

Monument Ridge East

Traffic Impact Study

Prepared for:
Monument Ridge East, LLC
5050 List Drive
Colorado Springs, CO 80919
<via email>

MARCH 11, 2024

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

LSC #S234450



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Table 2

Figure 1 - Figure 13

Traffic Count Reports

Synchro LOS Reports



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March 11, 2024

Monument Ridge East, LLC
5050 List Drive
Colorado Springs, CO 80919
<via email>

RE: Monument Ridge East
El Paso County, CO
Traffic Impact Study
LSC #S234450

Dear Mr. Whitehead,

LSC Transportation Consultants, Inc. has prepared this Traffic Impact Study for the proposed Monument Ridge East residential development in El Paso County, Colorado. The site is located south of County Line Road and east of Monument Hill Road (Interstate 25 frontage road). Approximately 342 total dwelling units are planned for the site, including single-family and multi-family housing types.

This report has been prepared for submittal to El Paso County.

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;
- Review of prior traffic reports and applicable data, estimates, and /or other report elements in the vicinity of the site;
- Analysis of intersection and stopping sight distance at the proposed site-access points;
- Weekday peak-hour turning-movement traffic counts at the following study-area intersections:
 - I-25 southbound ramps/County Line Road
 - I-25 northbound ramps/County Line Road
 - County Line Road/Monument Hill Road
 - Monument Hill Road/Misty Acres Boulevard (north)
 - Monument Hill Road/Misty Acres Boulevard (south)
 - Misty Acres Boulevard/Old Antlers Way

- Estimated average daily traffic (ADT) volumes adjacent to the proposed development on the following roadway segments: County Line Road, Monument Hill Road, Misty Acres Boulevard, and Old Antlers Way.
- Projections of 20-year background traffic volumes on the following roadways adjacent to the site: County Line Road, Monument Hill Road, Misty Acres Boulevard, Old Antlers Way;
- 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 following study-area intersections:
 - I-25 southbound ramps/County Line Road
 - I-25 northbound ramps/County Line Road
 - County Line Road/Monument Hill Road (future Misty Acres Boulevard)
 - Monument Hill Road/Misty Acres Boulevard (north)
 - Monument Hill Road/Misty Acres Boulevard (south)
 - Misty Acres Boulevard/Old Antlers Way
- Intersection level of service (LOS) analysis at the study-area intersections;
- Evaluation of short- and long-term projected intersection volumes to determine potential requirements for any auxiliary right-/left-turn lanes at the proposed site access points, based on the criteria in El Paso County's Engineering Criteria Manual (ECM). Also included are potential long-term lane requirements;
- Pedestrian facilities; and
- Findings and recommendations for submittal to El Paso County.

LIST OF OTHER TRAFFIC REPORTS USED IN THE PREPARATION OF THIS REPORT

The following traffic report was completed for this site within the past five years and has been used for reference and background information:

- Monument Ridge Development – by WSB, June 5, 2022

LAND USE AND ACCESS

Please include PCD
file number ANX236

Proposed Land Uses

Figure 1 shows the site location relative to the adjacent and nearby roadways. The proposed Monument Ridge East residential development site is located south of County Line Road and east of Monument Hill Road (Interstate 25 frontage road).

Approximately 342 total dwelling units are planned for the site, including 36 single-family lots on the east side of the planned extension of Misty Acres Boulevard and duplex, tri-plex, and four-plex dwelling units on the west side of the planned extension of Misty Acres Boulevard. Figure 2 shows the site plan.

Access and Circulation

Figure 2 also shows the proposed roadways, roadway realignments, and access points.

Figure 3 highlights the details of the proposed extension of Misty Acres Boulevard north to County Line Road, the realignment of the north portion of Monument Hill Road to the south to tie into the proposed extension of Misty Acres Boulevard, and the segments of existing roadway to be removed.

Access points are proposed at the following locations.

Update with appropriate road names
in the next submittal from Prelim plan

- Access C – 383 feet south of the future County Line Road/Misty Acres Boulevard intersection.
- Access A – 720 feet south of the future County Line Road/Misty Acres Boulevard intersection.
- Access B – 280 feet west of the future Misty Acres Boulevard/Monument Hill Road intersection.
- New west leg at the existing Misty Acres Boulevard/Old Antlers Way T-intersection

SIGHT DISTANCE

Please include a figure for the required
sight distance with this report

Intersection sight distance at all proposed public road/site-access intersection locations on Misty Acres Boulevard and Monument Hill Road must meet intersection sight-distance requirements in *ECM* Table 2-21. Sight distance lines of sight for all public road intersections/access points will need to be kept clear of any sight-distance obstructions, including landscaping, signage, structures, fencing, parking areas, etc.

ROAD AND TRAFFIC CONDITIONS AND MTCP CLASSIFICATION

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 approximately 700 to 1,100 feet west 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 is generally 45 mph, but it decreases to 30 mph near the I-25 interchange between Beacon Lite Road and Doewood Drive. No auxiliary turn lanes currently exist at its intersection with Monument Hill Road.

Monument Hill Rd is classified as a
Rural Major Collector by EPC




Monument Hill Road (I-25 Frontage Road) is a two-lane paved Frontage Road that extends north from Woodmoor Drive to County Line Road. The posted speed limit on Monument Hill Road in the vicinity of the site is 45 mph. No auxiliary turn lanes currently exist at its intersection with County Line Road. The current alignment of the north portion of Monument Hill Road will be shifted to the south as part of this development (please refer to Figure 3).

Misty Acres Boulevard is a two-lane Major Collector that extends north from Monument Hill Road to about 800 feet north of Old Antlers Way. At this point, a temporary road extends west to Monument Hill Road. Misty Acres Boulevard is planned to be extended north to County Line Road and a new intersection would be created basically at the location of the existing Monument Hill Road/County Line Road intersection. The existing Misty Acres Boulevard is one through lane in each direction plus a raised center median. The proposed extension would be constructed as a two-lane, Urban Major Collector with a center left turn median (Non-Residential Collector cross section).

Existing Traffic Volumes

Vehicular turning-movement counts were conducted for the following dates and times at the following intersections, as shown in Figure 4. Raw count data is attached:

- 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.
- 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.
- County Line Road/Monument Hill Road
 - Wednesday, January 10, 2024 from 6:30 – 8:30 a.m.
 - Tuesday, January 9, 2024 from 4:00 – 6:00 p.m.
- Monument Hill Road/Misty Acres Boulevard (north)
 - Tuesday, December 12, 2023 from 6:30 – 8:30 a.m.
 - Tuesday, December 12, 2023 from 3:45 – 5:45 p.m.
- Monument Hill Road/Misty Acres Boulevard (south)
 - Wednesday, January 10, 2024 from 6:30 – 8:30 a.m.
 - Tuesday, January 9, 2024 from 4:00 – 6:00 p.m.
- Misty Acres Boulevard/Old Antlers Way (from the WSB TIS report)
 - Wednesday, April 27, 2022 from 6:30 – 8:30 a.m.
 - Wednesday, April 27, 2022 from 4:00 – 6:00 p.m.



Counts are too old per
B.3.1.A, please include
updated values

SHORT TERM BASELINE TRAFFIC VOLUMES

Please indicate if future development west of I-25 was considered with this traffic study.

Figure 5 shows the estimated short-term baseline volumes. These volumes account for projected shifts in **existing** traffic volumes following the extension of Misty Acres Boulevard to the north, realignment of Monument Hill Road, and associated closure of some segments of roadway (as depicted in Figure 3). No additional background traffic growth was applied when estimating these volumes. The intent was to show shift/adjustment to existing traffic volumes assuming the roadway changes.

PEDESTRIAN AND BICYCLE FACILITIES

The proposed extension of Misty Acres through the site is proposed as an Urban Non-Residential Collector cross section. This standard cross section to be constructed will include sidewalks and paved outside shoulders, which will accommodate bicycles.

The existing west side of Misty Acres Boulevard on the south end near the high school is striped for an outside paved shoulder, but along most of the roadway, there is no shoulder striping. The roadway has sufficient width to accommodate bicycles. Monument Hill Road and County Line Road do not currently have paved outside shoulders.

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by the proposed Monument Ridge East residential development have been made using the nationally published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from the following ITE Land Use categories have been used to develop trip-generation estimates for the proposed 342 dwelling units:

- “210 – Single-Family (Detached) Housing”
- “215 – Single-Family (Attached) Housing”
- “220 – Multi-Family Housing (Low-Rise)”

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

The site plan land uses are projected to generate about 2,525 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 51 entering vehicles and 121 exiting vehicles are estimated to be generated. Approximately 122 entering and 86 exiting vehicles are estimated to be generated by the site during the afternoon peak hour.

Table 1: Summary of Estimated Site Vehicle-Trip Generation

Analysis Period	Trips Generated		
	Entering	Exiting	Total
Morning Peak Hour (veh./hour)	51	121	172
Afternoon Peak Hour (veh./hour)	122	86	208
Daily/24-hour (veh./day)	1,263	1,263	2,525

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: LCS's previous traffic impact studies in the vicinity, the proposed new land uses, the area roadway system serving the site, and the site's geographic location relative to the overall greater El Paso County/Colorado Springs area and the Denver metro area. Figure 6 shows the estimated distribution splits.

Site-Generated Traffic

Site-generated volumes have been calculated by applying the directional-distribution percentages estimated by LSC (from Figure 6) to the trip-generation estimates (from Table 4). Figure 7 shows the projected site-generated traffic volumes for the weekday morning and afternoon peak hours.

Short-Term Total Traffic Volumes

Figure 8 shows the projected short-term total traffic, which is the sum of the short-term baseline (adjusted existing) traffic volumes (from Figure 5) and site-generated traffic volumes (from Figure 7). Laneage and traffic control at the study-area intersections are shown in Figure 8.

Note: as indicated in the "Short-Term Baseline Traffic Volumes" section and as shown in Figure 5, short-term baseline traffic volumes assume that existing traffic patterns would change following the realignment of Monument Hill Boulevard and extension of Misty Acres Boulevard (as depicted in Figure 3).

2044 Background Traffic Volumes

Figure 9 shows estimated long-term background volumes. Projected 20-year background traffic volumes do **not** include projected traffic to be generated by the proposed site. Long-term background traffic volumes are estimates by LSC, which assume a two-percent annual growth rate on County Line Road. With site-generated traffic, the total growth rate is about 3.3 percent west of Misty Acres Boulevard and about 2.3 percent east of Misty Acres Boulevard (growth over the short-term baseline/adjusted existing volume).

Traffic generated by planned adjacent and nearby developments, including projected commercial traffic from WSB's traffic study west of I-25, has been included in 2044 background traffic volumes. Additionally, long-term background traffic volumes assume that existing traffic patterns would change following the realignment of Monument Hill Boulevard and extension of Misty Acres Boulevard.

2044 Total Traffic Volumes

Figure 10 shows the sum of 2044 background traffic volumes (from Figure 9) plus site-generated traffic volumes (from Figure 7).

LEVEL OF SERVICE ANALYSIS

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.

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

- Figure 4: 2024 Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 5: Adjusted Existing Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 8: Short-Term Total Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 9: 2044 Background Traffic, Lane Geometry, Traffic Control, and LOS
- Figure 10: 2044 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

I-25 Southbound Ramps/County Line Road

Short Term

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

Long Term

The single-lane southbound approach is projected to operate at LOS E or worse during at least one peak hour, with or without the addition of site-generated traffic. This single-lane approach is projected to have a volume-to-capacity (v/c) ratio of 1.03 during the PM peak hour with the addition of site-generated traffic. All other individual turning movements and approaches are projected to operate at LOS D or better during all long-term scenarios. Assuming future all-way, stop-sign traffic control (AWSC) the level of service would improve to acceptable levels for all approaches.

I-25 Northbound Ramps/County Line Road

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

County Line Road/Misty Acres Boulevard

Short Term

All individual turning movements and approaches are projected to operate at LOS D or better based on the short-term total traffic volumes.

Long Term

The northbound-left turning movement would operate at LOS E or worse during both **long-term** peak hours if the intersection were to remain two-way, stop-sign controlled. This intersection will likely need to be signalized in the future based on the **long-term analysis**. Signalizing this

intersection would result in all individual turning movements operating at LOS D or better during the long-term scenarios.

Misty Acres Boulevard/Access A

All individual turning movements and approaches are projected to operate at LOS B or better through the long term with the addition of site-generated traffic.

Misty Acres Boulevard/Access B

All individual turning movements and approaches are projected to operate at LOS A through the long term with the addition of site-generated traffic.

Misty Acres Boulevard/Access C

All individual turning movements and approaches are projected to operate at LOS B or better through the long term with the addition of site-generated traffic.

Misty Acres Boulevard/Monument Hill Road

LSC has accounted for changes to existing traffic patterns that would likely change following the realignment of Monument Hill Boulevard and extension of Misty Acres Boulevard. All individual turning movements and approaches are projected to operate at LOS B or better through the long term.

Misty Acres Boulevard/Old Antlers Way

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

ROADWAY IMPROVEMENTS

Auxiliary Turn-Lane Thresholds and Design Parameters

Section 2.3.7.D of the *ECM* lists ingress/egress volume thresholds in which exclusive right- or left-turn lanes would be required, by classification. Prescribed auxiliary turn lanes would be required to meet design criteria outlined in Section 2.3.7.E of the *ECM*.

At the intersection of Misty Acres Boulevard/County Line Road, the ***Colorado State Highway Access Code*** criteria (Section 4.8) would apply.

Based on the classification, the **design speed** of Misty Acres Boulevard is 40 mph. LSC has based recommendations on an anticipated future **posted speed** of 40 mph on County Line Road

generally between Doewood and the I-25 Interchange (i.e., through the Misty Acres Boulevard intersection). The design speed at the Monument Hill Road study-area intersections are noted for each one below.

Auxiliary Turn-Lane Needs Analysis

Please refer to Figure 11 and Figure 12 for preliminary recommendations for auxiliary turn lanes at the study-area intersections.

County Line Road/Misty Acres Boulevard

Please include a northbound left turn lane discussion as the threshold for a left turn lane is met

The following auxiliary turn lanes would be required at the future County Line Road/Misty Acres Boulevard intersection. The turn lanes on County Line Road are based on County Line Road grades of between five and seven percent. Please refer to the site plan, which depicts the following laneage at this intersection. LSC provided the laneage recommendations for inclusion on the site plan.

- Northbound Right Turn Deceleration Lane
 - 175 feet of full-width lane (including storage) + 80- foot bay taper = 255 feet total
- Westbound-Left Turn Deceleration Lane
 - 176 feet of full-width lane + 50 feet of storage + 162-foot taper = 388 feet total
- Eastbound-Right-Turn Deceleration Lane
 - 140 feet of full-width lane + 75-foot taper = 215 feet total
 - Will require a design waiver from CDOT, as based on SHAC criteria, a 356-foot lane plus 144-foot taper is prescribed for a total of 500 feet. This waiver would be requested due to the challenging topography to the west of the intersection. The plans show a larger corner radius on the southwest corner as mitigation for the shorter lane which would allow for right turns at a higher speed, thus reducing the speed differential between eastbound through traffic and right-turning traffic.

An eastbound-left-turn deceleration lane would not be required based on projected turning volumes and the threshold requirement for a turn lane. However, in this situation LSC recommends a short eastbound-left-turn bay for vehicle storage. The space will be available to stripe this lane between the eastbound and westbound through lanes on the west leg of this intersection.

- Eastbound-left-Turn-Storage-Bay
 - 75 feet of full-width lane for vehicle storage + 120-foot taper = 195 feet total
 - Not required based on projected volumes but recommended by LSC.

See comment on the cover page about considering a different location for the intersection. Moving this intersection would help with the space and grade issues nearer to I-25.

Please add a bullet point for explanation of why the turn lane is being recommended

Misty Acres Boulevard/Access C

Based on projected total volumes, auxiliary turn lanes would **not** be required on any approach at the intersection of Monument Hill Road/Access C.

Although the projected left-turn volume does not exceed the *ECM* threshold requiring a northbound-left-turn lane on Misty Acres Boulevard, the proposed major collector cross section of Misty Acres Boulevard includes a striped median for left-turning movements at intersections/access points.

Misty Acres Boulevard/Access A

Based on projected total volumes, auxiliary turn lanes would **not** be **required** on any approach at the intersection of Misty Acres Boulevard/Access A.

Although the projected left-turn volume does not exceed the *ECM* threshold requiring a northbound-left-turn lane on Misty Acres Boulevard, the proposed major collector cross section of Misty Acres Boulevard includes a striped median for left-turning movements at intersections/access points.

Misty Acres Boulevard/Old Antlers Way/South Site Access

Based on projected total volumes, auxiliary turn lanes would **not** be required on any approach at the intersection of Misty Acres Boulevard/Old Antlers Way.

Please include southbound here as well

Although the projected left-turn volume does not exceed the *ECM* threshold requiring a northbound-left-turn lane on Misty Acres Boulevard, the proposed major collector cross section of Misty Acres Boulevard includes a striped median for left-turning movements at intersections/access points.

Monument Hill Road (Realigned) /Misty Acres Boulevard/Site Access (New proposed Intersection)

A 315-foot southbound-right-turn lane would be required on Misty Acres Boulevard approaching Monument Hill Road. This 315-foot turn lane would consist of 155 feet of deceleration length plus a 160-foot taper. Based on projected total volumes, other auxiliary turn lanes would **not** be required at the intersection of Misty Acres Boulevard/Monument Hill Road. The width that would otherwise be six-foot paved shoulder in the southbound direction (as part of the overall Misty Acres Boulevard cross section) could be utilized as part of the 12-foot right-turn lane width.

Although the projected left-turn volume does not exceed the *ECM* threshold requiring a northbound-left-turn lane on Misty Acres Boulevard, the proposed major collector cross section

Figure 10 indicates that Monument Hill Rd eastbound left turns will exceed the threshold for a turn lane. Please include recommendation

of Misty Acres Boulevard includes a striped median for left-turning movements at intersections/access points.

Monument Hill Road/Access B

Based on projected total volumes, auxiliary turn lanes would **not** be required on any approach at the intersection of Monument Hill Road/Access B. Based on the recommended classification of this new segment/new north terminus of Monument Hill Road (Urban Local), the design speed will be 25 mph.

Monument Hill Road/Misty Acres Boulevard (South/Existing Intersection)

No modifications would be required by the applicant at the intersection of Monument Hill Road/Misty Acres Boulevard despite additional site-generated traffic from this development.

Intersection Configuration and Traffic Control

All proposed site-access points would be two-way, stop-sign-controlled intersections.

Regarding the intersection of County Line Road and Misty Acres Boulevard, the project team has determined that a roundabout option for traffic control would not be feasible. The following are a list of pros and cons comparing a modern roundabout intersection to a conventional intersection with two-way, stop-sign control and the potential for future signalization once MUTCD warrant(s) are met.

Misty Acres Blvd/Access A is shown as AWSC on figure 8. Please confirm the stop control type here

Roundabout Intersection

Cons:

- Grades would not meet the established guidelines for grades. The following is criteria from the *Wisconsin DOT Roundabout Design Manual* (used by El Paso County, Colorado):
 - *Entry grade profiles (approximately 2 car lengths from the ICD) are not to exceed 4%, with 2% being the typical maximum.*
 - *Roundabouts typically should be constructed on relatively flat or rolling terrain with an approach grade that is typically less than 3%, but not greater than 5%. Grades approaching 4% and steeper terrain may require greater transitions to provide an appropriate grade through the intersection. The profile grades along the central island should generally not exceed 4%, (typically 3% or less).*
- A roundabout centered on the existing County Line Road would force realignment of the existing north leg [at the current County Line Road/Monument Hill Road intersection] into conservation easement on the north side of County Line Road, which is prohibited.
- If a roundabout circle were shifted south to avoid the conservation easement, then the grading for the roundabout footprint would encroach into the wetlands located southeast of the intersection, which would also not be feasible.

- Projected volumes are higher on County Line Road than Misty Acres approach. Balanced volumes are ideal for roundabouts.

Pros:

- Generally, roundabouts are self-regulating and offer safety advantages over conventional intersections.
- The LOS would potentially be better than the conventional intersection for the northbound approach before a signal warrant is met, and potentially after signalization as well.

Conventional Intersection

Pros:

- The intersection would be similar to the existing intersection, will little modification needed on the north leg.
- A signal would not likely need to be installed in the short term – could remain TWSC.
- The LOS is shown to be D or better, based on the short-term scenario.
- There are likely more precedent cases for signal installation at intersections with grades over 4 percent than with roundabout grades over 4 percent.

Cons:

- Installation of a signal at an intersection with approach grades over 4 percent is not ideal, and would require a deviation (county intersection maximum intersection grade is 4 percent)
- Generally, El Paso County staff has indicated that an intersection cannot be signalized until warrants are met. The LOS would potentially be worse with the conventional intersection for the northbound approach before a signal warrant is met. The short term shows LOS D for the northbound approach.
- The conventional intersection would require auxiliary turn lanes on the intersection legs as shown on Figure 11,

The intersection of Misty Acres Boulevard/County Line Road will likely need to be signalized in the future. Based on projected volumes the volumes for the AM and PM peak hours would meet the Warrant No. 2 (Four-Hour Volume) threshold. The volume threshold would need to be met for two other hours of the day, such as the afternoon “school” peak hour and two hours during the late afternoon/evening peak hour.

Other Recommendations

LSC recommends MUTCD horizontal curve warning signage be installed on Monument Hill Road for traffic on the northbound approach to the proposed curve to the east adjacent to the site. The specific signs and sign placement can be included for review as part of the construction plans.

please show
location on a plan

ROADWAY CLASSIFICATIONS

Based on the projected traffic volumes, roadway continuity, length, the *MTCP*, and other factors, LSC recommends roadway classifications for the study-area roadways. These are presented in Table 4 below and are shown on a roadway map in Figure 13.

Table 4: Roadway Classifications at Proposed Site Access Points

Roadway	Direction from Intersecting Road	Intersecting Road	Projected ADT	Recommended Classification
County Line Rd	West	Misty Acres Blvd	10,972	Rural Minor Arterial (but under CDOT Access Control)
County Line Rd	East	Misty Acres Blvd	8,378	Rural Minor Arterial
Misty Acres Blvd	South	County Line Rd	4,000	Major Collector (Urban Non-Residential Collector)
Misty Acres Blvd	South	Old Antlers Way*	4,000	Major Collector (Hybrid Cross Section)
Access A	East	Misty Acres Blvd	298	Urban Local
Access A	West	Misty Acres Blvd	510	Local (Private Street)
Monument Hill Rd	East (for 1,000 feet)	Misty Acres Blvd	119	Urban Local
Monument Hill Rd	South	725 feet west of Access B	119	Rural Major Collector
Access B	South	Monument Hill Rd	404	Local (Private Street)
Old Antlers Way	West	Misty Acres Blvd	947	Local (Private Street)
*More precisely, south of the south site boundary on the east side of Misty Acres, which is 175' north of Old Antlers Way				

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 applicant will be required to participate in this program.

The applicant will notify staff of the selected PID option prior to scheduling for public hearing this TIS will be updated accordingly once the option is confirmed.

Reimbursable Improvements

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*:

- U18 – Monument Hill Road from Woodmoor Drive to County Line Road (\$5,224,000)
 - Existing conditions – 2-lane Unimproved County Road
 - Future conditions – 2-lane Collector
- U20 -- This roadway improvement project has been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

No multi-modal roadway improvement projects have been identified as being needed by the year 2040 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*.

CDOT ACCESS PERMITTING

Prior access permits for County Line Road/Monument Hill Road are under Colorado State Highway Access Permit numbers 204054 and 204055. Newer permits may have been issued.

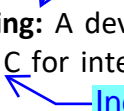
The previous access permits identified a requirement to construct a westbound-left-turn deceleration lane on County Line Road. This would also include widening for redirect tapers just west of the intersection that would tie into the recent road widening associated with the interchange improvements.

The previous permit terms and conditions identified that, "an eastbound right turn deceleration lane is required however, due to topography, the Permittee may elect to submit a design waiver." This design waiver would likely accompany the submittal of a new access permit application.

CDOT will require a new access permit for the intersection of County Line Road/Misty Acres Boulevard. The permit application will likely be accompanied by the design waiver request. The final permit, once issued, will identify the resolution of the above design waivers and will identify the requirements of this development at this intersection. CDOT will not require an access permit for the current intersection adjacent to the site on Monument Hill Road, as jurisdictional control of Monument Hill Road has been transferred to El Paso County.

DEVIATIONS, DESIGN WAIVERS, AND LDC WAIVERS

Deviations to EPC ECM Criteria

- **Major Collector Intersection Centerline Spacing:** A deviation may be required for the intersection of Misty Acres Boulevard/Access C for intersection spacing less than 660' along an Urban Non-Residential Collector. 
- **Intersection Grades:** The approach grades on County Line Road approaching the proposed Misty Acres Boulevard intersection would exceed *ECM* criteria. Although this is an existing condition, a deviation may be required.

Intersection spacing is also not met on County Line Rd between proposed Misty Acres Blvd and Doewood Dr

Include Access A as well

CDOT Design Waivers

Please submit the deviation request with the next round of submittal

- Right Turn Deceleration Lane Length (CDOT Design Waiver – to be submitted as part of the access permit process)

EPC Land Development Code (LDC) Waivers

- Local (Private) Streets shown on the site plan areas west of Misty Acres Boulevard connecting to Access points C, A, B and the Misty Acres/Old Antlers Way intersection would likely need waivers to the LDC to allow for private streets.

POTENTIAL ESCROW FOR FUTURE INTERSECTION SIGNALIZATION

- Following the realignment of Monument Hill Road, County Line Road/Misty Acres Boulevard has the potential to warrant signalization in the future. El Paso County may require a fair-share escrow amount toward this future traffic signal, unless this intersection is determined to be an “eligible” intersection under the El Paso County Roadway Impact Fee program.

FINDINGS AND CONCLUSIONS

- The site is projected to generate about 2,525 new driveway vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 51 vehicles would enter the site while 121 vehicles would exit.
- During the weekday afternoon peak hour of adjacent street traffic, 122 vehicles would enter the site while 86 vehicles would exit.
- Please refer to the “Level of Service” section above for detailed LOS results and discussion regarding all study-area intersections.
- Please refer to the “Auxiliary Turn-Lane Analysis” section for evaluation of turn-lane needs at the study-area intersections.
- A list of potential deviations, CDOT design waivers and/or LDC waivers is included above.

* * * * *

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 13
Traffic Count Reports
Synchro LOS Reports

Tables

Table 2: Detailed Trip Generation Estimate

ITE		Value	Units ¹	Trip Generation Rates ²					Total Driveway Trips Generated				
				Average	A.M.		P.M.		Average	A.M.		P.M.	
Code	Description			Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
210	Single-Family (Detached) Housing	37	DU	9.43	0.18	0.52	0.59	0.35	349	7	20	22	13
215	Single-Family (Attached) Housing	261	DU	7.20	0.15	0.33	0.32	0.25	1879	39	87	85	64
220	Multi-Family Housing (Low-Rise)	44	DU	6.74	0.10	0.30	0.32	0.19	297	5	14	15	9
								Total	2525	51	121	122	86

¹ DU = dwelling units

² Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

Updated: 02/20/2024

Figures



Figure 1

Vicinity

Monument Ridge East (LSC# S234450)

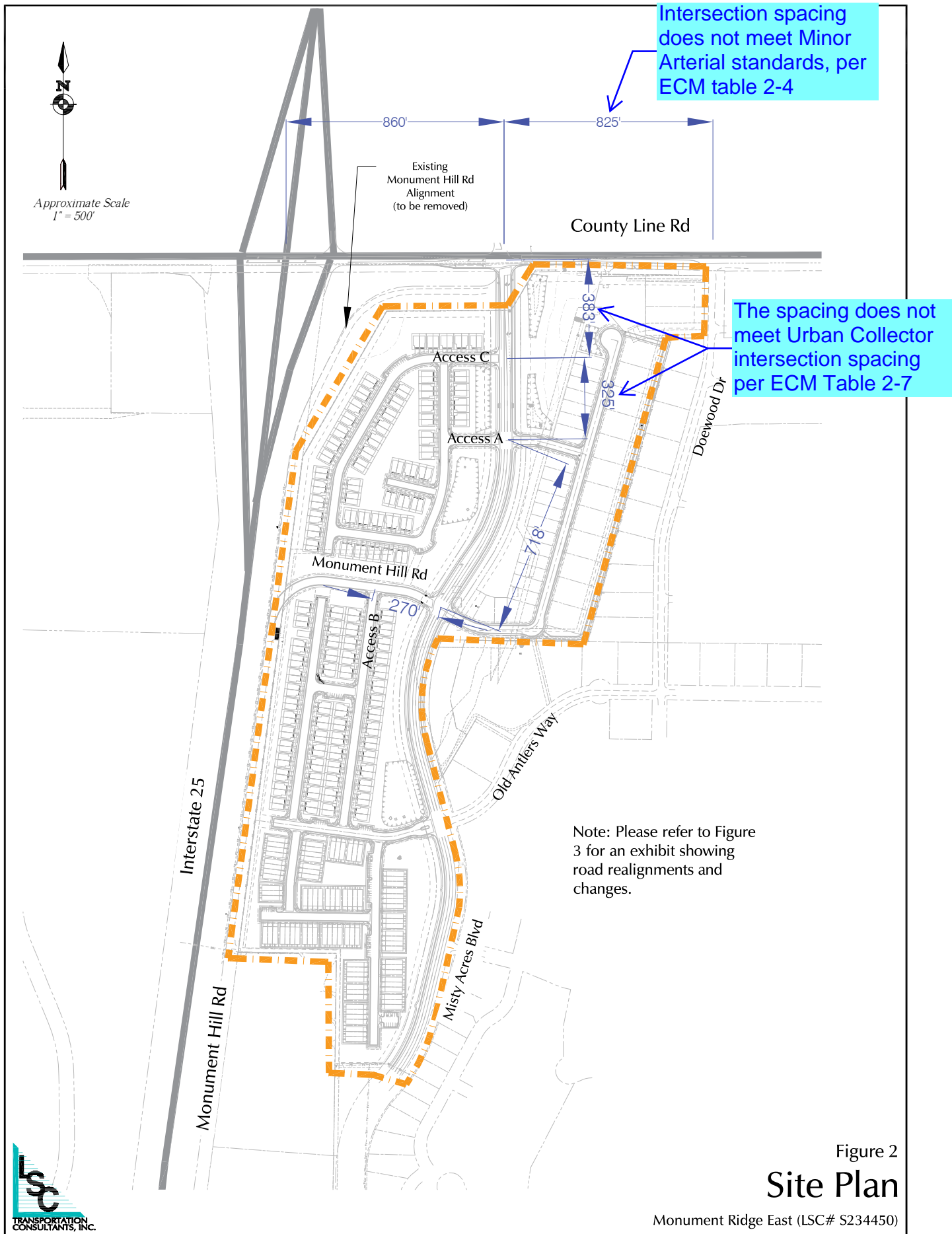


Figure 2
Site Plan

Monument Ridge East (LSC# S234450)



Approximate Scale
1" = 500'

