

Addendum 4

2.10 Traffic Impact Analysis

The Town has retained Stolfus Engineering to prepare a Traffic Impact Analysis. A separate Traffic Impact Analysis has been prepared by Kimley Horn. Both reports are attached hereto.

Traffic Impact Study

Travel Center Palmer Lake

El Paso County, Colorado

Kimley»Horn



T R A F F I C I M P A C T S T U D Y

Travel Center Palmer Lake

Palmer Lake, Colorado

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1.0 EXECUTIVE SUMMARY

Travel Center Palmer Lake is proposed to be located on the southeast corner of the County Line Road (Palmer Divide Road) and Beacon Lite Road intersection in Palmer Lake, Colorado. The travel center project is proposed to contain a gas station with 120 fueling positions and an approximate 74,000 square foot convenience store. It is expected that the project will be completed in the next several years. Therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with Palmer Lake and State of Colorado Department of Transportation (CDOT) standards and requirements:

- County Line Road and Beacon Lite Road (#1)
- I-25 Southbound Ramp and County Line Road (#2)
- I-25 Northbound Ramp and County Line Road (#3)
- County Line Road and Monument Hill Road (#4)

Of note, the Town of Palmer Lake adopts El Paso County Engineering Criteria Manual (ECM) standards.

In addition, the two (2) proposed full movement accesses along Beacon Lite Road and the right-out only access along County Line Road will be included in the evaluation.

Regional access to the site will be provided by Interstate 25 (I-25) and Highway 105. Primary access will be provided by County Line Road. Direct access will be provided by two full movement accesses along Beacon Lite Road and a right-out only access along County Line Road.

Travel Center Palmer Lake is anticipated to generate a total of approximately 22,150 daily weekday trips with 1,236 of these trips occurring during the morning peak and 1,679 trips occurring during the afternoon peak hour. Accounting for diverted link trips, expected net new trips (non-diverted link trips) to the surrounding street network results in approximately 3,322 new

weekday daily trips, of which 185 and 252 new trips are anticipated during the weekday morning and afternoon peak hours, respectively.

Based on the analysis presented in this report, Kimley-Horn believes Travel Center Palmer Lake will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2028 Recommendations

- With construction of the project, the I-25 and County Line Road interchange ramp terminals will need to be converted to a signal. Traffic signals are the preferred intersection control recommended by this study. In order to utilize the existing bridge deck (approximately 72 feet), a traditional diamond interchange can provide two westbound through lanes, a westbound left turn lane, an eastbound left turn lane, and a single eastbound through lane between the two ramps at 12 feet per lane. Additionally, the northbound off-ramp is recommended to provide three approach lanes including a separate left turn lane, a shared left turn/through lane, and a right turn lane while the southbound off-ramp is recommended to provide two approach lanes including a lane shared for all movements and a separate right turn lane. The left turn lanes onto the I-25 on-ramps will each provide a spillback lane for additional queues.
- The County Line Road and Beacon Lite Road (#1) intersection is recommended to be realigned by converting the major through movements to the existing east (County Line Road) and south (Beacon Lite Road) legs of this intersection while the west leg of County Line Road will intersect into the new roadway alignment. This will convert a high volume of northbound right turn movements and westbound left turn movements into the major through movements. This realigned intersection will either need to be signalized or provide roundabout control. As a signal, the west leg minor approach is recommended to provide a separate left and right turn lane while the major approaches would provide two northbound and southbound through lanes, a separate northbound left turn lane, and a separate right turn lane. However, as a roundabout, the northbound/southbound realigned roadway is recommended to provide two approach lanes, and the eastbound approach is recommended to provide a single lane for shared movements.

- Two full movement project accesses are being proposed along Beacon Lite Road while one right-out only access is proposed along County Line Road. The following summarizes the recommendations of the three proposed project accesses:
 - o A right-out only access along County Line Road (#5) is recommended to provide a R1-1 “STOP” sign on the northbound approach with a R3-1 No Left Turn sign below the R1-1 sign. The exiting approach of this access should also be oriented to only allow exiting right turn movements.
 - o The north access (#6) along Beacon Lite Road should be signalized as a T-intersection. Dual southbound left turn lanes are identified by the project team to be provided due to the high volume of entering left turn movements. The inside left turn lane is recommended to provide a length of 325 feet plus a 160-foot taper while the outside left turn lane will be continuous drop lane from the inside through lane. The westbound approach will provide separate left and right turn lanes with the right turn movement operating under free-flowing conditions.
 - o A full movement access (#7) is proposed at the south end of the site along Beacon Lite Road. The intersection can operate with stop control on the westbound approach. A southbound left turn lane is recommended to be installed to provide a length of 305 feet plus a 160-foot taper.
- The church on the southwest corner of the County Line Road and Beacon Lite Road intersection currently has one full movement access along Beacon Lite Road and no other points of access. This access to the church along Beacon Lite Road is proposed to be restricted to right-in/right-out movements due to the proximity to the future realigned intersection of County Line Road and Beacon Lite Road. Therefore, the project team will coordinate with the church and the Town of Palmer Lake regarding the possibility of incorporating a second point of access along County Line Road or Bull Pine Point for the church.
- Additionally, site generated traffic associated with the Monument Ridge East development located on the southeast corner of County Line Road and Monument Hill Road intersection were added directly to the study intersections. With the development of the Monument Ridge



East site, Monument Hill Road will be realigned and provide separate eastbound left and right turn lanes, a separate westbound left turn lane, and a separate northbound right turn lane.

2045 Recommendations

- As identified in other traffic studies, the County Line Road and Monument Hill Road intersection is expected to be signalized in the long-term horizon.

General Recommendations

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the Palmer Lake, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for a travel center proposed to be located on the southeast corner of the County Line Road (Palmer Divide Road) and Beacon Lite Road intersection in Palmer Lake, Colorado. A vicinity map illustrating the project development location is shown in **Figure 1**. The travel center project is proposed to contain a gas station with 120 fueling positions and an approximate 74,000 square foot convenience store. A conceptual site plan is included in **Appendix A**. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with Palmer Lake and CDOT standards and requirements:

- County Line Road and Beacon Lite Road (#1)
- I-25 Southbound Ramp and County Line Road (#2)
- I-25 Northbound Ramp and County Line Road (#3)
- County Line Road and Monument Hill Road (#4)

Of note, the Town of Palmer Lake has adopted El Paso County Engineering Criteria Manual (ECM) standards.

In addition, the two (2) proposed full movement accesses along Beacon Lite Road and the right-out only access along County Line Road will be included in the evaluation.

Regional access to the site will be provided by Interstate 25 (I-25) and Highway 105. Primary access will be provided by County Line Road. Direct access will be provided by two full movement accesses along Beacon Lite Road and a right-out only access along County Line Road.

