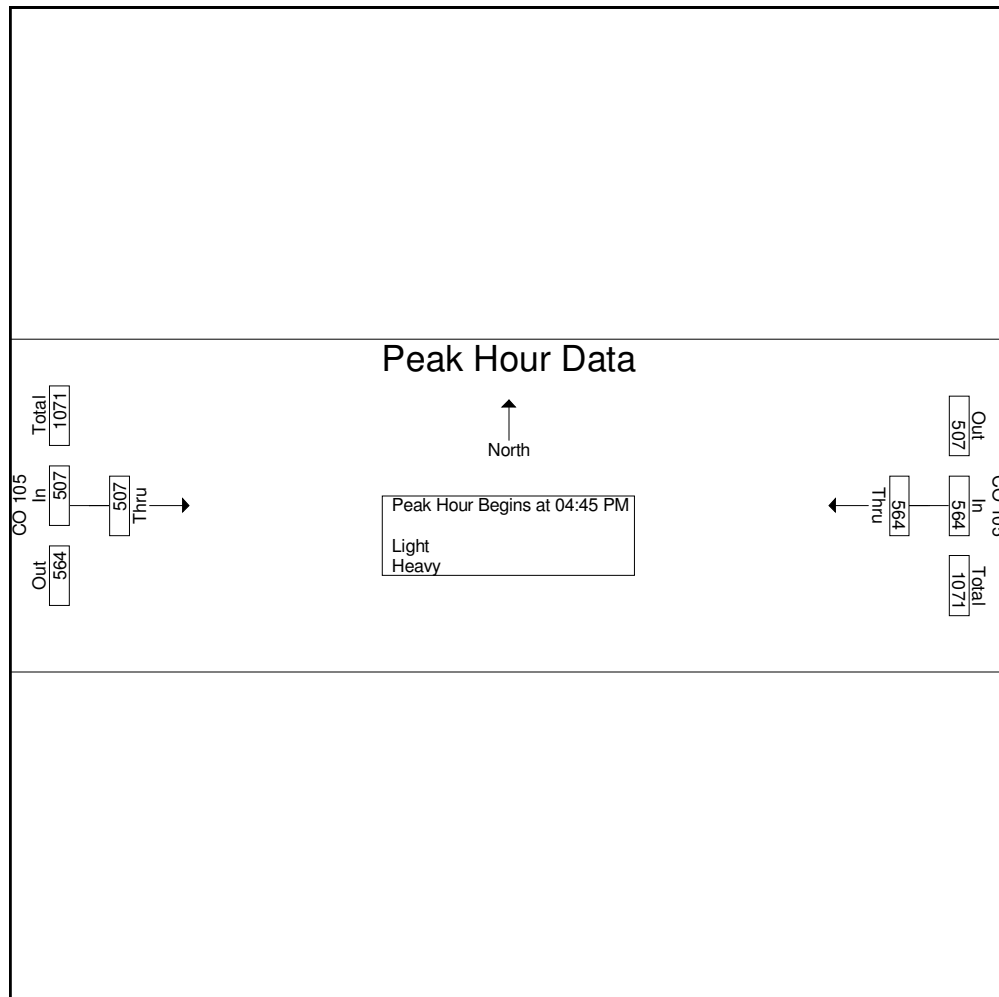


Ridgeview Data
Collection

Monument, CO
R2 CDOT Location 1
24 hour
CO 105 east of Beacon Lite Rd

File Name : CO 105 east of Beacon Lite Rd Wed
Site Code : Atkins
Start Date : 2/5/2025
Page No : 8

	CO 105 Westbound		CO 105 Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:45 PM					
04:45 PM	150	150	135	135	285
05:00 PM	126	126	125	125	251
05:15 PM	150	150	118	118	268
05:30 PM	138	138	129	129	267
Total Volume	564	564	507	507	1071
% App. Total	100		100		
PHF	.940	.940	.939	.939	.939



Level of Service Reports



Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	95	34	27	20	40
Future Vol, veh/h	31	95	34	27	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	114	41	33	24	48
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	74	0	-	0	246	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	742	1008
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	723	1008
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	844	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1526	-	-	-	-	891
HCM Lane V/C Ratio	0.024	-	-	-	-	0.081
HCM Control Delay (s)	7.4	0	-	-	-	9.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

2024 Existing
AM

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	44	77	3	54	47	7
Future Vol, veh/h	44	77	3	54	47	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	93	4	65	57	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	173	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1436	-	817	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	815	956
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	947	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.4		9.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	831	-	-	1436	-	
HCM Lane V/C Ratio	0.078	-	-	0.003	-	
HCM Control Delay (s)	9.7	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	2	5	90	1	4
Future Vol, veh/h	95	2	5	90	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	2	5	98	1	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	212	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1486	-	776	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1486	-	773	951
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	912	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	909	-	-	1486	-	
HCM Lane V/C Ratio	0.006	-	-	0.004	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
7: Beacon Lite Rd & County Line Rd

2024 Existing
AM

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	3	20	110	2	27
Future Vol, veh/h	124	3	20	110	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	4	24	133	3	35
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	332	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1428	-	663	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1428	-	651	895
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	835	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9.3	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	872	-	-	1428	-	
HCM Lane V/C Ratio	0.043	-	-	0.017	-	
HCM Control Delay (s)	9.3	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

HCM 6th TWSC
8: County Line Rd & I-25 SB Ramp

2024 Existing
AM

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	98	46	253	104	0	0	0	0	63	1	13
Future Vol, veh/h	0	98	46	253	104	0	0	0	0	63	1	13
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	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	113	53	275	113	0	0	0	0	76	1	16
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	166	0	0				803	829	113
Stage 1	-	-	-	-	-	-				663	663	-
Stage 2	-	-	-	-	-	-				140	166	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1412	-	0				353	306	940
Stage 1	0	-	-	-	-	0				512	459	-
Stage 2	0	-	-	-	-	0				887	761	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1412	-	-				284	0	940
Mov Cap-2 Maneuver	-	-	-	-	-	-				284	0	-
Stage 1	-	-	-	-	-	-				512	0	-
Stage 2	-	-	-	-	-	-				714	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.8			20.6					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1412	-	322							
HCM Lane V/C Ratio	-	-	0.195	-	0.288							
HCM Control Delay (s)	-	-	8.2	-	20.6							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.7	-	1.2							

HCM 6th TWSC
9: I-25 NB Ramp & County Line Rd

2024 Existing
AM

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↑↑			↱				
Traffic Vol, veh/h	35	114	0	0	305	210	46	1	50	0	0	0
Future Vol, veh/h	35	114	0	0	305	210	46	1	50	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	137	0	0	332	228	55	1	60	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	560	0	-	-	-	0	387 781 137
Stage 1	-	-	-	-	-	-	221 221 -
Stage 2	-	-	-	-	-	-	166 560 -
Critical Hdwy	4.13	-	-	-	-	-	6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43 5.53 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83 5.53 -
Follow-up Hdwy	2.219	-	-	-	-	-	3.519 4.019 3.319
Pot Cap-1 Maneuver	1009	-	0	0	-	-	602 326 911
Stage 1	-	-	0	0	-	-	815 720 -
Stage 2	-	-	0	0	-	-	847 510 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1009	-	-	-	-	-	577 0 911
Mov Cap-2 Maneuver	-	-	-	-	-	-	577 0 -
Stage 1	-	-	-	-	-	-	781 0 -
Stage 2	-	-	-	-	-	-	847 0 -

Approach	EB	WB	NB
HCM Control Delay, s	2	0	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	713	1009	-	-	-
HCM Lane V/C Ratio	0.164	0.042	-	-	-
HCM Control Delay (s)	11	8.7	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	306	7	8	257	60	16	1	6	84	16	9
Future Vol, veh/h	12	306	7	8	257	60	16	1	6	84	16	9
Conflicting Peds, #/hr	8	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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	333	8	9	279	65	21	1	8	101	19	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	341	0	0	708	733	337	669	672	287
Stage 1	-	-	-	-	-	-	363	363	-	305	305	-
Stage 2	-	-	-	-	-	-	345	370	-	364	367	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1218	-	-	350	348	705	371	377	752
Stage 1	-	-	-	-	-	-	656	625	-	705	662	-
Stage 2	-	-	-	-	-	-	671	620	-	655	622	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1198	-	-	1218	-	-	326	338	705	357	366	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	338	-	357	366	-
Stage 1	-	-	-	-	-	-	647	617	-	690	651	-
Stage 2	-	-	-	-	-	-	636	609	-	638	614	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			15.1			19.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	705	1198	-	-	1218	-	-	374
HCM Lane V/C Ratio	0.067	0.011	0.011	-	-	0.007	-	-	0.351
HCM Control Delay (s)	16.8	10.2	8	0	-	8	0	-	19.7
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	1.5

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	95	97	29	34	85
Future Vol, veh/h	31	95	97	29	34	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	114	117	35	41	102
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	152	0	-	0	323	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1429	-	-	-	671	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	652	914
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	844	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1429	-	-	-	820	
HCM Lane V/C Ratio	0.026	-	-	-	0.175	
HCM Control Delay (s)	7.6	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