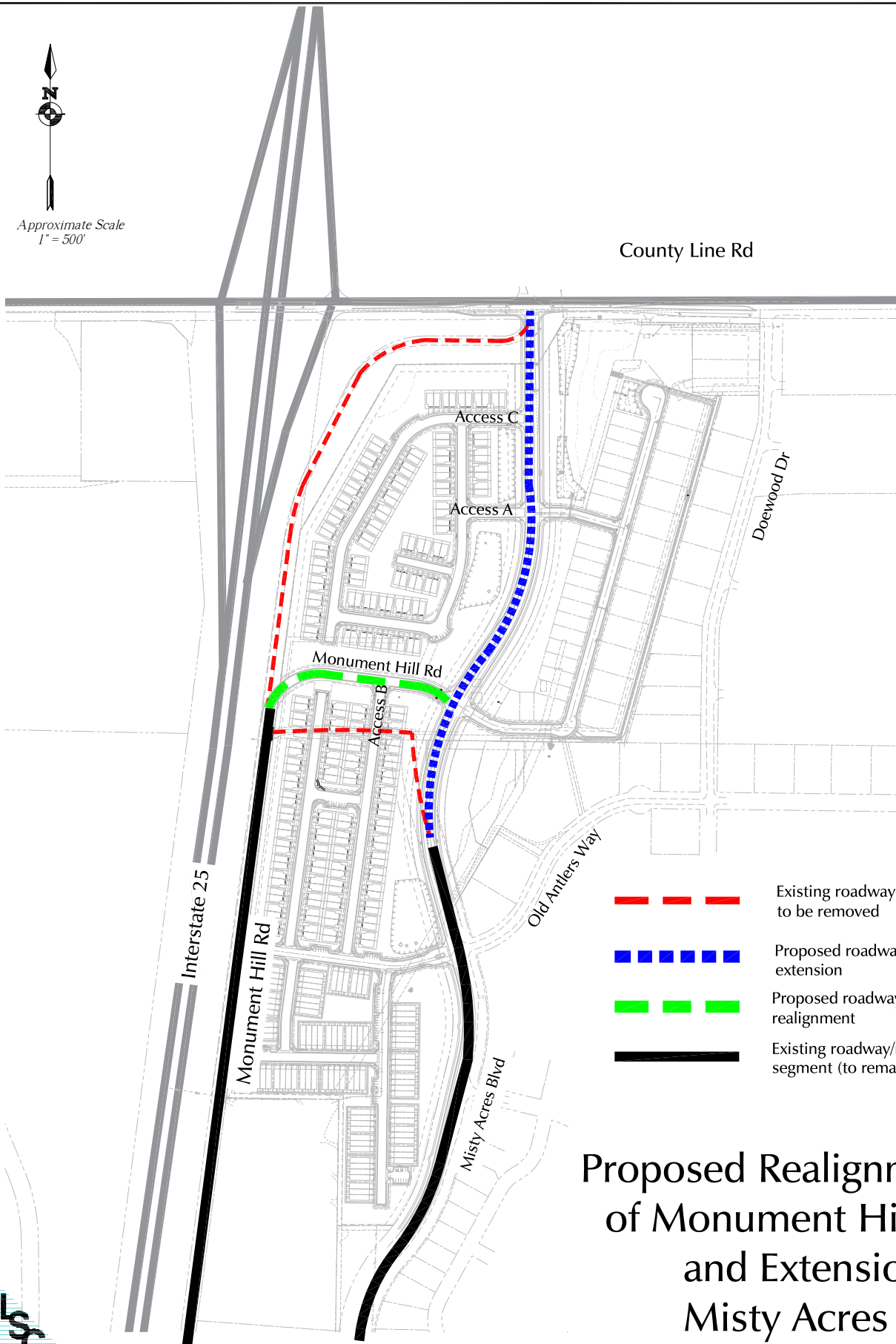


Figure 3

Proposed Realignment of Monument Hill Rd and Extension of Misty Acres Blvd

Monument Ridge East (LSC# S234450)

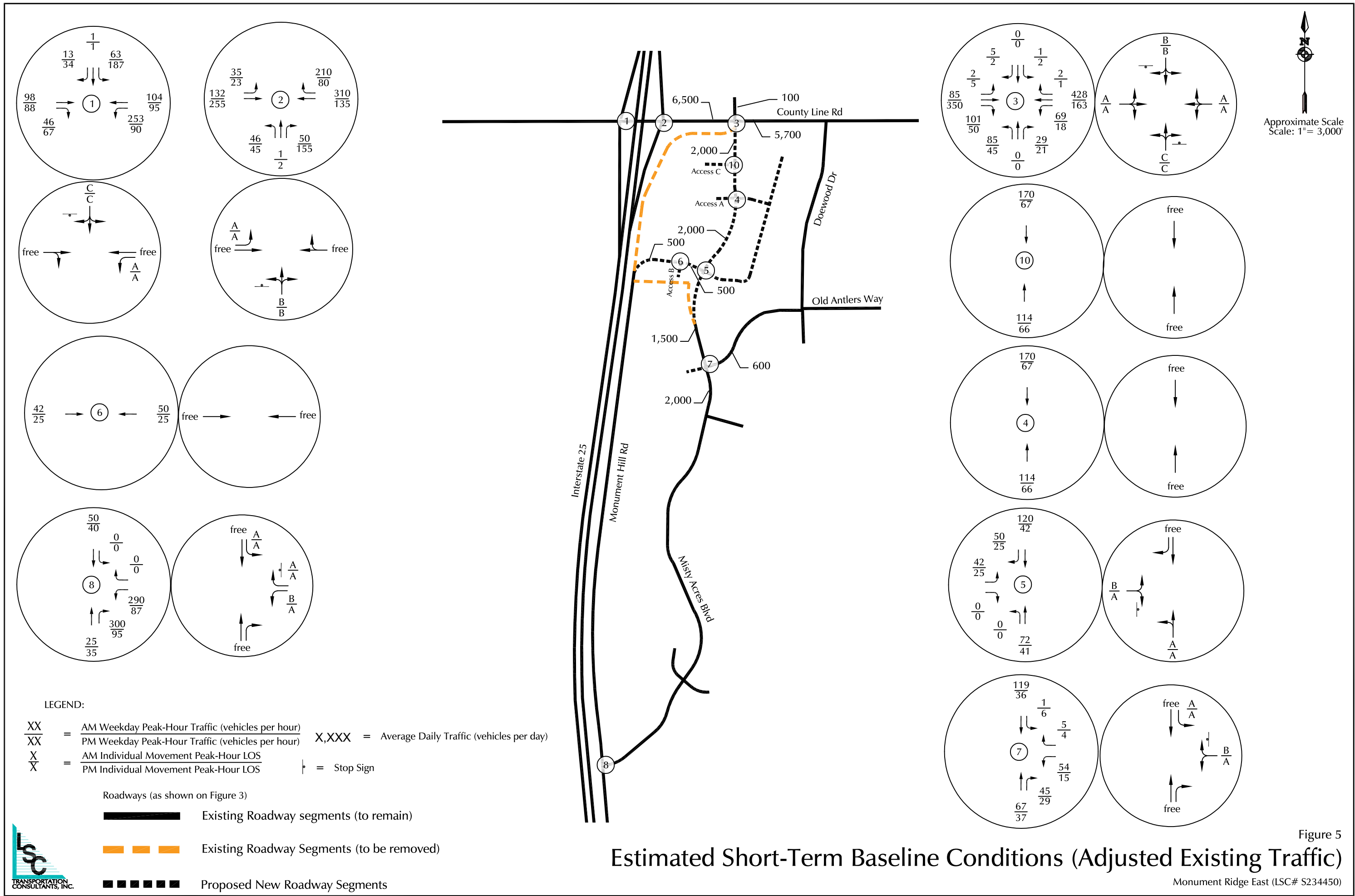


Figure 5
Estimated Short-Term Baseline Conditions (Adjusted Existing Traffic)
 Monument Ridge East (LSC# S234450)

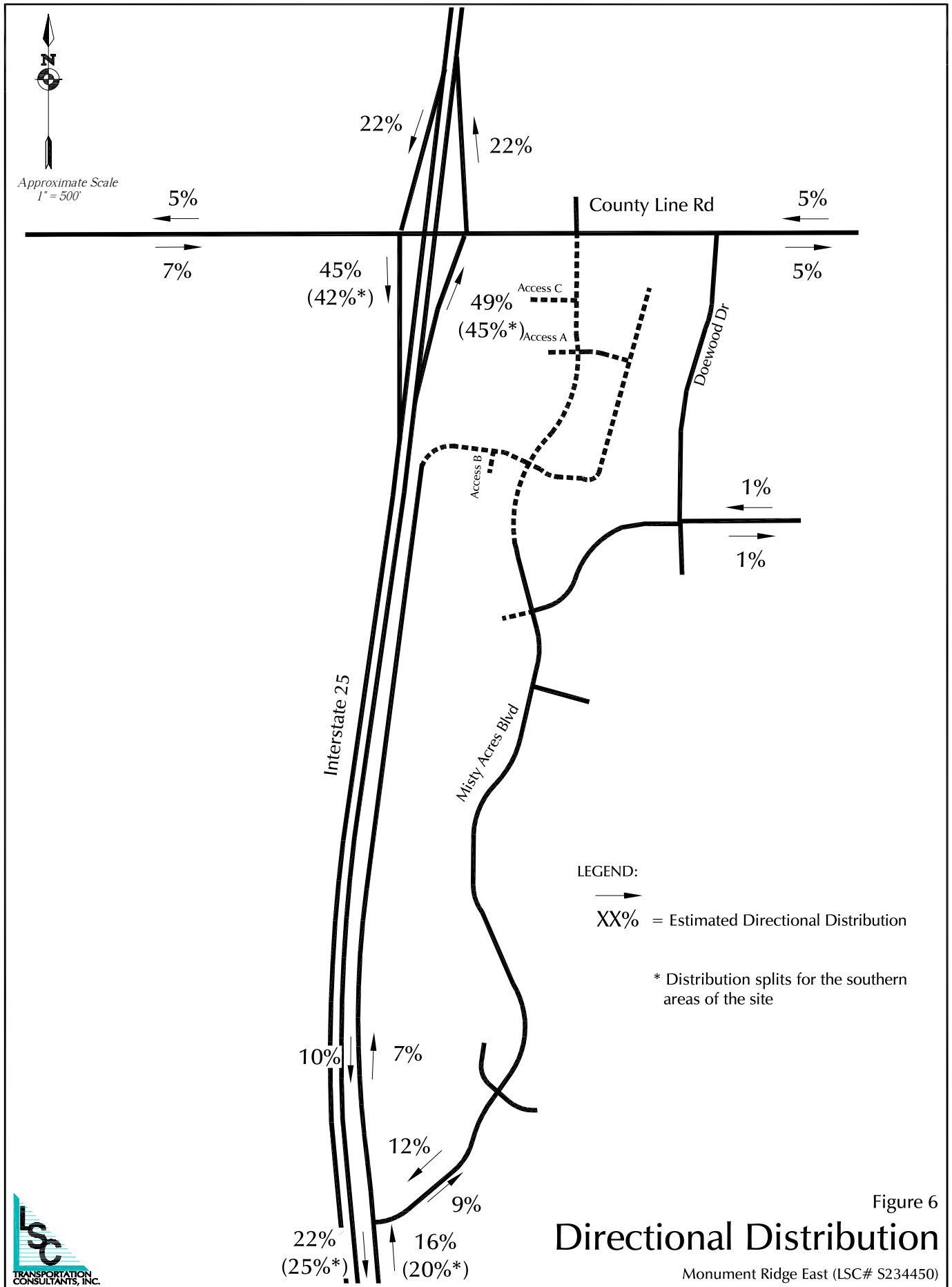
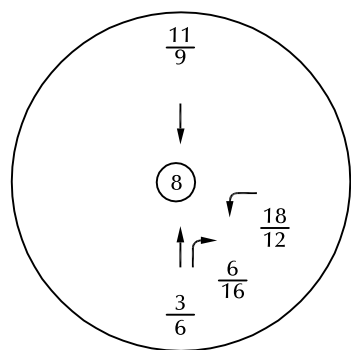
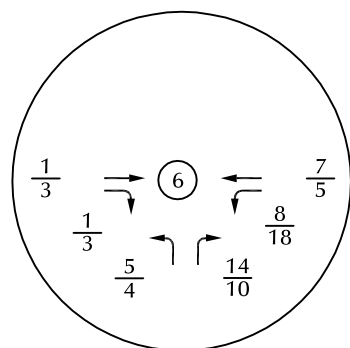
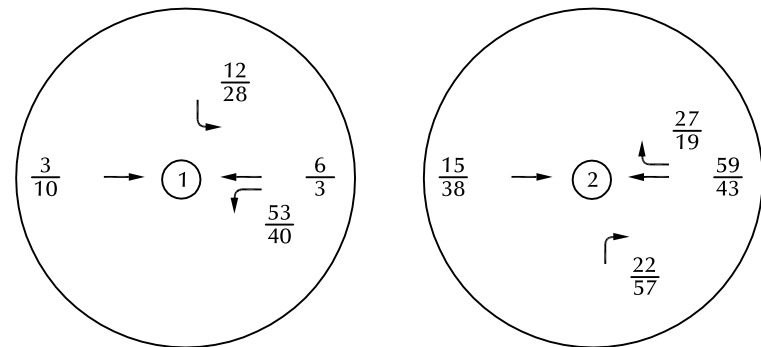


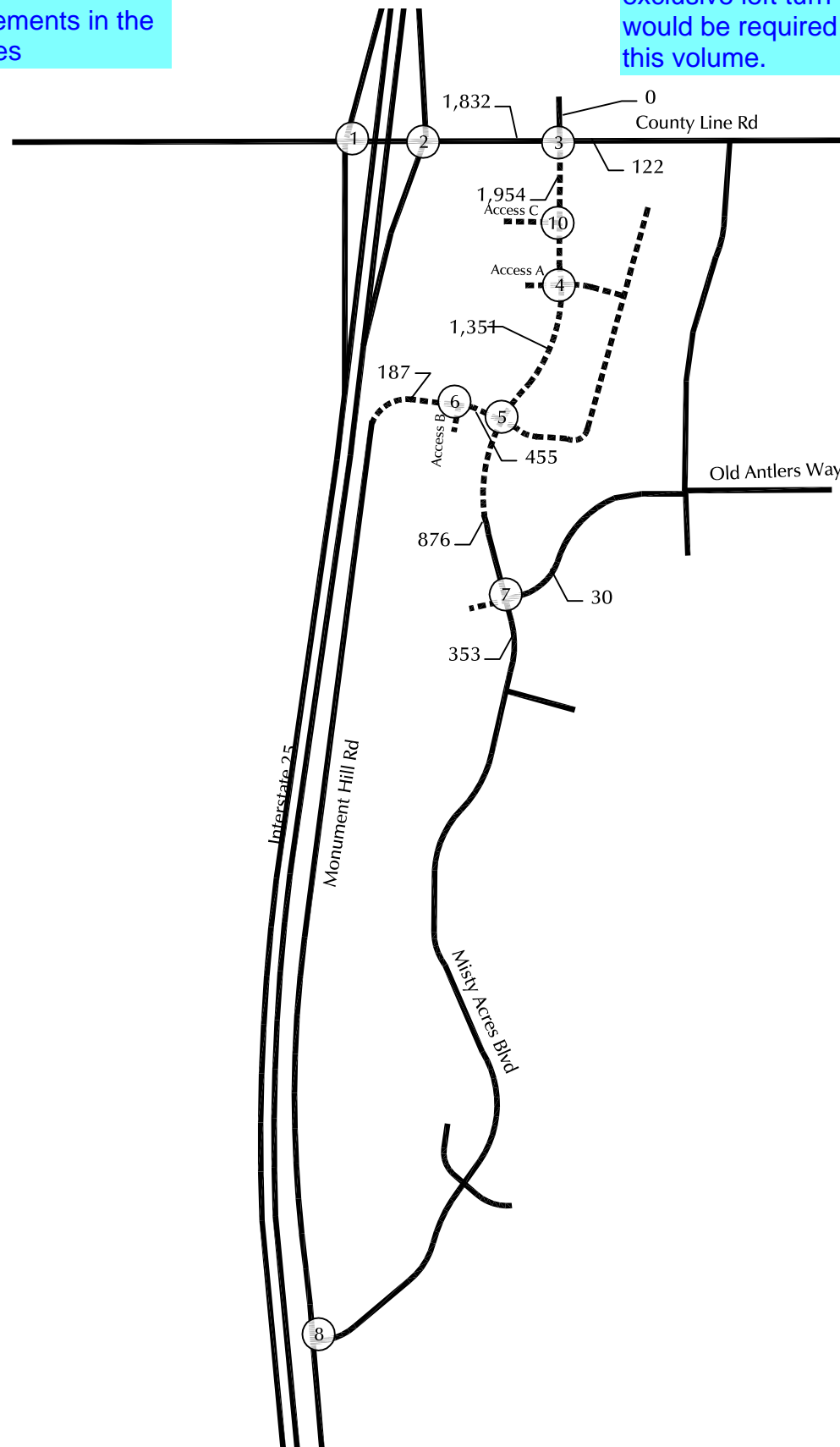
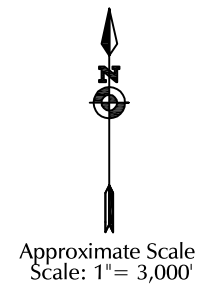
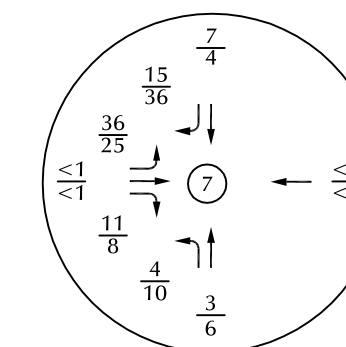
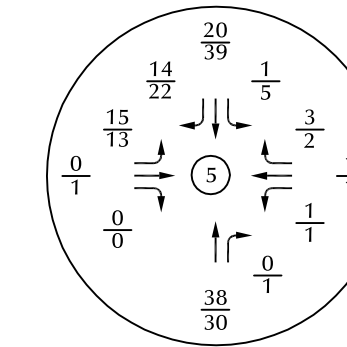
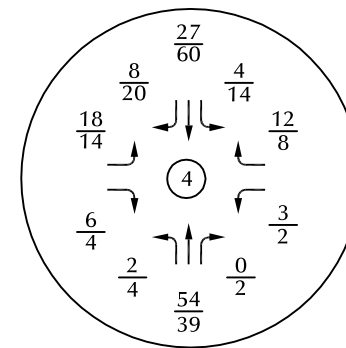
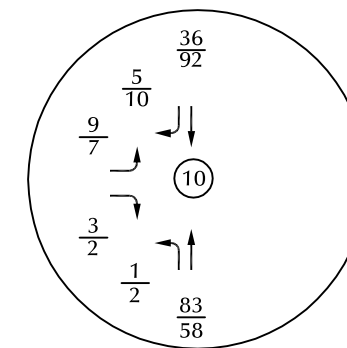
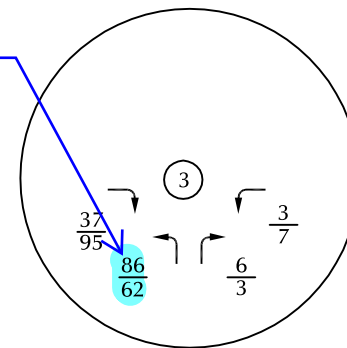
Figure 6
Directional Distribution

Monument Ridge East (LSC# S234450)



Please include all movements in the figures

Based on 2.3.7.D.1 an exclusive left turn lane would be required with this volume.



LEGEND:

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

X,XXX = Average Daily Traffic (vehicles per day)

Roadways (as shown on Figure 3)

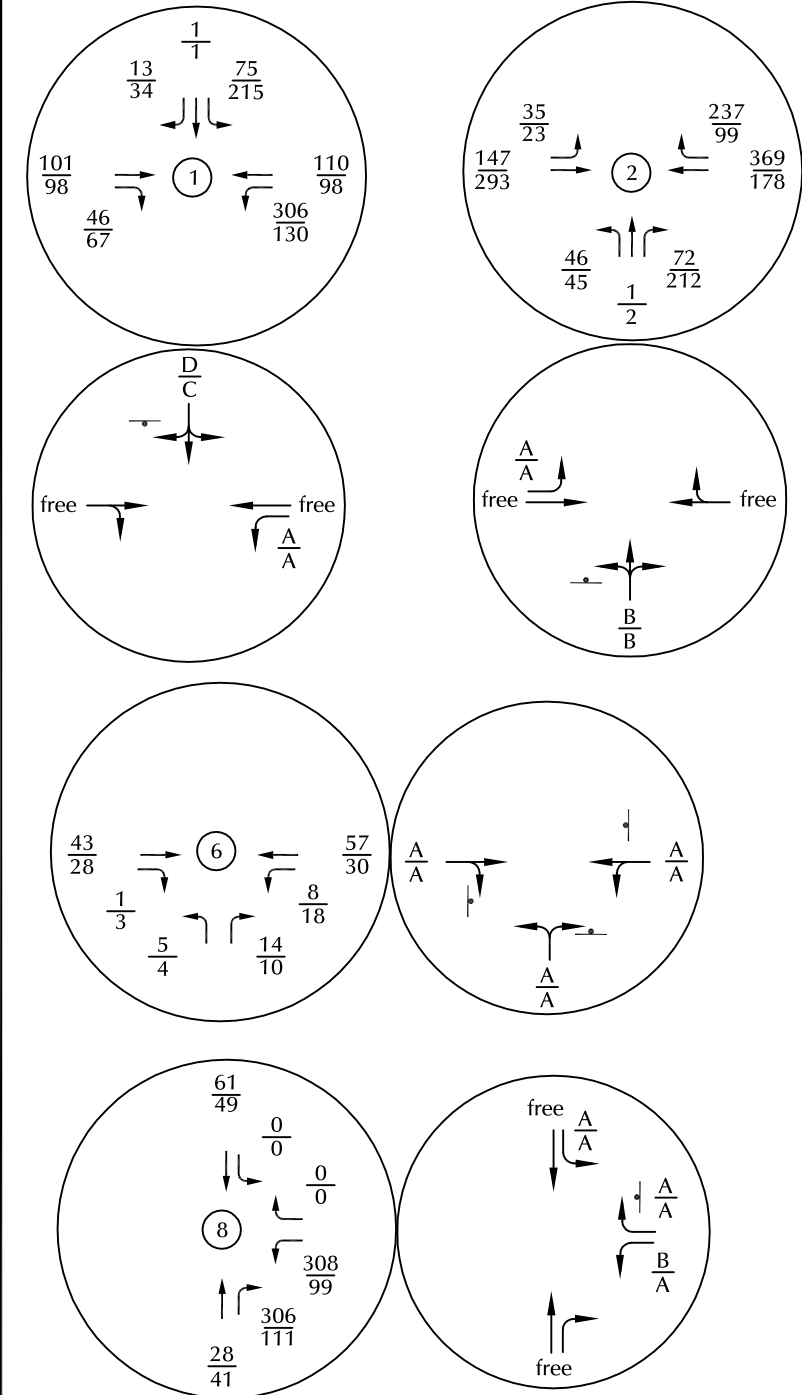
Existing Roadway segments (to remain)

Proposed New Roadway Segments



Figure 7
Site-Generated Traffic

Monument Ridge East (LSC# S234450)



LEGEND:

X,XXX = Average Daily Traffic (vehicles per day)

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

$\frac{X}{X}$ = $\frac{\text{AM Individual Movement Peak-Hour LOS}}{\text{PM Individual Movement Peak-Hour LOS}}$

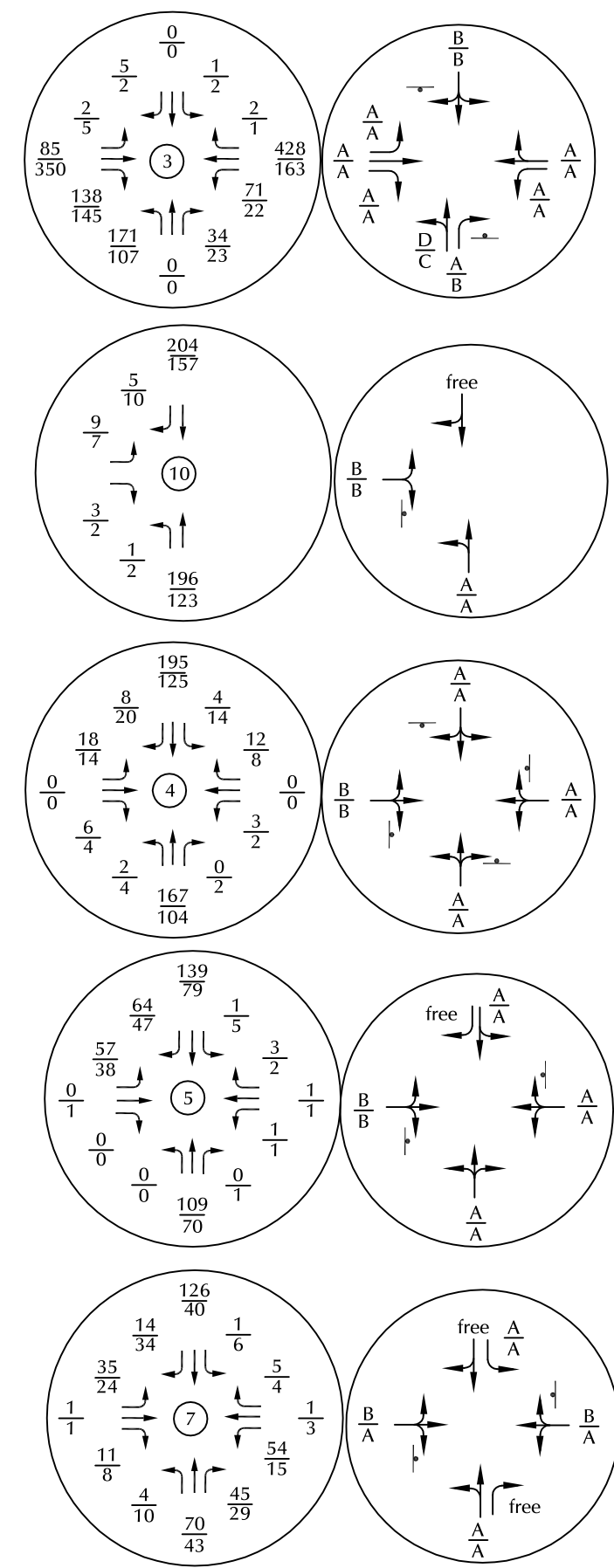
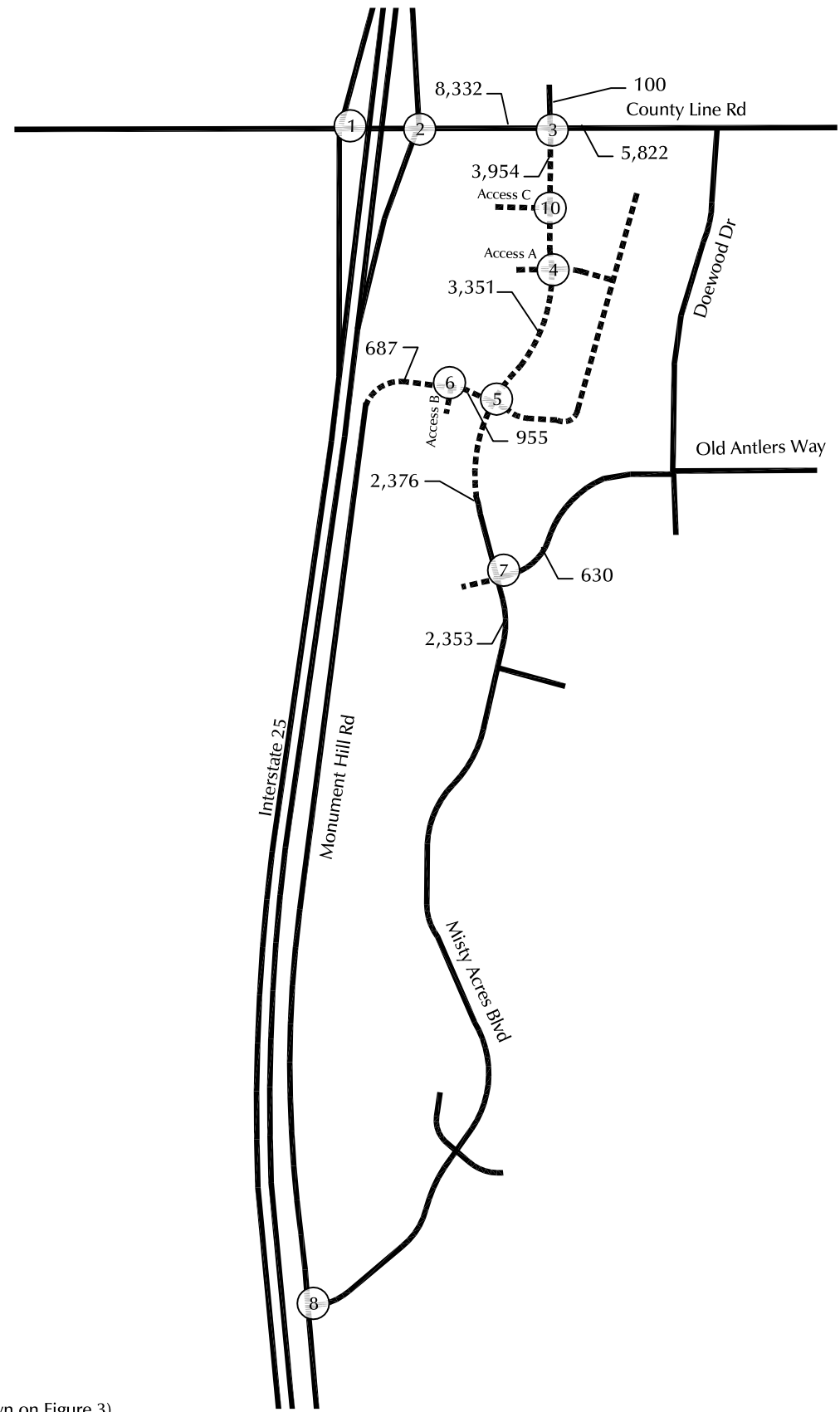
$\frac{X}{X}$ = $\frac{\text{AM Entire Intersection Peak-Hour LOS}}{\text{PM Entire Intersection Peak-Hour LOS}}$

= Traffic Signal = Stop Sign

Roadways (as shown on Figure 3)

Existing Roadway segments (to remain)

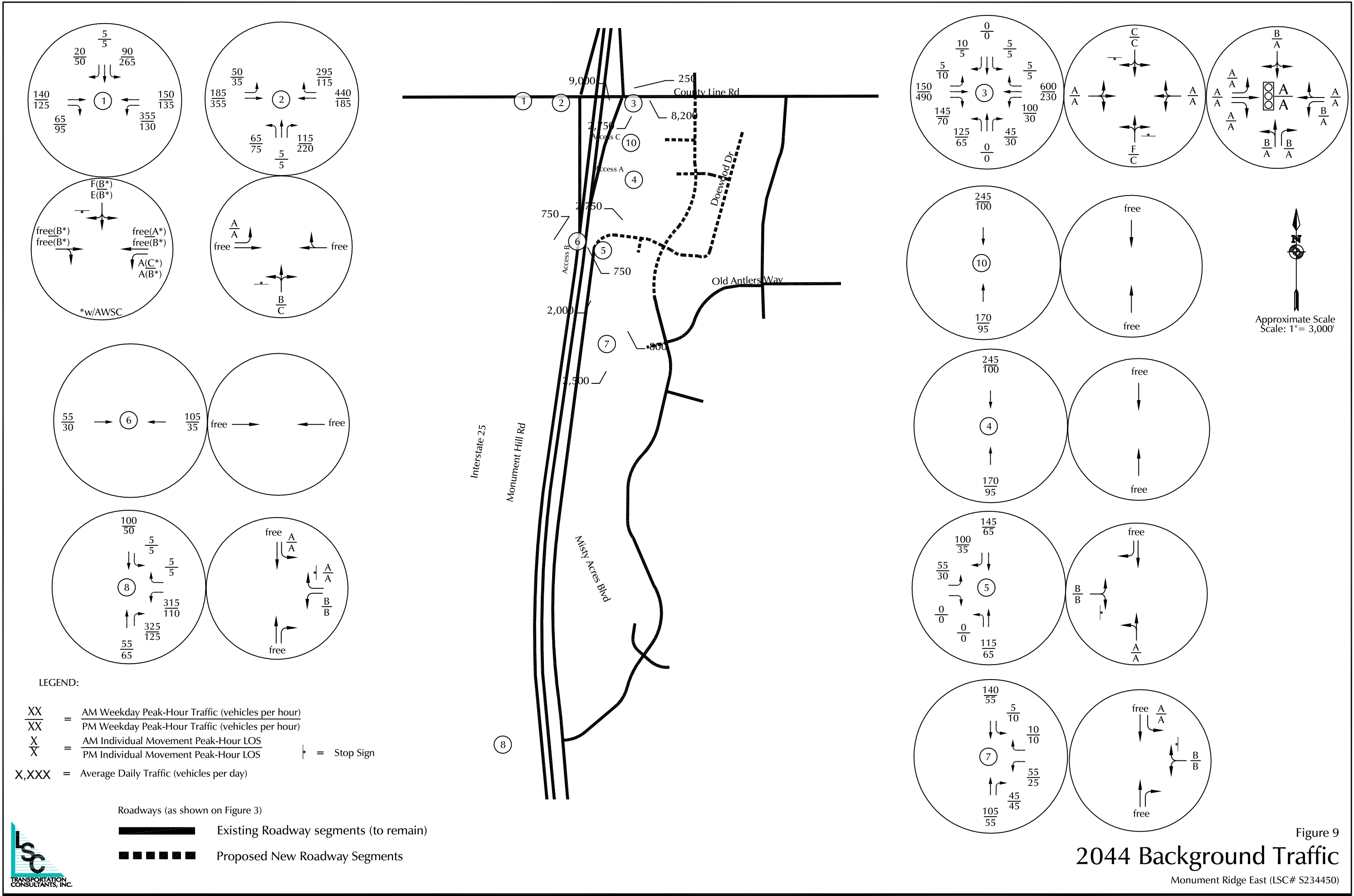
Proposed New Roadway Segments

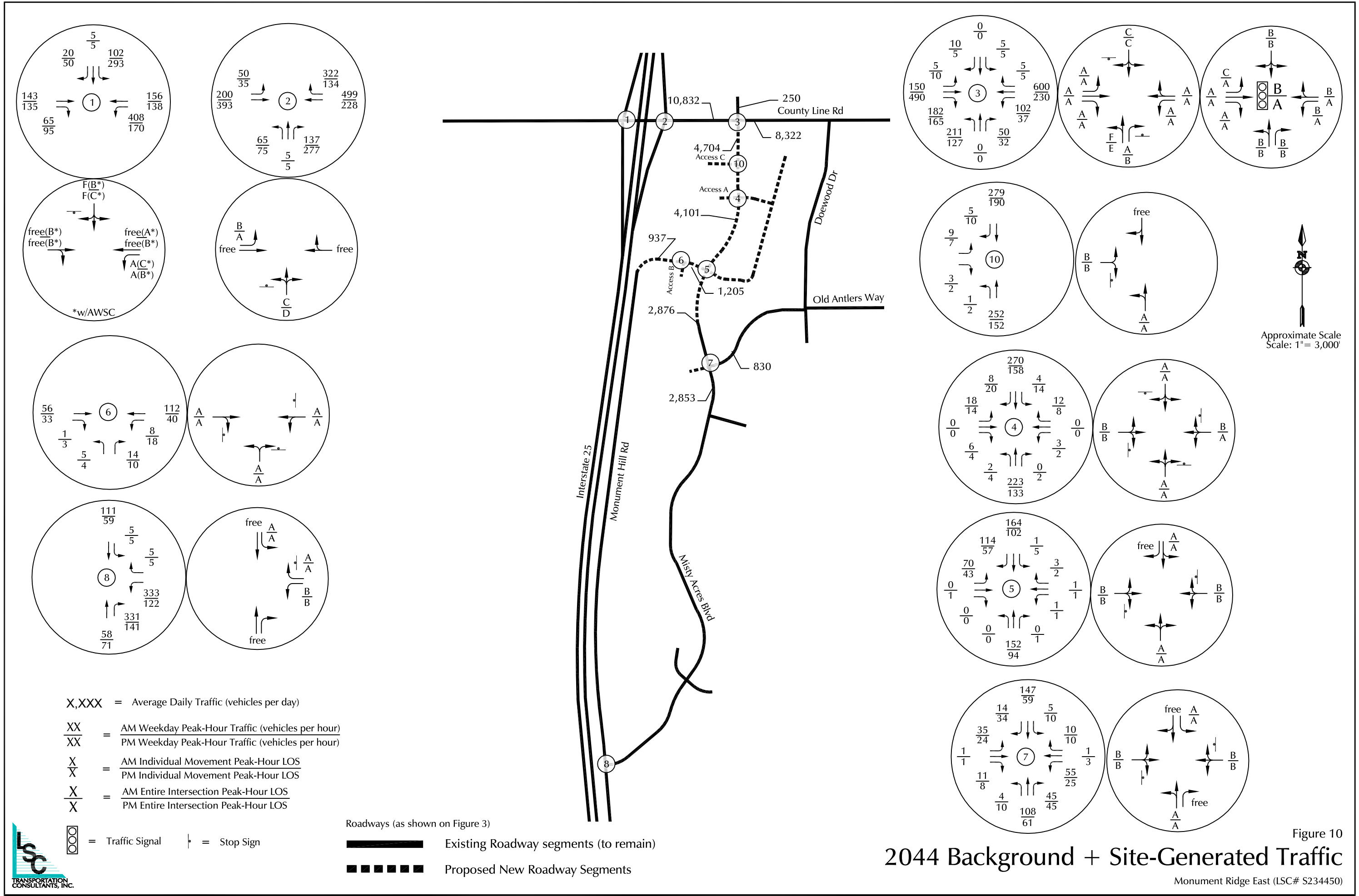


Approximate Scale
Scale: 1"= 3,000'