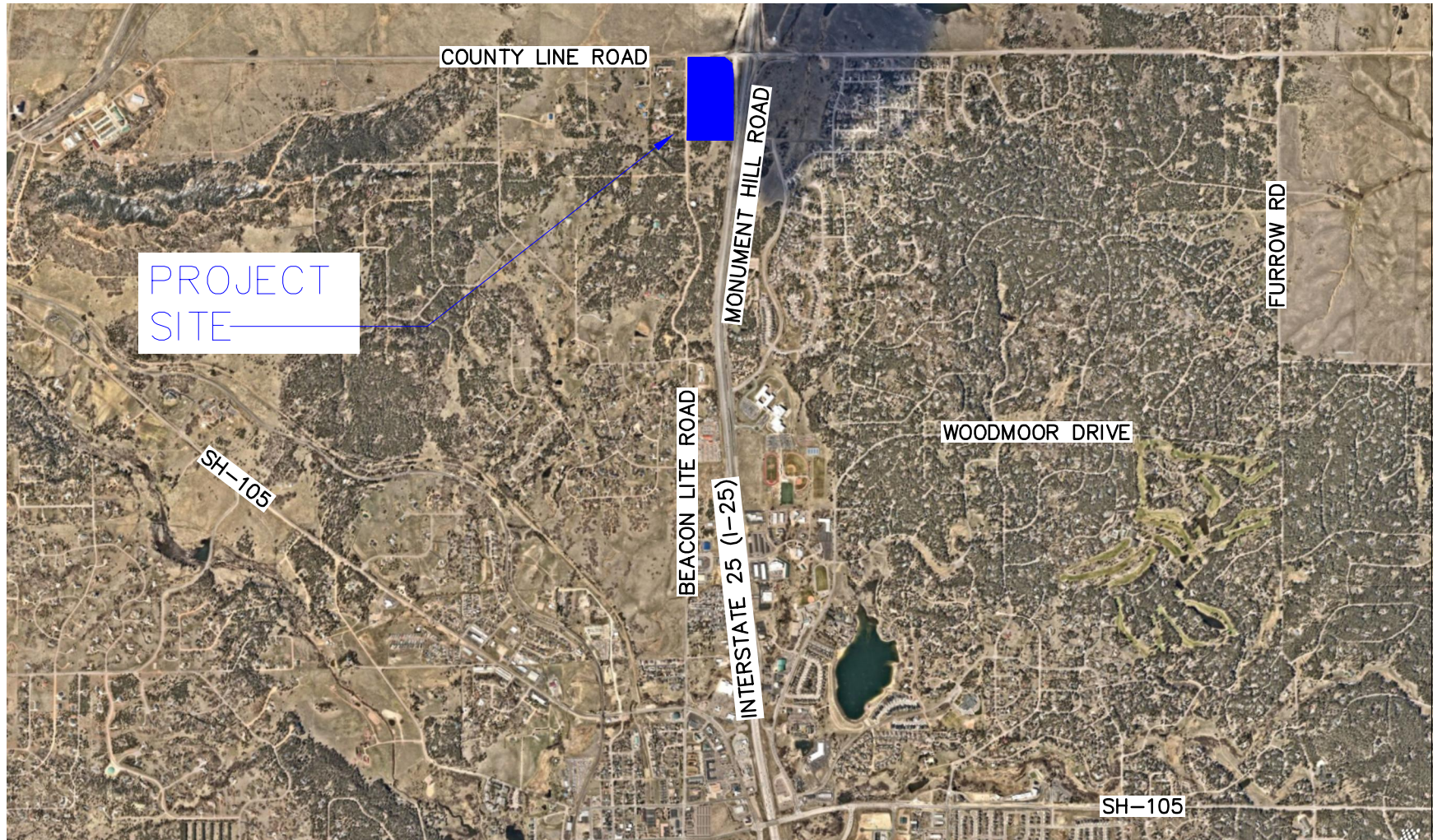


FIGURE 1
TRAVEL CENTER PALMER LAKE
PALMER LAKE, COLORADO
VICINITY MAP

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is currently vacant. Directly to the east is Interstate 25 and to the west are single ranch style family homes and Tri-Lakes Church. The Town of Palmer Lake is located to the west and to the southwest. North of the site is open space with minimal development for more than six (6) miles. The extended area to the east contains single family residences.

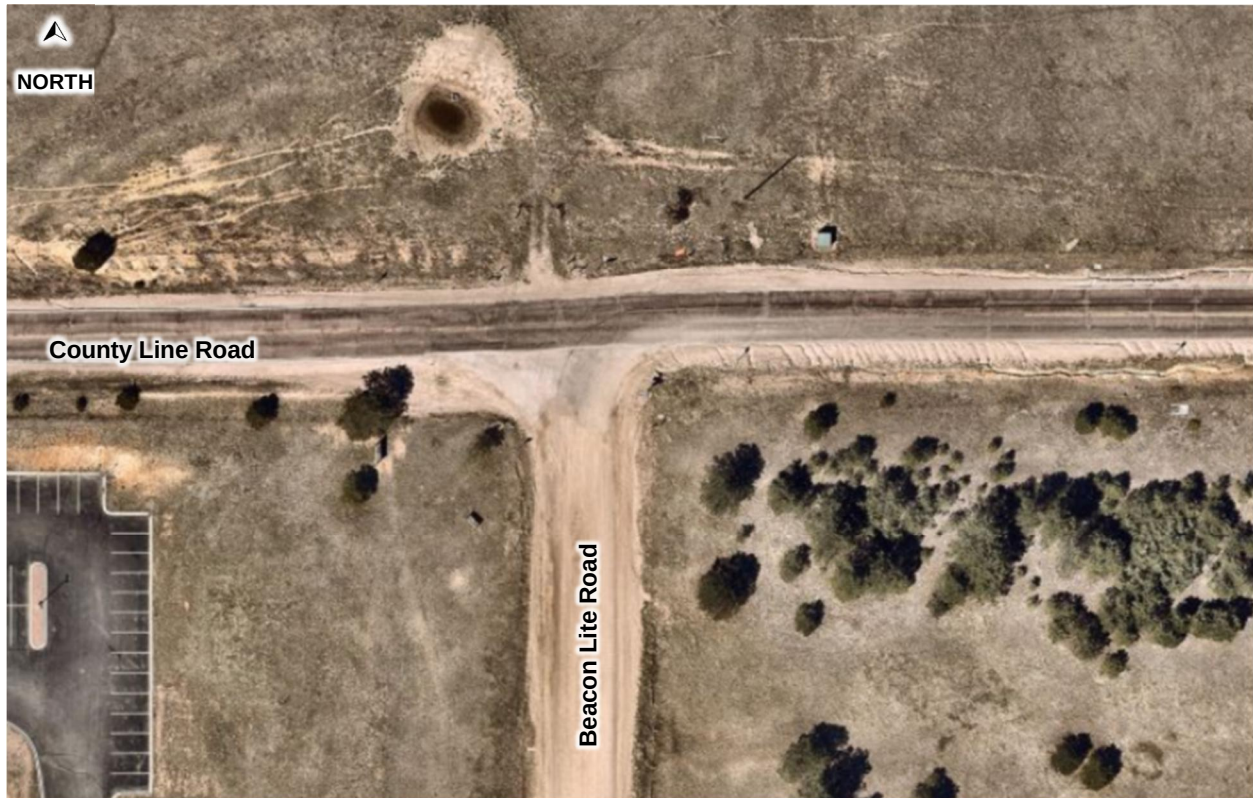
3.2 Existing and Future Roadway Network

County Line Road extends in the east/west direction as a two-lane roadway. The posted speed limit is 35 miles per hour near the study intersections and 45 miles per hour east of Monument Hill Road. Currently there are roadway construction plans for Beacon Lite Road which includes widening County Line Road to a three-section roadway between Beacon Lite Road and the I-25 Southbound Off-Ramp.