2024 Existing
PM

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	41	70	4	47	79	10
Future Vol, veh/h	41	70	4	47	79	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	84	5	57	95	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	158	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1452	-	833	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1452	-	830	967
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	952	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.6		9.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	843	-	-	1452	-	
HCM Lane V/C Ratio	0.127	-	-	0.003	-	
HCM Control Delay (s)	9.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	2	5	105	2	6
Future Vol, veh/h	115	2	5	105	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	2	6	127	3	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	279	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	711	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	708	908
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	884	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.3	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	848	-	-	1442	-	
HCM Lane V/C Ratio	0.012	-	-	0.004	-	
HCM Control Delay (s)	9.3	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
7: Beacon Lite Rd & County Line Rd

2024 Existing
PM

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	5	36	113	6	37
Future Vol, veh/h	137	5	36	113	6	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	6	43	136	8	47
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	390	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	614	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1406	-	594	876
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	788	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		9.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	822	-	-	1406	-	
HCM Lane V/C Ratio	0.067	-	-	0.031	-	
HCM Control Delay (s)	9.7	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 6th TWSC
8: County Line Rd & I-25 SB Ramp

2024 Existing
PM

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	88	67	90	95	0	0	0	0	187	1	34
Future Vol, veh/h	0	88	67	90	95	0	0	0	0	187	1	34
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	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	77	103	109	0	0	0	0	215	1	39
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	178	0	0				455	493	109
Stage 1	-	-	-	-	-	-				315	315	-
Stage 2	-	-	-	-	-	-				140	178	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1398	-	0				563	477	945
Stage 1	0	-	-	-	-	0				740	656	-
Stage 2	0	-	-	-	-	0				887	752	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1398	-	-				521	0	945
Mov Cap-2 Maneuver	-	-	-	-	-	-				521	0	-
Stage 1	-	-	-	-	-	-				740	0	-
Stage 2	-	-	-	-	-	-				821	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.8			16.7					
HCM LOS	C											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1398	-	560							
HCM Lane V/C Ratio	-	-	0.074	-	0.456							
HCM Control Delay (s)	-	-	7.8	-	16.7							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.2	-	2.4							

HCM 6th TWSC
9: I-25 NB Ramp & County Line Rd

2024 Existing
PM

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	259	0	0	122	80	45	2	155	0	0	0
Future Vol, veh/h	23	259	0	0	122	80	45	2	155	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	282	0	0	140	92	52	2	178	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	232	0	-	-	-	0	402 564 282
Stage 1	-	-	-	-	-	-	332 332 -
Stage 2	-	-	-	-	-	-	70 232 -
Critical Hdwy	4.13	-	-	-	-	-	6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43 5.53 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83 5.53 -
Follow-up Hdwy	2.219	-	-	-	-	-	3.519 4.019 3.319
Pot Cap-1 Maneuver	1334	-	0	0	-	-	590 434 756
Stage 1	-	-	0	0	-	-	726 644 -
Stage 2	-	-	0	0	-	-	945 712 -
Platoon blocked, %		-			-	-	
Mov Cap-1 Maneuver	1334	-	-	-	-	-	579 0 756
Mov Cap-2 Maneuver	-	-	-	-	-	-	579 0 -
Stage 1	-	-	-	-	-	-	712 0 -
Stage 2	-	-	-	-	-	-	945 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.6	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	707	1334	-	-	-
HCM Lane V/C Ratio	0.328	0.019	-	-	-
HCM Control Delay (s)	12.6	7.8	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.4	0.1	-	-	-

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Vol, veh/h	17	433	17	8	471	108	38	9	11	62	14	22
Future Vol, veh/h	17	433	17	8	471	108	38	9	11	62	14	22
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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	471	18	9	512	117	46	11	13	75	17	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	629	0	0	489	0	0	1127	1163	480	1052	1055	512
Stage 1	-	-	-	-	-	-	516	516	-	530	530	-
Stage 2	-	-	-	-	-	-	611	647	-	522	525	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	953	-	-	1074	-	-	182	195	586	204	226	562
Stage 1	-	-	-	-	-	-	542	534	-	533	527	-
Stage 2	-	-	-	-	-	-	481	467	-	538	529	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	-	1074	-	-	158	187	586	185	217	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	187	-	185	217	-
Stage 1	-	-	-	-	-	-	528	520	-	519	520	-
Stage 2	-	-	-	-	-	-	438	461	-	501	515	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			33.3			38		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	163		586	953	-	-	1074	-	-	223		
HCM Lane V/C Ratio	0.347		0.023	0.019	-	-	0.008	-	-	0.529		
HCM Control Delay (s)	38.4		11.3	8.9	0	-	8.4	0	-	38		
HCM Lane LOS	E		B	A	A	-	A	A	-	E		
HCM 95th %tile Q(veh)	1.4		0.1	0.1	-	-	0	-	-	2.8		

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	95	34	27	20	40
Future Vol, veh/h	31	95	34	27	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	114	41	33	24	48
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	74	0	-	0	246	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	742	1008
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	723	1008
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	844	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1526	-	-	-	891	
HCM Lane V/C Ratio	0.024	-	-	-	0.081	
HCM Control Delay (s)	7.4	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

ST Baseline
AM

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	44	77	3	54	47	7
Future Vol, veh/h	44	77	3	54	47	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	84	3	59	51	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	155	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1453	-	836	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	834	968
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	956	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.4		9.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	849	-	-	1453	-	
HCM Lane V/C Ratio	0.069	-	-	0.002	-	
HCM Control Delay (s)	9.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th TWSC
6: Indi Dr & County Line Rd

ST Baseline
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	2	5	94	1	4
Future Vol, veh/h	100	2	5	94	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	2	6	113	1	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	122	0	246	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	742	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-	739	930
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	897	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	884	-	-	1465	-	
HCM Lane V/C Ratio	0.007	-	-	0.004	-	
HCM Control Delay (s)	9.1	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
7: Beacon Lite Rd & County Line Rd

ST Baseline
AM

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	3	20	114	2	27
Future Vol, veh/h	129	3	20	114	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	4	24	137	3	35
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	342	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	654	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	642	889
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	832	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.3	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	866	-	-	1420	-	
HCM Lane V/C Ratio	0.043	-	-	0.017	-	
HCM Control Delay (s)	9.3	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

HCM 6th TWSC
8: County Line Rd & I-25 SB Ramp

ST Baseline
AM

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	99	50	253	107	0	0	0	0	63	1	14
Future Vol, veh/h	0	99	50	253	107	0	0	0	0	63	1	14
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	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	114	57	275	116	0	0	0	0	76	1	17
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	171	0	0				809	837	116
Stage 1	-	-	-	-	-	-				666	666	-
Stage 2	-	-	-	-	-	-				143	171	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1406	-	0				350	303	936
Stage 1	0	-	-	-	-	0				511	457	-
Stage 2	0	-	-	-	-	0				884	757	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1406	-	-				281	0	936
Mov Cap-2 Maneuver	-	-	-	-	-	-				281	0	-
Stage 1	-	-	-	-	-	-				511	0	-
Stage 2	-	-	-	-	-	-				711	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.8			20.7					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1406	-	322							
HCM Lane V/C Ratio	-	-	0.196	-	0.292							
HCM Control Delay (s)	-	-	8.2	-	20.7							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.7	-	1.2							

HCM 6th TWSC
9: I-25 NB Ramp & County Line Rd

ST Baseline
AM

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	114	0	0	305	210	49	1	50	0	0	0
Future Vol, veh/h	36	114	0	0	305	210	49	1	50	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	137	0	0	332	228	59	1	60	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	560	0	-	-	-	0	389 783 137
Stage 1	-	-	-	-	-	-	223 223 -
Stage 2	-	-	-	-	-	-	166 560 -
Critical Hdwy	4.13	-	-	-	-	-	6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43 5.53 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83 5.53 -
Follow-up Hdwy	2.219	-	-	-	-	-	3.519 4.019 3.319
Pot Cap-1 Maneuver	1009	-	0	0	-	-	601 325 911
Stage 1	-	-	0	0	-	-	813 718 -
Stage 2	-	-	0	0	-	-	847 510 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1009	-	-	-	-	-	575 0 911
Mov Cap-2 Maneuver	-	-	-	-	-	-	575 0 -
Stage 1	-	-	-	-	-	-	778 0 -
Stage 2	-	-	-	-	-	-	847 0 -