Figure 8
Short-Term Baseline + Site-Generated Traffic
Monument Ridge East (LSC# S234450)





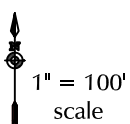
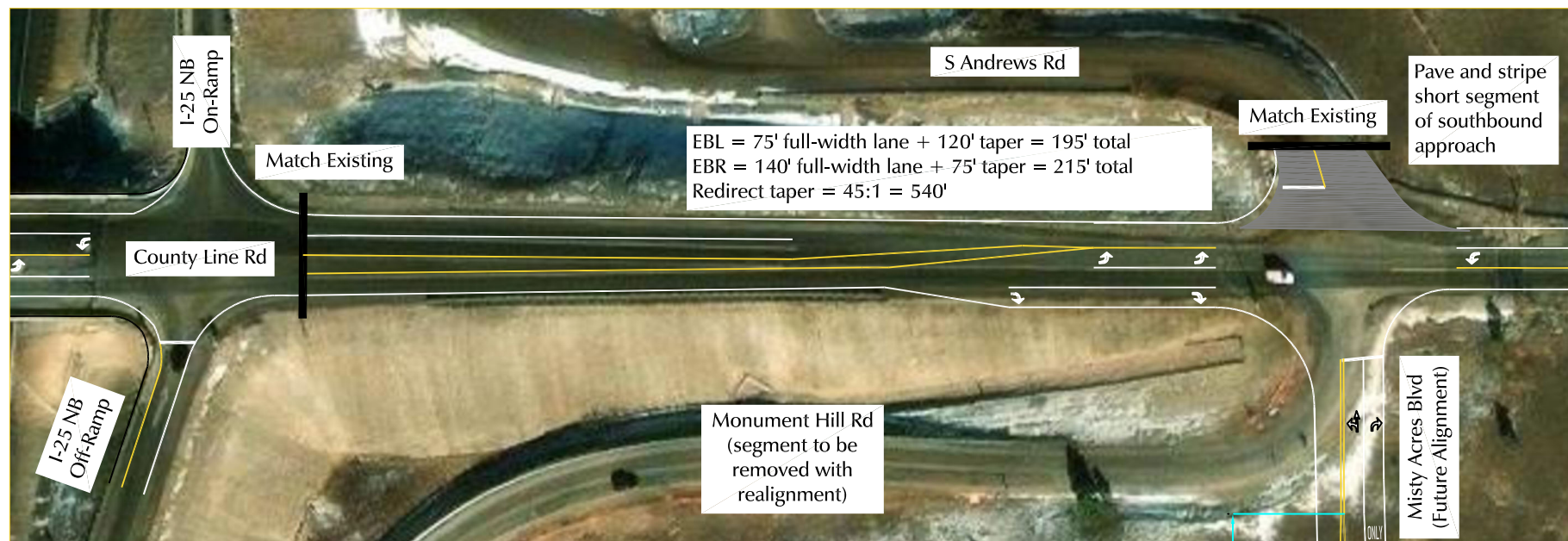
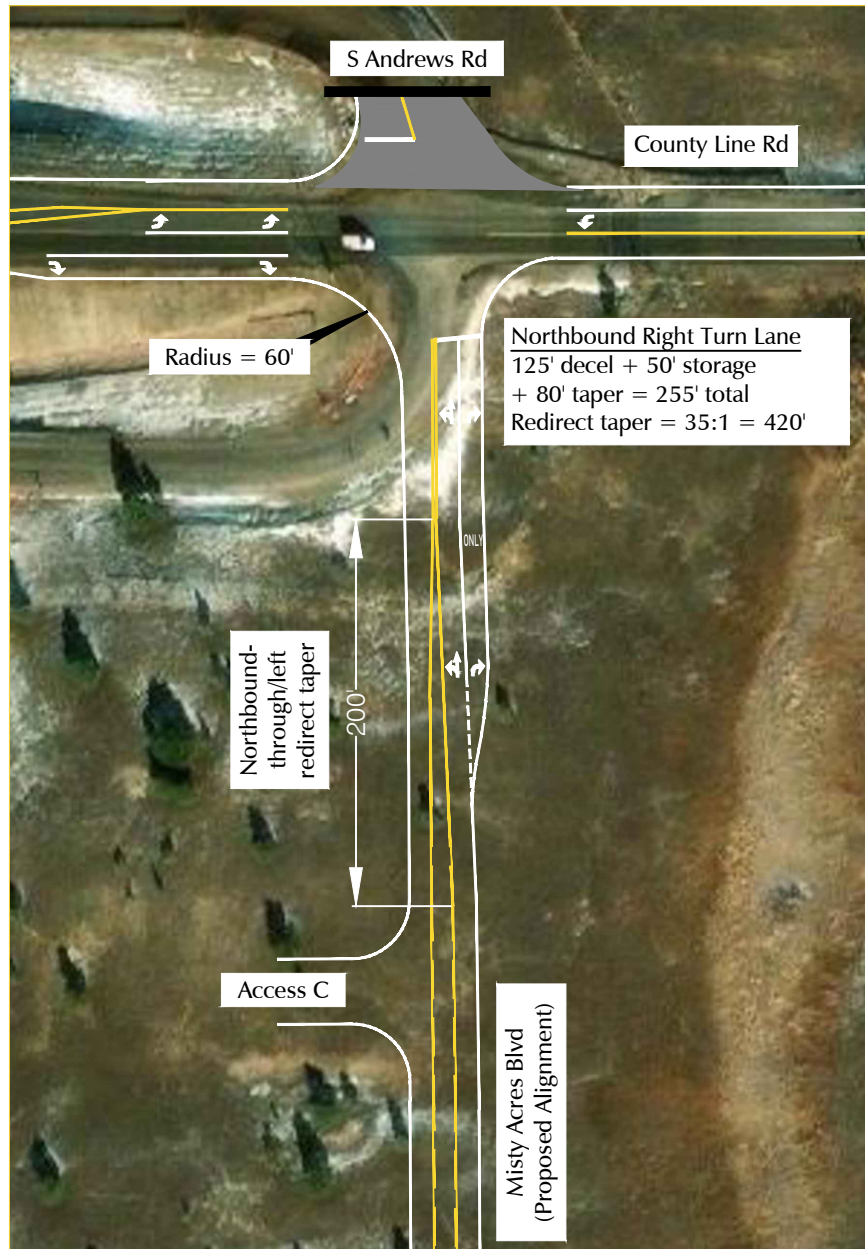


Figure 11
Proposed Laneage on County Line Rd

Monument Ridge East (LSC# S234450)



1" = 100'
scale

Figure 12
Proposed Laneage on Misty Acres Boulevard

Monument Ridge East (LSC# S234450)

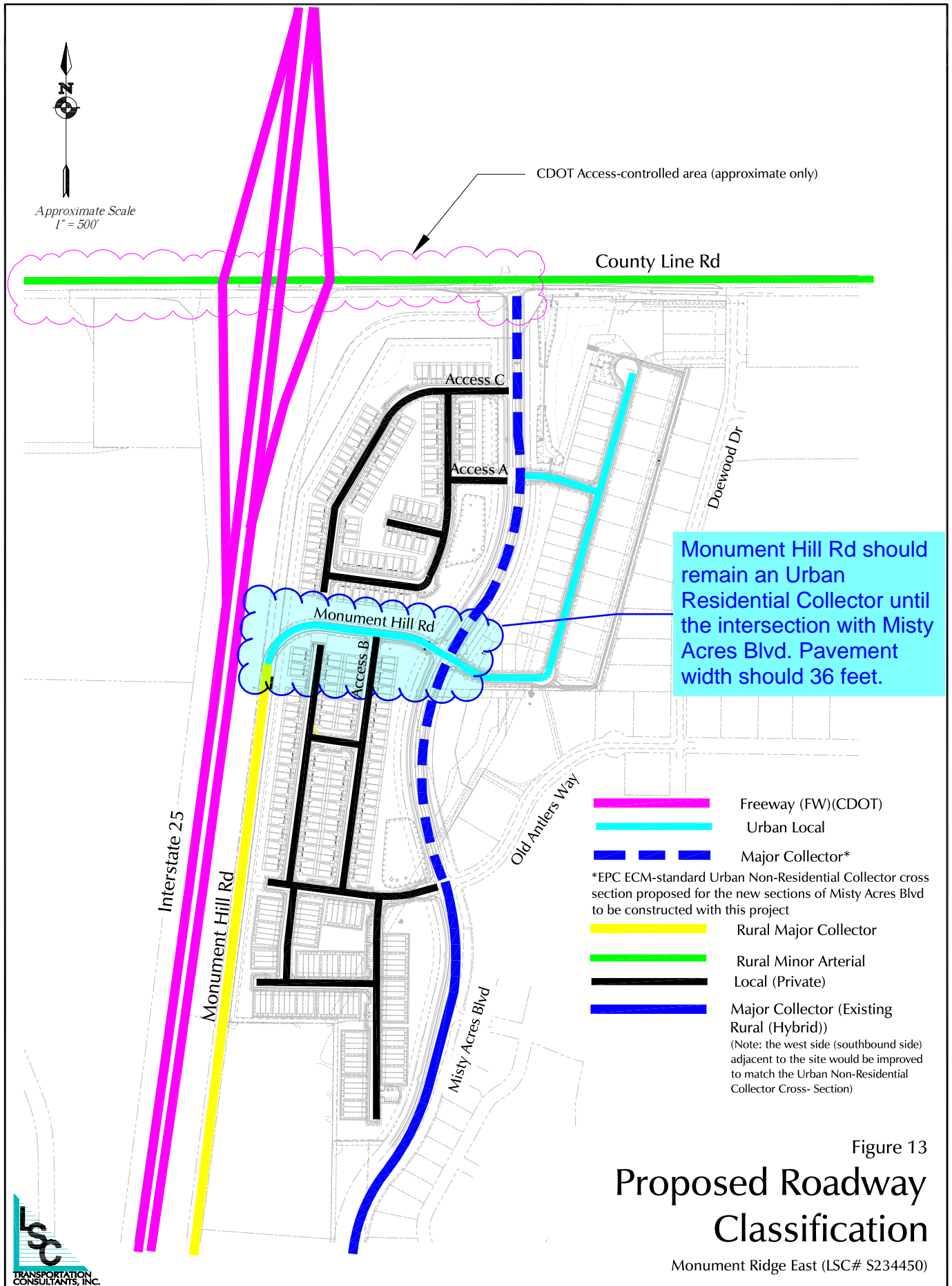


Figure 13

Proposed Roadway Classification

Monument Ridge East (LSC# S234450)

Traffic Counts

LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - County Line Rd AM

Site Code : S234450

Start Date : 1/10/2024

Page No : 1

Groups Printed- Unshifted

	S Andrews Rd Southbound					County Line Rd Westbound					Monument Hill 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	30	0	0	30	0	0	4	0	4	1	4	0	0	5	39
06:35	0	0	0	0	0	0	33	1	0	34	0	0	2	0	2	2	6	0	0	8	44
06:40	0	0	0	0	0	0	37	1	0	38	1	0	1	0	2	3	2	0	0	5	45
06:45	1	0	0	0	1	0	34	0	0	34	0	0	1	0	1	2	5	1	0	8	44
06:50	0	0	0	0	0	0	16	0	0	16	0	0	2	0	2	5	3	0	0	8	26
06:55	0	0	0	0	0	0	27	2	0	29	1	0	2	0	3	6	6	1	0	13	45
Total	1	0	0	0	1	0	177	4	0	181	2	0	12	0	14	19	26	2	0	47	243
07:00	2	0	0	0	2	1	35	1	0	37	0	0	2	0	2	9	1	0	0	10	51
07:05	0	0	0	0	0	0	30	3	0	33	2	0	4	0	6	8	5	0	0	13	52
07:10	0	0	0	0	0	0	34	5	0	39	1	0	4	0	5	11	7	1	0	19	63
07:15	0	0	0	0	0	0	33	6	0	39	3	0	10	0	13	9	7	0	0	16	68
07:20	0	0	0	0	0	0	43	14	0	57	2	0	3	0	5	19	17	0	0	36	98
07:25	1	0	0	0	1	0	45	13	0	58	4	0	6	0	10	12	10	0	0	22	91
07:30	0	0	0	0	0	0	46	9	0	55	3	0	10	0	13	11	7	0	0	18	86
07:35	0	0	0	0	0	0	43	2	0	45	3	0	11	0	14	3	9	0	0	12	71
07:40	0	0	0	0	0	1	35	3	0	39	4	0	7	0	11	3	9	0	0	12	62
07:45	0	0	1	0	1	0	42	0	0	42	0	0	1	0	1	4	11	0	0	15	59
07:50	0	0	0	0	0	0	35	1	0	36	1	0	1	0	2	0	6	1	0	7	45
07:55	2	0	0	0	2	0	32	2	0	34	1	0	1	0	2	1	7	0	0	8	46
Total	5	0	1	0	6	2	453	59	0	514	24	0	60	0	84	90	96	2	0	188	792
08:00	0	0	0	0	0	0	27	1	0	28	1	0	4	0	5	2	7	1	0	10	43
08:05	0	0	0	0	0	1	39	0	0	40	0	0	3	0	3	0	12	0	0	12	55
08:10	1	0	0	0	1	0	35	1	0	36	1	0	1	0	2	0	7	0	0	7	46
08:15	1	0	0	0	1	0	20	0	0	20	1	0	0	0	1	1	9	0	0	10	32
08:20	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	4	13	1	0	18	49
08:25	0	0	0	0	0	0	26	0	0	26	1	0	0	0	1	2	8	0	0	10	37
Grand Total	9	0	1	0	10	3	807	65	0	875	30	0	80	0	110	118	178	6	0	302	1297
Apprch %	90	0	10	0		0.3	92.2	7.4	0		27.3	0	72.7	0		39.1	58.9	2	0		
Total %	0.7	0	0.1	0	0.8	0.2	62.2	5	0	67.5	2.3	0	6.2	0	8.5	9.1	13.7	0.5	0	23.3	

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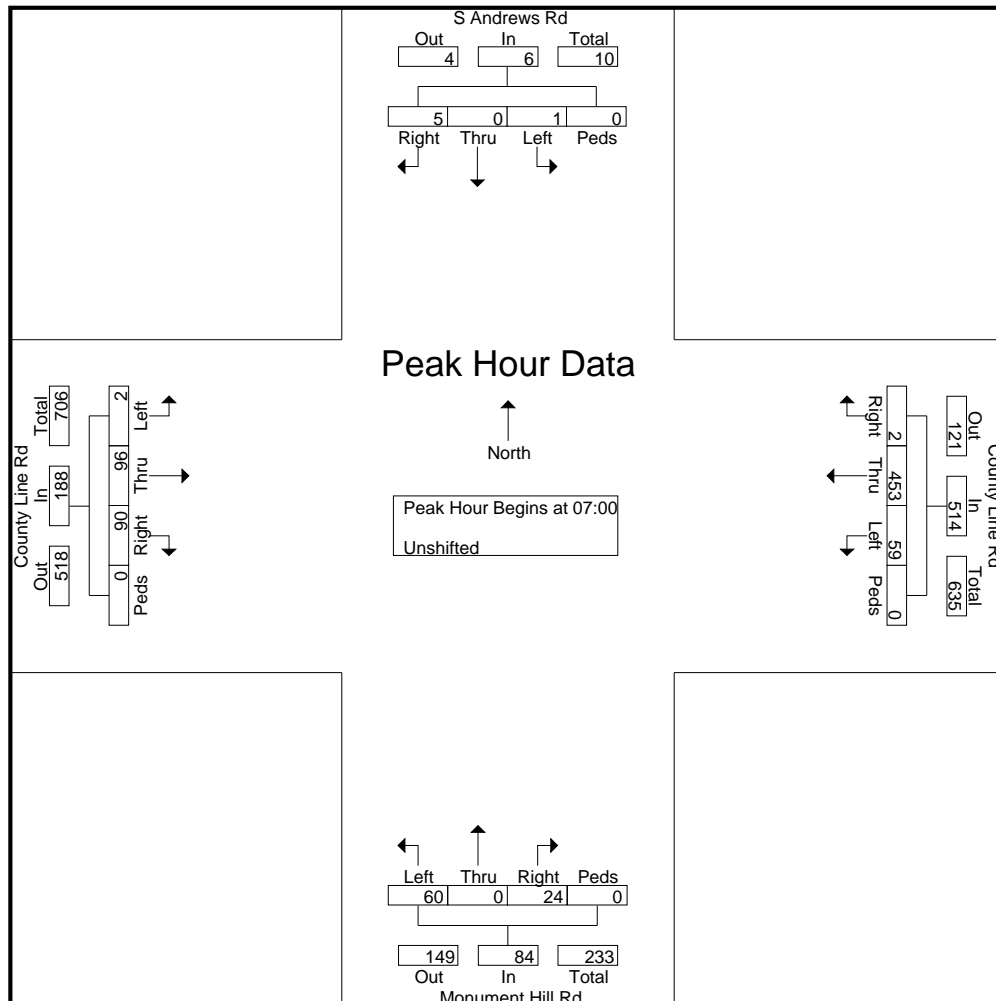
File Name : Monument Hill Rd - County Line Rd AM

Site Code : S234450

Start Date : 1/10/2024

Page No : 2

	S Andrews Rd Southbound					County Line Rd Westbound					Monument Hill 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 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	2	0	0	0	2	1	35	1	0	37	0	0	2	0	2	9	1	0	0	10	51
07:05	0	0	0	0	0	0	30	3	0	33	2	0	4	0	6	8	5	0	0	13	52
07:10	0	0	0	0	0	0	34	5	0	39	1	0	4	0	5	11	7	1	0	19	63
07:15	0	0	0	0	0	0	33	6	0	39	3	0	10	0	13	9	7	0	0	16	68
07:20	0	0	0	0	0	0	43	14	0	57	2	0	3	0	5	19	17	0	0	36	98
07:25	1	0	0	0	1	0	45	13	0	58	4	0	6	0	10	12	10	0	0	22	91
07:30	0	0	0	0	0	0	46	9	0	55	3	0	10	0	13	11	7	0	0	18	86
07:35	0	0	0	0	0	0	43	2	0	45	3	0	11	0	14	3	9	0	0	12	71
07:40	0	0	0	0	0	1	35	3	0	39	4	0	7	0	11	3	9	0	0	12	62
07:45	0	0	1	0	1	0	42	0	0	42	0	0	1	0	1	4	11	0	0	15	59
07:50	0	0	0	0	0	0	35	1	0	36	1	0	1	0	2	0	6	1	0	7	45
07:55	2	0	0	0	2	0	32	2	0	34	1	0	1	0	2	1	7	0	0	8	46
Total Volume	5	0	1	0	6	2	453	59	0	514	24	0	60	0	84	90	96	2	0	188	792
% App. Total	83.3	0	16.7	0		0.4	88.1	11.5	0		28.6	0	71.4	0		47.9	51.1	1.1	0		
PHF	.208	.000	.083	.000	.250	.167	.821	.351	.000	.739	.500	.000	.455	.000	.500	.395	.471	.167	.000	.435	.673



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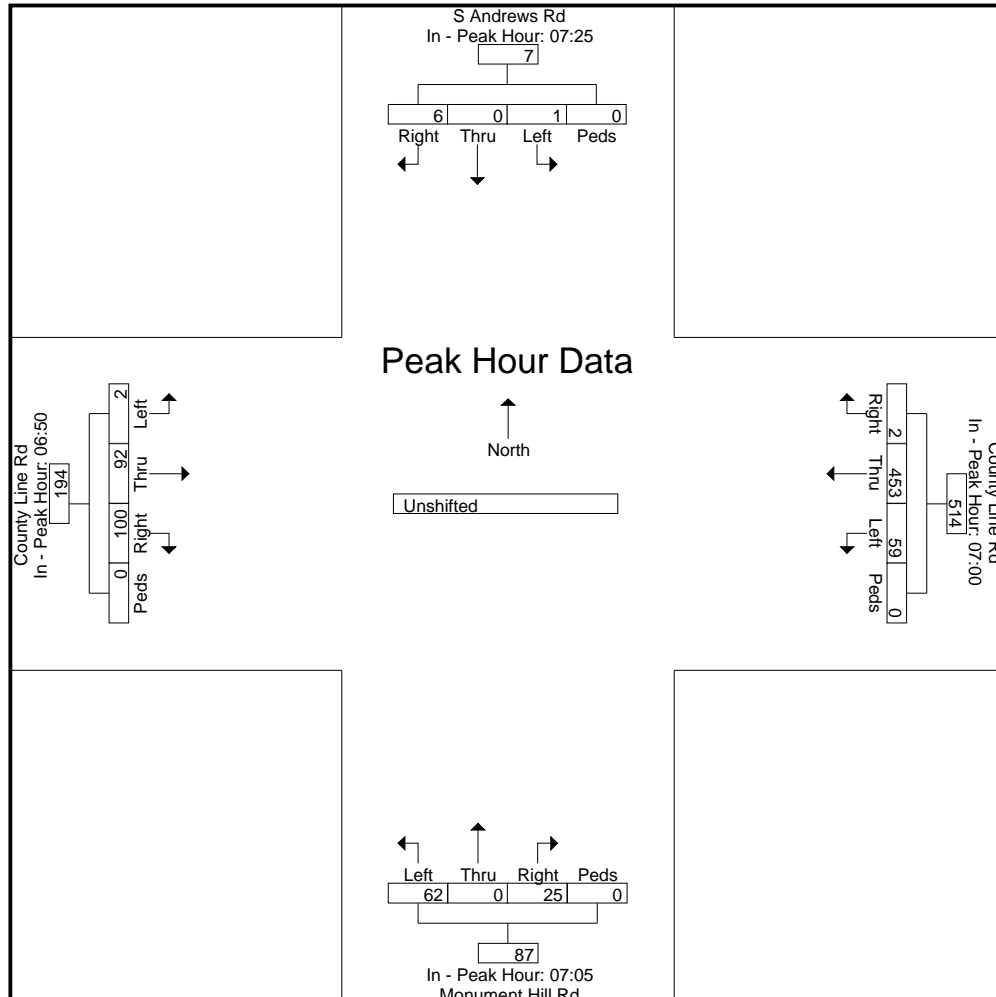
File Name : Monument Hill Rd - County Line Rd AM

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Start Date : 1/10/2024

Page No : 3

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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:																					
	07:25					07:00					07:05					06:50					
+0 mins.	1	0	0	0	1	1	35	1	0	37	2	0	4	0	6	5	3	0	0	8	
+5 mins.	0	0	0	0	0	0	30	3	0	33	1	0	4	0	5	6	6	1	0	13	
+10 mins.	0	0	0	0	0	0	34	5	0	39	3	0	10	0	13	9	1	0	0	10	
+15 mins.	0	0	0	0	0	0	33	6	0	39	2	0	3	0	5	8	5	0	0	13	
+20 mins.	0	0	1	0	1	0	43	14	0	57	4	0	6	0	10	11	7	1	0	19	
+25 mins.	0	0	0	0	0	0	45	13	0	58	3	0	10	0	13	9	7	0	0	16	
+30 mins.	2	0	0	0	2	0	46	9	0	55	3	0	11	0	14	19	17	0	0	36	
+35 mins.	0	0	0	0	0	0	43	2	0	45	4	0	7	0	11	12	10	0	0	22	
+40 mins.	0	0	0	0	0	1	35	3	0	39	0	0	1	0	1	11	7	0	0	18	
+45 mins.	1	0	0	0	1	0	42	0	0	42	1	0	1	0	2	3	9	0	0	12	
+50 mins.	1	0	0	0	1	0	35	1	0	36	1	0	1	0	2	3	9	0	0	12	
+55 mins.	1	0	0	0	1	0	32	2	0	34	1	0	4	0	5	4	11	0	0	15	
Total Volume	6	0	1	0	7	2	453	59	0	514	25	0	62	0	87	100	92	2	0	194	
% App. Total	85.7	0	14.3	0		0.4	88.1	11.5	0		28.7	0	71.3	0		51.5	47.4	1	0		
PHF	.250	.000	.083	.000	.292	.167	.821	.351	.000	.739	.521	.000	.470	.000	.518	.439	.451	.167	.000	.449	



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719-633-2868

File Name : Monument Hill Rd - County Line Rd PM

Site Code : S234450

Start Date : 1/9/2024

Page No : 1

Groups Printed- Unshifted

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16:00	0	0	0	0	0	0	18	2	0	20	0	0	0	0	0	0	22	0	0	22	42
16:05	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	19	0	0	19	36
16:10	0	0	1	0	1	0	19	2	0	21	2	0	0	0	2	2	21	0	0	23	47
16:15	0	0	0	0	0	0	20	1	0	21	1	0	1	0	2	3	27	0	0	30	53
16:20	0	0	0	0	0	1	20	0	0	21	1	0	3	0	4	4	33	0	0	37	62
16:25	0	0	0	0	0	0	17	0	0	17	1	0	2	0	3	2	25	0	0	27	47
16:30	0	0	0	0	0	0	15	1	0	16	1	0	1	0	2	4	29	0	0	33	51
16:35	0	0	0	0	0	0	12	3	0	15	0	0	3	0	3	4	27	2	0	33	51
16:40	0	0	0	0	0	0	18	1	0	19	4	0	3	0	7	0	37	0	0	37	63
16:45	1	0	0	0	1	0	17	3	0	20	3	0	7	0	10	1	27	0	0	28	59
16:50	0	0	0	0	0	0	16	2	0	18	3	0	2	0	5	1	26	1	0	28	51
16:55	0	0	0	0	0	0	10	0	0	10	2	0	1	0	3	3	39	0	0	42	55
Total	1	0	1	0	2	1	198	16	0	215	18	0	23	0	41	24	332	3	0	359	617
17:00	0	0	0	0	0	0	15	1	0	16	0	0	4	0	4	0	25	1	0	26	46
17:05	0	0	1	0	1	1	13	0	0	14	4	0	1	0	5	5	22	0	0	27	47
17:10	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	32	0	0	33	50
17:15	1	0	0	0	1	0	12	0	0	12	2	0	3	0	5	0	32	0	0	32	50
17:20	0	0	0	0	0	0	14	3	0	17	2	0	1	0	3	5	31	0	0	36	56
17:25	0	0	1	0	1	0	9	2	0	11	0	0	4	0	4	2	36	0	0	38	54
17:30	0	0	0	0	0	0	21	0	0	21	0	0	5	0	5	2	27	1	0	30	56
17:35	1	0	0	0	1	1	12	0	0	13	1	0	6	0	7	3	27	0	0	30	51
17:40	0	0	0	0	0	0	10	0	0	10	6	0	1	0	7	0	39	0	0	39	56
17:45	0	0	0	0	0	0	9	0	0	9	4	0	3	0	7	2	25	2	0	29	45
17:50	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	2	21	0	0	23	31
17:55	2	0	0	0	2	0	18	1	0	19	1	0	1	0	2	3	19	0	0	22	45
Total	4	0	2	0	6	2	155	7	0	164	20	0	32	0	52	25	336	4	0	365	587
Grand Total	5	0	3	0	8	3	353	23	0	379	38	0	55	0	93	49	668	7	0	724	1204
Apprch %	62.5	0	37.5	0		0.8	93.1	6.1	0		40.9	0	59.1	0		6.8	92.3	1	0		
Total %	0.4	0	0.2	0	0.7	0.2	29.3	1.9	0	31.5	3.2	0	4.6	0	7.7	4.1	55.5	0.6	0	60.1	

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

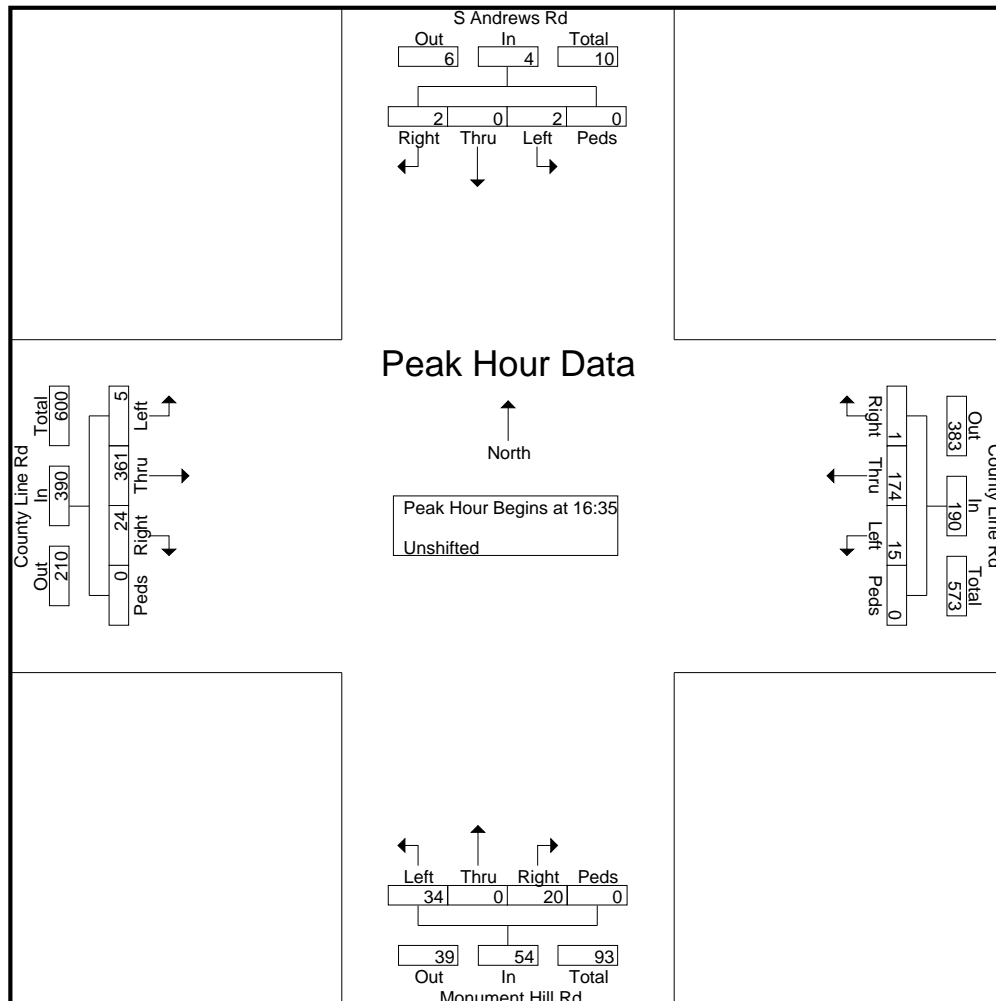
File Name : Monument Hill Rd - County Line Rd PM