Beacon Lite Road extends northbound and southbound with one through lane in each direction. The roadway is not paved and has a posted speed limit of 35 miles per hour. As mentioned previously, Beacon Lite Road currently has approved construction plans to pave the roadway to Wakonda Way.

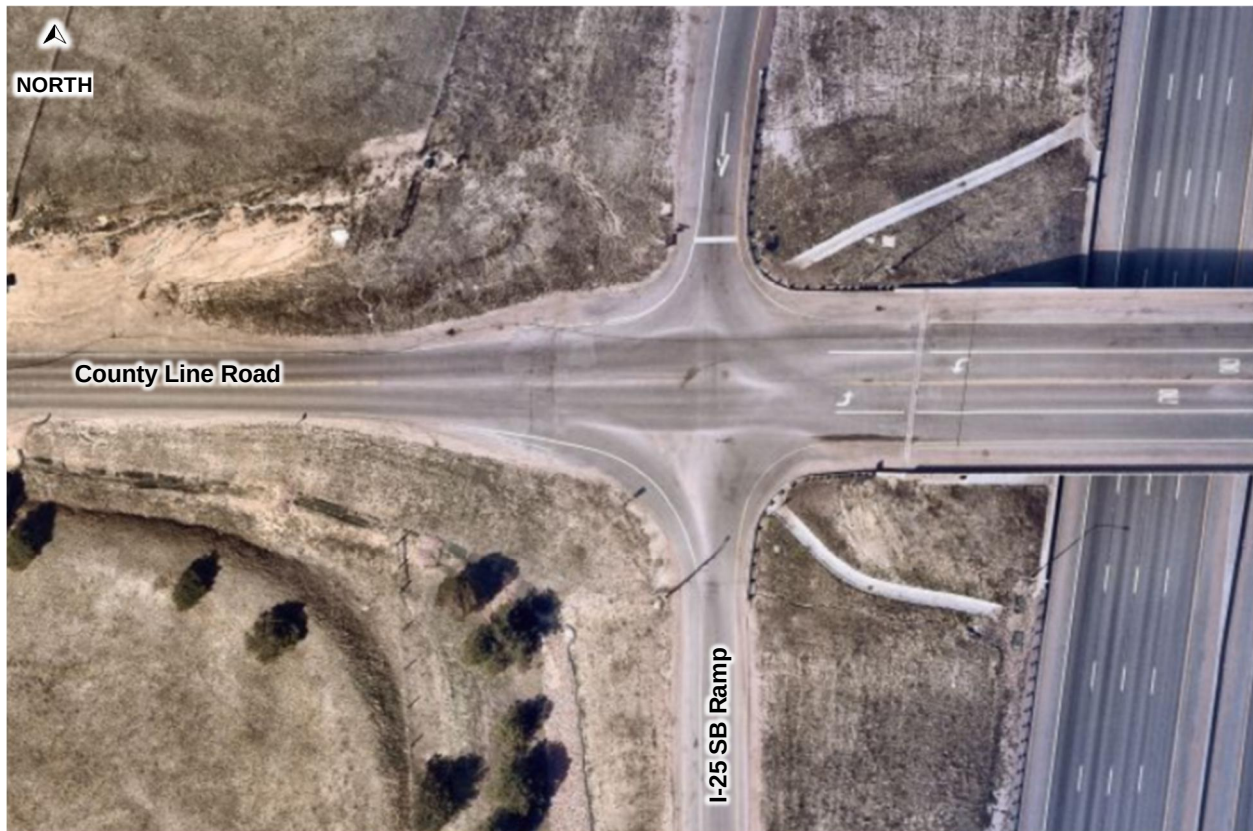
Monument Hill Road is a north-south roadway and provides one through lane in each direction. The Monument Hill Road south of County Line Road serves as a frontage road to I-25. North of County Line Road the roadway name changes to Andrews Road. The posted speed limit along Monument Hill Road is 45 miles per hour and along Andrews Road is 30 miles per hour.

The T-intersection of County Line Road and Beacon Lite Road is unsignalized and operates with stop control on the northbound approach of Beacon Lite Road. All three approaches provide a single lane for shared turning movements. An aerial photo of the existing intersection configuration is below.



County Line Road & Beacon Lite Road

The unsignalized intersection of County Line Road and the I-25 Southbound Ramp operates with stop control on the southbound off-ramp. The eastbound approach of County Line Road provides a single lane for shared through and right turn movements while the westbound approach provides a left turn lane and a through lane. The southbound off-ramp provides a single lane approach. An aerial photo of the existing intersection configuration is below.



County Line Road & I-25 Southbound Ramp

The unsignalized intersection of County Line Road and the I-25 Northbound Ramp operates with stop control on the northbound off-ramp. The eastbound approach of County Line Road provides a left turn lane and a through lane while the westbound approach provides a storage lane for spill back queues at the westbound left southbound on-ramp and a shared through/right turn lane. The northbound off-ramp provides a single lane approach. An aerial photo of the existing intersection configuration is below.



County Line Road & I-25 Northbound Ramp

The unsignalized intersection of County Line Road and Monument Hill Road operates with stop control on the northbound Monument Hill Road approach and the southbound Andrews Road approach. All four approaches provide a single lane for shared turning movements. An aerial photo of the existing intersection configuration is below.