Approach	EB	WB	NB
HCM Control Delay, s	2.1	0	11.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	707	1009	-	-	-
HCM Lane V/C Ratio	0.17	0.043	-	-	-
HCM Control Delay (s)	11.1	8.7	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	306	7	8	257	60	16	1	6	84	16	9
Future Vol, veh/h	12	306	7	8	257	60	16	1	6	84	16	9
Conflicting Peds, #/hr	8	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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	333	8	9	279	65	21	1	8	101	19	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	341	0	0	708	733	337	669	672	287
Stage 1	-	-	-	-	-	-	363	363	-	305	305	-
Stage 2	-	-	-	-	-	-	345	370	-	364	367	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1218	-	-	350	348	705	371	377	752
Stage 1	-	-	-	-	-	-	656	625	-	705	662	-
Stage 2	-	-	-	-	-	-	671	620	-	655	622	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1198	-	-	1218	-	-	326	338	705	357	366	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	338	-	357	366	-
Stage 1	-	-	-	-	-	-	647	617	-	690	651	-
Stage 2	-	-	-	-	-	-	636	609	-	638	614	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			15.1			19.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	705	1198	-	-	1218	-	-	374
HCM Lane V/C Ratio	0.067	0.011	0.011	-	-	0.007	-	-	0.351
HCM Control Delay (s)	16.8	10.2	8	0	-	8	0	-	19.7
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	1.5

HCM 6th TWSC
5: E Site Access & County Line Rd

ST Baseline
AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	0	0	90	0	0
Future Vol, veh/h	95	0	0	90	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	0	0	108	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	114	0	222	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	766	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1475	-	766	939
Mov Cap-2 Maneuver	-	-	-	-	766	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	916	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1475	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	95	97	29	34	85
Future Vol, veh/h	31	95	97	29	34	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	114	117	35	41	102
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	152	0	-	0	323	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1429	-	-	-	671	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	652	914
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	844	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1429	-	-	-	820	
HCM Lane V/C Ratio	0.026	-	-	-	0.175	
HCM Control Delay (s)	7.6	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

ST Baseline
PM

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	41	70	4	47	79	10
Future Vol, veh/h	41	70	4	47	79	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	84	5	57	95	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	158	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1452	-	833	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1452	-	830	967
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	952	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.6		9.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	843	-	-	1452	-	
HCM Lane V/C Ratio	0.127	-	-	0.003	-	
HCM Control Delay (s)	9.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	121	2	5	109	2	6
Future Vol, veh/h	121	2	5	109	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	2	6	131	3	8
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	148	0	290	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1434	-	701	900
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1434	-	697	900
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	880	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.3	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	839	-	-	1434	-	
HCM Lane V/C Ratio	0.012	-	-	0.004	-	
HCM Control Delay (s)	9.3	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
7: Beacon Lite Rd & County Line Rd

ST Baseline
PM

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	143	5	36	117	6	37
Future Vol, veh/h	143	5	36	117	6	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	6	43	141	8	47
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	178	0	402	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1398	-	604	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1398	-	584	868
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	784	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		9.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	813	-	-	1398	-	
HCM Lane V/C Ratio	0.068	-	-	0.031	-	
HCM Control Delay (s)	9.8	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 6th TWSC
8: County Line Rd & I-25 SB Ramp

ST Baseline
PM

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	91	70	90	98	0	0	0	0	187	1	35
Future Vol, veh/h	0	91	70	90	98	0	0	0	0	187	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	80	103	113	0	0	0	0	215	1	40
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	185	0	0				464	504	113
Stage 1	-	-	-	-	-	-				319	319	-
Stage 2	-	-	-	-	-	-				145	185	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1390	-	0				556	470	940
Stage 1	0	-	-	-	-	0				737	653	-
Stage 2	0	-	-	-	-	0				882	747	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1390	-	-				515	0	940
Mov Cap-2 Maneuver	-	-	-	-	-	-				515	0	-
Stage 1	-	-	-	-	-	-				737	0	-
Stage 2	-	-	-	-	-	-				817	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.7			16.9					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1390	-	555							
HCM Lane V/C Ratio	-	-	0.074	-	0.462							
HCM Control Delay (s)	-	-	7.8	-	16.9							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.2	-	2.4							

HCM 6th TWSC
9: I-25 NB Ramp & County Line Rd

ST Baseline
PM

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	260	0	0	122	80	48	2	155	0	0	0
Future Vol, veh/h	25	260	0	0	122	80	48	2	155	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	283	0	0	140	92	55	2	178	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	232	0	- - - 0 407 569 283
Stage 1	-	-	- - - 337 337 -
Stage 2	-	-	- - - 70 232 -
Critical Hdwy	4.13	-	- - - 6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	- - - 5.43 5.53 -
Critical Hdwy Stg 2	-	-	- - - 5.83 5.53 -
Follow-up Hdwy	2.219	-	- - - 3.519 4.019 3.319
Pot Cap-1 Maneuver	1334	- 0 0	- - 586 431 755
Stage 1	-	- 0 0	- - 722 640 -
Stage 2	-	- 0 0	- - 945 712 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1334	- - -	- 574 0 755
Mov Cap-2 Maneuver	-	- - -	- 574 0 -
Stage 1	-	- - -	- 708 0 -
Stage 2	-	- - -	- 945 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	703	1334	-	-	-
HCM Lane V/C Ratio	0.335	0.02	-	-	-
HCM Control Delay (s)	12.7	7.8	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.5	0.1	-	-	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔		↔	
Traffic Vol, veh/h	17	435	17	8	457	108	38	9	11	62	14	22
Future Vol, veh/h	17	435	17	8	457	108	38	9	11	62	14	22
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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	473	18	9	497	117	46	11	13	75	17	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	614	0	0	491	0	0	1114	1150	482	1039	1042	497
Stage 1	-	-	-	-	-	-	518	518	-	515	515	-
Stage 2	-	-	-	-	-	-	596	632	-	524	527	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	965	-	-	1072	-	-	185	198	584	209	230	573
Stage 1	-	-	-	-	-	-	541	533	-	543	535	-
Stage 2	-	-	-	-	-	-	490	474	-	537	528	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	965	-	-	1072	-	-	161	190	584	190	221	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	190	-	190	221	-
Stage 1	-	-	-	-	-	-	527	519	-	529	528	-
Stage 2	-	-	-	-	-	-	447	468	-	500	514	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			32.5			36.3		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	166	584	965	-	-	1072	-	-	229			
HCM Lane V/C Ratio	0.341	0.023	0.019	-	-	0.008	-	-	0.516			
HCM Control Delay (s)	37.5	11.3	8.8	0	-	8.4	0	-	36.3			
HCM Lane LOS	E	B	A	A	-	A	A	-	E			
HCM 95th %tile Q(veh)	1.4	0.1	0.1	-	-	0	-	-	2.7			

HCM 6th TWSC
5: E Site Access & County Line Rd

ST Baseline
PM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	0	4	105	0	6
Future Vol, veh/h	115	0	4	105	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	0	5	127	0	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	276	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	714	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	711	909
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	886	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	909	-	-	1445	-	
HCM Lane V/C Ratio	0.008	-	-	0.003	-	
HCM Control Delay (s)	9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	96	34	29	20	40
Future Vol, veh/h	31	96	34	29	20	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	116	41	35	24	48
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	249	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	739	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	720	1007
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	842	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1523	-	-	-	889	
HCM Lane V/C Ratio	0.025	-	-	-	0.081	
HCM Control Delay (s)	7.4	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

ST Baseline + Site
AM

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	44	78	3	54	52	7
Future Vol, veh/h	44	78	3	54	52	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	94	4	65	63	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	173	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	817	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	815	956
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	947	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.4		9.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	830	-	-	1435	-	
HCM Lane V/C Ratio	0.086	-	-	0.003	-	
HCM Control Delay (s)	9.7	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th TWSC
6: Indi Dr & County Line Rd

ST Baseline + Site
AM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	136	2	5	105	1	4
Future Vol, veh/h	136	2	5	105	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	2	6	127	1	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	166	0	304	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1412	-	688	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	685	879
Mov Cap-2 Maneuver	-	-	-	-	685	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	884	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.3		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	832	-	-	1412	-	
HCM Lane V/C Ratio	0.008	-	-	0.004	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
7: Beacon Lite Rd & County Line Rd

ST Baseline + Site
AM

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	6	20	124	3	27
Future Vol, veh/h	162	6	20	124	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	7	24	149	4	35
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	387	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1380	-	616	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	604	852
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	820	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	818	-	-	1380	-	
HCM Lane V/C Ratio	0.047	-	-	0.017	-	
HCM Control Delay (s)	9.6	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

HCM 6th TWSC
8: County Line Rd & I-25 SB Ramp

ST Baseline + Site
AM

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↰	↱						↕	
Traffic Vol, veh/h	0	110	72	253	113	0	0	0	0	63	1	18
Future Vol, veh/h	0	110	72	253	113	0	0	0	0	63	1	18
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	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	92	92	92	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	126	83	275	123	0	0	0	0	76	1	22
Major/Minor	Major1		Major2				Minor2					
Conflicting Flow All	-	0	0	209	0	0				841	882	123
Stage 1	-	-	-	-	-	-				673	673	-
Stage 2	-	-	-	-	-	-				168	209	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1362	-	0				335	285	928
Stage 1	0	-	-	-	-	0				507	454	-
Stage 2	0	-	-	-	-	0				862	729	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1362	-	-				267	0	928
Mov Cap-2 Maneuver	-	-	-	-	-	-				267	0	-
Stage 1	-	-	-	-	-	-				507	0	-
Stage 2	-	-	-	-	-	-				688	0	-
Approach	EB		WB				SB					
HCM Control Delay, s	0		5.7				21.4					
HCM LOS	C											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1362	-	317							
HCM Lane V/C Ratio	-	-	0.202	-	0.312							
HCM Control Delay (s)	-	-	8.3	-	21.4							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.8	-	1.3							