Site Code : S234450

Start Date : 1/9/2024

Page No : 2

	S Andrews Rd Southbound					County Line Rd Westbound					Monument Hill 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 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:35																					
16:35	0	0	0	0	0	0	12	3	0	15	0	0	3	0	3	4	27	2	0	33	51
16:40	0	0	0	0	0	0	18	1	0	19	4	0	3	0	7	0	37	0	0	37	63
16:45	1	0	0	0	1	0	17	3	0	20	3	0	7	0	10	1	27	0	0	28	59
16:50	0	0	0	0	0	0	16	2	0	18	3	0	2	0	5	1	26	1	0	28	51
16:55	0	0	0	0	0	0	10	0	0	10	2	0	1	0	3	3	39	0	0	42	55
17:00	0	0	0	0	0	0	15	1	0	16	0	0	4	0	4	0	25	1	0	26	46
17:05	0	0	1	0	1	1	13	0	0	14	4	0	1	0	5	5	22	0	0	27	47
17:10	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	32	0	0	33	50
17:15	1	0	0	0	1	0	12	0	0	12	2	0	3	0	5	0	32	0	0	32	50
17:20	0	0	0	0	0	0	14	3	0	17	2	0	1	0	3	5	31	0	0	36	56
17:25	0	0	1	0	1	0	9	2	0	11	0	0	4	0	4	2	36	0	0	38	54
17:30	0	0	0	0	0	0	21	0	0	21	0	0	5	0	5	2	27	1	0	30	56
Total Volume	2	0	2	0	4	1	174	15	0	190	20	0	34	0	54	24	361	5	0	390	638
% App. Total	50	0	50	0		0.5	91.6	7.9	0		37	0	63	0		6.2	92.6	1.3	0		
PHF	.167	.000	.167	.000	.333	.083	.690	.417	.000	.754	.417	.000	.405	.000	.450	.400	.771	.208	.000	.774	.844



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

File Name : Monument Hill Rd - County Line Rd PM

Site Code : S234450

Start Date : 1/9/2024

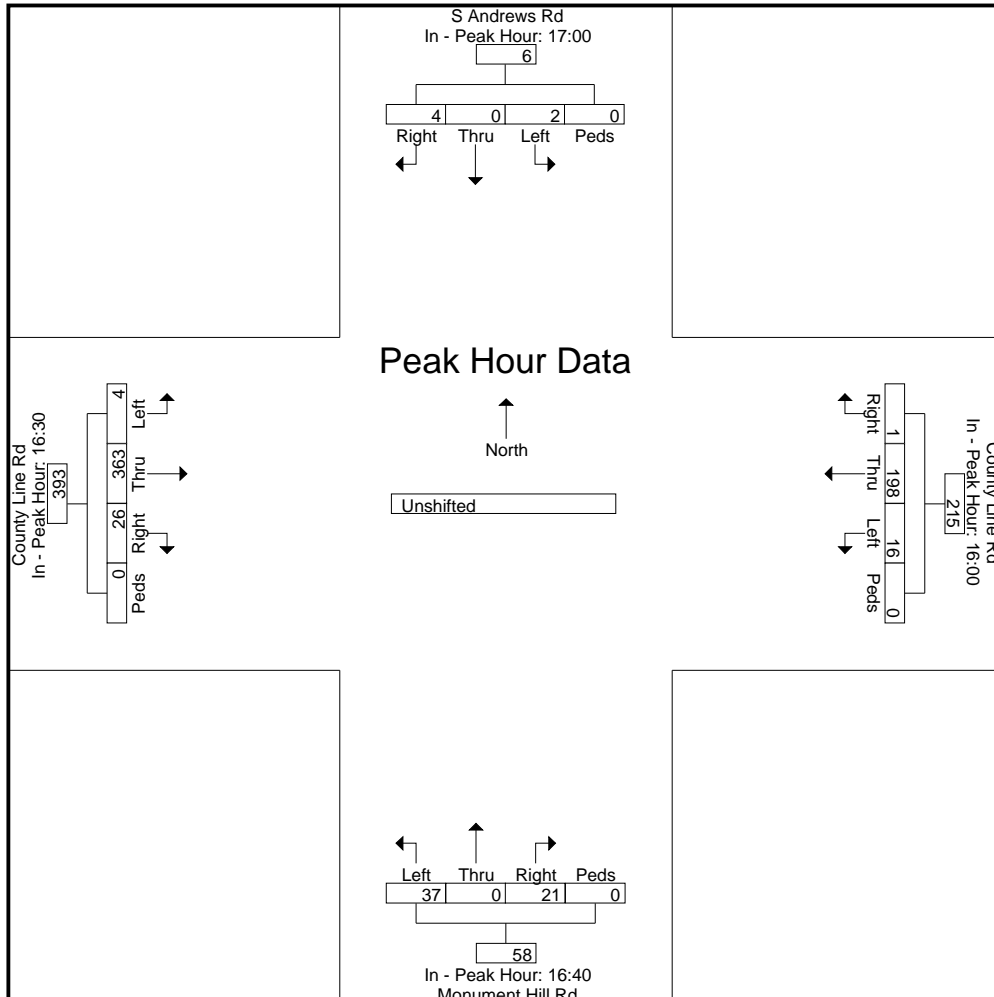
Page No : 3

	S Andrews Rd Southbound					County Line Rd Westbound					Monument Hill 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 17:55 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					16:00					16:40					16:30				
+0 mins.	0	0	0	0	0	0	18	2	0	20	4	0	3	0	7	4	29	0	0	33
+5 mins.	0	0	1	0	1	0	16	1	0	17	3	0	7	0	10	4	27	2	0	33
+10 mins.	0	0	0	0	0	0	19	2	0	21	3	0	2	0	5	0	37	0	0	37
+15 mins.	1	0	0	0	1	0	20	1	0	21	2	0	1	0	3	1	27	0	0	28
+20 mins.	0	0	0	0	0	1	20	0	0	21	0	0	4	0	4	1	26	1	0	28
+25 mins.	0	0	1	0	1	0	17	0	0	17	4	0	1	0	5	3	39	0	0	42
+30 mins.	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	25	1	0	26
+35 mins.	1	0	0	0	1	0	12	3	0	15	2	0	3	0	5	5	22	0	0	27
+40 mins.	0	0	0	0	0	0	18	1	0	19	2	0	1	0	3	1	32	0	0	33
+45 mins.	0	0	0	0	0	0	17	3	0	20	0	0	4	0	4	0	32	0	0	32
+50 mins.	0	0	0	0	0	0	16	2	0	18	0	0	5	0	5	5	31	0	0	36
+55 mins.	2	0	0	0	2	0	10	0	0	10	1	0	6	0	7	2	36	0	0	38
Total Volume	4	0	2	0	6	1	198	16	0	215	21	0	37	0	58	26	363	4	0	393
% App. Total	66.7	0	33.3	0		0.5	92.1	7.4	0		36.2	0	63.8	0		6.6	92.4	1	0	
PHF	.167	.000	.167	.000	.250	.083	.825	.444	.000	.853	.438	.000	.440	.000	.483	.433	.776	.167	.000	.780



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - N Misty Acres Blvd AM 1-24-24

Site Code : S234450

Start Date : 1/24/2024

Page No : 1

Groups Printed- Unshifted

	Monument Hill Rd Southbound					N Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:35	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:40	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:50	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
06:55	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total	0	21	1	0	22	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	34
07:00	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
07:05	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
07:10	0	26	1	0	27	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	37
07:15	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	30
07:20	0	17	0	0	17	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	22
07:25	0	26	2	0	28	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	35
07:30	0	22	0	0	22	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	28
07:35	0	6	0	0	6	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	18
07:40	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
07:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:50	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:55	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Total	0	143	3	0	146	5	0	0	0	5	0	65	0	0	65	0	0	0	0	0	216
08:00	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	7
08:05	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
08:10	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
08:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:20	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
08:25	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	180	5	0	185	5	0	0	0	5	1	92	0	0	93	0	0	0	0	0	283
Apprch %	0	97.3	2.7	0		100	0	0	0		1.1	98.9	0	0		0	0	0	0		
Total %	0	63.6	1.8	0	65.4	1.8	0	0	0	1.8	0.4	32.5	0	0	32.9	0	0	0	0	0	

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

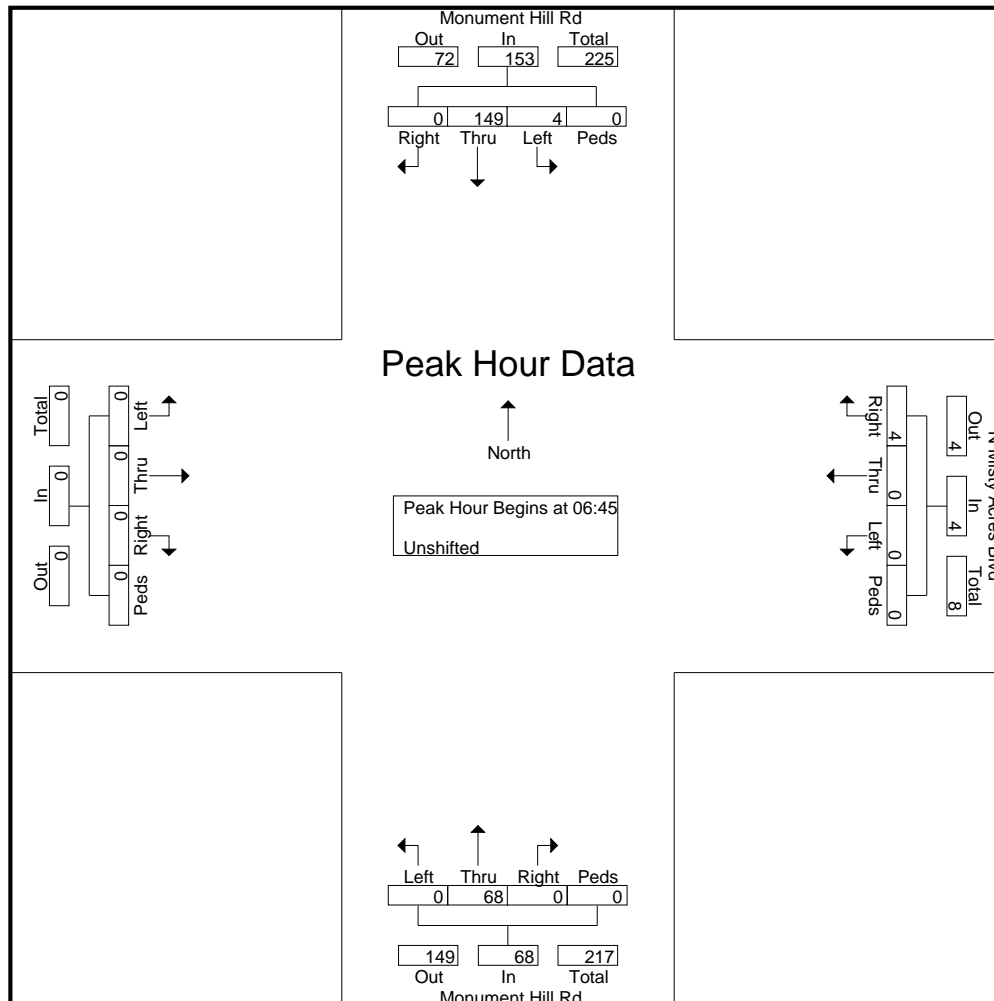
File Name : Monument Hill Rd - N Misty Acres Blvd AM 1-24-24

Site Code : S234450

Start Date : 1/24/2024

Page No : 2

	Monument Hill Rd Southbound					N Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 06:45																					
06:45	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:50	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
06:55	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
07:00	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
07:05	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
07:10	0	26	1	0	27	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	37
07:15	0	18	0	0	18	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	30
07:20	0	17	0	0	17	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	22
07:25	0	26	2	0	28	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	35
07:30	0	22	0	0	22	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	28
07:35	0	6	0	0	6	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	18
07:40	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total Volume	0	149	4	0	153	4	0	0	0	4	0	68	0	0	68	0	0	0	0	0	225
% App. Total	0	97.4	2.6	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.478	.167	.000	.455	.167	.000	.000	.000	.167	.000	.472	.000	.000	.472	.000	.000	.000	.000	.000	.507



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - N Misty Acres Blvd AM 1-24-24

Site Code : S234450

Start Date : 1/24/2024

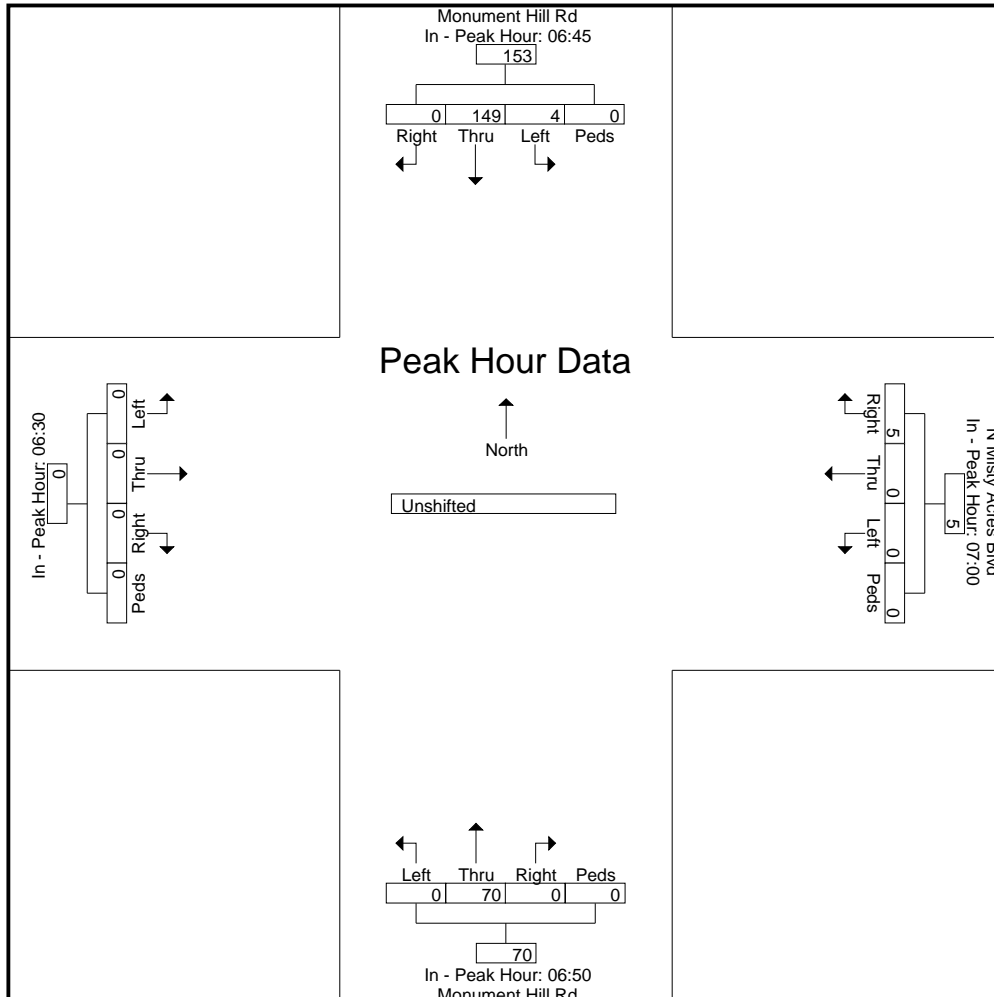
Page No : 3

	Monument Hill Rd Southbound					N Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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:

	06:45					07:00					06:50					06:30				
+0 mins.	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+5 mins.	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
+10 mins.	0	3	0	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0
+15 mins.	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
+20 mins.	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0
+25 mins.	0	26	1	0	27	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0
+30 mins.	0	18	0	0	18	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
+35 mins.	0	17	0	0	17	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0
+40 mins.	0	26	2	0	28	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
+45 mins.	0	22	0	0	22	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0
+50 mins.	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
+55 mins.	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0
Total Volume	0	149	4	0	153	5	0	0	0	5	0	70	0	0	70	0	0	0	0	0
% App. Total	0	97.4	2.6	0		100	0	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.478	.167	.000	.455	.208	.000	.000	.000	.208	.000	.486	.000	.000	.486	.000	.000	.000	.000	.000



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - Misty Acres Blvd Mid 12-12-23

Site Code : S234450

Start Date : 12/12/2023

Page No : 1

Groups Printed- Unshifted

	Monument Hill Rd Southbound					Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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
13:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
13:50	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
13:55	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
14:00	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	5
14:05	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:10	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
14:15	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
14:20	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
14:25	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
14:30	0	9	1	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
14:35	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	13
14:40	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
14:45	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	14
14:50	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
14:55	0	7	2	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
Total	0	54	3	0	57	1	0	1	0	2	1	57	0	0	58	0	0	0	0	0	117
15:00	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	10
15:05	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
15:10	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
15:15	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
15:20	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
15:25	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
15:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
15:35	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
15:40	0	6	0	0	6	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	9
Grand Total	0	92	3	0	95	2	0	1	0	3	2	108	0	0	110	0	0	0	0	0	208
Apprch %	0	96.8	3.2	0		66.7	0	33.3	0		1.8	98.2	0	0		0	0	0	0		
Total %	0	44.2	1.4	0	45.7	1	0	0.5	0	1.4	1	51.9	0	0	52.9	0	0	0	0	0	

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719-633-2868

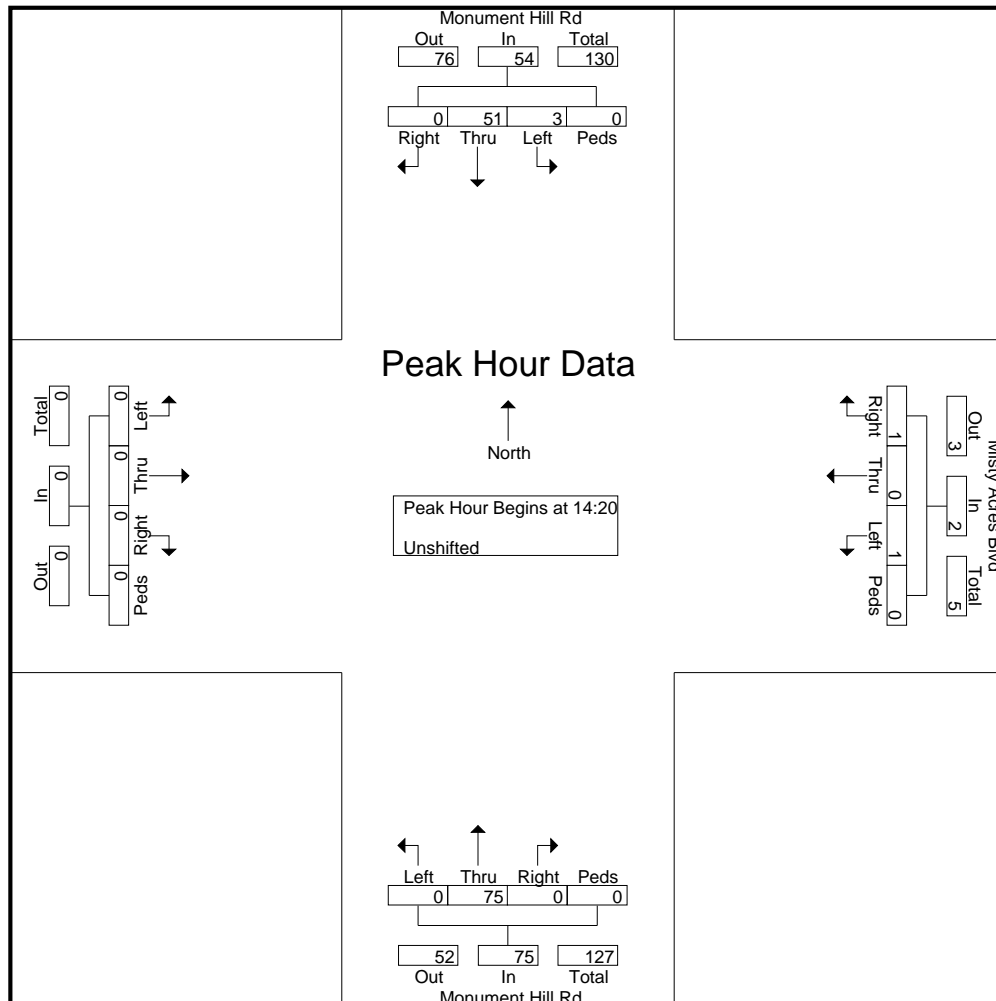
File Name : Monument Hill Rd - Misty Acres Blvd Mid 12-12-23

Site Code : S234450

Start Date : 12/12/2023

Page No : 2

	Monument Hill Rd Southbound					Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 13:45 to 15:40 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:20																					
14:20	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
14:25	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
14:30	0	9	1	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
14:35	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	13
14:40	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
14:45	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	14
14:50	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
14:55	0	7	2	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
15:00	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	10
15:05	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
15:10	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
15:15	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
Total Volume	0	51	3	0	54	1	0	1	0	2	0	75	0	0	75	0	0	0	0	0	131
% App. Total	0	94.4	5.6	0		50	0	50	0		0	100	0	0		0	0	0	0		
PHF	.000	.472	.125	.000	.450	.083	.000	.083	.000	.167	.000	.568	.000	.000	.568	.000	.000	.000	.000	.000	.728



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File Name : Monument Hill Rd - Misty Acres Blvd Mid 12-12-23

Site Code : S234450

Start Date : 12/12/2023

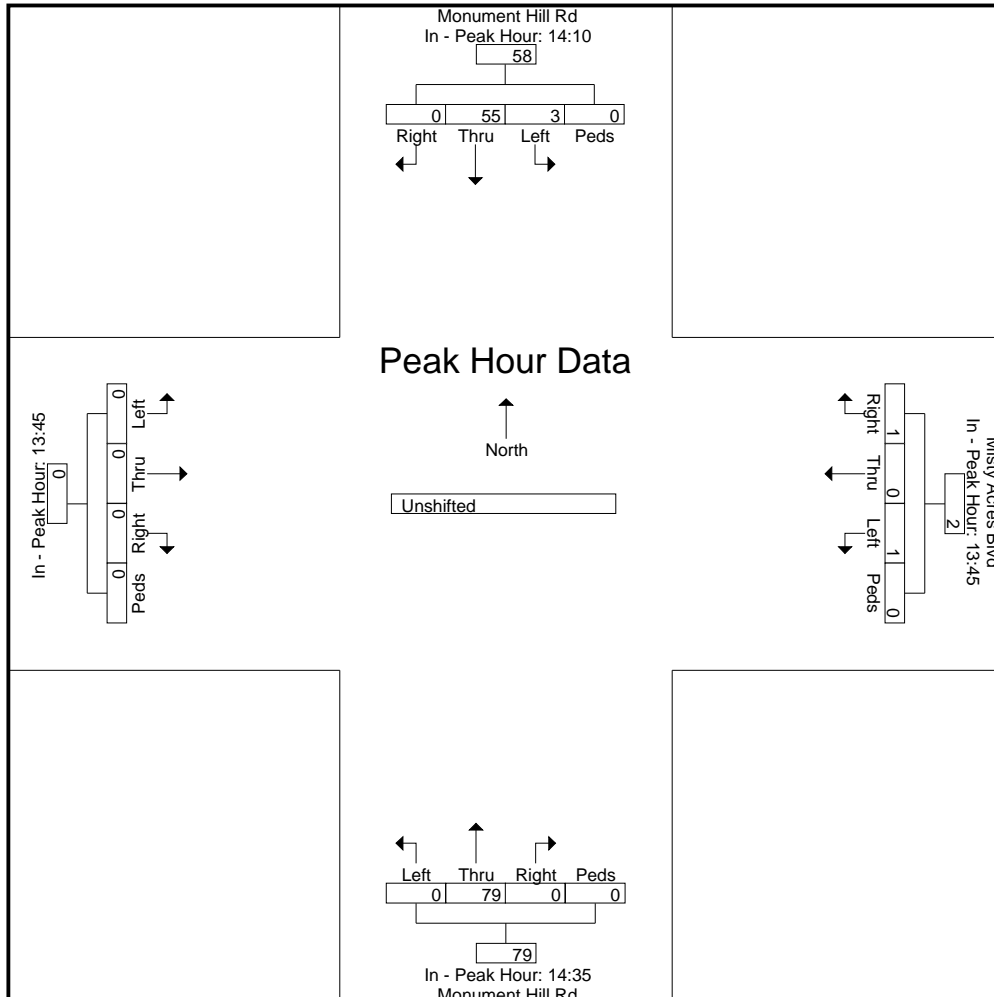
Page No : 3

	Monument Hill Rd Southbound					Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 13:45 to 15:40 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	14:10					13:45					14:35					13:45				
+0 mins.	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
+5 mins.	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0
+10 mins.	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0
+15 mins.	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0
+20 mins.	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0
+25 mins.	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0
+30 mins.	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0
+35 mins.	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
+40 mins.	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0
+45 mins.	0	7	2	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
+50 mins.	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0
+55 mins.	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
Total Volume	0	55	3	0	58	1	0	1	0	2	0	79	0	0	79	0	0	0	0	0
% App. Total	0	94.8	5.2	0		50	0	50	0		0	100	0	0		0	0	0	0	
PHF	.000	.509	.125	.000	.483	.083	.000	.083	.000	.167	.000	.598	.000	.000	.598	.000	.000	.000	.000	.000



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File Name : Monument Hill Rd - Misty Acres Blvd PM 12-12-23

Site Code : S234450

Start Date : 12/12/2023

Page No : 1

Groups Printed- Unshifted

	Monument Hill Rd Southbound					Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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
15:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
15:50	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
15:55	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
16:00	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
16:05	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
16:10	0	2	0	0	2	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	7
16:15	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
16:20	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
16:25	0	5	1	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	12
16:30	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
16:35	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
16:40	0	6	1	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
16:45	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:50	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
16:55	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	39	5	0	44	4	0	0	0	4	2	29	0	0	31	0	0	0	0	0	79
17:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
17:05	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
17:10	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
17:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
17:20	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
17:25	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
17:30	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
17:35	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:40	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	79	6	0	85	5	0	0	0	5	2	59	0	0	61	0	0	0	0	0	151
Apprch %	0	92.9	7.1	0		100	0	0	0		3.3	96.7	0	0		0	0	0	0		
Total %	0	52.3	4	0	56.3	3.3	0	0	0	3.3	1.3	39.1	0	0	40.4	0	0	0	0	0	

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2504 E. Pikes Peak Ave, Suite 304
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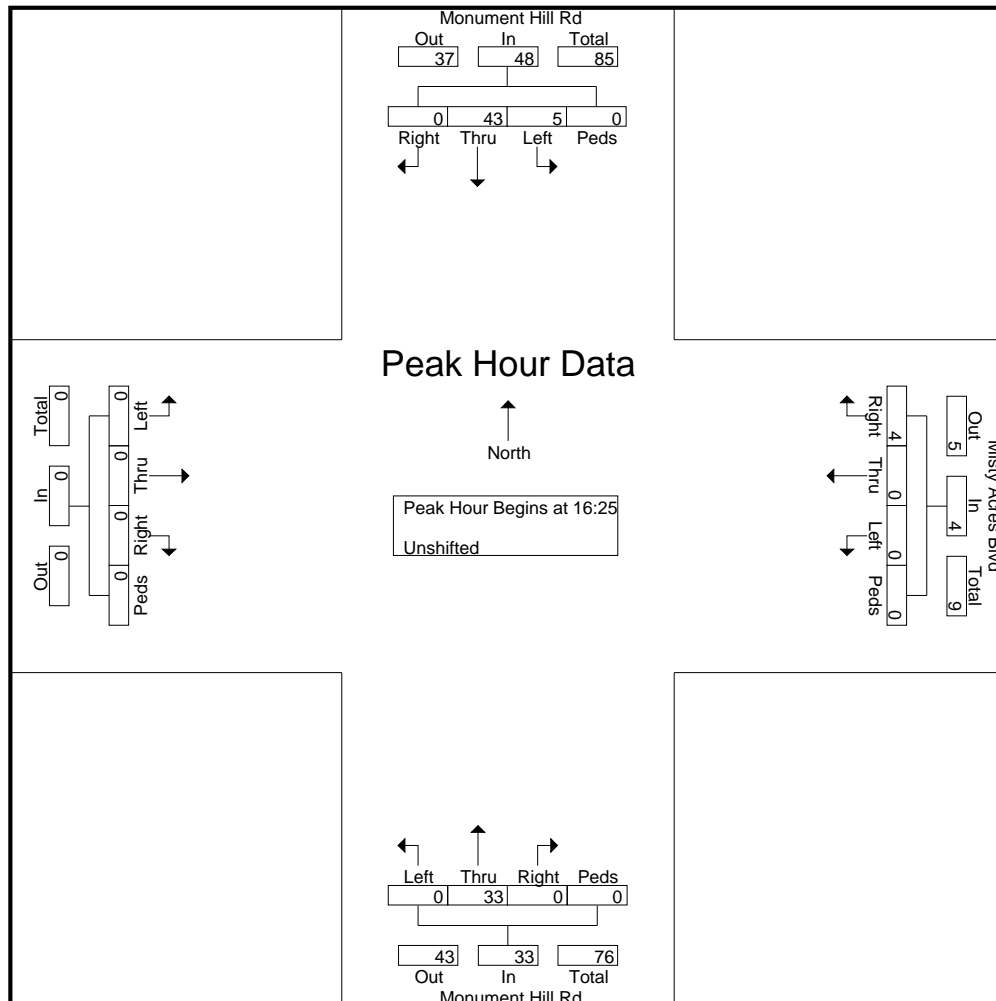
File Name : Monument Hill Rd - Misty Acres Blvd PM 12-12-23

Site Code : S234450

Start Date : 12/12/2023

Page No : 2

	Monument Hill Rd Southbound					Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 15:45 to 17:40 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:25																					
16:25	0	5	1	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	12
16:30	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
16:35	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
16:40	0	6	1	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	11
16:45	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:50	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
16:55	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
17:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
17:05	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
17:10	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
17:15	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
17:20	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Total Volume	0	43	5	0	48	4	0	0	0	4	0	33	0	0	33	0	0	0	0	0	85
% App. Total	0	89.6	10.4	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.597	.417	.000	.571	.333	.000	.000	.000	.333	.000	.458	.000	.000	.458	.000	.000	.000	.000	.000	.590