County Line Road & Monument Hill Road

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

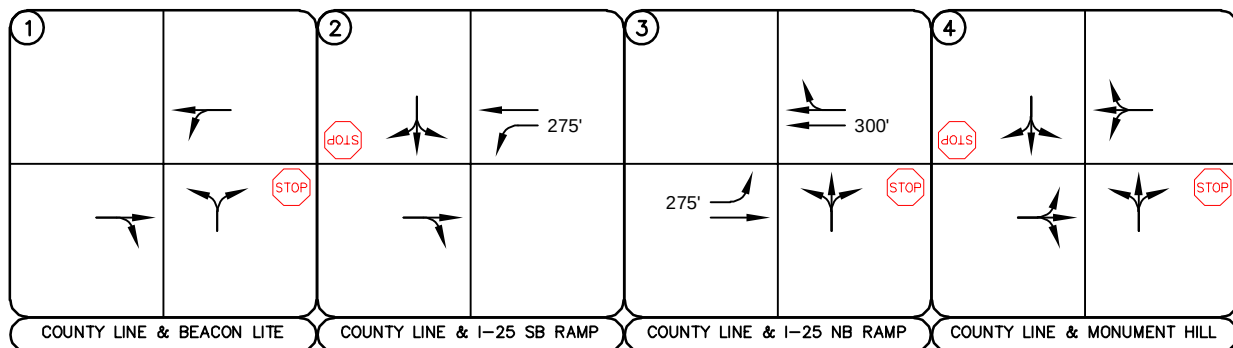
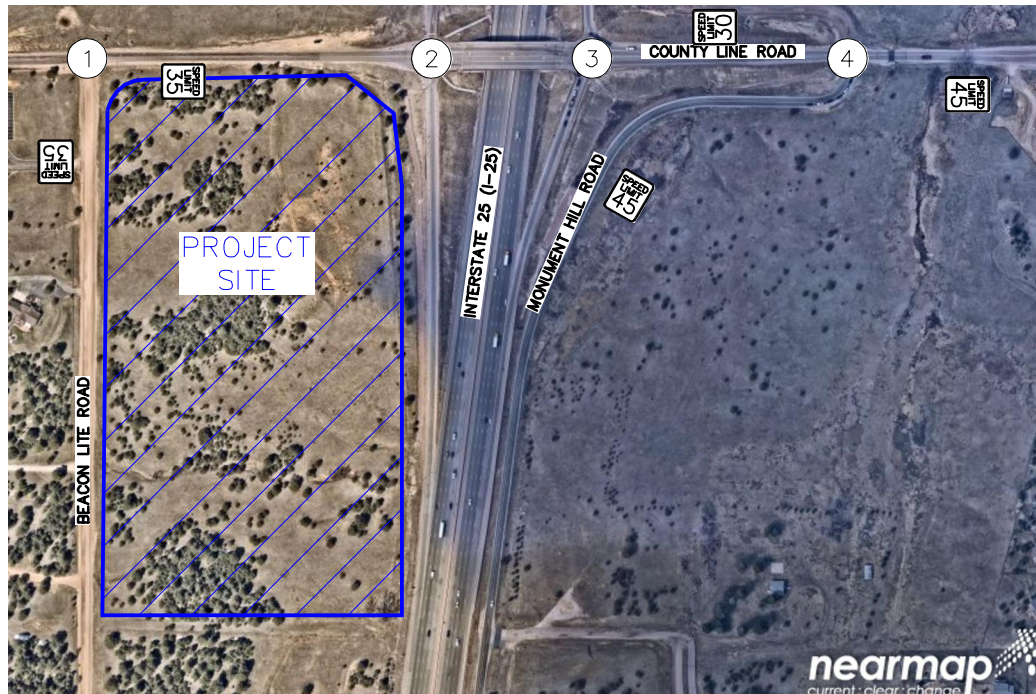
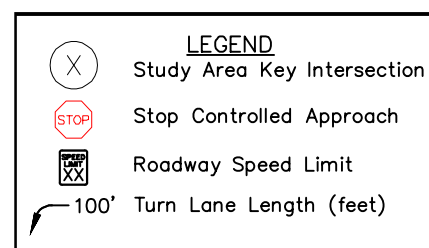


FIGURE 2
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 EXISTING GEOMETRY AND CONTROL



3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Wednesday, May 8, 2024 during the weekday morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

3.4 Unspecified Development Traffic Growth

It should be noted that the recently adopted 2024 Major Transportation Corridor Plan (MTCP) only provides wide ranges of ADT projections (i.e. 0 – 10,000 vehicles per day) and does not provide more refined ADT projections (i.e. 10,200 vpd); therefore, traffic volume growth projections cannot be calculated with the 2024 MTCP. As a result, the previous 2016 MTCP was utilized to determine the appropriate traffic volumes projections in the area. According to traffic projections from the El Paso County 2016 Major Transportation Corridor Plan Update traffic model, the area surrounding the site is expected to have an average 25-year growth factor of 1.80. This growth factor equates to an annual growth rate of 2.37 percent. Future traffic volume projections and growth rate calculations are provided in **Appendix C**. This annual growth rate was used to calculate future traffic volumes at study area intersections. This annual growth rate was used to estimate short-term 2028 and long-term 2045 traffic volume projections at the key intersections. As mentioned previously, construction plans and improvements are planned prior to buildout of the proposed site for Beacon Lite Road. Additionally, site generated traffic associated with the Monument Ridge East development located on the southeast corner of County Line Road and Monument Hill Road intersection were added directly to the study intersections. With the development of the Monument Ridge East site, Monument Hill Road will be realigned and provide separate eastbound left and right turn lanes, a separate westbound left turn lane, and a separate northbound right turn lane. Therefore, the future roadway geometry and configuration used in the short-term background horizon is shown in **Figure 4**. The calculated background traffic volumes for 2028 and 2045 are shown in **Figure 5** and **Figure 6**, respectively.



1	2	3	4
← 108(104) ← 11(39) 126(143) → 0(1) ↘ 1(3) ↗ 21(47) ↗	17(33) ↖ 5(2) ↓ 75(239) ↘ 102(98) → 45(71) ↘ 102(87) ← 239(125) ↖	216(126) ↖ 291(157) ← 34(35) ↗ 143(293) → 49(60) ↖ 0(1) ↑ 58(166) ↗	2(2) ↖ 448(235) ← 65(15) ↖ 1(6) ↖ 1(0) ↓ 0(3) ↘ 3(10) ↗ 121(407) → 78(38) ↘ 47(47) ↗ 1(0) ↑ 18(28) ↗
COUNTY LINE & BEACON LITE	COUNTY LINE & I-25 SB RAMP	COUNTY LINE & I-25 NB RAMP	COUNTY LINE & MONUMENT HILL
Wed, May 8, 2024 7:15 to 8:15AM (4:00 to 5:00PM)	Wed, May 8, 2024 7:15 to 8:15AM (4:30 to 5:30PM)	Wed, May 8, 2024 7:15 to 8:15AM (4:00 to 5:00PM)	Wed, May 8, 2024 7:00 to 8:00AM (4:00 to 5:00PM)

LEGEND

- (X) Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 3
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 2024 EXISTING TRAFFIC VOLUMES