HCM 6th TWSC
9: I-25 NB Ramp & County Line Rd

ST Baseline + Site
AM

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	117	0	0	305	210	55	1	50	0	0	0
Future Vol, veh/h	44	117	0	0	305	210	55	1	50	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	141	0	0	332	228	66	1	60	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	560	0	-	-	-	0	413	807	141
Stage 1	-	-	-	-	-	-	247	247	-
Stage 2	-	-	-	-	-	-	166	560	-
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53	-
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	1009	-	0	0	-	-	581	314	906
Stage 1	-	-	0	0	-	-	793	701	-
Stage 2	-	-	0	0	-	-	847	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1009	-	-	-	-	-	550	0	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	550	0	-
Stage 1	-	-	-	-	-	-	751	0	-
Stage 2	-	-	-	-	-	-	847	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	677	1009	-	-	-
HCM Lane V/C Ratio	0.189	0.053	-	-	-
HCM Control Delay (s)	11.6	8.8	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.7	0.2	-	-	-

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Vol, veh/h	12	307	7	8	258	61	16	1	6	87	16	9
Future Vol, veh/h	12	307	7	8	258	61	16	1	6	87	16	9
Conflicting Peds, #/hr	8	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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	334	8	9	280	66	21	1	8	105	19	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	342	0	0	710	736	338	671	674	288
Stage 1	-	-	-	-	-	-	364	364	-	306	306	-
Stage 2	-	-	-	-	-	-	346	372	-	365	368	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1217	-	-	348	346	704	370	376	751
Stage 1	-	-	-	-	-	-	655	624	-	704	662	-
Stage 2	-	-	-	-	-	-	670	619	-	654	621	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1196	-	-	1217	-	-	324	336	704	356	365	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	336	-	356	365	-
Stage 1	-	-	-	-	-	-	646	616	-	689	651	-
Stage 2	-	-	-	-	-	-	635	608	-	637	613	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			15.2			20		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	704	1196	-	-	1217	-	-	373
HCM Lane V/C Ratio	0.067	0.011	0.011	-	-	0.007	-	-	0.362
HCM Control Delay (s)	16.9	10.2	8	0	-	8	0	-	20
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	0	-	-	0	-	-	1.6

HCM 6th TWSC
3: W Site Access & County Line Rd

ST Baseline + Site
AM

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	0	4	92	2	10
Future Vol, veh/h	95	0	4	92	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	0	5	111	3	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	114	0	235	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	753	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1475	-	750	939
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	900	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	901	-	-	1475	-	
HCM Lane V/C Ratio	0.017	-	-	0.003	-	
HCM Control Delay (s)	9.1	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Middle Site Access & County Line Rd

ST Baseline + Site
AM

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	0	4	14	2	12
Future Vol, veh/h	105	0	4	14	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	0	5	18	2	14
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	127	0	155	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1459	-	836	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	833	923
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	992	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.7		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	909	-	-	1459	-	
HCM Lane V/C Ratio	0.019	-	-	0.004	-	
HCM Control Delay (s)	9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
5: E Site Access & County Line Rd

ST Baseline + Site
AM

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	0	8	98	0	20
Future Vol, veh/h	116	0	8	98	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	0	10	118	0	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	278	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	712	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	707	908
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	883	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	908	-	-	1443	-	
HCM Lane V/C Ratio	0.027	-	-	0.007	-	
HCM Control Delay (s)	9.1	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	99	99	30	36	85
Future Vol, veh/h	31	99	99	30	36	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	119	119	36	43	102
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	155	0	-	0	330	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1425	-	-	-	665	911
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1425	-	-	-	646	911
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	840	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1425	-	-	-	812	
HCM Lane V/C Ratio	0.026	-	-	-	0.18	
HCM Control Delay (s)	7.6	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

ST Baseline + Site
PM

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	41	76	4	47	82	10
Future Vol, veh/h	41	76	4	47	82	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	92	5	57	99	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	162	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	829	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	826	962
Mov Cap-2 Maneuver	-	-	-	-	826	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	952	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.6		9.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	839	-	-	1442	-	
HCM Lane V/C Ratio	0.132	-	-	0.003	-	
HCM Control Delay (s)	9.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	2	5	150	2	6
Future Vol, veh/h	146	2	5	150	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	2	6	181	3	8
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	178	0	370	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1398	-	630	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1398	-	627	866
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	836	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.2		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	791	-	-	1398	-	
HCM Lane V/C Ratio	0.013	-	-	0.004	-	
HCM Control Delay (s)	9.6	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
7: Beacon Lite Rd & County Line Rd

ST Baseline + Site
PM

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	6	36	152	12	37
Future Vol, veh/h	167	6	36	152	12	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	7	43	183	15	47
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	474	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	269	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	549	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	530	836
Mov Cap-2 Maneuver	-	-	-	-	530	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	749	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.5		10.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	732	-	-	1363	-	
HCM Lane V/C Ratio	0.086	-	-	0.032	-	
HCM Control Delay (s)	10.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

HCM 6th TWSC
8: County Line Rd & I-25 SB Ramp

ST Baseline + Site
PM

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	99	86	90	123	0	0	0	0	187	1	45
Future Vol, veh/h	0	99	86	90	123	0	0	0	0	187	1	45
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	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	92	92	92	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	114	99	103	141	0	0	0	0	215	1	52
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	213	0	0				511	560	141
Stage 1	-	-	-	-	-	-				347	347	-
Stage 2	-	-	-	-	-	-				164	213	-
Critical Hdwy	-	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1357	-	0				523	437	907
Stage 1	0	-	-	-	-	0				716	635	-
Stage 2	0	-	-	-	-	0				865	726	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1357	-	-				483	0	907
Mov Cap-2 Maneuver	-	-	-	-	-	-				483	0	-
Stage 1	-	-	-	-	-	-				716	0	-
Stage 2	-	-	-	-	-	-				799	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.3			18.5					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1357	-	531							
HCM Lane V/C Ratio	-	-	0.076	-	0.504							
HCM Control Delay (s)	-	-	7.9	-	18.5							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.2	-	2.8							

HCM 6th TWSC
9: I-25 NB Ramp & County Line Rd

ST Baseline + Site
PM

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	262	0	0	126	80	69	2	155	0	0	0
Future Vol, veh/h	31	262	0	0	126	80	69	2	155	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	285	0	0	145	92	79	2	178	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	237	0	-	-	-	0	426 590 285
Stage 1	-	-	-	-	-	-	353 353 -
Stage 2	-	-	-	-	-	-	73 237 -
Critical Hdwy	4.13	-	-	-	-	-	6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43 5.53 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83 5.53 -
Follow-up Hdwy	2.219	-	-	-	-	-	3.519 4.019 3.319
Pot Cap-1 Maneuver	1329	-	0	0	-	-	571 419 753
Stage 1	-	-	0	0	-	-	710 630 -
Stage 2	-	-	0	0	-	-	942 708 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	-	-	-	556 0 753
Mov Cap-2 Maneuver	-	-	-	-	-	-	556 0 -
Stage 1	-	-	-	-	-	-	692 0 -
Stage 2	-	-	-	-	-	-	942 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.8	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	679	1329	-	-	-
HCM Lane V/C Ratio	0.383	0.025	-	-	-
HCM Control Delay (s)	13.5	7.8	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.8	0.1	-	-	-

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔		↔	
Traffic Vol, veh/h	17	436	17	8	458	113	39	10	11	63	14	22
Future Vol, veh/h	17	436	17	8	458	113	39	10	11	63	14	22
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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	474	18	9	498	123	47	12	13	76	17	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	492	0	0	1119	1158	483	1041	1044	498
Stage 1	-	-	-	-	-	-	519	519	-	516	516	-
Stage 2	-	-	-	-	-	-	600	639	-	525	528	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	960	-	-	1071	-	-	184	196	584	208	229	572
Stage 1	-	-	-	-	-	-	540	533	-	542	534	-
Stage 2	-	-	-	-	-	-	488	470	-	536	528	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	960	-	-	1071	-	-	160	188	584	188	220	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	188	-	188	220	-
Stage 1	-	-	-	-	-	-	526	519	-	528	527	-
Stage 2	-	-	-	-	-	-	445	464	-	498	514	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			33.5			37.4		
HCM LOS							D			E		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	165	584	960	-	-	1071	-	-	226			
HCM Lane V/C Ratio	0.358	0.023	0.019	-	-	0.008	-	-	0.528			
HCM Control Delay (s)	38.5	11.3	8.8	0	-	8.4	0	-	37.4			
HCM Lane LOS	E	B	A	A	-	A	A	-	E			
HCM 95th %tile Q(veh)	1.5	0.1	0.1	-	-	0	-	-	2.8			