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

File Name : Monument Hill Rd - Misty Acres Blvd PM 12-12-23

Site Code : S234450

Start Date : 12/12/2023

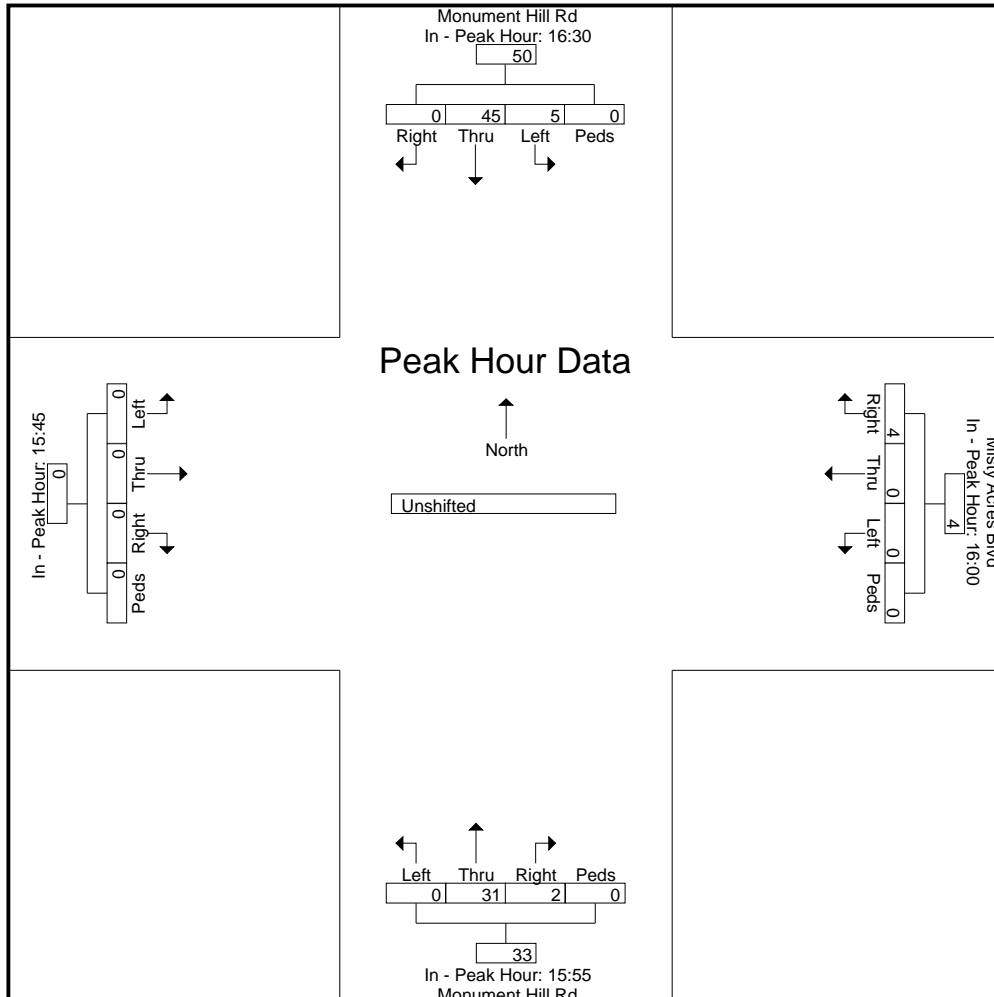
Page No : 3

	Monument Hill Rd Southbound					Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 15:45 to 17:40 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:00					15:55					15:45					
+0 mins.	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+5 mins.	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+10 mins.	0	6	1	0	7	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	
+15 mins.	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	
+20 mins.	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
+25 mins.	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	
+30 mins.	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	
+35 mins.	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+40 mins.	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	
+45 mins.	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+50 mins.	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+55 mins.	0	7	1	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	
Total Volume	0	45	5	0	50	4	0	0	0	4	2	31	0	0	33	0	0	0	0	0	
% App. Total	0	90	10	0		100	0	0	0		6.1	93.9	0	0		0	0	0	0		
PHF	.000	.536	.417	.000	.521	.333	.000	.000	.000	.333	.167	.431	.000	.000	.458	.000	.000	.000	.000	.000	



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - S Misty Acres Blvd AM 1-10-24

Site Code : S234450

Start Date : 1/10/2024

Page No : 1

Groups Printed- Unshifted

	Monument Hill Rd Southbound					S Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
06:35	0	4	0	0	4	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	7
06:40	0	3	0	0	3	0	0	2	0	2	6	3	0	0	9	0	0	0	0	0	14
06:45	0	2	0	0	2	0	0	2	0	2	4	0	0	0	4	0	0	0	0	0	8
06:50	0	4	0	0	4	0	0	3	0	3	5	3	0	0	8	0	0	0	0	0	15
06:55	0	5	0	0	5	0	0	8	0	8	10	2	0	0	12	0	0	0	0	0	25
Total	0	18	1	0	19	0	0	16	0	16	28	10	0	0	38	0	0	0	0	0	73
07:00	0	7	3	0	10	1	0	14	0	15	26	2	0	0	28	0	0	0	0	0	53
07:05	0	7	4	0	11	2	0	16	0	18	16	3	0	0	19	0	0	0	0	0	48
07:10	0	8	9	0	17	1	0	17	0	18	27	4	0	0	31	0	0	0	0	0	66
07:15	0	5	8	0	13	6	0	24	0	30	40	7	0	0	47	0	0	0	0	0	90
07:20	0	16	8	0	24	4	0	27	0	31	31	1	0	0	32	0	0	0	0	0	87
07:25	0	11	10	0	21	7	0	30	0	37	40	4	0	0	44	0	0	0	0	0	102
07:30	0	13	15	0	28	4	0	26	0	30	50	7	0	0	57	0	0	0	0	0	115
07:35	0	9	6	0	15	9	0	39	0	48	28	5	0	0	33	0	0	0	0	0	96
07:40	0	4	1	0	5	3	0	20	0	23	3	1	0	0	4	0	0	0	0	0	32
07:45	0	5	1	0	6	2	0	12	0	14	9	0	0	0	9	0	0	0	0	0	29
07:50	0	2	0	0	2	0	0	11	0	11	2	0	0	0	2	0	0	0	0	0	15
07:55	0	1	0	0	1	2	0	4	0	6	5	2	0	0	7	0	0	0	0	0	14
Total	0	88	65	0	153	41	0	240	0	281	277	36	0	0	313	0	0	0	0	0	747
08:00	0	2	1	0	3	0	0	9	0	9	3	3	0	0	6	0	0	0	0	0	18
08:05	0	2	0	0	2	0	0	5	0	5	4	2	0	0	6	0	0	0	0	0	13
08:10	0	1	0	0	1	0	0	6	0	6	4	3	0	0	7	0	0	0	0	0	14
08:15	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
08:20	0	3	0	0	3	0	0	5	0	5	1	1	0	0	2	0	0	0	0	0	10
08:25	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	5
Grand Total	0	116	67	0	183	41	0	285	0	326	319	55	0	0	374	0	0	0	0	0	883
Apprch %	0	63.4	36.6	0		12.6	0	87.4	0		85.3	14.7	0	0		0	0	0	0		
Total %	0	13.1	7.6	0	20.7	4.6	0	32.3	0	36.9	36.1	6.2	0	0	42.4	0	0	0	0	0	

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2504 E. Pikes Peak Ave, Suite 304
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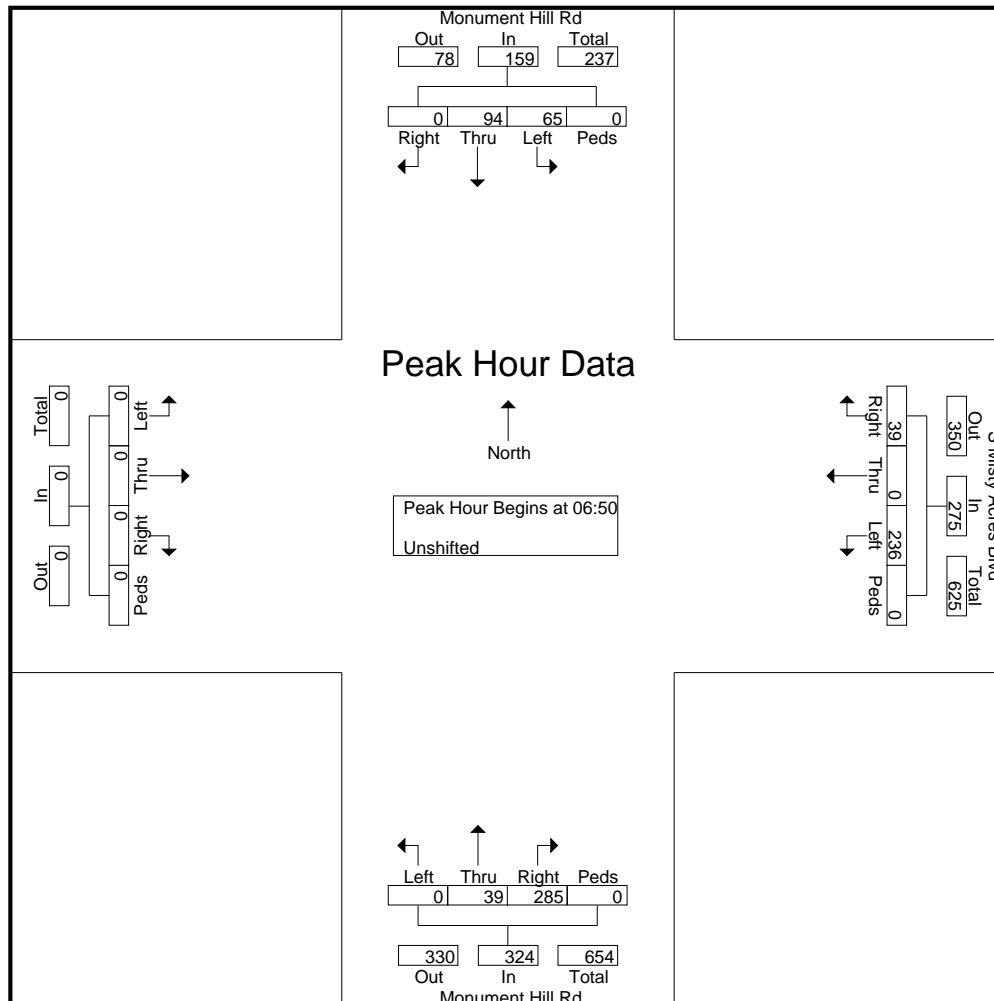
File Name : Monument Hill Rd - S Misty Acres Blvd AM 1-10-24

Site Code : S234450

Start Date : 1/10/2024

Page No : 2

	Monument Hill Rd Southbound					S Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 06:50																					
06:50	0	4	0	0	4	0	0	3	0	3	5	3	0	0	8	0	0	0	0	0	15
06:55	0	5	0	0	5	0	0	8	0	8	10	2	0	0	12	0	0	0	0	0	25
07:00	0	7	3	0	10	1	0	14	0	15	26	2	0	0	28	0	0	0	0	0	53
07:05	0	7	4	0	11	2	0	16	0	18	16	3	0	0	19	0	0	0	0	0	48
07:10	0	8	9	0	17	1	0	17	0	18	27	4	0	0	31	0	0	0	0	0	66
07:15	0	5	8	0	13	6	0	24	0	30	40	7	0	0	47	0	0	0	0	0	90
07:20	0	16	8	0	24	4	0	27	0	31	31	1	0	0	32	0	0	0	0	0	87
07:25	0	11	10	0	21	7	0	30	0	37	40	4	0	0	44	0	0	0	0	0	102
07:30	0	13	15	0	28	4	0	26	0	30	50	7	0	0	57	0	0	0	0	0	115
07:35	0	9	6	0	15	9	0	39	0	48	28	5	0	0	33	0	0	0	0	0	96
07:40	0	4	1	0	5	3	0	20	0	23	3	1	0	0	4	0	0	0	0	0	32
07:45	0	5	1	0	6	2	0	12	0	14	9	0	0	0	9	0	0	0	0	0	29
Total Volume	0	94	65	0	159	39	0	236	0	275	285	39	0	0	324	0	0	0	0	0	758
% App. Total	0	59.1	40.9	0		14.2	0	85.8	0		88	12	0	0		0	0	0	0		
PHF	.000	.490	.361	.000	.473	.361	.000	.504	.000	.477	.475	.464	.000	.000	.474	.000	.000	.000	.000	.000	.549



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - S Misty Acres Blvd AM 1-10-24

Site Code : S234450

Start Date : 1/10/2024

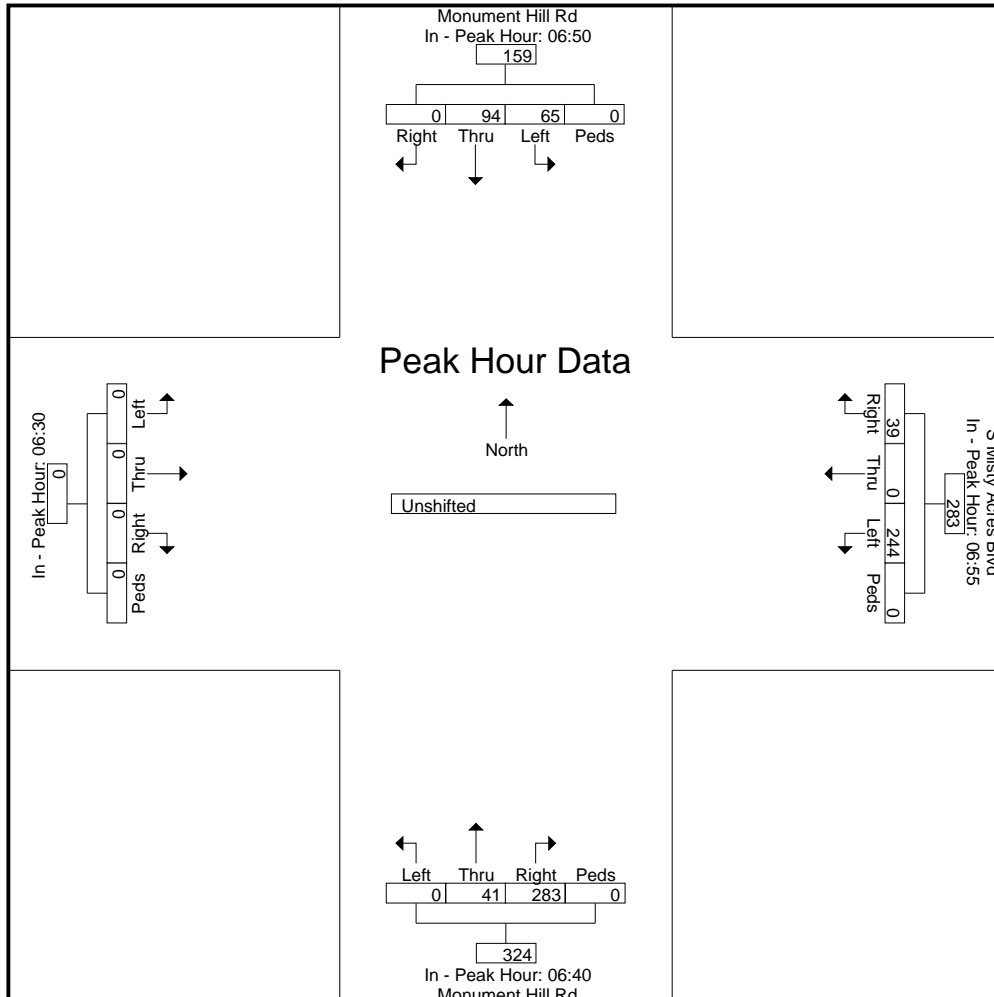
Page No : 3

	Monument Hill Rd Southbound					S Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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:

	06:50					06:55					06:40					06:30				
+0 mins.	0	4	0	0	4	0	0	8	0	8	6	3	0	0	9	0	0	0	0	0
+5 mins.	0	5	0	0	5	1	0	14	0	15	4	0	0	0	4	0	0	0	0	0
+10 mins.	0	7	3	0	10	2	0	16	0	18	5	3	0	0	8	0	0	0	0	0
+15 mins.	0	7	4	0	11	1	0	17	0	18	10	2	0	0	12	0	0	0	0	0
+20 mins.	0	8	9	0	17	6	0	24	0	30	26	2	0	0	28	0	0	0	0	0
+25 mins.	0	5	8	0	13	4	0	27	0	31	16	3	0	0	19	0	0	0	0	0
+30 mins.	0	16	8	0	24	7	0	30	0	37	27	4	0	0	31	0	0	0	0	0
+35 mins.	0	11	10	0	21	4	0	26	0	30	40	7	0	0	47	0	0	0	0	0
+40 mins.	0	13	15	0	28	9	0	39	0	48	31	1	0	0	32	0	0	0	0	0
+45 mins.	0	9	6	0	15	3	0	20	0	23	40	4	0	0	44	0	0	0	0	0
+50 mins.	0	4	1	0	5	2	0	12	0	14	50	7	0	0	57	0	0	0	0	0
+55 mins.	0	5	1	0	6	0	0	11	0	11	28	5	0	0	33	0	0	0	0	0
Total Volume	0	94	65	0	159	39	0	244	0	283	283	41	0	0	324	0	0	0	0	0
% App. Total	0	59.1	40.9	0		13.8	0	86.2	0		87.3	12.7	0	0		0	0	0	0	
PHF	.000	.490	.361	.000	.473	.361	.000	.521	.000	.491	.472	.488	.000	.000	.474	.000	.000	.000	.000	.000



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - S Misty Acres Blvd PM 1-9-24

Site Code : S234450

Start Date : 1/9/2024

Page No : 1

Groups Printed- Unshifted

	Monument Hill Rd Southbound					S Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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	3	0	0	3	0	0	3	0	3	7	2	0	0	9	0	0	0	0	0	15
16:05	0	3	0	0	3	0	0	2	0	2	9	2	0	0	11	0	0	0	0	0	16
16:10	0	4	0	0	4	0	0	1	0	1	13	3	0	0	16	0	0	0	0	0	21
16:15	0	6	0	0	6	0	0	13	0	13	7	1	0	0	8	0	0	0	0	0	27
16:20	0	5	0	0	5	0	0	4	0	4	7	5	0	0	12	0	0	0	0	0	21
16:25	0	2	0	0	2	0	0	7	0	7	5	4	0	0	9	0	0	0	0	0	18
16:30	0	3	1	0	4	0	0	2	0	2	5	1	0	0	6	0	0	0	0	0	12
16:35	0	2	1	0	3	0	0	12	0	12	3	3	0	0	6	0	0	0	0	0	21
16:40	0	5	0	0	5	2	0	7	0	9	7	8	0	0	15	0	0	0	0	0	29
16:45	0	3	0	0	3	0	0	3	0	3	10	6	0	0	16	0	0	0	0	0	22
16:50	0	5	0	0	5	0	0	5	0	5	6	5	0	0	11	0	0	0	0	0	21
16:55	0	2	0	0	2	1	0	5	0	6	9	2	0	0	11	0	0	0	0	0	19
Total	0	43	2	0	45	3	0	64	0	67	88	42	0	0	130	0	0	0	0	0	242
17:00	0	3	1	0	4	0	0	9	0	9	4	4	0	0	8	0	0	0	0	0	21
17:05	0	4	1	0	5	0	0	4	0	4	11	4	0	0	15	0	0	0	0	0	24
17:10	0	0	0	0	0	0	0	3	0	3	6	1	0	0	7	0	0	0	0	0	10
17:15	0	1	0	0	1	0	0	2	0	2	8	6	0	0	14	0	0	0	0	0	17
17:20	0	2	0	0	2	0	0	3	0	3	5	3	0	0	8	0	0	0	0	0	13
17:25	0	3	2	0	5	0	0	5	0	5	6	3	0	0	9	0	0	0	0	0	19
17:30	0	1	0	0	1	0	0	7	0	7	9	9	0	0	18	0	0	0	0	0	26
17:35	0	3	0	0	3	0	0	11	0	11	3	4	0	0	7	0	0	0	0	0	21
17:40	0	1	1	0	2	0	0	2	0	2	9	9	0	0	18	0	0	0	0	0	22
17:45	0	1	0	0	1	0	0	2	0	2	7	5	0	0	12	0	0	0	0	0	15
17:50	0	1	0	0	1	0	0	6	0	6	12	3	0	0	15	0	0	0	0	0	22
17:55	0	5	0	0	5	0	0	4	0	4	6	3	0	0	9	0	0	0	0	0	18
Total	0	25	5	0	30	0	0	58	0	58	86	54	0	0	140	0	0	0	0	0	228
Grand Total	0	68	7	0	75	3	0	122	0	125	174	96	0	0	270	0	0	0	0	0	470
Apprch %	0	90.7	9.3	0		2.4	0	97.6	0		64.4	35.6	0	0		0	0	0	0		
Total %	0	14.5	1.5	0	16	0.6	0	26	0	26.6	37	20.4	0	0	57.4	0	0	0	0	0	

LSC Transportation Consultants, Inc.

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

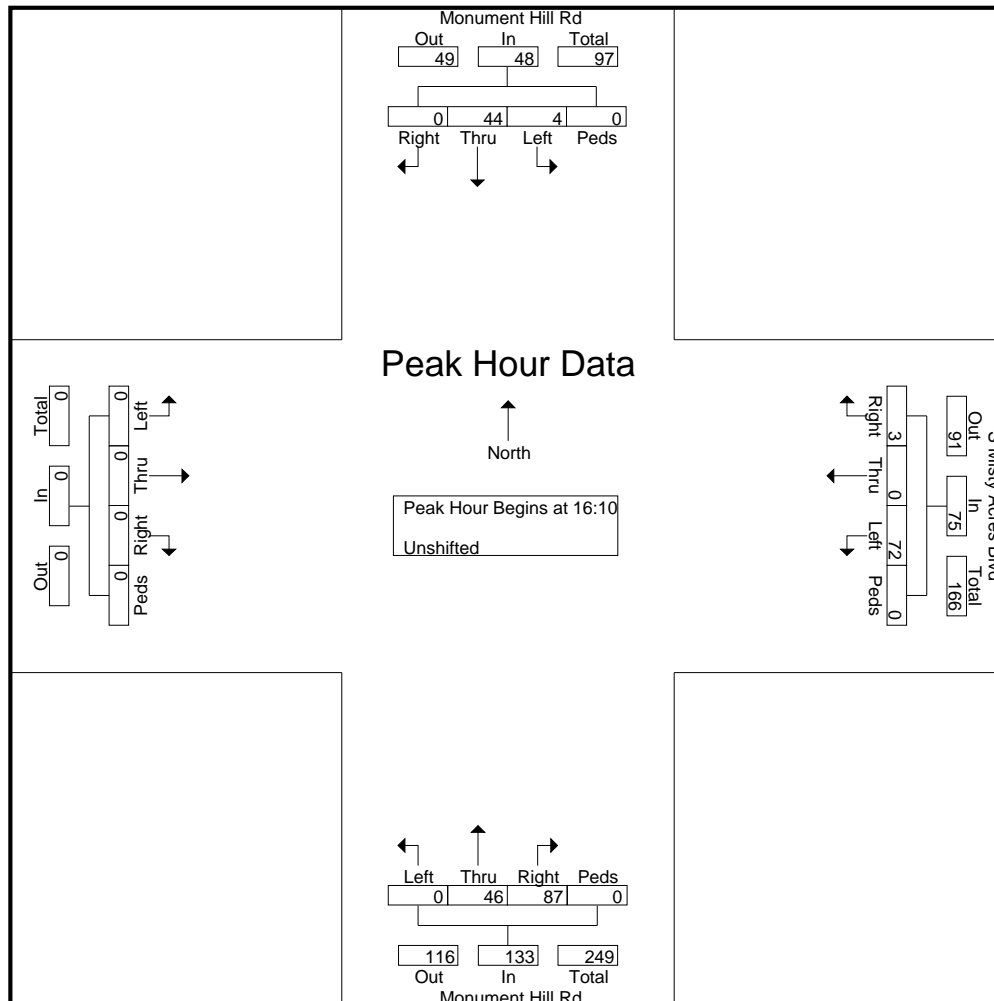
File Name : Monument Hill Rd - S Misty Acres Blvd PM 1-9-24

Site Code : S234450

Start Date : 1/9/2024

Page No : 2

	Monument Hill Rd Southbound					S Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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 16:10																					
16:10	0	4	0	0	4	0	0	1	0	1	13	3	0	0	16	0	0	0	0	0	21
16:15	0	6	0	0	6	0	0	13	0	13	7	1	0	0	8	0	0	0	0	0	27
16:20	0	5	0	0	5	0	0	4	0	4	7	5	0	0	12	0	0	0	0	0	21
16:25	0	2	0	0	2	0	0	7	0	7	5	4	0	0	9	0	0	0	0	0	18
16:30	0	3	1	0	4	0	0	2	0	2	5	1	0	0	6	0	0	0	0	0	12
16:35	0	2	1	0	3	0	0	12	0	12	3	3	0	0	6	0	0	0	0	0	21
16:40	0	5	0	0	5	2	0	7	0	9	7	8	0	0	15	0	0	0	0	0	29
16:45	0	3	0	0	3	0	0	3	0	3	10	6	0	0	16	0	0	0	0	0	22
16:50	0	5	0	0	5	0	0	5	0	5	6	5	0	0	11	0	0	0	0	0	21
16:55	0	2	0	0	2	1	0	5	0	6	9	2	0	0	11	0	0	0	0	0	19
17:00	0	3	1	0	4	0	0	9	0	9	4	4	0	0	8	0	0	0	0	0	21
17:05	0	4	1	0	5	0	0	4	0	4	11	4	0	0	15	0	0	0	0	0	24
Total Volume	0	44	4	0	48	3	0	72	0	75	87	46	0	0	133	0	0	0	0	0	256
% App. Total	0	91.7	8.3	0		4	0	96	0		65.4	34.6	0	0		0	0	0	0		
PHF	.000	.611	.333	.000	.667	.125	.000	.462	.000	.481	.558	.479	.000	.000	.693	.000	.000	.000	.000	.000	.736



LSC Transportation Consultants, Inc.

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

File Name : Monument Hill Rd - S Misty Acres Blvd PM 1-9-24

Site Code : S234450

Start Date : 1/9/2024

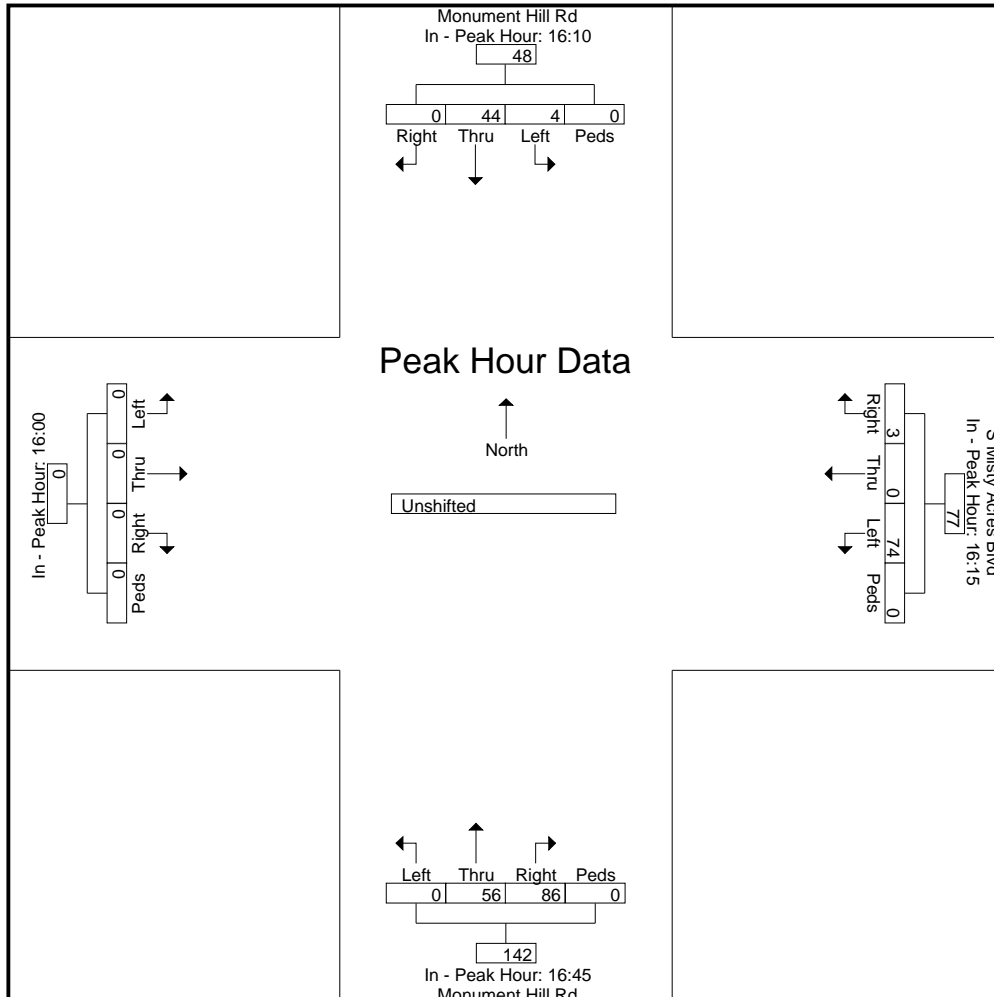
Page No : 3

	Monument Hill Rd Southbound					S Misty Acres Blvd Westbound					Monument Hill Rd Northbound					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:

	16:10					16:15					16:45					16:00					
+0 mins.	0	4	0	0	4	0	0	13	0	13	10	6	0	0	16	0	0	0	0	0	
+5 mins.	0	6	0	0	6	0	0	4	0	4	6	5	0	0	11	0	0	0	0	0	
+10 mins.	0	5	0	0	5	0	0	7	0	7	9	2	0	0	11	0	0	0	0	0	
+15 mins.	0	2	0	0	2	0	0	2	0	2	4	4	0	0	8	0	0	0	0	0	
+20 mins.	0	3	1	0	4	0	0	12	0	12	11	4	0	0	15	0	0	0	0	0	
+25 mins.	0	2	1	0	3	2	0	7	0	9	6	1	0	0	7	0	0	0	0	0	
+30 mins.	0	5	0	0	5	0	0	3	0	3	8	6	0	0	14	0	0	0	0	0	
+35 mins.	0	3	0	0	3	0	0	5	0	5	5	3	0	0	8	0	0	0	0	0	
+40 mins.	0	5	0	0	5	1	0	5	0	6	6	3	0	0	9	0	0	0	0	0	
+45 mins.	0	2	0	0	2	0	0	9	0	9	9	9	0	0	18	0	0	0	0	0	
+50 mins.	0	3	1	0	4	0	0	4	0	4	3	4	0	0	7	0	0	0	0	0	
+55 mins.	0	4	1	0	5	0	0	3	0	3	9	9	0	0	18	0	0	0	0	0	
Total Volume	0	44	4	0	48	3	0	74	0	77	86	56	0	0	142	0	0	0	0	0	
% App. Total	0	91.7	8.3	0		3.9	0	96.1	0		60.6	39.4	0	0		0	0	0	0		
PHF	.000	.611	.333	.000	.667	.125	.000	.474	.000	.494	.652	.519	.000	.000	.657	.000	.000	.000	.000	.000	



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 : S234450

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

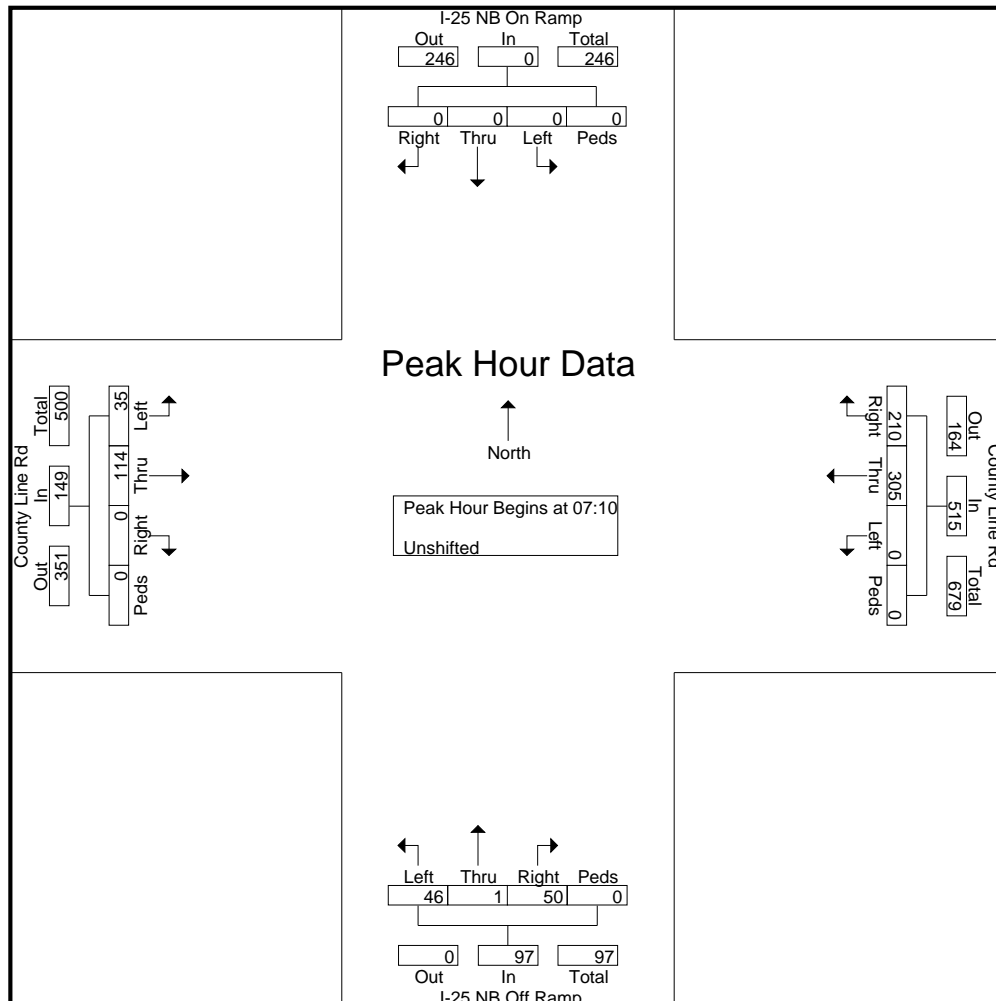
File Name : I-25 NB Ramps - County Line Rd AM

Site Code : S234450

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



LSC Transportation Consultants, Inc.