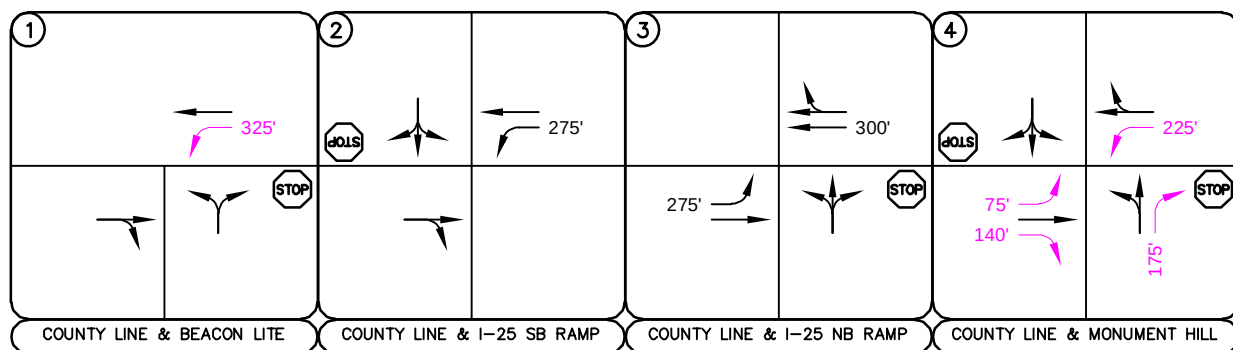
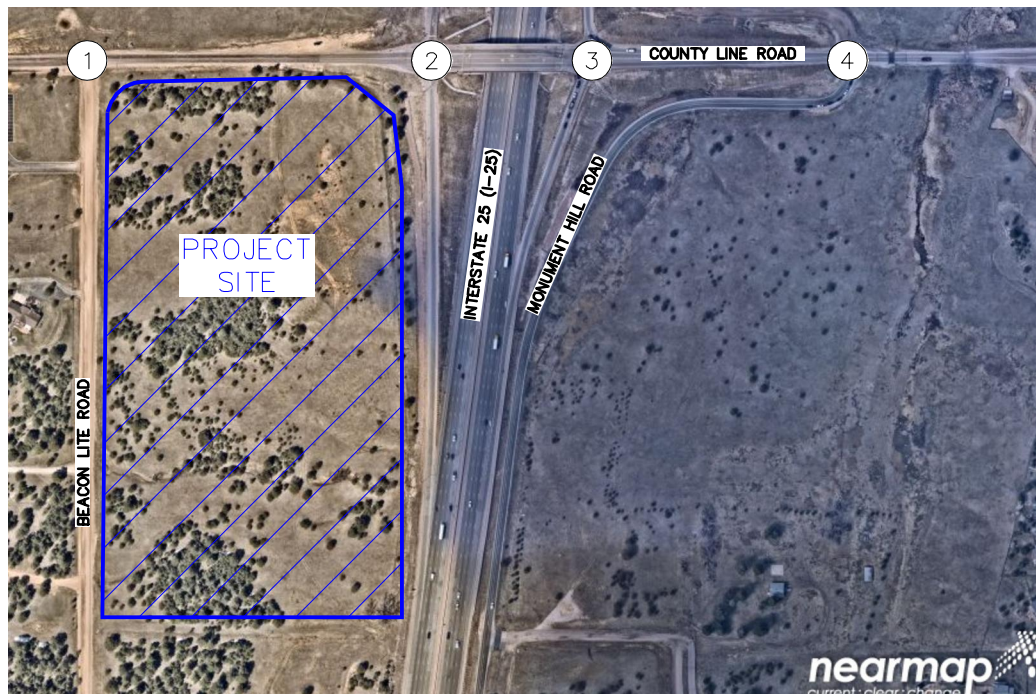
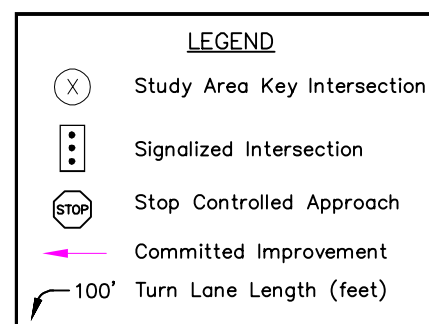


FIGURE 4
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 2028 BACKGROUND
 GEOMETRY AND CONTROL





① ← 125(117) ← 12(43) 141(167) → 0(1) ↘ 1(3) ↗ 23(52) ↗ COUNTY LINE & BEACON LITE	② ↖ 19(36) ↖ 5(2) ↖ 94(290) ← 118(99) ← 316(178) 115(118) → 49(78) ↘ COUNTY LINE & I-25 SB RAMP	③ ↖ 264(157) ← 380(216) 37(38) ↗ 172(360) → 54(55) ↗ 0(1) ↗ 87(240) ↗ COUNTY LINE & I-25 NB RAMP	④ ↖ 2(2) ← 492(258) ↖ 74(23) 1(7) ↗ 1(0) ↗ 0(3) ↗ 3(11) ↗ 133(447) → 124(138) ↘ 139(115) ↗ 1(0) ↗ 26(34) ↗ COUNTY LINE & MONUMENT HILL
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LEGEND

- (X) Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 5
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 2028 BACKGROUND TRAFFIC VOLUMES



1	2	3	4
← 183(173) ← 18(64) 209(244) → 0(2) → 2(5) → 34(77) →	28(54) 8(3) 135(419) ← 173(145) ← 445(245) 170(170) → 74(116) →	380(225) ← 536(301) 56(57) → 249(517) → 80(82) → 0(2) → 118(329) →	2(10) 2(0) 0(5) 3(3) ← 733(384) ← 109(32) 5(16) → 198(666) → 166(158) → 164(140) → 2(0) → 35(49) →
COUNTY LINE & BEACON LITE	COUNTY LINE & I-25 SB RAMP	COUNTY LINE & I-25 NB RAMP	COUNTY LINE & MONUMENT HILL

LEGEND

- (X) Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 6
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 2045 BACKGROUND TRAFFIC VOLUMES

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, trip generation estimates were developed using trip information from other travel center sites operated by the same ownership as this site. Data collected at 15 sites over two-years old were used in developing average trips rates and to estimate trips for this site. It is understood that the travel center may have abnormal traffic influxes within the first two years but after two-years, the trips to the site will normalize. It is important to note that due to the total number of fueling positions for this development, ITE data was not used for project trip generation estimates. The average number of fueling positions for the applicable use with ITE Trip Generation is 14 fueling positions which is well under the proposed 120 fueling positions for this travel center.

Since the project is a travel center adjacent to an interstate freeway, diverted link trips are expected with the proposed development. These diverted link trips are vehicles already on the roadway network that divert their route to stop at the proposed development while in route to another destination. Diverted trip rates were obtained from user specific data. A diverted link rate of 85 percent was applied for the morning peak hour and the afternoon peak hour for the proposed travel center.

Travel Center Palmer Lake is anticipated to generate a total of approximately 22,150 daily weekday trips with 1,236 of these trips occurring during the morning peak and 1,679 trips occurring during the afternoon peak hour. Accounting for diverted trips, expected net new trips (non diverted trips) to the surrounding street network results in approximately 3,322 new weekday daily trips, of which 185 and 252 new trips are anticipated during the weekday morning and

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

afternoon peak hours, respectively. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – Travel Center Palmer Lake Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
New Trips (Non-Diverted Link Trips)	3,322	96	89	185	126	126	252
Diverted Link Trips	18,828	547	504	1,051	714	713	1,427
Total Project Trips	22,150	643	593	1,236	840	839	1,679

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The new project trip distribution for the proposed development trips which accounts for 15 percent of the overall trips is illustrated in **Figure 7** while the diverted trip distribution which accounts for 85 percent of the overall trips is illustrated in **Figure 8**. User specific sales transactions indicate that more than 85 percent of customers are not located local to these travel center sites which indicates a high percentage of diverted link trips from the freeway interchanges. The following summarizes the trip distributions for the development separated by new trips NT, diverted link trips (DL), and the weighted average [WA] based on 85 percent being diverted link trips and 15 percent being new trips:

- North Interstate 25: 25% NT (50% DL) [46.25% WA]
- South Interstate 25: 30% NT (50% DL) [47% WA]
- West County Line Road: 20% NT (0% DL) [3% WA]
- East County Line Road: 5% NT (0% DL) [0.75% WA]
- South Beacon Lite: 10% NT (0% DL) [1.5% WA]
- South Monument Hill Road: 10% NT (0% DL) [1.5% WA]

4.3 Traffic Assignment

Traffic assignment was obtained by applying the distributions from **Figure 7** and **Figure 8** to the estimated traffic generation of the project shown in **Table 1**. The total traffic assignment is shown in **Figure 9**. Of note, the County Line Road and Beacon Lite Road intersection is proposed to be realigned as part of project development with the east leg of County Line Road and the south leg of Beacon Lite Road aligning as the major through movements while the west leg of County Line Road will intersect into the new roadway alignment. This will convert a high volume of northbound right turn movements and westbound left turn movements into the major through movements. Therefore, the realignment volumes are provided in Figure 9 for reference.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2028 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2028 and 2045 horizon years in **Figures 10** and **11**, respectively.