HCM 6th TWSC
3: W Site Access & County Line Rd

ST Baseline + Site
PM

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	3	12	107	0	8
Future Vol, veh/h	118	3	12	107	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	4	14	129	0	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	301	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1436	-	691	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	683	903
Mov Cap-2 Maneuver	-	-	-	-	683	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	861	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	903	-	-	1436	-	
HCM Lane V/C Ratio	0.011	-	-	0.01	-	
HCM Control Delay (s)	9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
4: Middle Site Access & County Line Rd

ST Baseline + Site
PM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	3	15	117	2	8
Future Vol, veh/h	123	3	15	117	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	4	18	141	2	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	327	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1429	-	667	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	658	896
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	842	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	836	-	-	1429	-	
HCM Lane V/C Ratio	0.014	-	-	0.013	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
5: E Site Access & County Line Rd

ST Baseline + Site
PM

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	0	18	132	0	16
Future Vol, veh/h	130	0	18	132	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	0	22	159	0	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	157	0	360	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1423	-	639	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1423	-	628	889
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	817	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	889	-	-	1423	-	
HCM Lane V/C Ratio	0.023	-	-	0.015	-	
HCM Control Delay (s)	9.1	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	135	65	40	30	55
Future Vol, veh/h	41	135	65	40	30	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	163	78	48	36	66
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	126	0	-	0	363	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1460	-	-	-	636	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1460	-	-	-	612	953
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	783	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1460	-	-	-	796	
HCM Lane V/C Ratio	0.034	-	-	-	0.129	
HCM Control Delay (s)	7.6	0	-	-	10.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

2046 Background
AM

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	60	100	5	75	80	10
Future Vol, veh/h	60	100	5	75	80	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	120	6	90	96	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	234	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1381	-	754	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	750	917
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	917	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.5		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	765	-	-	1381	-	
HCM Lane V/C Ratio	0.142	-	-	0.004	-	
HCM Control Delay (s)	10.5	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	2	5	115	1	4
Future Vol, veh/h	145	2	5	115	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	2	6	139	1	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	177	0	327	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1399	-	667	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1399	-	664	867
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	873	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	817	-	-	1399	-	
HCM Lane V/C Ratio	0.008	-	-	0.004	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	14	72	146	8	52
Future Vol, veh/h	157	14	72	146	8	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	17	87	176	10	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	206	0	548	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1365	-	497	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	465	843
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	667	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.6		10.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	761	-	-	1365	-	
HCM Lane V/C Ratio	0.101	-	-	0.064	-	
HCM Control Delay (s)	10.3	-	-	7.8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	225	0	0	500	316	53	1	115	0	0	0
Future Vol, veh/h	62	225	0	0	500	316	53	1	115	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	271	0	0	543	343	64	1	139	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	886	0	-	-	-	0	693	1307	271
Stage 1	-	-	-	-	-	-	421	421	-
Stage 2	-	-	-	-	-	-	272	886	-
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53	-
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	762	-	0	0	-	-	393	159	767
Stage 1	-	-	0	0	-	-	661	588	-
Stage 2	-	-	0	0	-	-	750	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	762	-	-	-	-	-	354	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	0	-
Stage 1	-	-	-	-	-	-	596	0	-
Stage 2	-	-	-	-	-	-	750	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.2	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	354	767	762	-	-	-
HCM Lane V/C Ratio	0.184	0.181	0.098	-	-	-
HCM Control Delay (s)	17.4	10.7	10.2	-	-	-
HCM Lane LOS	C	B	B	-	-	-
HCM 95th %tile Q(veh)	0.7	0.7	0.3	-	-	-

Intersection												
Int Delay, s/veh	13.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔		↔	
Traffic Vol, veh/h	25	399	25	15	325	95	110	5	10	127	25	15
Future Vol, veh/h	25	399	25	15	325	95	110	5	10	127	25	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	434	27	16	353	103	133	6	12	146	29	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	461	0	0	962	990	448	890	900	353
Stage 1	-	-	-	-	-	-	502	502	-	385	385	-
Stage 2	-	-	-	-	-	-	460	488	-	505	515	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1105	-	-	1100	-	-	235	246	611	264	278	691
Stage 1	-	-	-	-	-	-	552	542	-	638	611	-
Stage 2	-	-	-	-	-	-	581	550	-	549	535	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1105	-	-	1100	-	-	202	233	611	244	264	691
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	233	-	244	264	-
Stage 1	-	-	-	-	-	-	534	524	-	617	599	-
Stage 2	-	-	-	-	-	-	529	539	-	514	517	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.3			50.6			48.9		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	203	611	1105	-	-	1100	-	-	262			
HCM Lane V/C Ratio	0.683	0.02	0.025	-	-	0.015	-	-	0.733			
HCM Control Delay (s)	54	11	8.3	0	-	8.3	0	-	48.9			
HCM Lane LOS	F	B	A	A	-	A	A	-	E			
HCM 95th %tile Q(veh)	4.2	0.1	0.1	-	-	0	-	-	5.2			

HCM 6th TWSC
3: W Site Access & County Line Rd

2046 Background
AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	0	0	115	0	0
Future Vol, veh/h	145	0	0	115	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	0	0	139	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	175	0	314	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	679	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	679	868
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	888	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1401	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: Middle Site Access & County Line Rd

2046 Background
AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	1	0	115	1	0
Future Vol, veh/h	145	1	0	115	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	1	0	139	1	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	176	0	315	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	678	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	678	867
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	888	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		10.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	678	-	-	1400	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	10.3	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	1	5	115	0	4
Future Vol, veh/h	145	1	5	115	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	1	6	139	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	327	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	667	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	664	867
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	873	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	867	-	-	1400	-	
HCM Lane V/C Ratio	0.006	-	-	0.004	-	
HCM Control Delay (s)	9.2	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	
Traffic Vol, veh/h	0	128	89	395	189	0	0	0	0	92	1	29
Future Vol, veh/h	0	128	89	395	189	0	0	0	0	92	1	29
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	154	107	429	205	0	0	0	0	106	1	33
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.6	16.5	10.7
HCM LOS	B	C	B

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	75%
Vol Thru, %	59%	0%	100%	1%
Vol Right, %	41%	0%	0%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	395	189	122
LT Vol	0	395	0	92
Through Vol	128	0	189	1
RT Vol	89	0	0	29
Lane Flow Rate	261	429	205	140
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.354	0.676	0.295	0.228
Departure Headway (Hd)	4.874	5.668	5.164	5.856
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	635	690	609
Service Time	2.95	3.44	2.936	3.941
HCM Lane V/C Ratio	0.357	0.676	0.297	0.23
HCM Control Delay	10.6	19.6	10.1	10.7
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1.6	5.2	1.2	0.9

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

2046 Background
AM

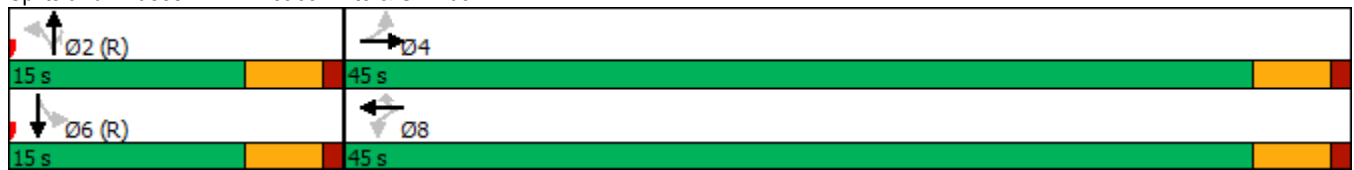
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	399	25	15	325	95	110	5	10	127	25	15
Future Volume (vph)	25	399	25	15	325	95	110	5	10	127	25	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850		0.988	
Flt Protected		0.997			0.998			0.954			0.963	
Satd. Flow (prot)	0	1844	0	0	1859	1583	0	1777	1583	0	1772	0
Flt Permitted		0.968			0.974			0.635			0.707	
Satd. Flow (perm)	0	1791	0	0	1814	1583	0	1183	1583	0	1301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				103			27		7	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		339			483			272			205	
Travel Time (s)		6.6			9.4			7.4			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.87	0.87	0.87
Adj. Flow (vph)	27	434	27	16	353	103	133	6	12	146	29	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	369	103	0	139	12	0	192	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