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

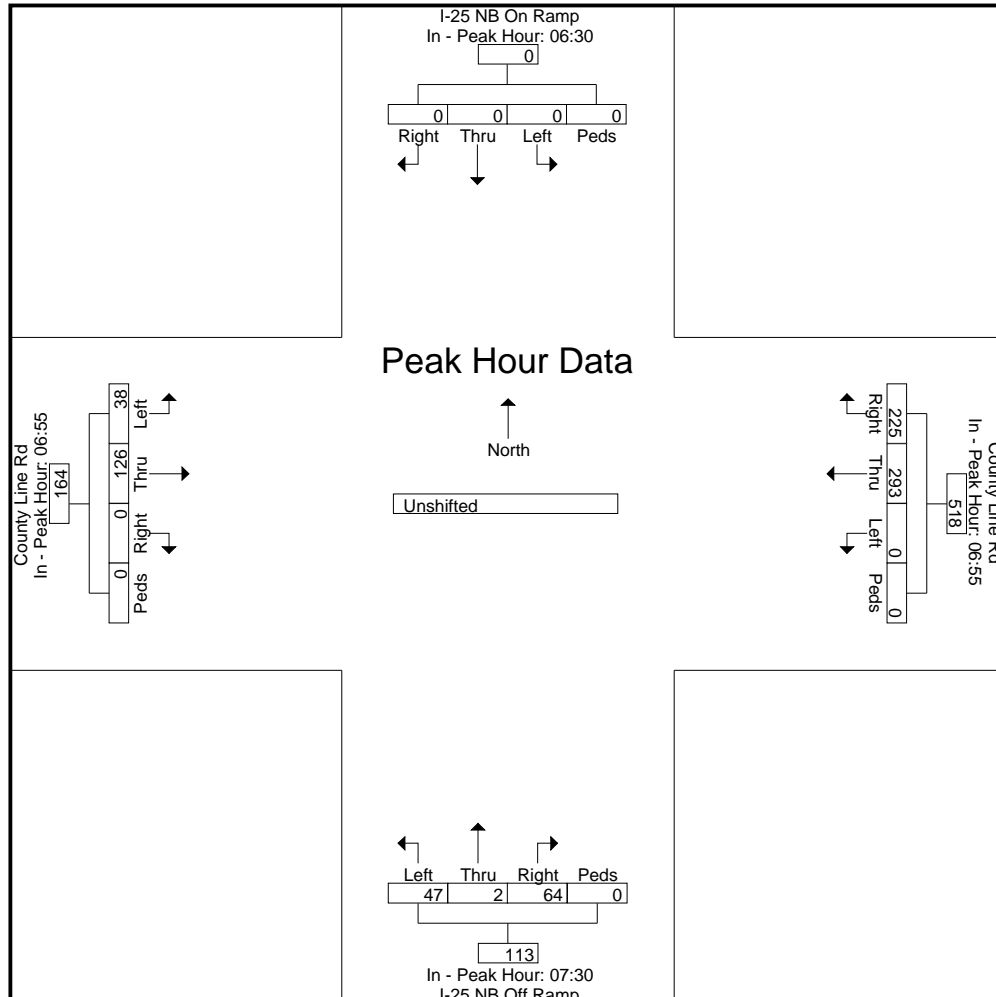
File Name : I-25 NB Ramps - County Line Rd AM

Site Code : S234450

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	



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 PM

Site Code : S234450

Start Date : 1/17/2024

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

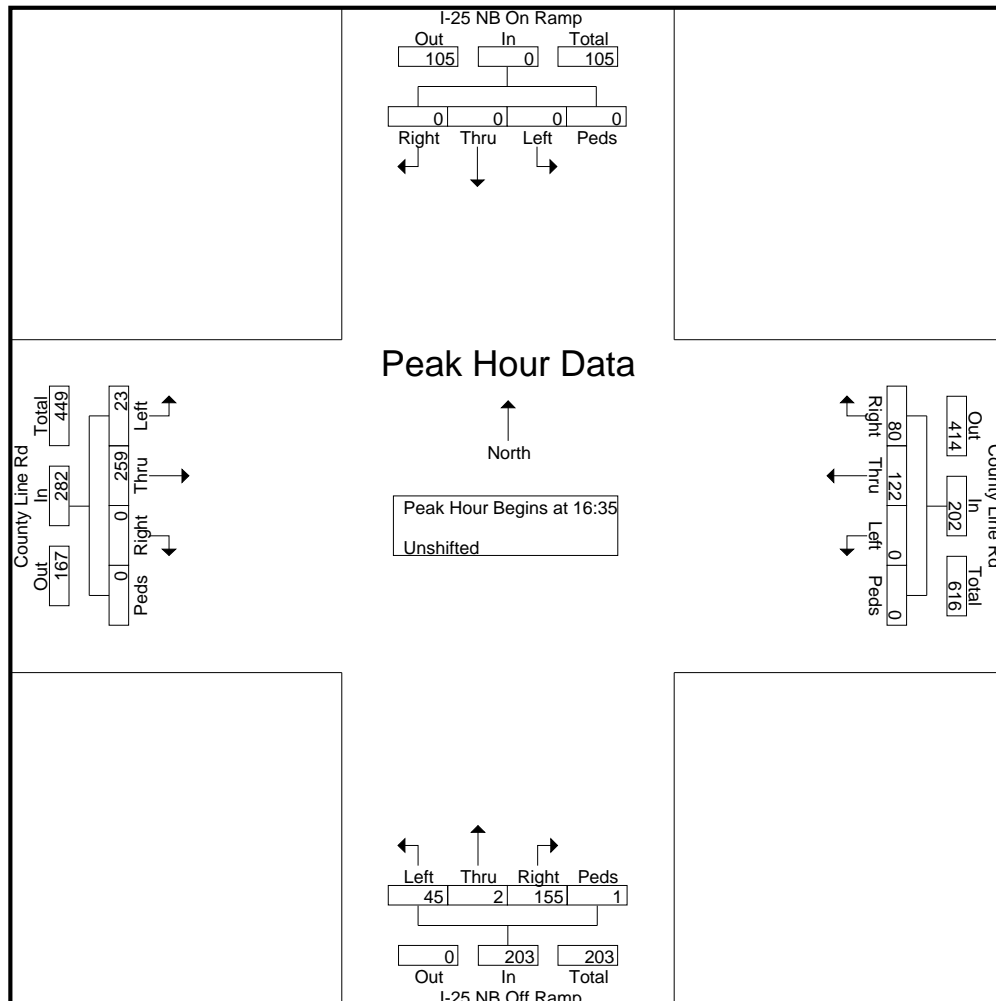
File Name : I-25 NB Ramps - County Line Rd PM

Site Code : S234450

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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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 : S234450

Start Date : 1/17/2024

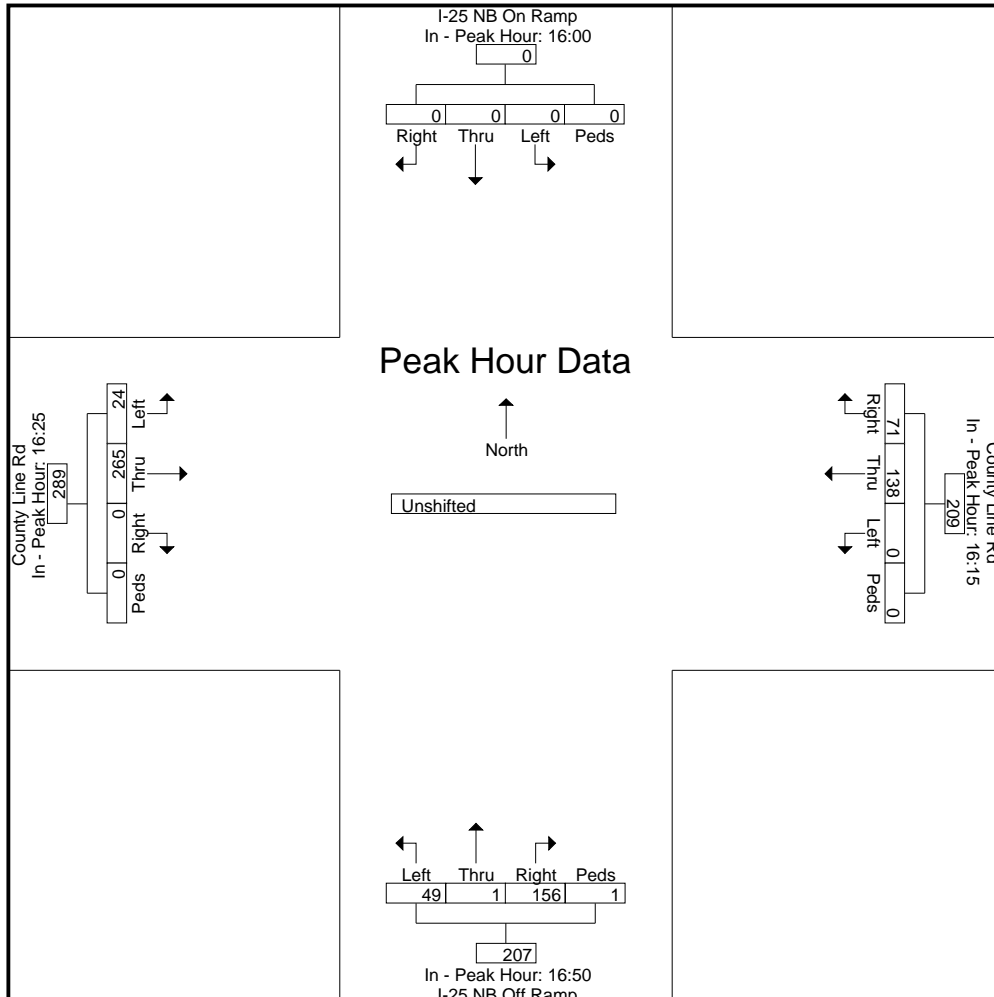
Page No : 3

	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 16:00 to 17:55 - Peak 1 of 1

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	



LSC Transportation Consultants, Inc.

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 : S234450

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
Colorado Springs, CO 80909
719-633-2868

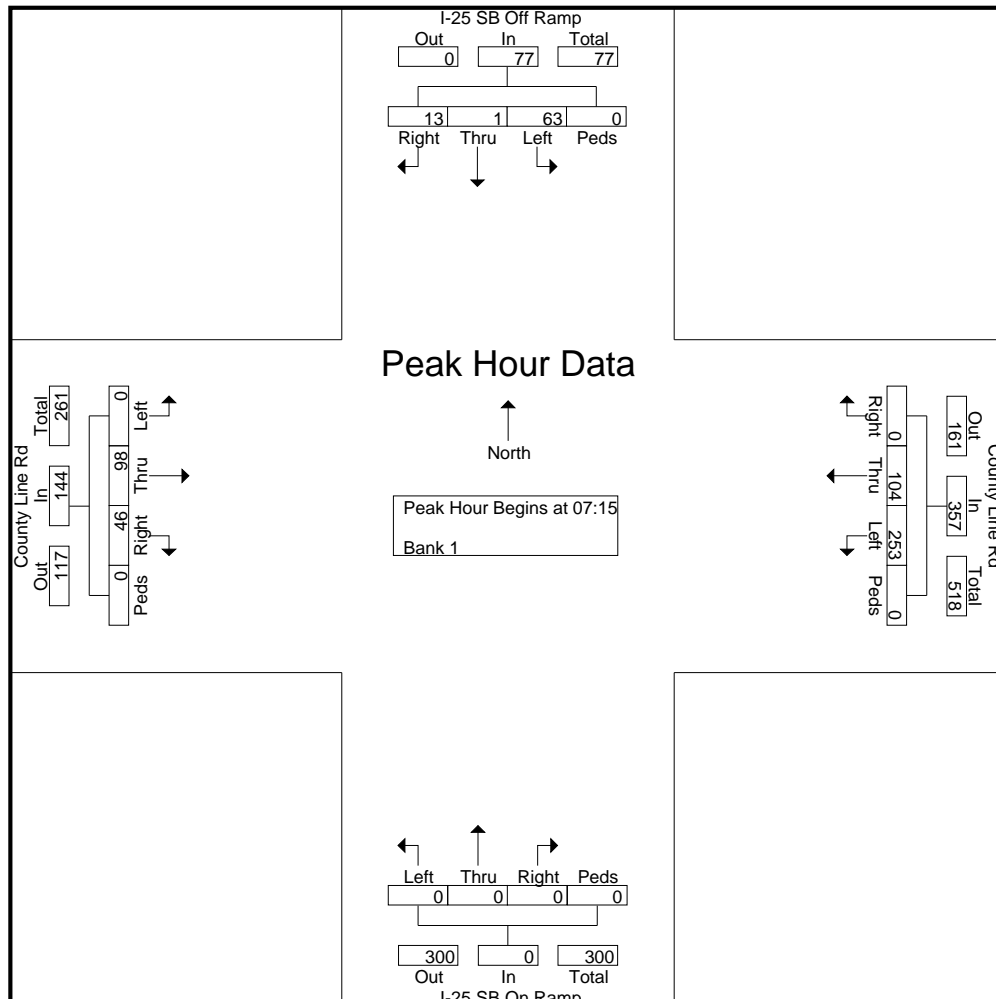
File Name : I-25 SB Ramps - County Line Rd AM

Site Code : S234450

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



LSC Transportation Consultants, Inc.

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 : S234450

Start Date : 1/18/2024

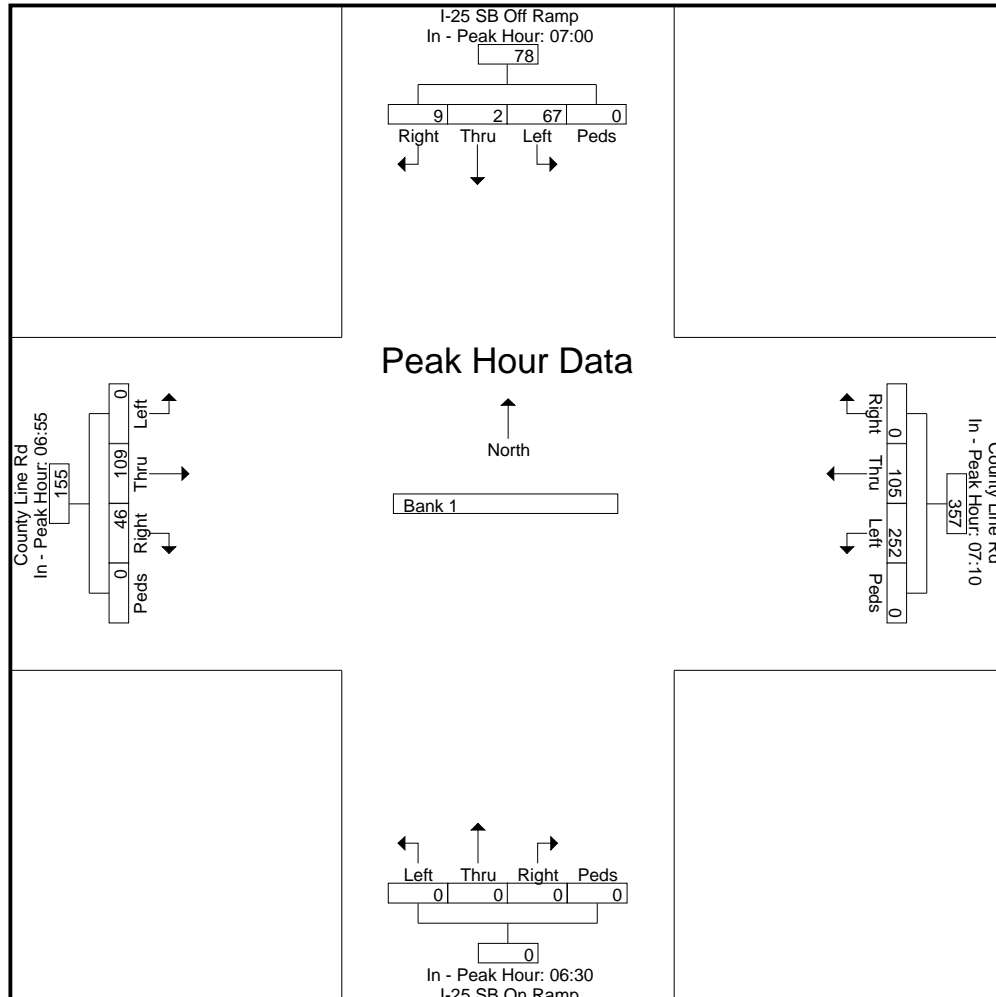
Page No : 3

	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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719-633-2868

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

Site Code : S234450

Start Date : 1/17/2024

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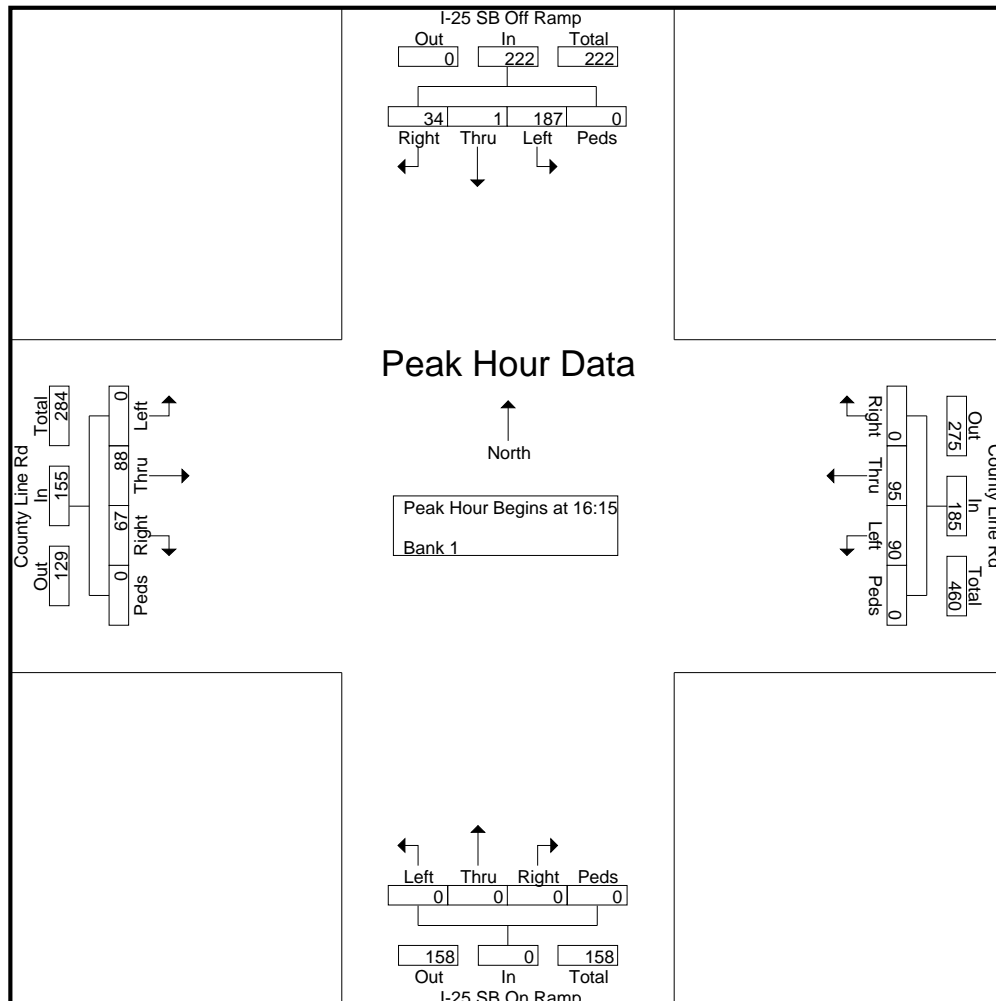
File Name : I-25 SB Ramps - County Line Rd PM

Site Code : S234450

Start Date : 1/17/2024

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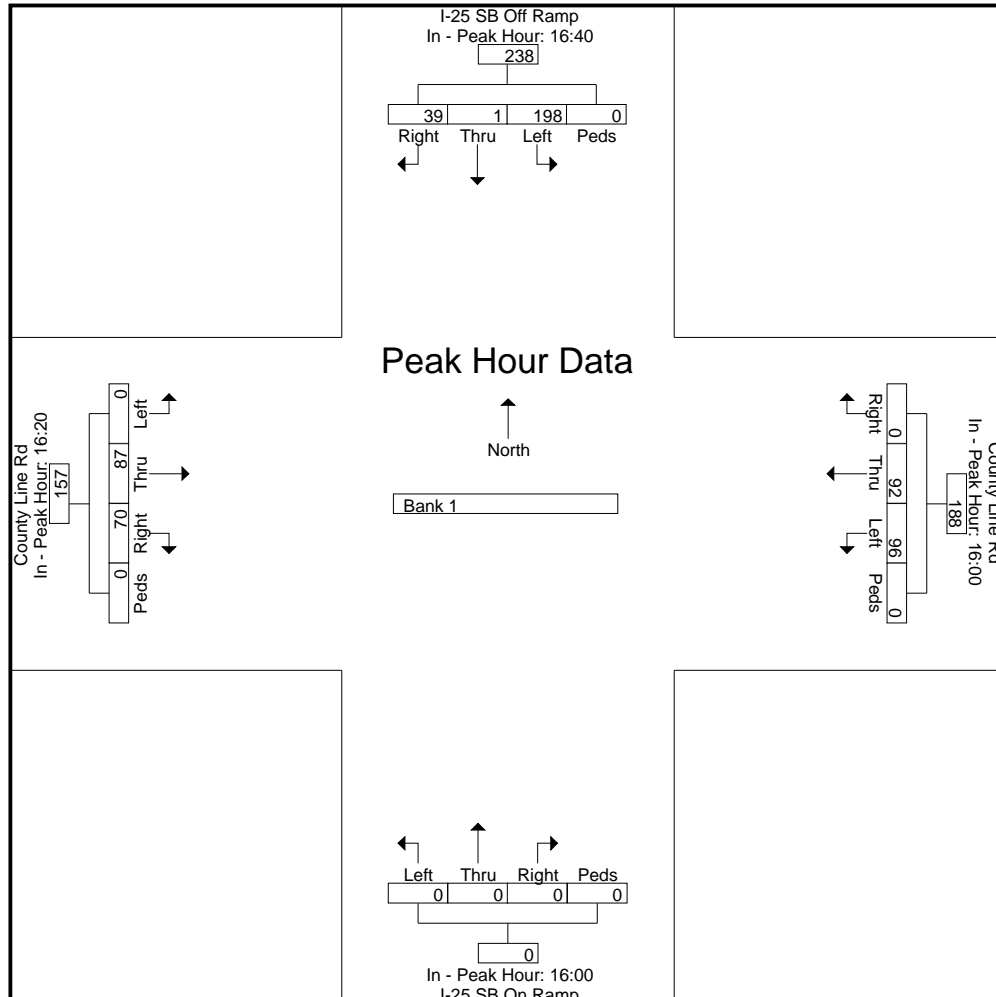
File Name : I-25 SB Ramps - County Line Rd PM

Site Code : S234450

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	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	



Level of Service Reports







HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps

Adjusted Existing
AM

Intersection												
Int Delay, s/veh	6.8											
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	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	118	55	275	113	0	0	0	0	76	1	16
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	113	0	-	118	0	0				781	781	113
Stage 1	-	-	-	-	-	-				663	663	-
Stage 2	-	-	-	-	-	-				118	118	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1476	-	0	1470	-	0				363	326	940
Stage 1	-	-	0	-	-	0				512	459	-
Stage 2	-	-	0	-	-	0				907	798	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1476	-	-	1470	-	-				295	0	940
Mov Cap-2 Maneuver	-	-	-	-	-	-				295	0	-
Stage 1	-	-	-	-	-	-				512	0	-
Stage 2	-	-	-	-	-	-				737	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.7			19.9					
HCM LOS							C					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	SBLn1							
Capacity (veh/h)	1476	-	1470	-	334							
HCM Lane V/C Ratio	-	-	0.187	-	0.278							
HCM Control Delay (s)	0	-	8	-	19.9							
HCM Lane LOS	A	-	A	-	C							
HCM 95th %tile Q(veh)	0	-	0.7	-	1.1							

HCM 6th TWSC
2: I-25 NB Ramps & County Line Rd

Adjusted Existing
AM

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	132	0	0	310	210	46	1	50	0	0	0
Future Vol, veh/h	35	132	0	0	310	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	152	0	0	337	228	55	1	60	0	0	0







Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	565	0	- - - 0 683 797 152
Stage 1	-	-	- - - 232 232 -
Stage 2	-	-	- - - 451 565 -
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	1007	- 0 0	- - 415 319 894
Stage 1	-	- 0 0	- - 807 713 -
Stage 2	-	- 0 0	- - 642 508 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1007	- - -	- 398 0 894
Mov Cap-2 Maneuver	-	- - -	- 398 0 -
Stage 1	-	- - -	- 775 0 -
Stage 2	-	- - -	- 642 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	560	1007	-	-	-
HCM Lane V/C Ratio	0.209	0.04	-	-	-
HCM Control Delay (s)	13.1	8.7	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	-

HCM 6th TWSC
8: Monument Hill Rd & Misty Acres Blvd

Adjusted Existing
AM

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	290	0	25	300	0	50
Future Vol, veh/h	290	0	25	300	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	0	27	326	0	60
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	87	27	0	0	353	0
Stage 1	27	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	914	1048	-	-	1206	-
Stage 1	996	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1048	-	-	1206	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 914	- 1206	-		
HCM Lane V/C Ratio	-	- 0.345	-	-		
HCM Control Delay (s)	-	- 11	0	0		
HCM Lane LOS	-	- B	A	A		
HCM 95th %tile Q(veh)	-	- 1.5	-	0		





HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps

Adjusted Existing
PM

Intersection												
Int Delay, s/veh	8.4											
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	-	-	Free	-	-	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	109	0	-	101	0	0				416	416	109
Stage 1	-	-	-	-	-	-				315	315	-
Stage 2	-	-	-	-	-	-				101	101	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	0	1491	-	0				593	527	945
Stage 1	-	-	0	-	-	0				740	656	-
Stage 2	-	-	0	-	-	0				923	811	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1481	-	-	1491	-	-				552	0	945
Mov Cap-2 Maneuver	-	-	-	-	-	-				552	0	-
Stage 1	-	-	-	-	-	-				740	0	-
Stage 2	-	-	-	-	-	-				859	0	-
Approach	EB		WB				SB					
HCM Control Delay, s	0		3.7				15.7					
HCM LOS							C					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	SBLn1							
Capacity (veh/h)	1481	-	1491	-	590							
HCM Lane V/C Ratio	-	-	0.069	-	0.432							
HCM Control Delay (s)	0	-	7.6	-	15.7							
HCM Lane LOS	A	-	A	-	C							
HCM 95th %tile Q(veh)	0	-	0.2	-	2.2							







HCM 6th TWSC
2: I-25 NB Ramps & County Line Rd

Adjusted Existing
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	23	255	0	0	135	80	45	2	155	0	0	0
Future Vol, veh/h	23	255	0	0	135	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	-	-	-	-	-	-	-	-	-	-	-
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	277	0	0	155	92	52	2	178	0	0	0
Major/Minor	Major1		Major2			Minor1						
Conflicting Flow All	247	0	-	-	-	0	528	574	277			
Stage 1	-	-	-	-	-	-	327	327	-			
Stage 2	-	-	-	-	-	-	201	247	-			
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	1319	-	0	0	-	-	511	429	762			
Stage 1	-	-	0	0	-	-	731	648	-			
Stage 2	-	-	0	0	-	-	833	702	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1319	-	-	-	-	-	501	0	762			
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	0	-			
Stage 1	-	-	-	-	-	-	717	0	-			
Stage 2	-	-	-	-	-	-	833	0	-			
Approach	EB		WB			NB						
HCM Control Delay, s	0.6		0			13						
HCM LOS						B						
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	682	1319	-	-	-							
HCM Lane V/C Ratio	0.34	0.019	-	-	-							
HCM Control Delay (s)	13	7.8	-	-	-							
HCM Lane LOS	B	A	-	-	-							
HCM 95th %tile Q(veh)	1.5	0.1	-	-	-							

HCM 6th TWSC
8: Monument Hill Rd & Misty Acres Blvd

Adjusted Existing
PM

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	0	35	95	0	40
Future Vol, veh/h	87	0	35	95	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	0	40	109	0	51





Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	91	40	0	0	149
Stage 1	40	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	909	1031	-	-	1432
Stage 1	982	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	909	1031	-	-	1432
Mov Cap-2 Maneuver	909	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	971	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 909	- 1432	-
HCM Lane V/C Ratio	-	- 0.115	-	-
HCM Control Delay (s)	-	- 9.5	0	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.4	-	0





HCM 6th TWSC
46: Monument Hill Rd/Andrews Rd & County Line Rd

Adjusted Existing
AM

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	2	85	101	69	428	2	85	0	29	1	0	5
Future Vol, veh/h	2	85	101	69	428	2	85	0	29	1	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	98	116	75	465	2	102	0	35	1	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	0	214	0	0	779	777	156	794	834	466
Stage 1	-	-	-	-	-	-	160	160	-	616	616	-
Stage 2	-	-	-	-	-	-	619	617	-	178	218	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1356	-	-	313	328	890	306	304	597
Stage 1	-	-	-	-	-	-	842	766	-	478	482	-
Stage 2	-	-	-	-	-	-	476	481	-	824	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1356	-	-	291	303	890	277	281	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	303	-	277	281	-
Stage 1	-	-	-	-	-	-	840	764	-	477	446	-
Stage 2	-	-	-	-	-	-	436	445	-	790	722	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			21.7			12.3		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	351	1094	-	-	1356	-	-	501				
HCM Lane V/C Ratio	0.391	0.002	-	-	0.055	-	-	0.015				
HCM Control Delay (s)	21.7	8.3	0	-	7.8	0	-	12.3				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	0				

HCM 6th TWSC
51: Misty Acres Blvd & Monument Hill Rd

Adjusted Existing
AM






Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	0	0	72	120	50
Future Vol, veh/h	42	0	0	72	120	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	186
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	0	87	138	57
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	225	138	195	0	-	0
Stage 1	138	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	763	910	1378	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	763	910	1378	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1378	-	763	-	-	
HCM Lane V/C Ratio	-	-	0.071	-	-	
HCM Control Delay (s)	0	-	10.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
71: Misty Acres Blvd & Old Antlers Way

Adjusted Existing
AM

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	5	67	45	1	119
Future Vol, veh/h	54	5	67	45	1	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	120	-
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	65	6	81	54	1	143

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	226	81	0
Stage 1	81	-	-
Stage 2	145	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	762	979	-
Stage 1	942	-	-
Stage 2	882	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	761	979	-
Mov Cap-2 Maneuver	761	-	-
Stage 1	942	-	-
Stage 2	881	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	776	1449
HCM Lane V/C Ratio	-	-	0.092	0.001
HCM Control Delay (s)	-	-	10.1	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th TWSC
46: Monument Hill Rd/Andrews Rd & County Line Rd

Adjusted Existing
PM





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	5	350	50	18	163	1	45	0	21	2	0	2
Future Vol, veh/h	5	350	50	18	163	1	45	0	21	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	380	54	21	187	1	54	0	25	3	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	434	0	0	648	647	407	660	674	188
Stage 1	-	-	-	-	-	-	417	417	-	230	230	-
Stage 2	-	-	-	-	-	-	231	230	-	430	444	-
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	1386	-	-	1126	-	-	383	390	644	376	376	854
Stage 1	-	-	-	-	-	-	613	591	-	773	714	-
Stage 2	-	-	-	-	-	-	772	714	-	603	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1126	-	-	374	380	644	354	366	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	374	380	-	354	366	-
Stage 1	-	-	-	-	-	-	610	588	-	769	699	-
Stage 2	-	-	-	-	-	-	754	699	-	576	572	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			15.2			12.3		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	432	1386	-	-	1126	-	-	501				
HCM Lane V/C Ratio	0.184	0.004	-	-	0.018	-	-	0.01				
HCM Control Delay (s)	15.2	7.6	0	-	8.3	0	-	12.3				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0				

HCM 6th TWSC
51: Misty Acres Blvd & Monument Hill Rd

Adjusted Existing
PM

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	0	0	41	42	25
Future Vol, veh/h	25	0	0	41	42	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	186
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	0	53	51	30






Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	104	51	81
Stage 1	51	-	-
Stage 2	53	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	894	1017	1517
Stage 1	971	-	-
Stage 2	970	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	894	1017	1517
Mov Cap-2 Maneuver	894	-	-
Stage 1	971	-	-
Stage 2	970	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	894	-	-
HCM Lane V/C Ratio	-	-	0.036	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
71: Misty Acres Blvd & Old Antlers Way