FIGURE 7
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 NEW PROJECT TRIP DISTRIBUTION
 (15% OF OVERALL TRIPS)



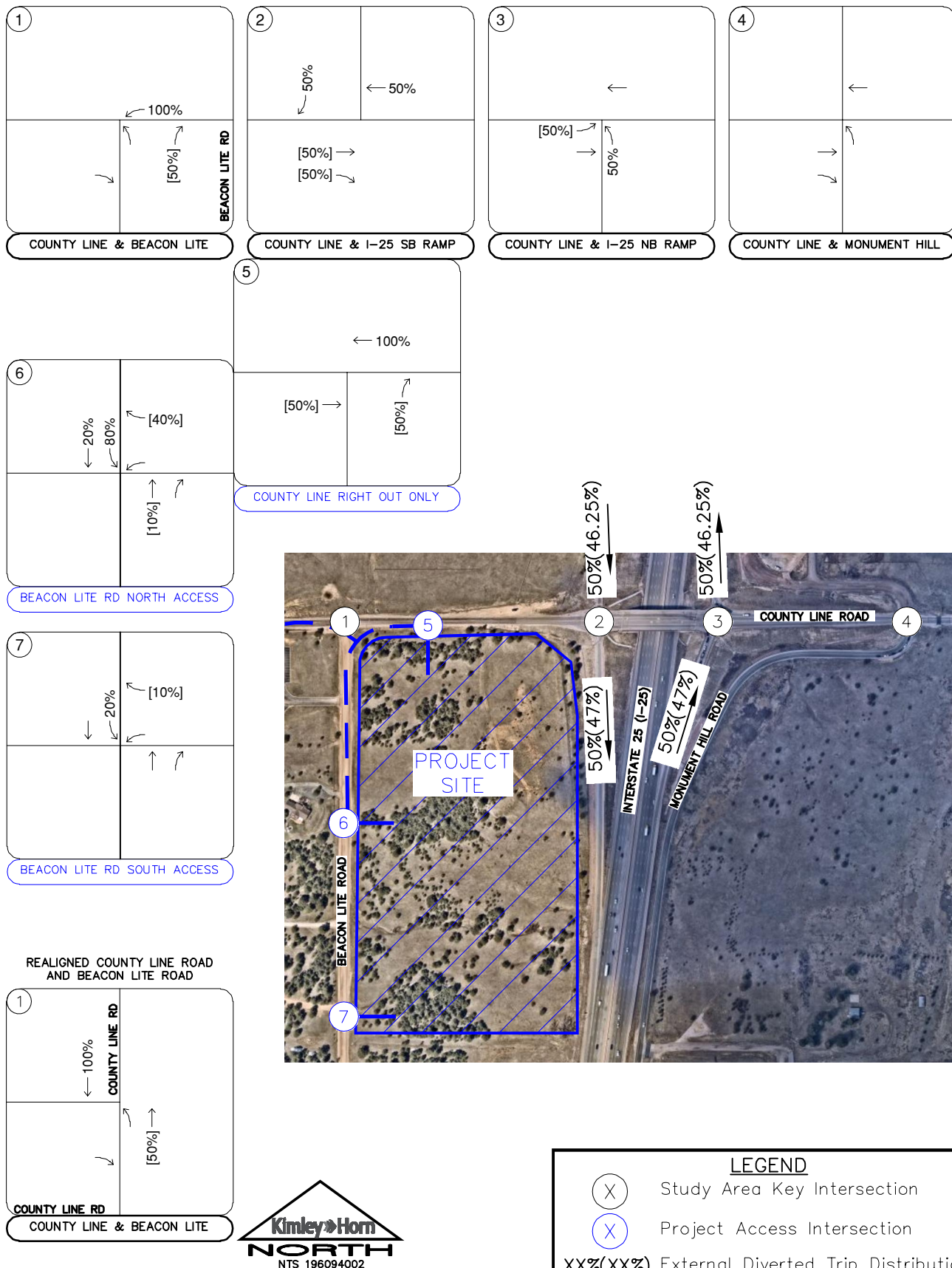


FIGURE 8
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 DIVERTED LINK PROJECT TRIP DISTRIBUTION
 (85% OF OVERALL TRIPS)