2046 Background
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	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	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0	15.0	15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	40.5	40.5		40.5	40.5	40.5	10.5	10.5	10.5	10.5	10.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effect Green (s)		23.7			23.7	23.7		27.3	27.3			27.3
Actuated g/C Ratio		0.40			0.40	0.40		0.46	0.46			0.46
v/c Ratio		0.68			0.52	0.15		0.26	0.02			0.32
Control Delay		18.8			15.2	2.4		14.9	3.5			14.9
Queue Delay		0.0			0.0	0.0		0.0	0.0			0.0
Total Delay		18.8			15.2	2.4		14.9	3.5			14.9
LOS		B			B	A		B	A			B
Approach Delay		18.8			12.4			14.0				14.9
Approach LOS		B			B			B				B
Queue Length 50th (ft)		139			99	0		29	0			39
Queue Length 95th (ft)		157			113	16		77	5			105
Internal Link Dist (ft)		259			403			192				125
Turn Bay Length (ft)									110			
Base Capacity (vph)		1212			1224	1102		538	735			595
Starvation Cap Reductn		0			0	0		0	0			0
Spillback Cap Reductn		0			0	0		0	0			0
Storage Cap Reductn		0			0	0		0	0			0
Reduced v/c Ratio		0.40			0.30	0.09		0.26	0.02			0.32
Intersection Summary												
Area Type:	Other											
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: 0.68												
Intersection Signal Delay: 15.4	Intersection LOS: B											
Intersection Capacity Utilization 66.5%	ICU Level of Service C											
Analysis Period (min) 15												

Splits and Phases: 11: Beacon Lite & SH 105



Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	135	150	45	47	115
Future Vol, veh/h	85	135	150	45	47	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	163	181	54	57	139
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	235	0	-	0	575	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1332	-	-	-	480	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1332	-	-	-	440	832
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	701	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.1	0		12.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1332	-	-	-	-	661
HCM Lane V/C Ratio	0.077	-	-	-	-	0.295
HCM Control Delay (s)	7.9	0	-	-	-	12.7
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1.2

HCM 6th TWSC
2: County Line Rd & Spruce Mountain

2046 Background
PM

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	45	75	5	50	90	15
Future Vol, veh/h	45	75	5	50	90	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	90	6	60	108	18
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	144	0	171	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1438	-	819	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1438	-	816	957
Mov Cap-2 Maneuver	-	-	-	-	816	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	947	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	0.7		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	834	-	-	1438	-	
HCM Lane V/C Ratio	0.152	-	-	0.004	-	
HCM Control Delay (s)	10.1	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	2	5	125	5	6
Future Vol, veh/h	148	2	5	125	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	2	6	151	6	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	180
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1396
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1396
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1396	-
HCM Lane V/C Ratio	0.019	-	-	0.004	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	22	113	139	26	131
Future Vol, veh/h	167	22	113	139	26	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	27	136	167	33	168
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	228	0	654	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1340	-	431	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1340	-	387	825
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	584	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.6		12.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	695	-	-	1340	-	
HCM Lane V/C Ratio	0.29	-	-	0.102	-	
HCM Control Delay (s)	12.3	-	-	8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-	

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	398	0	0	252	134	101	3	279	0	0	0
Future Vol, veh/h	52	398	0	0	252	134	101	3	279	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	433	0	0	290	154	116	3	321	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	444	0	- - - 0 692 991 433
Stage 1	-	-	- - - 547 547 -
Stage 2	-	-	- - - 145 444 -
Critical Hdwy	4.13	-	- - - 6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	- - - 5.43 5.53 -
Critical Hdwy Stg 2	-	-	- - - 5.83 5.53 -
Follow-up Hdwy	2.219	-	- - - 3.519 4.019 3.319
Pot Cap-1 Maneuver	1114	- 0 0	- - 394 245 622
Stage 1	-	- 0 0	- - 579 517 -
Stage 2	-	- 0 0	- - 868 574 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1114	- - -	- 374 0 622
Mov Cap-2 Maneuver	-	- - -	- 374 0 -
Stage 1	-	- - -	- 549 0 -
Stage 2	-	- - -	- 868 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	374	622	1114	-	-	-
HCM Lane V/C Ratio	0.32	0.516	0.051	-	-	-
HCM Control Delay (s)	19.1	16.8	8.4	-	-	-
HCM Lane LOS	C	C	A	-	-	-
HCM 95th %tile Q(veh)	1.4	3	0.2	-	-	-

Intersection												
Int Delay, s/veh	22.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Vol, veh/h	30	550	30	15	574	165	60	13	20	35	25	93
Future Vol, veh/h	30	550	30	15	574	165	60	13	20	35	25	93
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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	591	32	16	617	177	72	16	24	40	29	107

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	794	0	0	623	0	0	1477	1497	607	1328	1336	617
Stage 1	-	-	-	-	-	-	671	671	-	649	649	-
Stage 2	-	-	-	-	-	-	806	826	-	679	687	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	827	-	-	958	-	-	104	123	496	132	153	490
Stage 1	-	-	-	-	-	-	446	455	-	458	466	-
Stage 2	-	-	-	-	-	-	376	387	-	441	447	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	827	-	-	958	-	-	~ 64	112	496	105	139	490
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 64	112	-	105	139	-
Stage 1	-	-	-	-	-	-	419	428	-	431	452	-
Stage 2	-	-	-	-	-	-	267	375	-	380	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	240.3	66.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	69	496	827	-	-	958	-	-	218
HCM Lane V/C Ratio	1.275	0.049	0.039	-	-	0.017	-	-	0.807
HCM Control Delay (s)	\$ 302.7	12.6	9.5	0	-	8.8	0	-	66.8
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	7	0.2	0.1	-	-	0.1	-	-	5.9

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

HCM 6th TWSC
3: W Site Access & County Line Rd

2046 Background
PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	0	0	127	0	0
Future Vol, veh/h	145	0	0	127	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	0	0	153	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	328	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	666	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	666	868
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	875	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1401	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: Middle Site Access & County Line Rd

2046 Background
PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	0	0	127	0	0
Future Vol, veh/h	145	0	0	127	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	0	0	153	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	175	0	328	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	666	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1401	-	666	868
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	875	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1401	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	0	5	125	0	0
Future Vol, veh/h	145	0	5	125	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	0	6	151	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	338	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	658	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	655	868
Mov Cap-2 Maneuver	-	-	-	-	655	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	862	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1401	-	
HCM Lane V/C Ratio	-	-	-	0.004	-	
HCM Control Delay (s)	0	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	
Traffic Vol, veh/h	0	180	118	171	185	0	0	0	0	282	1	68
Future Vol, veh/h	0	180	118	171	185	0	0	0	0	282	1	68
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	207	136	197	213	0	0	0	0	324	1	78
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	15.5	13.3	20.1
HCM LOS	C	B	C

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	80%
Vol Thru, %	60%	0%	100%	0%
Vol Right, %	40%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	298	171	185	351
LT Vol	0	171	0	282
Through Vol	180	0	185	1
RT Vol	118	0	0	68
Lane Flow Rate	343	197	213	403
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.545	0.374	0.375	0.666
Departure Headway (Hd)	5.731	6.854	6.344	5.939
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	523	564	605
Service Time	3.797	4.623	4.114	3.995
HCM Lane V/C Ratio	0.547	0.377	0.378	0.666
HCM Control Delay	15.5	13.7	12.9	20.1
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	3.3	1.7	1.7	5

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

2046 Background
PM

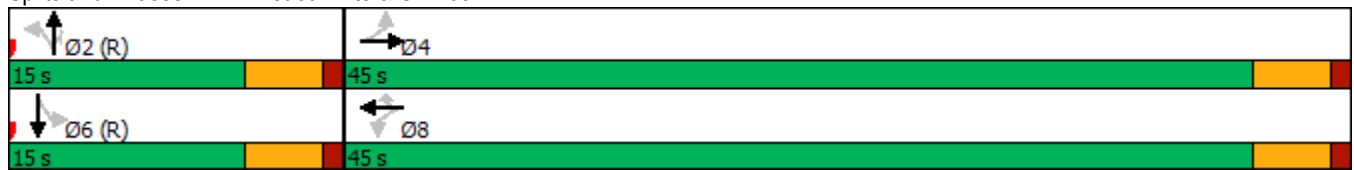
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	550	30	15	574	165	60	13	20	35	25	93
Future Volume (vph)	30	550	30	15	574	165	60	13	20	35	25	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850		0.918	
Flt Protected		0.998			0.999			0.961			0.989	
Satd. Flow (prot)	0	1846	0	0	1861	1583	0	1790	1583	0	1691	0
Flt Permitted		0.956			0.981			0.704			0.926	
Satd. Flow (perm)	0	1768	0	0	1827	1583	0	1311	1583	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				179			27		107	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		339			483			272			205	
Travel Time (s)		6.6			9.4			7.4			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.87	0.87	0.87
Adj. Flow (vph)	33	598	33	16	624	179	72	16	24	40	29	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	664	0	0	640	179	0	88	24	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

2046 Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	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	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0	15.0	15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	40.5	40.5		40.5	40.5	40.5	10.5	10.5	10.5	10.5	10.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effect Green (s)		31.2			31.2	31.2		19.8	19.8			19.8
Actuated g/C Ratio		0.52			0.52	0.52		0.33	0.33			0.33
v/c Ratio		0.72			0.67	0.20		0.20	0.04			0.30
Control Delay		14.7			13.5	1.3		20.3	8.8			10.6
Queue Delay		0.0			0.0	0.0		0.0	0.0			0.0
Total Delay		14.7			13.5	1.3		20.3	8.8			10.6
LOS		B			B	A		C	A			B
Approach Delay		14.7			10.9			17.8				10.6
Approach LOS		B			B			B				B
Queue Length 50th (ft)		160			151	0		23	0			18
Queue Length 95th (ft)		167			154	14		60	14			66
Internal Link Dist (ft)		259			403			192				125
Turn Bay Length (ft)									110			
Base Capacity (vph)		1196			1233	1126		432	539			593
Starvation Cap Reductn		0			0	0		0	0			0
Spillback Cap Reductn		0			0	0		0	0			0
Storage Cap Reductn		0			0	0		0	0			0
Reduced v/c Ratio		0.56			0.52	0.16		0.20	0.04			0.30
Intersection Summary												
Area Type:	Other											
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: 0.72												
Intersection Signal Delay: 12.7	Intersection LOS: B											
Intersection Capacity Utilization 78.5%	ICU Level of Service D											
Analysis Period (min) 15												