Adjusted Existing
PM

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	4	37	29	6	36
Future Vol, veh/h	15	4	37	29	6	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	5	45	35	8	46

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	107	45	0	0	80	0
Stage 1	45	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	891	1025	-	-	1518	-
Stage 1	977	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	887	1025	-	-	1518	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1518
HCM Lane V/C Ratio	-	-	0.027	0.005
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps

Adjusted Existing + Site
AM

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑						↕	
Traffic Vol, veh/h	0	101	46	306	110	0	0	0	0	75	1	13
Future Vol, veh/h	0	101	46	306	110	0	0	0	0	75	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	-	-	Free	-	-	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	116	53	333	120	0	0	0	0	90	1	16





Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	120	0	-	116	0	0	902	902	120
Stage 1	-	-	-	-	-	-	786	786	-
Stage 2	-	-	-	-	-	-	116	116	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	0	1473	-	0	308	277	931
Stage 1	-	-	0	-	-	0	449	403	-
Stage 2	-	-	0	-	-	0	909	800	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1473	-	-	238	0	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	0	-
Stage 1	-	-	-	-	-	-	449	0	-
Stage 2	-	-	-	-	-	-	704	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6	27.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	1468	-	1473	-	267
HCM Lane V/C Ratio	-	-	0.226	-	0.402
HCM Control Delay (s)	0	-	8.2	-	27.2
HCM Lane LOS	A	-	A	-	D
HCM 95th %tile Q(veh)	0	-	0.9	-	1.8

HCM 6th TWSC
2: I-25 NB Ramps & County Line Rd

Adjusted Existing + Site
AM

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	35	147	0	0	369	237	46	1	72	0	0	0
Future Vol, veh/h	35	147	0	0	369	237	46	1	72	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	169	0	0	397	255	55	1	87	0	0	0







Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	652	0	- - - 0 774 901 169
Stage 1	-	-	- - - 249 249 -
Stage 2	-	-	- - - 525 652 -
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	935	- 0 0	- - - 367 278 875
Stage 1	-	- 0 0	- - - 792 701 -
Stage 2	-	- 0 0	- - - 593 464 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	935	- - -	- - - 351 0 875
Mov Cap-2 Maneuver	-	- - -	- - - 351 0 -
Stage 1	-	- - -	- - - 758 0 -
Stage 2	-	- - -	- - - 593 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	553	935	-	-	-
HCM Lane V/C Ratio	0.259	0.043	-	-	-
HCM Control Delay (s)	13.8	9	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1	0.1	-	-	-

HCM 6th TWSC
8: Monument Hill Rd & Misty Acres Blvd

Adjusted Existing + Site
AM

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	308	0	28	306	0	61
Future Vol, veh/h	308	0	28	306	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	335	0	30	333	0	73
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	103	30	0	0	363	0
Stage 1	30	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	895	1044	-	-	1196	-
Stage 1	993	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	895	1044	-	-	1196	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	895	-	1196	-
HCM Lane V/C Ratio	-	-	0.374	-	-	-
HCM Control Delay (s)	-	-	11.4	0	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1.7	-	0	-





HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps

Adjusted Existing + Site
PM

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖						↕	
Traffic Vol, veh/h	0	98	67	130	98	0	0	0	0	215	1	34
Future Vol, veh/h	0	98	67	130	98	0	0	0	0	215	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	-	-	Free	-	-	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	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	113	77	149	113	0	0	0	0	234	1	37
Major/Minor	Major1		Major2				Minor2					
Conflicting Flow All	113	0	-	113	0	0				524	524	113
Stage 1	-	-	-	-	-	-				411	411	-
Stage 2	-	-	-	-	-	-				113	113	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1476	-	0	1476	-	0				514	458	940
Stage 1	-	-	0	-	-	0				669	595	-
Stage 2	-	-	0	-	-	0				912	802	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1476	-	-	1476	-	-				462	0	940
Mov Cap-2 Maneuver	-	-	-	-	-	-				462	0	-
Stage 1	-	-	-	-	-	-				669	0	-
Stage 2	-	-	-	-	-	-				820	0	-
Approach	EB		WB				SB					
HCM Control Delay, s	0		4.4				20.7					
HCM LOS							C					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	SBLn1							
Capacity (veh/h)	1476	-	1476	-	496							
HCM Lane V/C Ratio	-	-	0.101	-	0.548							
HCM Control Delay (s)	0	-	7.7	-	20.7							
HCM Lane LOS	A	-	A	-	C							
HCM 95th %tile Q(veh)	0	-	0.3	-	3.3							







HCM 6th TWSC
2: I-25 NB Ramps & County Line Rd

Adjusted Existing + Site
PM

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	293	0	0	178	99	45	2	212	0	0	0
Future Vol, veh/h	23	293	0	0	178	99	45	2	212	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	318	0	0	193	108	49	2	230	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	301	0	-	-	-	0	615	669	318			
Stage 1	-	-	-	-	-	-	368	368	-			
Stage 2	-	-	-	-	-	-	247	301	-			
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	1260	-	0	0	-	-	455	379	723			
Stage 1	-	-	0	0	-	-	700	621	-			
Stage 2	-	-	0	0	-	-	794	665	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1260	-	-	-	-	-	446	0	723			
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	0	-			
Stage 1	-	-	-	-	-	-	686	0	-			
Stage 2	-	-	-	-	-	-	794	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.6			0			14.7					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	652	1260	-	-	-							
HCM Lane V/C Ratio	0.432	0.02	-	-	-							
HCM Control Delay (s)	14.7	7.9	-	-	-							
HCM Lane LOS	B	A	-	-	-							
HCM 95th %tile Q(veh)	2.2	0.1	-	-	-							

HCM 6th TWSC
8: Monument Hill Rd & Misty Acres Blvd

Adjusted Existing + Site
PM

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	99	0	41	111	0	49
Future Vol, veh/h	99	0	41	111	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	0	47	128	0	63

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	110	47	0
Stage 1	47	-	-
Stage 2	63	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	887	1022	-
Stage 1	975	-	-
Stage 2	960	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	887	1022	-
Mov Cap-2 Maneuver	887	-	-
Stage 1	975	-	-
Stage 2	960	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 887	- 1401	-
HCM Lane V/C Ratio	-	- 0.134	-	-
HCM Control Delay (s)	-	- 9.7	0	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.5	-	0

HCM 6th TWSC
4: Misty Acres Blvd & Access A

Adjusted Existing + Site
AM

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	6	3	0	12	2	167	0	4	195	8
Future Vol, veh/h	18	0	6	3	0	12	2	167	0	4	195	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	8	4	0	15	2	192	0	5	224	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	443	435	229	439	439	192	233	0	0	192	0	0
Stage 1	239	239	-	196	196	-	-	-	-	-	-	-
Stage 2	204	196	-	243	243	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	525	514	810	528	512	850	1335	-	-	1381	-	-
Stage 1	764	708	-	806	739	-	-	-	-	-	-	-
Stage 2	798	739	-	761	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	513	511	810	521	509	850	1335	-	-	1381	-	-
Mov Cap-2 Maneuver	513	511	-	521	509	-	-	-	-	-	-	-
Stage 1	762	705	-	804	738	-	-	-	-	-	-	-
Stage 2	782	738	-	751	702	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.7		9.9		0.1		0.1					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1335	-	-	565	755	1381	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.054	0.025	0.003	-	-				
HCM Control Delay (s)	7.7	0	-	11.7	9.9	7.6	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				




HCM 6th TWSC
5: Misty Acres Blvd & Monument Hill Rd

Adjusted Existing + Site
AM

Intersection												
Int Delay, s/veh	1.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	0	109	0	1	139	64	57	0	1	1	1	3
Future Vol, veh/h	0	109	0	1	139	64	57	0	1	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	186	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	131	0	1	160	74	69	0	1	1	1	4
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	234	0	0	131	0	0	296	293	160	331	367	131
Stage 1	-	-	-	-	-	-	162	162	-	131	131	-
Stage 2	-	-	-	-	-	-	134	131	-	200	236	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1454	-	-	656	618	885	622	562	919
Stage 1	-	-	-	-	-	-	840	764	-	873	788	-
Stage 2	-	-	-	-	-	-	869	788	-	802	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1454	-	-	651	617	885	621	561	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	617	-	621	561	-
Stage 1	-	-	-	-	-	-	840	763	-	873	788	-
Stage 2	-	-	-	-	-	-	864	788	-	800	709	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			11.2			9.8		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR	SELn1	SBL
Capacity (veh/h)	1333	-	-	751	654	1454	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.107	0.001	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	9.8	11.2	7.5	0	-	-	-	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-	-	-	-	-	-

HCM 6th TWSC
6: Access B & Monument Hill Rd

Adjusted Existing + Site
AM

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	1	8	57	5	14
Future Vol, veh/h	43	1	8	57	5	14
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	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	1	10	69	6	18
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	56	0	145	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	89	-
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	-	-	1549	-	847	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1549	-	841	1011
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	927	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		8.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	960	-	-	1549	-	
HCM Lane V/C Ratio	0.025	-	-	0.006	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
7: Misty Acres Blvd & Old Antlers Way

Adjusted Existing + Site
AM

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕	↕	
Traffic Vol, veh/h	35	1	11	54	1	5	4	70	45	1	126	14
Future Vol, veh/h	35	1	11	54	1	5	4	70	45	1	126	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	1	14	65	1	6	5	84	54	1	152	17




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	288	311	161	264	265	84	169	0	0	138	0	0
Stage 1	163	163	-	94	94	-	-	-	-	-	-	-
Stage 2	125	148	-	170	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	664	604	884	689	640	975	1409	-	-	1446	-	-
Stage 1	839	763	-	913	817	-	-	-	-	-	-	-
Stage 2	879	775	-	832	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	657	601	884	675	637	975	1409	-	-	1446	-	-
Mov Cap-2 Maneuver	657	601	-	675	637	-	-	-	-	-	-	-
Stage 1	836	762	-	909	814	-	-	-	-	-	-	-
Stage 2	869	772	-	817	756	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		10.8		0.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1409	-	-	698	692	1446	-
HCM Lane V/C Ratio	0.003	-	-	0.086	0.104	0.001	-
HCM Control Delay (s)	7.6	0	-	10.6	10.8	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-











HCM 6th TWSC
10: Misty Acres Blvd & Access C

Adjusted Existing + Site
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	3	1	196	204	5
Future Vol, veh/h	9	3	1	196	204	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	4	1	225	234	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	464	237	240	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	556	802	1327	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	555	802	1327	-	-	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1327	-	601	-	-	
HCM Lane V/C Ratio	0.001	-	0.026	-	-	
HCM Control Delay (s)	7.7	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
41: Misty Acres Blvd/S Andrews Rd & County Line Rd

Adjusted Existing + Site
AM

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	96	138	71	453	2	161	0	34	1	0	5
Future Vol, veh/h	2	96	138	71	453	2	161	0	34	1	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	232	-	182	172	-	-	-	-	155	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	87	87	87	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	110	159	77	492	2	185	0	39	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	494	0	0	269	0	0	764	762	110	860	920	493
Stage 1	-	-	-	-	-	-	114	114	-	647	647	-
Stage 2	-	-	-	-	-	-	650	648	-	213	273	-
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	1070	-	-	1295	-	-	321	335	943	276	271	576
Stage 1	-	-	-	-	-	-	891	801	-	460	467	-
Stage 2	-	-	-	-	-	-	458	466	-	789	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1070	-	-	1295	-	-	303	315	943	252	254	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	315	-	252	254	-
Stage 1	-	-	-	-	-	-	889	799	-	459	439	-
Stage 2	-	-	-	-	-	-	426	439	-	755	683	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			29.6			12.7		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	943	1070	-	-	1295	-	-	474
HCM Lane V/C Ratio	0.611	0.041	0.002	-	-	0.06	-	-	0.016
HCM Control Delay (s)	33.9	9	8.4	-	-	8	-	-	12.7
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	3.8	0.1	0	-	-	0.2	-	-	0

HCM 6th TWSC
4: Misty Acres Blvd & Access A

Adjusted Existing + Site
PM

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	2	0	8	4	104	2	14	125	20
Future Vol, veh/h	14	0	4	2	0	8	4	104	2	14	125	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	5	3	0	10	5	125	2	16	144	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	329	325	156	326	335	126	167	0	0	127	0	0
Stage 1	188	188	-	136	136	-	-	-	-	-	-	-
Stage 2	141	137	-	190	199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	624	593	890	627	585	924	1411	-	-	1459	-	-
Stage 1	814	745	-	867	784	-	-	-	-	-	-	-
Stage 2	862	783	-	812	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	610	584	890	616	576	924	1411	-	-	1459	-	-
Mov Cap-2 Maneuver	610	584	-	616	576	-	-	-	-	-	-	-
Stage 1	811	736	-	864	781	-	-	-	-	-	-	-
Stage 2	849	780	-	798	727	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		9.4		0.3		0.7					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1411	-	-	656	840	1459	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.035	0.015	0.011	-	-				
HCM Control Delay (s)	7.6	0	-	10.7	9.4	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				




HCM 6th TWSC
5: Misty Acres Blvd & Monument Hill Rd

Adjusted Existing + Site
PM

Intersection												
Int Delay, s/veh	2											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	0	77	1	5	79	47	38	1	0	1	1	2
Future Vol, veh/h	0	77	1	5	79	47	38	1	0	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	186	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	93	1	6	95	57	49	1	0	1	1	3
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	152	0	0	94	0	0	203	201	95	230	258	94
Stage 1	-	-	-	-	-	-	107	107	-	94	94	-
Stage 2	-	-	-	-	-	-	96	94	-	136	164	-
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	1429	-	-	1500	-	-	755	695	962	725	646	963
Stage 1	-	-	-	-	-	-	898	807	-	913	817	-
Stage 2	-	-	-	-	-	-	911	817	-	867	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1429	-	-	1500	-	-	750	692	962	722	643	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	750	692	-	722	643	-
Stage 1	-	-	-	-	-	-	898	804	-	913	817	-
Stage 2	-	-	-	-	-	-	907	817	-	862	759	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0.3			10.2			9.5		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1429	-	-	797	748	1500	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	0.006	0.067	0.004	-	-	-	-		
HCM Control Delay (s)	0	-	-	9.5	10.2	7.4	0	-	-	-		
HCM Lane LOS	A	-	-	A	B	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-	-	-		







HCM 6th TWSC
6: Access B & Monument Hill Rd

Adjusted Existing + Site
PM

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	3	18	30	4	10
Future Vol, veh/h	28	3	18	30	4	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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	4	23	38	5	13
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	40	0	122	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	84	-
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	-	-	1570	-	873	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1570	-	860	1034
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	925	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.7		8.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	977	-	-	1570	-	
HCM Lane V/C Ratio	0.018	-	-	0.015	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	











HCM 6th TWSC
7: Misty Acres Blvd & Old Antlers Way

Adjusted Existing + Site
PM

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1	8	15	3	4	10	43	29	6	40	34
Future Vol, veh/h	24	1	8	15	3	4	10	43	29	6	40	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	1	10	19	4	5	12	52	35	7	48	41
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	181	194	69	164	179	52	89	0	0	87	0	0
Stage 1	83	83	-	76	76	-	-	-	-	-	-	-
Stage 2	98	111	-	88	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	781	701	994	801	715	1016	1506	-	-	1509	-	-
Stage 1	925	826	-	933	832	-	-	-	-	-	-	-
Stage 2	908	804	-	920	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	766	692	994	784	706	1016	1506	-	-	1509	-	-
Mov Cap-2 Maneuver	766	692	-	784	706	-	-	-	-	-	-	-
Stage 1	918	822	-	926	825	-	-	-	-	-	-	-
Stage 2	892	798	-	905	806	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		9.6		0.9		0.6					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1506	-	-	808	805	1509	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.052	0.035	0.005	-	-				
HCM Control Delay (s)	7.4	0	-	9.7	9.6	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

HCM 6th TWSC
41: Misty Acres Blvd/S Andrews Rd & County Line Rd

Adjusted Existing + Site
PM






















Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	361	144	22	174	1	108	0	23	2	0	2
Future Vol, veh/h	5	361	144	22	174	1	108	0	23	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	232	-	182	172	-	-	-	-	155	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	392	157	25	200	1	130	0	28	3	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	549	0	0	654	653	392	746	810	201
Stage 1	-	-	-	-	-	-	402	402	-	251	251	-
Stage 2	-	-	-	-	-	-	252	251	-	495	559	-
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	1371	-	-	1021	-	-	380	387	657	330	314	840
Stage 1	-	-	-	-	-	-	625	600	-	753	699	-
Stage 2	-	-	-	-	-	-	752	699	-	556	511	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1021	-	-	371	376	657	309	305	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	371	376	-	309	305	-
Stage 1	-	-	-	-	-	-	623	598	-	750	682	-
Stage 2	-	-	-	-	-	-	731	682	-	531	509	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1			18.3			13.1		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	371	657	1371	-	-	1021	-	-	452			
HCM Lane V/C Ratio	0.351	0.042	0.004	-	-	0.025	-	-	0.011			
HCM Control Delay (s)	19.9	10.7	7.6	-	-	8.6	-	-	13.1			
HCM Lane LOS	C	B	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	1.5	0.1	0	-	-	0.1	-	-	0			

HCM 6th Signalized Intersection Summary

3: Misty Acres Blvd/Andrews Rd & County Line Rd





















2044 Background

AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	150	145	100	600	5	125	0	45	5	0	10
Future Volume (veh/h)	5	150	145	100	600	5	125	0	45	5	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	163	158	109	652	5	136	0	49	5	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	1104	936	728	927	7	457	0	215	188	28	128
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.14	0.00	0.14	0.14	0.00	0.14
Sat Flow, veh/h	891	2145	1818	1029	1801	14	1603	0	1585	222	207	944
Grp Volume(v), veh/h	5	163	158	109	0	657	136	0	49	16	0	0
Grp Sat Flow(s),veh/h/ln	891	2145	1818	1029	0	1815	1603	0	1585	1373	0	0
Q Serve(g_s), s	0.1	1.2	1.4	1.9	0.0	8.3	0.0	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	1.2	1.4	3.1	0.0	8.3	2.1	0.0	0.8	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.31		0.69
Lane Grp Cap(c), veh/h	453	1104	936	728	0	934	457	0	215	343	0	0
V/C Ratio(X)	0.01	0.15	0.17	0.15	0.00	0.70	0.30	0.00	0.23	0.05	0.00	0.00
Avail Cap(c_a), veh/h	930	2252	1908	1279	0	1905	1109	0	951	1043	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	3.8	3.9	4.6	0.0	5.5	12.1	0.0	11.6	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.0	1.0	0.4	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.2	0.0	1.4	0.7	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	3.9	4.0	4.7	0.0	6.5	12.5	0.0	12.1	11.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h		326			766			185			16	
Approach Delay, s/veh		4.0			6.3			12.4			11.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.1		20.9		9.1		20.9				
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5				
Max Green Setting (Gmax), s		18.0		31.5		18.0		31.5				
Max Q Clear Time (g_c+I1), s		4.1		10.4		4.2		10.3				
Green Ext Time (p_c), s		0.7		1.4		0.0		5.2				
Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary 3: Misty Acres Blvd/Andrews Rd & County Line Rd

2044 Background
PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	490	70	30	230	5	35	0	30	5	0	5
Future Volume (veh/h)	10	490	70	30	230	5	35	0	30	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	2145	2145	2145	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	533	76	33	250	5	38	0	33	5	0	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	701	903	766	461	748	15	523	0	271	291	52	133
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1290	2145	1818	789	1775	36	1422	0	1585	474	305	780
Grp Volume(v), veh/h	11	533	76	33	0	255	38	0	33	10	0	0
Grp Sat Flow(s),veh/h/ln	1290	2145	1818	789	0	1811	1422	0	1585	1560	0	0
Q Serve(g_s), s	0.1	4.9	0.6	0.9	0.0	2.4	0.4	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	4.9	0.6	5.8	0.0	2.4	0.6	0.0	0.5	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	701	903	766	461	0	763	523	0	271	476	0	0
V/C Ratio(X)	0.02	0.59	0.10	0.07	0.00	0.33	0.07	0.00	0.12	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1687	2543	2155	1064	0	2147	1324	0	1171	1313	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	5.7	4.5	8.0	0.0	5.0	9.1	0.0	9.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.1	0.1	0.0	0.3	0.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.1	0.1	0.0	0.4	0.1	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.9	6.4	4.6	8.0	0.0	5.3	9.1	0.0	9.2	8.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	620				288				71			
Approach Delay, s/veh	6.1				5.6				9.2			
Approach LOS	A				A				A			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	9.4			16.3			9.4			16.3		
Change Period (Y+Rc), s	5.0			5.5			5.0			5.5		
Max Green Setting (Gmax), s	19.0			30.5			19.0			30.5		
Max Q Clear Time (g_c+I1), s	2.6			6.9			2.1			7.8		
Green Ext Time (p_c), s	0.2			3.9			0.0			1.7		
Intersection Summary												
HCM 6th Ctrl Delay	6.2											
HCM 6th LOS	A											





HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps

2044 Background
AM

Intersection												
Int Delay, s/veh	13.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑						↕	
Traffic Vol, veh/h	0	140	65	355	150	0	0	0	0	90	5	20
Future Vol, veh/h	0	140	65	355	150	0	0	0	0	90	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	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	169	78	386	163	0	0	0	0	108	6	24
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	163	0	0	247	0	0				1143	1182	163
Stage 1	-	-	-	-	-	-				935	935	-
Stage 2	-	-	-	-	-	-				208	247	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1416	-	-	1319	-	0				221	190	882
Stage 1	-	-	-	-	-	0				382	344	-
Stage 2	-	-	-	-	-	0				827	702	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1416	-	-	1319	-	-				156	0	882
Mov Cap-2 Maneuver	-	-	-	-	-	-				156	0	-
Stage 1	-	-	-	-	-	-				382	0	-
Stage 2	-	-	-	-	-	-				585	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.2			68.5					
HCM LOS							F					
Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	1416	-	-	1319	-	183						
HCM Lane V/C Ratio	-	-	-	0.293	-	0.757						
HCM Control Delay (s)	0	-	-	8.9	-	68.5						
HCM Lane LOS	A	-	-	A	-	F						
HCM 95th %tile Q(veh)	0	-	-	1.2	-	4.9						

HCM 6th TWSC
2: I-25 NB Ramps & County Line Rd

2044 Background
AM

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	50	185	0	0	440	295	65	5	115	0	0	0
Future Vol, veh/h	50	185	0	0	440	295	65	5	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	213	0	0	478	321	78	6	139	0	0	0







Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	799	0	-	-	-	0	966	1126	213	
Stage 1	-	-	-	-	-	-	327	327	-	
Stage 2	-	-	-	-	-	-	639	799	-	
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	824	-	0	0	-	-	282	205	827	
Stage 1	-	-	0	0	-	-	731	648	-	
Stage 2	-	-	0	0	-	-	526	398	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	824	-	-	-	-	-	263	0	827	
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	0	-	
Stage 1	-	-	-	-	-	-	681	0	-	
Stage 2	-	-	-	-	-	-	526	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	2.1	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	466	824	-	-	-
HCM Lane V/C Ratio	0.478	0.07	-	-	-
HCM Control Delay (s)	19.6	9.7	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	2.5	0.2	-	-	-

HCM 6th TWSC
8: Monument Hill Rd & Misty Acres Blvd

2044 Background
AM

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	315	5	55	325	5	100
Future Vol, veh/h	315	5	55	325	5	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	5	60	353	6	120
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	192	60	0	0	413	0
Stage 1	60	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	797	1005	-	-	1146	-
Stage 1	963	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	1005	-	-	1146	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.8	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 793 1005 1146		-		
HCM Lane V/C Ratio	-	- 0.432 0.005 0.005		-		
HCM Control Delay (s)	-	- 12.9 8.6 8.2		-		
HCM Lane LOS	-	- B A A		-		
HCM 95th %tile Q(veh)	-	- 2.2 0 0		-		





HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps

2044 Background
PM

Intersection												
Int Delay, s/veh	16.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑						↕	
Traffic Vol, veh/h	0	125	95	130	135	0	0	0	0	265	5	50
Future Vol, veh/h	0	125	95	130	135	0	0	0	0	265	5	50
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	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	144	109	141	147	0	0	0	0	288	5	54
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	147	0	0	253	0	0				628	682	147
Stage 1	-	-	-	-	-	-				429	429	-
Stage 2	-	-	-	-	-	-				199	253	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1312	-	0				447	372	900
Stage 1	-	-	-	-	-	0				657	584	-
Stage 2	-	-	-	-	-	0				835	698	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1435	-	-	1312	-	-				399	0	900
Mov Cap-2 Maneuver	-	-	-	-	-	-				399	0	-
Stage 1	-	-	-	-	-	-				657	0	-
Stage 2	-	-	-	-	-	-				746	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			4			38.2					
HCM LOS							E					
Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)	1435	-	-	1312	-	438						
HCM Lane V/C Ratio	-	-	-	0.108	-	0.794						
HCM Control Delay (s)	0	-	-	8.1	-	38.2						
HCM Lane LOS	A	-	-	A	-	E						
HCM 95th %tile Q(veh)	0	-	-	0.4	-	7.1						

HCM 6th TWSC
2: I-25 NB Ramps & County Line Rd

2044 Background
PM

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	35	355	0	0	185	115	75	5	220	0	0	0
Future Vol, veh/h	35	355	0	0	185	115	75	5	220	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	386	0	0	201	125	82	5	239	0	0	0







Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	326	0	-	-	-	0	726	788	386	
Stage 1	-	-	-	-	-	-	462	462	-	
Stage 2	-	-	-	-	-	-	264	326	-	
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	1234	-	0	0	-	-	391	323	662	
Stage 1	-	-	0	0	-	-	634	565	-	
Stage 2	-	-	0	0	-	-	780	648	-	
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	1234	-	-	-	-	-	379	0	662	
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	0	-	
Stage 1	-	-	-	-	-	-	614	0	-	
Stage 2	-	-	-	-	-	-	780	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	556	1234	-	-	-
HCM Lane V/C Ratio	0.586	0.031	-	-	-
HCM Control Delay (s)	20.2	8	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	3.8	0.1	-	-	-

HCM 6th TWSC
8: Monument Hill Rd & Misty Acres Blvd

2044 Background
PM





Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	110	5	65	125	5	50
Future Vol, veh/h	110	5	65	125	5	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	87	87	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	6	75	144	6	64

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	151	75	0	0	219
Stage 1	75	-	-	-	-
Stage 2	76	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	841	986	-	-	1350
Stage 1	948	-	-	-	-
Stage 2	947	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	838	986	-	-	1350
Mov Cap-2 Maneuver	838	-	-	-	-
Stage 1	948	-	-	-	-
Stage 2	943	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 838 986 1350	-	-
HCM Lane V/C Ratio	-	- 0.158 0.006 0.005	-	-
HCM Control Delay (s)	-	- 10.1 8.7 7.7	-	-
HCM Lane LOS	-	- B A A	-	-
HCM 95th %tile Q(veh)	-	- 0.6 0 0	-	-





Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	140	65	355	150	0	0	0	0	90	5	20
Future Vol, veh/h	0	140	65	355	150	0	0	0	0	90	5	20
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	169	78	386	163	0	0	0	0	108	6	24
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	10.4	14.6	10.5
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	78%
Vol Thru, %	68%	0%	100%	4%
Vol Right, %	32%	0%	0%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	355	150	115
LT Vol	0	355	0	90
Through Vol	140	0	150	5
RT Vol	65	0	0	20
Lane Flow Rate	247	386	163	139
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.333	0.605	0.233	0.221
Departure Headway (Hd)	4.853	5.644	5.141	5.749
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	736	637	695	619
Service Time	2.922	3.409	2.905	3.827
HCM Lane V/C Ratio	0.336	0.606	0.235	0.225
HCM Control Delay	10.4	16.8	9.5	10.5
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	1.5	4.1	0.9	0.8





Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	125	95	130	135	0	0	0	0	265	5	50
Future Vol, veh/h	0	125	95	130	135	0	0	0	0	265	5	50
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	144	109	141	147	0	0	0	0	288	5	54
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	10.9	14.3
HCM LOS	B	B	B





Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	83%
Vol Thru, %	57%	0%	100%	2%
Vol Right, %	43%	0%	0%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	130	135	320
LT Vol	0	130	0	265
Through Vol	125	0	135	5
RT Vol	95	0	0	50
Lane Flow Rate	253	141	147	348
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.368	0.251	0.24	0.523
Departure Headway (Hd)	5.237	6.389	5.882	5.418
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	564	612	668
Service Time	3.265	4.117	3.61	3.447
HCM Lane V/C Ratio	0.368	0.25	0.24	0.521
HCM Control Delay	11.3	11.3	10.5	14.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	1	0.9	3.1






Intersection												
Int Delay, s/veh	21.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	150	145	100	600	5	125	0	45	5	0	10
Future Vol, veh/h	5	150	145	100	600	5	125	0	45	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	172	167	109	652	5	151	0	54	6	0	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	657	0	0	339	0	0	1147	1143	256	1168	1224	655
Stage 1	-	-	-	-	-	-	268	268	-	873	873	-
Stage 2	-	-	-	-	-	-	879	875	-	295	351	-
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	931	-	-	1220	-	-	176	200	783	170	179	466
Stage 1	-	-	-	-	-	-	738	687	-	345	368	-
Stage 2	-	-	-	-	-	-	342	367	-	713	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	931	-	-	1220	-	-	152	170	783	140	153	466
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	170	-	140	153	-
Stage 1	-	-	-	-	-	-	732	682	-	342	316	-
Stage 2	-	-	-	-	-	-	286	315	-	658	627	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.2			132.8			19.8		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	193	931	-	-	1220	-	-	262				
HCM Lane V/C Ratio	1.061	0.006	-	-	0.089	-	-	0.073				
HCM Control Delay (s)	132.8	8.9	0	-	8.2	0	-	19.8				
HCM Lane LOS	F	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	9.5	0	-	-	0.3	-	-	0.2				

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	0	115	145	100
Future Vol, veh/h	55	0	0	115	145	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	186
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	60	0	0	125	158	109
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	283	158	267	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	707	887	1297	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	707	887	1297	-	-	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1297	-	707	-	-	
HCM Lane V/C Ratio	-	-	0.085	-	-	
HCM Control Delay (s)	0	-	10.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	10	105	45	5	140
Future Vol, veh/h	55	10	105	45	5	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	120	-
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	66	12	127	54	6	169
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	308	127	0	0	181	0
Stage 1	127	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	684	923	-	-	1394	-
Stage 1	899	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	681	923	-	-	1394	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.7	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	710	1394	-	
HCM Lane V/C Ratio	-	-	0.11	0.004	-	
HCM Control Delay (s)	-	-	10.7	7.6	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	






















Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	490	70	30	230	5	65	0	30	5	0	5
Future Vol, veh/h	10	490	70	30	230	5	65	0	30	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-7	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	83	83	83	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	527	75	33	250	5	78	0	36	6	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	602	0	0	909	908	565	924	943	253
Stage 1	-	-	-	-	-	-	587	587	-	319	319	-
Stage 2	-	-	-	-	-	-	322	321	-	605	624	-
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	1310	-	-	975	-	-	256	275	524	250	263	786
Stage 1	-	-	-	-	-	-	496	497	-	693	653	-
Stage 2	-	-	-	-	-	-	690	652	-	485	478	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	975	-	-	244	261	524	224	250	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	261	-	224	250	-
Stage 1	-	-	-	-	-	-	490	491	-	684	628	-
Stage 2	-	-	-	-	-	-	658	627	-	446	472	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1			24.8			15.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	294	1310	-	-	975	-	-	349				
HCM Lane V/C Ratio	0.389	0.008	-	-	0.033	-	-	0.037				
HCM Control Delay (s)	24.8	7.8	0	-	8.8	0	-	15.7				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.1				

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	0	0	65	65	35
Future Vol, veh/h	30	0	0	65	65	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	186
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	78	78	42
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	156	78	120	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	835	983	1468	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	835	983	1468	-	-	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1468	-	835	-	-	
HCM Lane V/C Ratio	-	-	0.046	-	-	
HCM Control Delay (s)	0	-	9.5	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	10	55	45	10	55
Future Vol, veh/h	25	10	55	45	10	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	13	66	54	12	66
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	156	66	0	0	120	0
Stage 1	66	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	835	998	-	-	1468	-
Stage 1	957	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	828	998	-	-	1468	-
Mov Cap-2 Maneuver	828	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		1.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	870	1468	-	
HCM Lane V/C Ratio	-	-	0.052	0.008	-	
HCM Control Delay (s)	-	-	9.4	7.5	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

HCM 6th Signalized Intersection Summary 3: Misty Acres Blvd/Andrews Rd & County Line Rd





