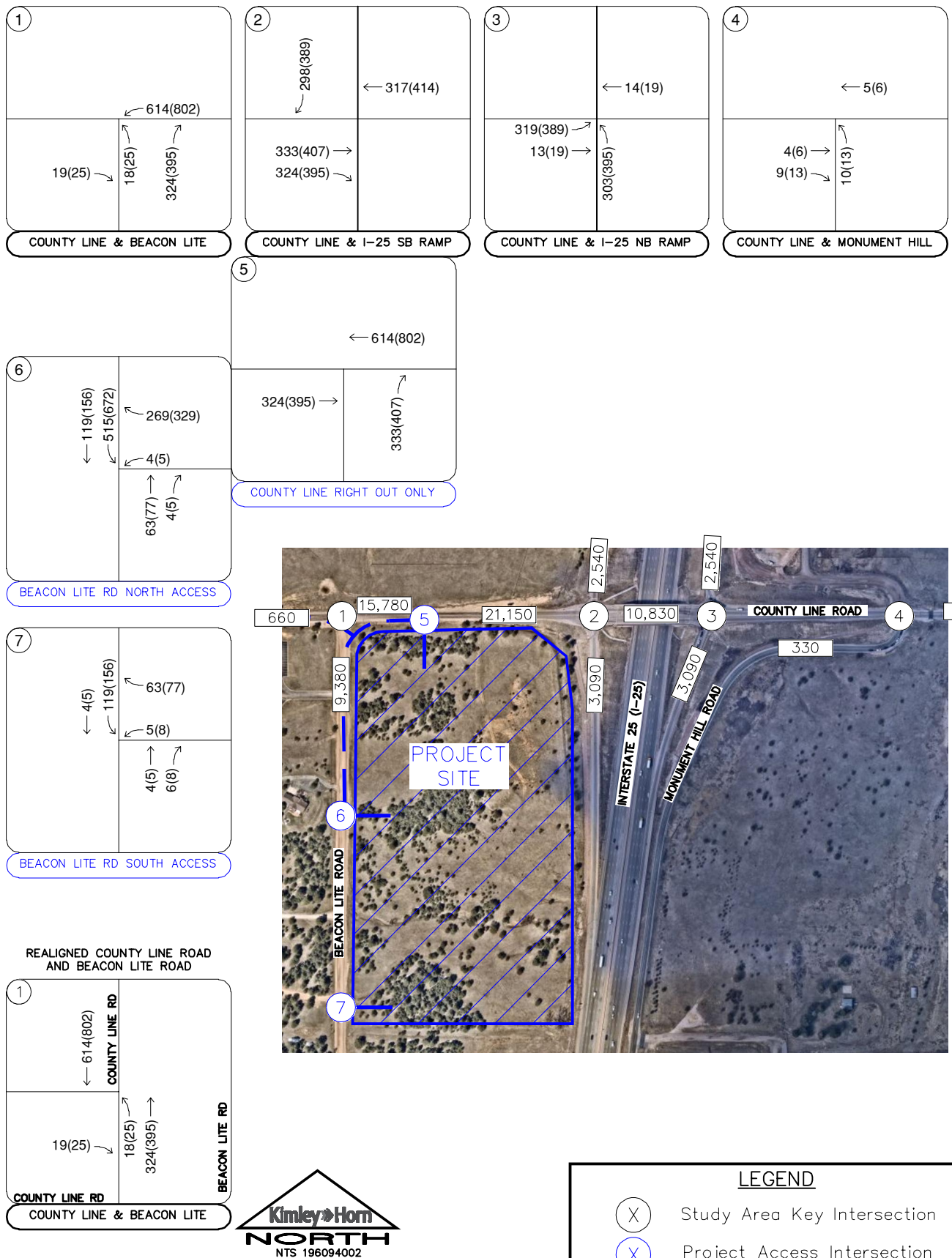


FIGURE 9
 TRAVEL CENTER PALMER LAKE
 PALMER LAKE, COLORADO
 PROJECT TRAFFIC ASSIGNMENT

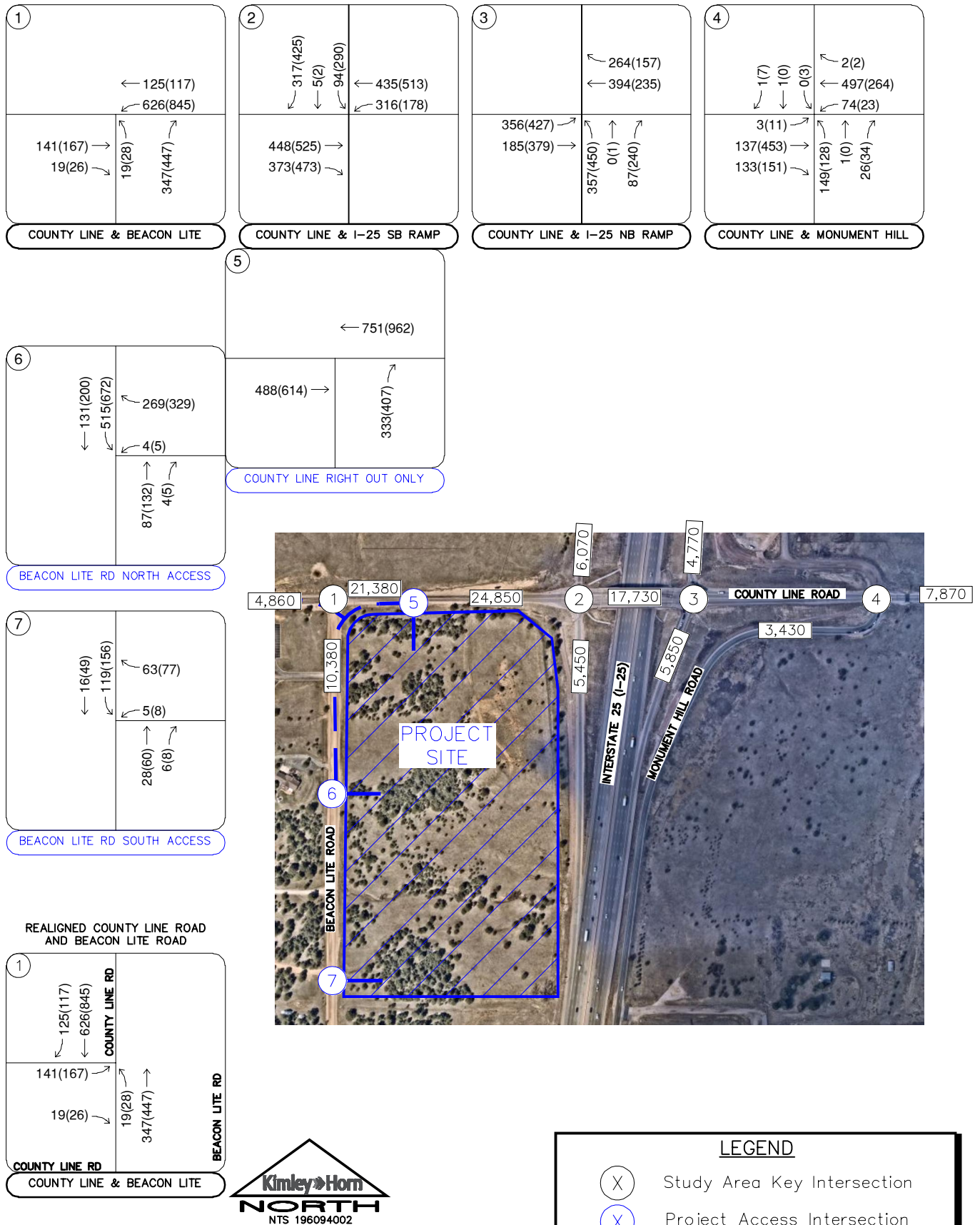


FIGURE 10
TRAVEL CENTER PALMER LAKE
PALMER LAKE, COLORADO
2028 TOTAL TRAFFIC VOLUMES

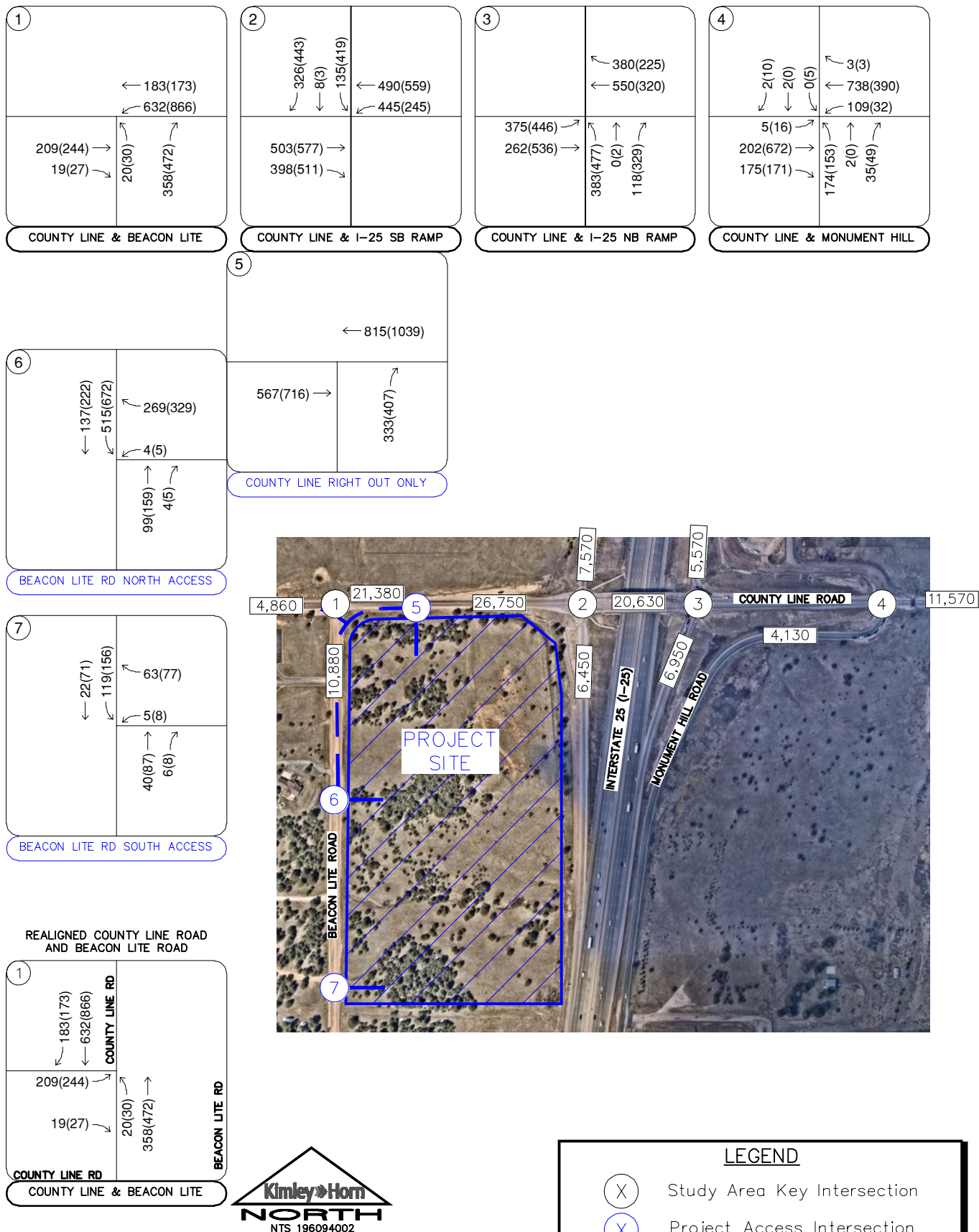


FIGURE 11
TRAVEL CENTER PALMER LAKE
PALMER LAKE, COLORADO
2045 TOTAL TRAFFIC VOLUMES

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2028 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). Based on Palmer Lake standards, the threshold for acceptable LOS is not less than LOS D during the peak hours. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized in the existing and 2028 horizon analysis years while the Palmer Lake standard of 0.95 was used for the long-term 2045 horizon analysis. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Prior to the intersection operational analysis for the I-25 interchange at County Line Road, the Federal Highway Administration (FHWA) Capacity Analysis for Planning of Junctions (CAP-X) 2018 tool was used to determine the optimal (based on volume over capacity only) operational interchange configuration. The CAP-X outputs identified the partial cloverleafs, diverging diamond, diamond, and single point interchanges as potential configurations for this interchange. Additionally, a Colorado Intersection Control Assessment Tool (ICAT) analysis was completed for the southbound and northbound ramp intersections. The CAP-X analysis does not consider existing constraints at the interchange as part of its evaluation. The partial cloverleaf and diverging diamond interchange configurations considered by the CAP-X analysis would require acquisition of significant area of Right of Way and require construction of large retaining walls and/or significant roadway embankment. The highest-ranking interchange configuration, from the CAP-X analysis, that is feasible to construct is the diamond interchange. Additionally, a Minor Interchange Modification Request Memorandum (MIMR) was prepared for CDOT on May 28, 2025 to provide a more comprehensive analysis of the standard diamond interchange, roundabout interchange, and diverging diamond interchange using PTV Vissim microsimulation software. From review of the MIMR, the standard diamond interchange with improvements was accepted by CDOT on July 1, 2025. The Cap-X and excerpts from the MIMR are included in **Appendix H** for reference.

County Line Road and Beacon Lite Road

The T-intersection of County Line Road and Beacon Lite Road is unsignalized and operates with stop control on the northbound approach of Beacon Lite Road. The intersection movements operate acceptably at LOS A during both peak hours under existing conditions. However, as mentioned previously, a westbound left turn lane is part of the improvement plans for Beacon Lite Road. Therefore, the background conditions and the short-term 2028 total conditions was analyzed with the planned improvement. With project traffic, the intersection configuration is not