Splits and Phases: 11: Beacon Lite & SH 105



Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	136	68	42	30	55
Future Vol, veh/h	41	136	68	42	30	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	164	82	51	36	66
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	133	0	-	0	370	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1452	-	-	-	630	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1452	-	-	-	607	946
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	782	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1452	-	-	-	790	
HCM Lane V/C Ratio	0.034	-	-	-	0.13	
HCM Control Delay (s)	7.6	0	-	-	10.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	60	101	5	75	85	10
Future Vol, veh/h	60	101	5	75	85	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	122	6	90	102	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	194	0	235	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1379	-	753	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1379	-	749	916
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	917	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.5		10.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	764	-	-	1379	-	
HCM Lane V/C Ratio	0.15	-	-	0.004	-	
HCM Control Delay (s)	10.5	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	2	5	126	1	4
Future Vol, veh/h	181	2	5	126	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	218	2	6	152	1	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	220	0	383	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1349	-	620	821
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1349	-	617	821
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	861	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	770	-	-	1349	-	
HCM Lane V/C Ratio	0.008	-	-	0.004	-	
HCM Control Delay (s)	9.7	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	17	72	156	9	52
Future Vol, veh/h	190	17	72	156	9	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	218	20	87	188	12	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	238	0	590	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1329	-	470	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1329	-	439	811
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	658	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.5		10.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	721	-	-	1329	-	
HCM Lane V/C Ratio	0.108	-	-	0.065	-	
HCM Control Delay (s)	10.6	-	-	7.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	228	0	0	500	316	59	1	115	0	0	0
Future Vol, veh/h	70	228	0	0	500	316	59	1	115	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	275	0	0	543	343	71	1	139	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	886	0	-	-	-	0	715	1329	275
Stage 1	-	-	-	-	-	-	443	443	-
Stage 2	-	-	-	-	-	-	272	886	-
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53	-
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019	3.319
Pot Cap-1 Maneuver	762	-	0	0	-	-	381	154	763
Stage 1	-	-	0	0	-	-	646	575	-
Stage 2	-	-	0	0	-	-	750	362	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	762	-	-	-	-	-	339	0	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	0	-
Stage 1	-	-	-	-	-	-	575	0	-
Stage 2	-	-	-	-	-	-	750	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	339	763	762	-	-	-
HCM Lane V/C Ratio	0.213	0.182	0.111	-	-	-
HCM Control Delay (s)	18.5	10.8	10.3	-	-	-
HCM Lane LOS	C	B	B	-	-	-
HCM 95th %tile Q(veh)	0.8	0.7	0.4	-	-	-

Intersection												
Int Delay, s/veh	13.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	
Traffic Vol, veh/h	25	399	25	15	325	95	110	5	10	127	25	15
Future Vol, veh/h	25	399	25	15	325	95	110	5	10	127	25	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	434	27	16	353	103	133	6	12	146	29	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	461	0	0	962	990	448	890	900	353
Stage 1	-	-	-	-	-	-	502	502	-	385	385	-
Stage 2	-	-	-	-	-	-	460	488	-	505	515	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1105	-	-	1100	-	-	235	246	611	264	278	691
Stage 1	-	-	-	-	-	-	552	542	-	638	611	-
Stage 2	-	-	-	-	-	-	581	550	-	549	535	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1105	-	-	1100	-	-	202	233	611	244	264	691
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	233	-	244	264	-
Stage 1	-	-	-	-	-	-	534	524	-	617	599	-
Stage 2	-	-	-	-	-	-	529	539	-	514	517	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.3			50.6			48.9		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	203	611	1105	-	-	1100	-	-	262			
HCM Lane V/C Ratio	0.683	0.02	0.025	-	-	0.015	-	-	0.733			
HCM Control Delay (s)	54	11	8.3	0	-	8.3	0	-	48.9			
HCM Lane LOS	F	B	A	A	-	A	A	-	E			
HCM 95th %tile Q(veh)	4.2	0.1	0.1	-	-	0	-	-	5.2			

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	0	4	117	2	10
Future Vol, veh/h	145	0	4	117	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	0	5	141	3	13
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	175	0	326	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	668	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	665	868
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	873	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.3		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	826	-	-	1401	-	
HCM Lane V/C Ratio	0.019	-	-	0.003	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	1	4	119	3	12
Future Vol, veh/h	155	1	4	119	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	1	5	143	4	15
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	188	0	341	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	655	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1386	-	652	854
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	872	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		9.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	804	-	-	1386	-	
HCM Lane V/C Ratio	0.024	-	-	0.003	-	
HCM Control Delay (s)	9.6	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	1	9	123	0	19
Future Vol, veh/h	166	1	9	123	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	200	1	11	148	0	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	371	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1371	-	630	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	624	840
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	852	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	840	-	-	1371	-	
HCM Lane V/C Ratio	0.029	-	-	0.008	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	139	111	395	195	0	0	0	0	92	1	33
Future Vol, veh/h	0	139	111	395	195	0	0	0	0	92	1	33
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	134	429	212	0	0	0	0	106	1	38
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.3	16.8	10.9
HCM LOS	B	C	B

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	73%
Vol Thru, %	56%	0%	100%	1%
Vol Right, %	44%	0%	0%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	395	195	126
LT Vol	0	395	0	92
Through Vol	139	0	195	1
RT Vol	111	0	0	33
Lane Flow Rate	301	429	212	145
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.408	0.682	0.307	0.238
Departure Headway (Hd)	4.88	5.721	5.218	5.917
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	627	682	601
Service Time	2.96	3.501	2.997	4.012
HCM Lane V/C Ratio	0.413	0.684	0.311	0.241
HCM Control Delay	11.3	20	10.3	10.9
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	2	5.3	1.3	0.9

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

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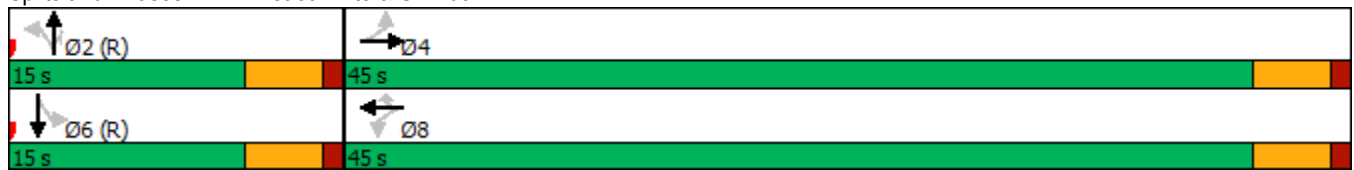
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	400	25	15	326	96	110	5	10	130	25	15
Future Volume (vph)	25	400	25	15	326	96	110	5	10	130	25	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850		0.988	
Flt Protected		0.997			0.998			0.954			0.963	
Satd. Flow (prot)	0	1844	0	0	1859	1583	0	1777	1583	0	1772	0
Flt Permitted		0.968			0.974			0.633			0.704	
Satd. Flow (perm)	0	1791	0	0	1814	1583	0	1179	1583	0	1296	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				104			27			7
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		339			483			272			205	
Travel Time (s)		7.7			11.0			6.2			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.87	0.87	0.87
Adj. Flow (vph)	27	435	27	16	354	104	133	6	12	149	29	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	0	0	370	104	0	139	12	0	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	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	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0	15.0	15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	40.5	40.5		40.5	40.5	40.5	10.5	10.5	10.5	10.5	10.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effect Green (s)		23.9			23.9	23.9		27.1	27.1			27.1
Actuated g/C Ratio		0.40			0.40	0.40		0.45	0.45			0.45
v/c Ratio		0.68			0.51	0.15		0.26	0.02			0.33
Control Delay		18.5			15.0	2.4		15.1	3.5			15.1
Queue Delay		0.0			0.0	0.0		0.0	0.0			0.0
Total Delay		18.5			15.0	2.4		15.1	3.5			15.1
LOS		B			B	A		B	A			B
Approach Delay		18.5			12.2			14.2				15.1
Approach LOS		B			B			B				B
Queue Length 50th (ft)		137			97	0		30	0			41
Queue Length 95th (ft)		157			113	16		77	5			108
Internal Link Dist (ft)		259			403			192				125
Turn Bay Length (ft)									110			
Base Capacity (vph)		1212			1224	1102		532	729			589
Starvation Cap Reductn		0			0	0		0	0			0
Spillback Cap Reductn		0			0	0		0	0			0
Storage Cap Reductn		0			0	0		0	0			0
Reduced v/c Ratio		0.40			0.30	0.09		0.26	0.02			0.33
Intersection Summary												
Area Type:	Other											
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: 0.68												
Intersection Signal Delay: 15.3	Intersection LOS: B											
Intersection Capacity Utilization 66.8%	ICU Level of Service C											
Analysis Period (min) 15												