2044 Background + Site
AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	150	182	102	600	5	211	0	50	5	0	10
Future Volume (veh/h)	5	150	182	102	600	5	211	0	50	5	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2145	2145	2145	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	163	198	110	645	5	243	0	57	6	0	13
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	912	773	513	766	6	414	0	542	108	43	127
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.34	0.00	0.34	0.34	0.00	0.34
Sat Flow, veh/h	897	2145	1818	992	1801	14	802	0	1585	46	124	370
Grp Volume(v), veh/h	5	163	198	110	0	650	243	0	57	19	0	0
Grp Sat Flow(s),veh/h/ln	897	2145	1818	992	0	1815	802	0	1585	540	0	0
Q Serve(g_s), s	0.3	2.4	3.6	4.0	0.0	16.6	0.5	0.0	1.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	16.6	2.4	3.6	6.5	0.0	16.6	16.3	0.0	1.3	16.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.32		0.68
Lane Grp Cap(c), veh/h	236	912	773	513	0	772	414	0	542	277	0	0
V/C Ratio(X)	0.02	0.18	0.26	0.21	0.00	0.84	0.59	0.00	0.11	0.07	0.00	0.00
Avail Cap(c_a), veh/h	359	1205	1021	648	0	1019	450	0	583	315	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.6	9.2	9.6	11.3	0.0	13.3	16.7	0.0	11.6	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.2	0.0	5.0	1.7	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.2	0.8	0.0	6.5	2.5	0.0	0.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	9.3	9.7	11.5	0.0	18.3	18.4	0.0	11.7	12.8	0.0	0.0
LnGrp LOS	C	A	A	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h	366			760			300			19		
Approach Delay, s/veh	9.7			17.3			17.2			12.8		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	23.9			28.1			23.9			28.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	19.0			29.0			19.0			29.0		
Max Q Clear Time (g_c+I1), s	18.1			18.6			18.3			18.6		
Green Ext Time (p_c), s	0.0			3.7			0.1			1.2		
Intersection Summary												
HCM 6th Ctrl Delay	15.3											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Capacity Analysis

3: Misty Acres Blvd/Andrews Rd & County Line Rd

2044 Background + Site
PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	490	165	37	230	5	127	0	32	5	0	5
Future Volume (veh/h)	10	490	165	37	230	5	127	0	32	5	0	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	2145	2145	2145	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	527	177	40	250	5	146	0	37	6	0	6
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	746	1148	973	431	950	19	459	0	312	208	35	127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.20	0.00	0.20	0.20	0.00	0.20
Unsig. Movement Delay												
Ln Grp Delay, s/veh	6.9	7.0	5.7	9.5	0.0	6.0	16.8	0.0	15.6	15.2	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	B	A	B	B	A	A
Approach Vol, veh/h	715				295		183				12	
Approach Delay, s/veh	6.6				6.5		16.5				15.2	
Approach LOS	A				A		B				B	
Timer:	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Case No	8.0		6.0		7.0		5.0					
Phs Duration (G+Y+Rc), s	15.2		31.5		15.2		31.5					
Change Period (Y+Rc), s	* 6		6.5		6.0		6.5					
Max Green (Gmax), s	* 17		31.5		16.0		31.5					
Max Allow Headway (MAH), s	5.6		5.4		4.9		4.9					
Max Q Clear (g_c+I1), s	5.4		10.8		5.3		9.1					
Green Ext Time (g_e), s	0.0		1.7		0.6		4.2					
Prob of Phs Call (p_c)	0.92		1.00		0.92		1.00					
Prob of Max Out (p_x)	0.00		0.00		0.04		0.03					
Left-Turn Movement Data												
Assigned Mvmt	5		7		1		3					
Mvmt Sat Flow, veh/h	468		722		1545		1290					
Through Movement Data												
Assigned Mvmt	2		4		6		8					
Mvmt Sat Flow, veh/h	179		1775		0		2145					
Right-Turn Movement Data												
Assigned Mvmt	12		14		16		18					
Mvmt Sat Flow, veh/h	646		36		1585		1818					
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment	L+T+R			L		L+T		L				

HCM 6th Signalized Intersection Capacity Analysis

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Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	12	0	40	0	146	0	11
Grp Sat Flow (s), veh/h/ln	0	1293	0	722	0	1545	0	1290
Q Serve Time (g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.2
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	8.8	0.0	3.3	0.0	3.8
Perm LT Sat Flow (s_l), veh/h/ln	0	1393	0	722	0	1432	0	1290
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1781	0	0
Perm LT Eff Green (g_p), s	0.0	9.2	0.0	25.0	0.0	9.2	0.0	25.0
Perm LT Serve Time (g_u), s	0.0	5.9	0.0	17.9	0.0	5.8	0.0	21.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.2
Time to First Blk (g_f), s	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.50	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	370	0	431	0	459	0	746
V/C Ratio (X)	0.00	0.03	0.00	0.09	0.00	0.32	0.00	0.01
Avail Cap (c_a), veh/h	0	600	0	532	0	664	0	926
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	9.4	0.0	16.4	0.0	6.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.2	0.0	9.5	0.0	16.8	0.0	6.9
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.2	0.0	1.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.2	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.03	0.00	0.12	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	527
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	2145
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	1148
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	1447
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data





Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R	R			R
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	255	0	37	0	177
Grp Sat Flow (s), veh/h/ln	0	0	0	1811	0	1585	0	1818
Q Serve Time (g_s), s	0.0	0.0	0.0	3.6	0.0	0.9	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.6	0.0	0.9	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.50	0.00	0.02	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	969	0	312	0	973
V/C Ratio (X)	0.00	0.00	0.00	0.26	0.00	0.12	0.00	0.18
Avail Cap (c_a), veh/h	0	0	0	1221	0	543	0	1226
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	5.9	0.0	15.4	0.0	5.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	6.0	0.0	15.6	0.0	5.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.9	0.0	0.3	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.0	0.0	0.3	0.0	0.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0







Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.





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	50	200	0	0	499	322	65	5	137	0	0	0
Future Vol, veh/h	50	200	0	0	499	322	65	5	137	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	93	93	93	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	230	0	0	537	346	75	6	157	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	883	0	-	-	-	0	1054	1227	230			
Stage 1	-	-	-	-	-	-	344	344	-			
Stage 2	-	-	-	-	-	-	710	883	-			
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	766	-	0	0	-	-	250	178	809			
Stage 1	-	-	0	0	-	-	718	637	-			
Stage 2	-	-	0	0	-	-	487	364	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	766	-	-	-	-	-	232	0	809			
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	0	-			
Stage 1	-	-	-	-	-	-	665	0	-			
Stage 2	-	-	-	-	-	-	487	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	2			0			21.7					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	449	766	-	-	-							
HCM Lane V/C Ratio	0.53	0.075	-	-	-							
HCM Control Delay (s)	21.7	10.1	-	-	-							
HCM Lane LOS	C	B	-	-	-							
HCM 95th %tile Q(veh)	3	0.2	-	-	-							







Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	333	5	58	331	5	111
Future Vol, veh/h	333	5	58	331	5	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	5	63	360	6	134
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	209	63	0	0	423	0
Stage 1	63	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	779	1002	-	-	1136	-
Stage 1	960	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	775	1002	-	-	1136	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.5	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 775 1002 1136		-		
HCM Lane V/C Ratio	-	- 0.467 0.005 0.005		-		
HCM Control Delay (s)	-	- 13.6 8.6 8.2		-		
HCM Lane LOS	-	- B A A		-		
HCM 95th %tile Q(veh)	-	- 2.5 0 0		-		

HCM 6th TWSC
1: County Line Rd & I-25 SB Ramps





2044 Background + Site
PM

Intersection												
Int Delay, s/veh	38											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	135	95	170	138	0	0	0	0	293	5	50
Future Vol, veh/h	0	135	95	170	138	0	0	0	0	293	5	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	155	109	185	150	0	0	0	0	318	5	54
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	150	0	0	264	0	0				730	784	150
Stage 1	-	-	-	-	-	-				520	520	-
Stage 2	-	-	-	-	-	-				210	264	-
Critical Hdwy	4.12	-	-	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	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1431	-	-	1300	-	-				389	325	896
Stage 1	-	-	-	-	-	-				597	532	-
Stage 2	-	-	-	-	-	-				825	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1300	-	-				329	0	896
Mov Cap-2 Maneuver	-	-	-	-	-	-				329	0	-
Stage 1	-	-	-	-	-	-				597	0	-
Stage 2	-	-	-	-	-	-				697	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			4.5			94.2					
HCM LOS							F					
Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	1431	-	-	1300	-	-	362					
HCM Lane V/C Ratio	-	-	-	0.142	-	-	1.045					
HCM Control Delay (s)	0	-	-	8.2	0	-	94.2					
HCM Lane LOS	A	-	-	A	A	-	F					
HCM 95th %tile Q(veh)	0	-	-	0.5	-	-	13					

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	393	0	0	228	134	75	5	277	0	0	0
Future Vol, veh/h	35	393	0	0	228	134	75	5	277	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	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	427	0	0	248	146	82	5	301	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	394	0	-	-	-	0	824	897	427			
Stage 1	-	-	-	-	-	-	503	503	-			
Stage 2	-	-	-	-	-	-	321	394	-			
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	1165	-	0	0	-	-	343	279	628			
Stage 1	-	-	0	0	-	-	607	541	-			
Stage 2	-	-	0	0	-	-	735	605	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1165	-	-	-	-	-	332	0	628			
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	0	-			
Stage 1	-	-	-	-	-	-	587	0	-			
Stage 2	-	-	-	-	-	-	735	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.7			0			28.4					
HCM LOS							D					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	528	1165	-	-	-							
HCM Lane V/C Ratio	0.735	0.033	-	-	-							
HCM Control Delay (s)	28.4	8.2	-	-	-							
HCM Lane LOS	D	A	-	-	-							
HCM 95th %tile Q(veh)	6.2	0.1	-	-	-							

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	122	5	71	141	5	59
Future Vol, veh/h	122	5	71	141	5	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	-	0	280	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	6	82	162	6	71
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	165	82	0	0	244	0
Stage 1	82	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	978	-	-	1322	-
Stage 1	941	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	822	978	-	-	1322	-
Mov Cap-2 Maneuver	822	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	822	978	1322	-
HCM Lane V/C Ratio	-	-	0.171	0.006	0.005	-
HCM Control Delay (s)	-	-	10.3	8.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	0	-





Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	143	65	408	156	0	0	0	0	102	5	20
Future Vol, veh/h	0	143	65	408	156	0	0	0	0	102	5	20
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	164	75	439	168	0	0	0	0	123	6	24
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	10.5	17.5	10.9
HCM LOS	B	C	B

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	80%
Vol Thru, %	69%	0%	100%	4%
Vol Right, %	31%	0%	0%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	408	156	127
LT Vol	0	408	0	102
Through Vol	143	0	156	5
RT Vol	65	0	0	20
Lane Flow Rate	239	439	168	153
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.33	0.694	0.242	0.249
Departure Headway (Hd)	4.971	5.693	5.19	5.869
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	632	686	606
Service Time	3.055	3.47	2.966	3.959
HCM Lane V/C Ratio	0.334	0.695	0.245	0.252
HCM Control Delay	10.5	20.5	9.6	10.9
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	1.4	5.5	0.9	1

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	135	95	170	138	0	0	0	0	293	5	50
Future Vol, veh/h	0	135	95	170	138	0	0	0	0	293	5	50
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	155	109	185	150	0	0	0	0	318	5	54
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	12.1	11.8	16.4
HCM LOS	B	B	C




Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	84%
Vol Thru, %	59%	0%	100%	1%
Vol Right, %	41%	0%	0%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	170	138	348
LT Vol	0	170	0	293
Through Vol	135	0	138	5
RT Vol	95	0	0	50
Lane Flow Rate	264	185	150	378
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.401	0.336	0.252	0.588
Departure Headway (Hd)	5.456	6.555	6.047	5.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	658	549	594	643
Service Time	3.496	4.296	3.788	3.634
HCM Lane V/C Ratio	0.401	0.337	0.253	0.588
HCM Control Delay	12.1	12.6	10.8	16.4
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.9	1.5	1	3.8

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	6	3	0	12	2	223	0	4	270	8
Future Vol, veh/h	18	0	6	3	0	12	2	223	0	4	270	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	8	4	0	15	2	256	0	4	293	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	574	566	298	570	570	256	302	0	0	256	0	0
Stage 1	306	306	-	260	260	-	-	-	-	-	-	-
Stage 2	268	260	-	310	310	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	434	741	432	431	783	1259	-	-	1309	-	-
Stage 1	704	662	-	745	693	-	-	-	-	-	-	-
Stage 2	738	693	-	700	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	420	431	741	426	428	783	1259	-	-	1309	-	-
Mov Cap-2 Maneuver	420	431	-	426	428	-	-	-	-	-	-	-
Stage 1	703	659	-	744	692	-	-	-	-	-	-	-
Stage 2	722	692	-	690	656	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.2		10.5		0.1		0.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1259	-	-	471	671	1309	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.065	0.029	0.003	-	-				
HCM Control Delay (s)	7.9	0	-	13.2	10.5	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

Intersection												
Int Delay, s/veh	1.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	0	152	0	1	164	114	70	0	0	1	1	3
Future Vol, veh/h	0	152	0	1	164	114	70	0	0	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	186	-	-	-	-	-	-
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	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	183	0	1	178	124	84	0	0	1	1	4
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	302	0	0	183	0	0	366	363	178	425	487	183
Stage 1	-	-	-	-	-	-	180	180	-	183	183	-
Stage 2	-	-	-	-	-	-	186	183	-	242	304	-
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	1259	-	-	1392	-	-	590	565	865	540	481	859
Stage 1	-	-	-	-	-	-	822	750	-	819	748	-
Stage 2	-	-	-	-	-	-	816	748	-	762	663	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	1392	-	-	586	564	865	539	481	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	586	564	-	539	481	-
Stage 1	-	-	-	-	-	-	822	749	-	819	748	-
Stage 2	-	-	-	-	-	-	811	748	-	761	662	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			12.2			10.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1259	-	-	673	586	1392	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	0.01	0.144	0.001	-	-	-	-		
HCM Control Delay (s)	0	-	-	10.4	12.2	7.6	0	-	-	-		
HCM Lane LOS	A	-	-	B	B	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-	-	-		










Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	1	8	112	5	14
Future Vol, veh/h	56	1	8	112	5	14
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	67	1	10	135	6	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	68	0	223	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	155	-
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	-	-	1533	-	765	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1533	-	760	995
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	867	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	920	-	-	1533	-	
HCM Lane V/C Ratio	0.026	-	-	0.006	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	1	11	55	1	10	4	108	45	5	147	14
Future Vol, veh/h	35	1	11	55	1	10	4	108	45	5	147	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	83	83	83	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	1	14	66	1	12	5	124	52	6	169	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	356	375	177	331	331	124	185	0	0	176	0	0
Stage 1	189	189	-	134	134	-	-	-	-	-	-	-
Stage 2	167	186	-	197	197	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	599	556	866	622	588	927	1390	-	-	1400	-	-
Stage 1	813	744	-	869	785	-	-	-	-	-	-	-
Stage 2	835	746	-	805	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	586	552	866	607	583	927	1390	-	-	1400	-	-
Mov Cap-2 Maneuver	586	552	-	607	583	-	-	-	-	-	-	-
Stage 1	810	741	-	866	782	-	-	-	-	-	-	-
Stage 2	820	743	-	787	735	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.3		11.4		0.2		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1390	-	-	633	640	1400	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.095	0.124	0.004	-	-				
HCM Control Delay (s)	7.6	0	-	11.3	11.4	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	3	1	252	279	5
Future Vol, veh/h	9	3	1	252	279	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	4	1	290	303	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	598	306	308	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	465	734	1253	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	465	734	1253	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1253	-	512	-	-	
HCM Lane V/C Ratio	0.001	-	0.03	-	-	
HCM Control Delay (s)	7.9	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
41: Misty Acres Blvd/S Andrews Rd & County Line Rd

2044 Background + Site
AM

Intersection												
Int Delay, s/veh	30.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	135	182	102	635	5	191	0	50	5	0	10
Future Vol, veh/h	5	135	182	102	635	5	191	0	50	5	0	10
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	232	-	182	172	-	-	-	-	155	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	87	87	87	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	147	198	110	683	5	220	0	57	6	0	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	345	0	0	1069	1065	147	1191	1261	686
Stage 1	-	-	-	-	-	-	157	157	-	906	906	-
Stage 2	-	-	-	-	-	-	912	908	-	285	355	-
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	906	-	-	1214	-	-	~ 199	223	900	164	170	447
Stage 1	-	-	-	-	-	-	845	768	-	331	355	-
Stage 2	-	-	-	-	-	-	328	354	-	722	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	1214	-	-	~ 179	202	900	142	154	447
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 179	202	-	142	154	-
Stage 1	-	-	-	-	-	-	840	763	-	329	323	-
Stage 2	-	-	-	-	-	-	290	322	-	672	626	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			155			19.9		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	179	900	906	-	-	1214	-	-	260			
HCM Lane V/C Ratio	1.226	0.064	0.006	-	-	0.09	-	-	0.074			
HCM Control Delay (s)	193.1	9.3	9	-	-	8.3	-	-	19.9			
HCM Lane LOS	F	A	A	-	-	A	-	-	C			
HCM 95th %tile Q(veh)	12	0.2	0	-	-	0.3	-	-	0.2			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				




Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	4	2	0	8	4	133	2	14	158	20
Future Vol, veh/h	14	0	4	2	0	8	4	133	2	14	158	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	5	3	0	10	5	160	2	16	182	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	402	398	194	399	408	161	205	0	0	162	0	0
Stage 1	226	226	-	171	171	-	-	-	-	-	-	-
Stage 2	176	172	-	228	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	559	540	847	561	533	884	1366	-	-	1417	-	-
Stage 1	777	717	-	831	757	-	-	-	-	-	-	-
Stage 2	826	756	-	775	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	546	531	847	550	524	884	1366	-	-	1417	-	-
Mov Cap-2 Maneuver	546	531	-	550	524	-	-	-	-	-	-	-
Stage 1	774	708	-	828	754	-	-	-	-	-	-	-
Stage 2	813	753	-	760	700	-	-	-	-	-	-	-




Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		9.6		0.2		0.6	
HCM LOS	B		A					









Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	593	788	1417	-
HCM Lane V/C Ratio	0.004	-	-	0.039	0.016	0.011	-
HCM Control Delay (s)	7.6	0	-	11.3	9.6	7.6	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	1.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	0	94	1	5	102	57	43	1	0	1	1	2
Future Vol, veh/h	0	94	1	5	102	57	43	1	0	1	1	2
Conflicting Peds, #/hr	2	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	-	-	-	-	-	186	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	113	1	6	117	66	55	1	0	1	1	3
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	185	0	0	114	0	0	247	245	119	277	311	114
Stage 1	-	-	-	-	-	-	131	131	-	114	114	-
Stage 2	-	-	-	-	-	-	116	114	-	163	197	-
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	1390	-	-	1475	-	-	707	657	933	675	604	939
Stage 1	-	-	-	-	-	-	873	788	-	891	801	-
Stage 2	-	-	-	-	-	-	889	801	-	839	738	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1387	-	-	1475	-	-	700	652	931	672	600	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	652	-	672	600	-
Stage 1	-	-	-	-	-	-	871	782	-	891	801	-
Stage 2	-	-	-	-	-	-	885	801	-	833	733	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0.2			10.6			9.8		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1387	-	-	757	699	1475	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.081	0.004	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	9.8	10.6	7.5	0	-	-	-	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-	-	-	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	3	18	40	4	10
Future Vol, veh/h	33	3	18	40	4	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	78	78	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	4	22	48	5	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	46	0	136	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	92	-
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	-	-	1562	-	857	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	845	1026
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	919	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.3		8.8	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	967	-	-	1562	-	
HCM Lane V/C Ratio	0.019	-	-	0.014	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗	↖	↕	
Traffic Vol, veh/h	24	1	8	25	3	10	10	61	45	10	59	34
Future Vol, veh/h	24	1	8	25	3	10	10	61	45	10	59	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	1	10	32	4	13	12	73	54	12	71	41
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	249	267	92	218	233	73	112	0	0	127	0	0
Stage 1	116	116	-	97	97	-	-	-	-	-	-	-
Stage 2	133	151	-	121	136	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	705	639	965	738	667	989	1478	-	-	1459	-	-
Stage 1	889	800	-	910	815	-	-	-	-	-	-	-
Stage 2	870	772	-	883	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	684	628	965	720	656	989	1478	-	-	1459	-	-
Mov Cap-2 Maneuver	684	628	-	720	656	-	-	-	-	-	-	-
Stage 1	881	794	-	902	808	-	-	-	-	-	-	-
Stage 2	847	765	-	865	778	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.2		10		0.6		0.7					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1478	-	-	734	769	1459	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.058	0.063	0.008	-	-				
HCM Control Delay (s)	7.5	0	-	10.2	10	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	2	152	10	190
Future Vol, veh/h	7	2	2	152	10	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	2	175	11	218
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	299	120	229	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	692	931	1339	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	691	931	1339	-	-	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1339	-	733	-	-	
HCM Lane V/C Ratio	0.002	-	0.016	-	-	
HCM Control Delay (s)	7.7	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	510	165	34	245	5	127	0	32	5	0	5
Future Vol, veh/h	10	510	165	34	245	5	127	0	32	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	232	-	182	172	-	-	-	-	155	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	87	87	87	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	548	177	37	266	5	146	0	37	6	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	271	0	0	725	0	0	916	915	548	1020	1090	269
Stage 1	-	-	-	-	-	-	570	570	-	343	343	-
Stage 2	-	-	-	-	-	-	346	345	-	677	747	-
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	1292	-	-	878	-	-	253	273	536	215	215	770
Stage 1	-	-	-	-	-	-	506	505	-	672	637	-
Stage 2	-	-	-	-	-	-	670	636	-	443	420	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1292	-	-	878	-	-	241	259	536	193	204	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	259	-	193	204	-
Stage 1	-	-	-	-	-	-	501	500	-	666	610	-
Stage 2	-	-	-	-	-	-	636	609	-	409	416	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			34.8			17.2		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	241		536	1292	-	-	878	-	-	309		
HCM Lane V/C Ratio	0.606		0.069	0.008	-	-	0.042	-	-	0.041		
HCM Control Delay (s)	40.5		12.2	7.8	-	-	9.3	-	-	17.2		
HCM Lane LOS	E		B	A	-	-	A	-	-	C		
HCM 95th %tile Q(veh)	3.5		0.2	0	-	-	0.1	-	-	0.1		

V1_Traffic Impact Study.pdf Markup Summary

Arrow (1)



Subject: Arrow
Page Label: 1
Author: Kylie Bagley
Date: 6/6/2024 10:28:16 AM
Status:
Color: ■
Layer:
Space:

Callout (1)



Subject: Callout
Page Label: 18
Author: Jeff Rice - EPC Engineering Review
Date: 6/14/2024 9:47:15 AM
Status:
Color: ■
Layer:
Space:

please show location on a plan

Cloud+ (1)



Subject: Cloud+
Page Label: 37
Author: Bret
Date: 6/17/2024 11:04:30 AM
Status:
Color: ■
Layer:
Space:

Monument Hill Rd should remain an Urban Residential Collector until the intersection with Misty Acres Blvd. Pavement width should 36 feet.

Engineer (24)

, January 9, 2024 from
levard/Old Antlers War
day, April 27, 2022 from
day, April 27, 2022 from

Subject: Engineer
Page Label: 8
Author: Bret
Date: 6/7/2024 1:13:54 PM
Status:
Color: ■
Layer:
Space:

April 27, 2022

levard/Old Antlers War
day, April 27, 2022 from
day, April 27, 2022 from

Subject: Engineer
Page Label: 8
Author: Bret
Date: 6/7/2024 1:13:57 PM
Status:
Color: ■
Layer:
Space:

April 27, 2022

Counts are too old per B.3.1.A, please include updated values

Counts are too old per B.3.1.A, please include updated values

See comment on the cover page about considering a different location for the intersection. Moving this intersection would help with the space and grade issues nearer to I-25.

Please add a bullet point for explanation of why the turn lane is being recommended

Please add a bullet point for explanation of why the turn lane is being recommended

Please include southbound here as well

The spacing does not meet Urban Collector intersection spacing per ECM Table 2-7

Intersection spacing does not meet Minor Arterial standards, per ECM table 2-4


ion of the above design values and will identify
reaction. CDOT will not require an access permit
at Movement Hill Road, as jurisdictional control
is Paso County.

ERS

Intersection spacing is also not
met on County Line Rd between
proposed Misty Acres Blvd and
Doewood Dr

Spacing: A deviation may be required for the
cross C for intersection spacing less than 660'


also on County Line Road approaching the
line would exceed ECOM criteria. Although this is

Subject: Engineer
Page Label: 20
Author: Bret
Date: 6/7/2024 3:25:28 PM
Status:
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Layer:
Space:

Intersection spacing is also not met on County Line
Rd between proposed Misty Acres Blvd and
Doewood Dr

VENA

a Spacing: A deviation may be required for the
Access C for intersection spacing less than 660'
or
Include Access A as well
rader on County Line Road approaching the
ction would exceed ECOM criteria. Although this is
e required.

Subject: Engineer
Page Label: 20
Author: Bret
Date: 6/7/2024 3:26:11 PM
Status:
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Layer:
Space:

Include Access A as well

Please include all
movements in the
figures


Subject: Engineer
Page Label: 31
Author: Bret
Date: 6/7/2024 3:39:29 PM
Status:
Color: 
Layer:
Space:

Please include all movements in the figures

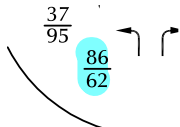
ents would be two-way, stop-sign-controlled intersections.


of County Line Road and Misty Acres Boulevard, the project be
not option for traffic control would not be feasible. The follow
comparing a modern roundabout intersection to a corner
s, stop-sign control and the potential for future signalization
s.
AWSC on figure 8. Please confirm the
stop control type here.

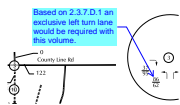
meet the established guidelines for grades. The following is
1207 Roundabout Design Manual issued by El Paso County, Cal
- profiles approximately 2 car lengths from the K20 are not to
4 during the signal maximum.


Subject: Engineer
Page Label: 16
Author: Bret
Date: 6/7/2024 3:44:11 PM
Status:
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Space:

Misty Acres Blvd/Access A is shown as AWSC on
figure 8. Please confirm the stop control type here



Subject: Engineer
Page Label: 31
Author: Bret
Date: 6/7/2024 3:52:58 PM
Status:
Color: 
Layer:
Space:




Subject: Engineer
Page Label: 31
Author: Bret
Date: 6/7/2024 3:54:29 PM
Status:
Color: 
Layer:
Space:

Based on 2.3.7.D.1 an exclusive left turn lane
would be required with this volume.

Please refer to PCD File No. P245 for additional comments

Traffic Engineer's Statement


Subject: Engineer
Page Label: 1
Author: Bret
Date: 6/11/2024 1:14:25 PM
Status:
Color: 
Layer:
Space:

Please refer to PCD File No. P245 for additional comments

Add PCD File No. SP241

Traffic Engineer's Statement


This traffic report and supporting information comply with the standard of care. So

Subject: Engineer
Page Label: 1
Author: Bret
Date: 6/11/2024 1:18:10 PM
Status:
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Layer:
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Add PCD File No. SP241


Access A - 720 feet south of the future County Line Rd intersection.
Access B - 280 feet west of the future Misty Acres Boulevard intersection.
Access C - west leg of the existing Misty Acres Boulevard/Old Arroyo

1. Please include a figure for the required sight distance with this report.
2. Sight distance at all proposed public road/site access into and Monument Hill Road must meet intersection sight distance. Sight distance for all public road site access must be kept clear of any sight distance obstructions, including, but not limited to, landscaping, parking areas, etc.

Subject: Engineer
Page Label: 7
Author: Bret
Date: 6/13/2024 11:57:08 AM
Status:
Color: 
Layer:
Space:

Please include a figure for the required sight distance with this report


Page 4 Traffic Impact Study
Monument Hill Rd is classified as a Rural Major Collector by EPC.
Monument Hill Road (1/2 mile long) is a two-lane paved road that runs east-west from County Line Road. The posted speed limit on Monument Hill Road is 45 mph. The auxiliary turn lanes currently exist at the intersection of Monument Hill Road and County Line Road. The current alignment of the north portion of Monument Hill Road is shown in the figure below.

Subject: Engineer
Page Label: 8
Author: Bret
Date: 6/13/2024 11:58:05 AM
Status:
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Space:

Monument Hill Rd is classified as a Rural Major Collector by EPC


Page 11 Traffic Impact Study, Roundabout Report

1. Please indicate if future development west of I-25 was considered with this traffic study.
2. Please include a northbound left turn lane discussion as the threshold for a left turn lane is met.

Subject: Engineer
Page Label: 9
Author: Bret
Date: 6/13/2024 12:02:53 PM
Status:
Color: 
Layer:
Space:

Please indicate if future development west of I-25 was considered with this traffic study.

1. Please include a northbound left turn lane discussion as the threshold for a left turn lane is met.
2. Please include a northbound left turn lane discussion as the threshold for a left turn lane is met.

Subject: Engineer
Page Label: 14
Author: Bret
Date: 6/13/2024 12:34:25 PM
Status:
Color: 
Layer:
Space:

Please include a northbound left turn lane discussion as the threshold for a left turn lane is met

required at the intersection of Misty Acres Boulevard/Hill
alternatives to the eastbound shoulder in the southbound
Acres Boulevard cross section) could be utilized as part of
Although the projected left-turn volume does not
monument Hill Rd eastbound left-turn lane on Misty Acres Boulevard, the
Figure 10 indicates that Monument Hill Rd
eastbound left-turn lane will exceed the
threshold for a turn lane. Please include
recommendation



Subject: Engineer
Page Label: 15
Author: Bret
Date: 6/13/2024 12:38:13 PM
Status:
Color: 
Layer:
Space:


Figure 10 indicates that Monument Hill Rd
eastbound left turns will exceed the threshold for a
turn lane. Please include recommendation

within the past five years and has been
i, 2022
Please include PCD
file number ANX236
t and nearby roadways. The proposed
ated south of County Line Road and east

Subject: Engineer
Page Label: 6
Author: Bret
Date: 6/13/2024 3:11:27 PM
Status:
Color: 
Layer:
Space:


Please include PCD file number ANX236

way rearrangements, and access points.
I extension of Misty Acres Boulevard north to
portion of Monument Hill Road to the south to
culvert, and the segments of existing roadway
Update with appropriate road names
tion. to the next submittal from Prelim plan.
are County Line Road/Misty Acres Boulevard
are County Line Road/Misty Acres Boulevard
Misty Acres Boulevard/Monument Hill Road

Subject: Engineer
Page Label: 7
Author: Bret
Date: 6/13/2024 12:43:11 PM
Status:
Color: 
Layer:
Space:

Update with appropriate road names in the next
submittal from Prelim plan


Boulevard/Access C for intersection spacing less th
real Collector.
approach grades on County Line Road approach
ward intersection would exceed ECM criteria. Although
ation may be required.
Please submit the deviation request
with the next round of submittal
Length (CDOT Design Waiver - to be submitted as
/Waivers

Subject: Engineer
Page Label: 20
Author: Bret
Date: 6/17/2024 10:47:35 AM
Status:
Color: 
Layer:
Space:

Please submit the deviation request with the next
round of submittal


Image (1)



Subject: Image
Page Label: 1
Author: Kylie Bagley
Date: 6/6/2024 10:28:12 AM
Status:
Color: 
Layer:
Space:

Planner (2)

In order to ensure safe and
convenient traffic control the
traffic impact study needs to
expand the project area to
include the intersection of
HWY105 and Woodmoor Dr.
Specifically to address the
school traffic of Lewis Palmer
Middle School and Pine Ridge
HS

Subject: Planner
Page Label: 1
Author: Kylie Bagley
Date: 6/14/2024 9:32:28 AM
Status:
Color: 
Layer:
Space:

In order to ensure safe and convenient traffic
control the traffic impact study needs to expand the
project area to include the intersection of HWY105
and Woodmoor Dr. Specifically to address the
school traffic of Lewis Palmer Middle School and
Pine Ridge HS

Due to topography constraints the traffic impact study shall provide analysis of the roundabout location to the east

INSULTANT
Avenue, 56
Spring, CC
(713) 63
TX (713) 63
1042100000
www.jctra

Subject: Planner
Page Label: 1
Author: Kylie Bagley
Date: 6/6/2024 10:07:21 AM
Status:
Color: ■
Layer:
Space:

Due to topography constraints the traffic impact study shall provide analysis of the roundabout location to the east

Text Box (1)

INSULTANT
Avenue, 56
Spring, CC
(713) 63
TX (713) 63
1042100000
www.jctra

Subject: Text Box
Page Label: 16
Author: Jeff Rice - EPC Engineering Review
Date: 6/14/2024 11:14:21 AM
Status:
Color: ■
Layer:
Space:

Address impacts to:
Monument Hill Rd / Deer Creek
Monument Hill Rd / Woodmoor Drive
Woodmoor Dr / Hwy 105
(or how project impacts (~600 trips?) are insignificant at these locations)