Splits and Phases: 11: Beacon Lite & SH 105



Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	139	152	46	49	115
Future Vol, veh/h	85	139	152	46	49	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	167	183	55	59	139
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	238	0	-	0	582	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1329	-	-	-	475	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	435	829
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	698	-
Approach	EB	WB		SB		
HCM Control Delay, s	3	0		12.9		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1329	-	-	-	652	
HCM Lane V/C Ratio	0.077	-	-	-	0.303	
HCM Control Delay (s)	7.9	0	-	-	12.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	45	81	5	50	93	15
Future Vol, veh/h	45	81	5	50	93	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	98	6	60	112	18
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	152	0	175	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1429	-	815	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	812	952
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	947	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	0.7		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	829	-	-	1429	-	
HCM Lane V/C Ratio	0.157	-	-	0.004	-	
HCM Control Delay (s)	10.1	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	2	5	166	5	6
Future Vol, veh/h	173	2	5	166	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	208	2	6	200	6	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	210	0	421	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1361	-	589	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1361	-	586	831
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	819	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		10.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	698	-	-	1361	-	
HCM Lane V/C Ratio	0.02	-	-	0.004	-	
HCM Control Delay (s)	10.3	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	23	113	174	32	131
Future Vol, veh/h	191	23	113	174	32	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	255	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	28	136	210	41	168
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	258	0	726	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1307	-	391	795
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1307	-	350	795
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	556	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.2		13.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	636	-	-	1307	-	
HCM Lane V/C Ratio	0.329	-	-	0.104	-	
HCM Control Delay (s)	13.4	-	-	8.1	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-	

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	400	0	0	256	134	122	3	279	0	0	0
Future Vol, veh/h	58	400	0	0	256	134	122	3	279	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	300	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	435	0	0	294	154	140	3	321	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	448	0	-	-	-	0	708 1009 435
Stage 1	-	-	-	-	-	-	561 561 -
Stage 2	-	-	-	-	-	-	147 448 -
Critical Hdwy	4.13	-	-	-	-	-	6.63 6.53 6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43 5.53 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83 5.53 -
Follow-up Hdwy	2.219	-	-	-	-	-	3.519 4.019 3.319
Pot Cap-1 Maneuver	1111	-	0	0	-	-	385 239 620
Stage 1	-	-	0	0	-	-	570 509 -
Stage 2	-	-	0	0	-	-	866 572 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1111	-	-	-	-	-	363 0 620
Mov Cap-2 Maneuver	-	-	-	-	-	-	363 0 -
Stage 1	-	-	-	-	-	-	538 0 -
Stage 2	-	-	-	-	-	-	866 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1.1	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	363	620	1111	-	-	-
HCM Lane V/C Ratio	0.396	0.517	0.057	-	-	-
HCM Control Delay (s)	21.3	16.9	8.4	-	-	-
HCM Lane LOS	C	C	A	-	-	-
HCM 95th %tile Q(veh)	1.8	3	0.2	-	-	-

Intersection												
Int Delay, s/veh	24.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	551	30	15	575	170	61	14	20	36	25	93
Future Vol, veh/h	30	551	30	15	575	170	61	14	20	36	25	93
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	-	-	Stop	-	-	None
Storage Length	-	-	-	-	-	0	-	-	110	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	592	32	16	618	183	73	17	24	41	29	107
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	801	0	0	624	0	0	1482	1505	608	1331	1338	618
Stage 1	-	-	-	-	-	-	672	672	-	650	650	-
Stage 2	-	-	-	-	-	-	810	833	-	681	688	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	822	-	-	957	-	-	103	121	496	132	153	489
Stage 1	-	-	-	-	-	-	445	454	-	458	465	-
Stage 2	-	-	-	-	-	-	374	384	-	440	447	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	822	-	-	957	-	-	~ 63	110	496	103	139	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 63	110	-	103	139	-
Stage 1	-	-	-	-	-	-	418	427	-	431	451	-
Stage 2	-	-	-	-	-	-	265	372	-	378	420	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			258.9			71.1		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	68 496		822	-	-	957	-	-	214			
HCM Lane V/C Ratio	1.329 0.049		0.039	-	-	0.017	-	-	0.827			
HCM Control Delay (s)	\$ 324.6 12.6		9.6	0	-	8.8	0	-	71.1			
HCM Lane LOS	F B		A	A	-	A	A	-	F			
HCM 95th %tile Q(veh)	7.4 0.2		0.1	-	-	0.1	-	-	6.2			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	3	12	129	0	8
Future Vol, veh/h	148	3	12	129	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	4	14	155	0	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	363	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1393	-	636	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1393	-	629	863
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	839	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		9.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	863	-	-	1393	-	
HCM Lane V/C Ratio	0.012	-	-	0.01	-	
HCM Control Delay (s)	9.2	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	5	15	137	4	8
Future Vol, veh/h	153	5	15	137	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	6	18	165	5	10
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	190	0	388	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1384	-	616	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	607	855
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	821	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		9.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	753	-	-	1384	-	
HCM Lane V/C Ratio	0.02	-	-	0.013	-	
HCM Control Delay (s)	9.9	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	0	19	152	0	16
Future Vol, veh/h	160	0	19	152	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	0	23	183	0	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	422	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1380	-	588	849
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	577	849
Mov Cap-2 Maneuver	-	-	-	-	577	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	794	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		9.3	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	849	-	-	1380	-	
HCM Lane V/C Ratio	0.024	-	-	0.017	-	
HCM Control Delay (s)	9.3	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	
Traffic Vol, veh/h	0	188	134	171	210	0	0	0	0	282	1	78
Future Vol, veh/h	0	188	134	171	210	0	0	0	0	282	1	78
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	216	154	197	241	0	0	0	0	324	1	90
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	17.3	14.1	22
HCM LOS	C	B	C

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	78%
Vol Thru, %	58%	0%	100%	0%
Vol Right, %	42%	0%	0%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	171	210	361
LT Vol	0	171	0	282
Through Vol	188	0	210	1
RT Vol	134	0	0	78
Lane Flow Rate	370	197	241	415
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.599	0.381	0.434	0.698
Departure Headway (Hd)	5.83	6.977	6.467	6.059
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	614	513	553	593
Service Time	3.903	4.757	4.246	4.124
HCM Lane V/C Ratio	0.603	0.384	0.436	0.7
HCM Control Delay	17.3	14	14.2	22
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	4	1.8	2.2	5.5

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

2046 Background + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	551	30	15	575	170	61	14	20	36	25	93
Future Volume (vph)	30	551	30	15	575	170	61	14	20	36	25	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850		0.918	
Flt Protected		0.998			0.999			0.961			0.989	
Satd. Flow (prot)	0	1846	0	0	1861	1583	0	1790	1583	0	1691	0
Flt Permitted		0.956			0.981			0.704			0.923	
Satd. Flow (perm)	0	1768	0	0	1827	1583	0	1311	1583	0	1578	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				185			27		107	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		339			483			272			205	
Travel Time (s)		6.6			9.4			7.4			5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.87	0.87	0.87
Adj. Flow (vph)	33	599	33	16	625	185	73	17	24	41	29	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	665	0	0	641	185	0	90	24	0	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
11: Beacon Lite & SH 105

2046 Background + Site
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	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	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0	15.0	15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%	75.0%	25.0%	25.0%	25.0%	25.0%	25.0%	
Maximum Green (s)	40.5	40.5		40.5	40.5	40.5	10.5	10.5	10.5	10.5	10.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effect Green (s)		31.3			31.3	31.3		19.7	19.7		19.7	
Actuated g/C Ratio		0.52			0.52	0.52		0.33	0.33		0.33	
v/c Ratio		0.72			0.67	0.20		0.21	0.04		0.30	
Control Delay		14.7			13.5	1.3		20.4	8.8		10.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.7			13.5	1.3		20.4	8.8		10.7	
LOS		B			B	A		C	A		B	
Approach Delay		14.7			10.8			17.9			10.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		160			152	0		23	0		18	
Queue Length 95th (ft)		168			155	14		61	14		67	
Internal Link Dist (ft)		259			403			192			125	
Turn Bay Length (ft)									110			
Base Capacity (vph)		1196			1233	1128		430	538		590	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.56			0.52	0.16		0.21	0.04		0.30	
Intersection Summary												
Area Type:	Other											
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: 0.72												
Intersection Signal Delay: 12.7	Intersection LOS: B											
Intersection Capacity Utilization 78.6%	ICU Level of Service D											
Analysis Period (min) 15												

Splits and Phases: 11: Beacon Lite & SH 105