expected to operate acceptably as a T-intersection under stop control. Therefore, the project is recommending realigning the roadway for the east leg of County Line Road and the south leg of Beacon Lite Road to be the major roadway and the west leg of County Line Road to be the minor roadway. The realigned intersection is recommended to be signalized in order for acceptable intersection operations. With traffic projections, this intersection meets the MUTCD Four Hour Warrant for signalization. The signal warrant analysis worksheet is included in **Appendix F**. Therefore, with signalization, two through lanes are recommended in each direction for the realigned major roadway while separate left and right turn lanes are recommended on the County Line Road minor eastbound approach. Further, a northbound to westbound left turn lane and southbound to westbound right turn lane are recommended at this intersection. With this configuration, the intersection is anticipated to operate at LOS A during both peak hours with signalization. However, a two-lane entry roundabout configuration can also operate acceptably with the project traffic and realignment of the intersection. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – County Line Road & Beacon Lite Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2024 Existing				
Northbound Approach	9.1	A	9.4	A
Westbound Left	7.5	A	7.6	A
2028 Background #				
Northbound Approach	9.3	A	9.6	A
Westbound Left	7.6	A	7.7	A
2028 Background Plus Project #				
Northbound Approach	52.9	F	>300	F
Westbound Left	10.3	B	12.7	B
2028 Background Plus Project Signalized (Realigned)	6.5	A	6.3	A
2028 Background Plus Project Roundabout (Realigned)	5.6	A	7.0	A
2045 Background #				
Northbound Approach	9.9	A	10.5	B
Westbound Left	7.8	A	7.9	A
2028 Background Plus Project Signalized (Realigned)	9.0	A	8.0	A
2028 Background Plus Project Roundabout (Realigned)	6.3	A	8.2	A

= Includes WB Left Turn Lane Part of Beacon Lite Road Improvement Plans

Realigned: Signalized with Two NB/SB Through Lanes, Separate EB Left and Right Turn Lanes

Realigned Two by One Roundabout

County Line Road and I-25 Southbound Ramp

The unsignalized intersection of County Line Road and the I-25 Southbound Ramp operates with stop control on the southbound off-ramp. The intersection movements operate acceptably at LOS C or better during both peak hours under existing conditions. With project traffic the intersection the stop control will operate with long vehicle delays. Based on the Minor Interchange Modification

Request (MIMR), a standard diamond interchange configuration with improvements has been accepted by CDOT as the appropriate interchange mitigation.

The standard diamond intersection assumed an eastbound right turn lane, a through lane, and a lane for spill back storage for the downstream eastbound left turn lane, a westbound left turn lane, and two westbound through lanes. The southbound approach was studied as a shared left/through/right and a separate right turn lane. The MUTCD Four Hour Signal Warrant Analysis was completed and identified all four hours meet the volumes to warrant a signal. The signal warrant analysis is provided in **Appendix F**. With signal control and recommended lane configuration, the intersection is expected to operate acceptably with LOS B during both peak hours through the long-term 2045 horizon. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – County Line Road & I-25 Southbound Ramp LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2024 Existing				
Westbound Left	8.1	A	7.8	A
Southbound Approach	21.6	C	19.8	C
2028 Background				
Westbound Left	8.3	A	8.0	A
Southbound Approach	40.8	E	43.4	E
2028 Background Plus Project				
Westbound Left	14.0	B	12.4	B
Southbound Approach	>300	F	>300	F
2028 Background Plus Project Signalized	18.8	B	20.5	C
2045 Background				
Northbound Left	9.5	A	8.6	A
Westbound Approach	>300	F	>300	F
2045 Background Plus Project Signalized	19.7	B	22.1	C

Signalized with Two EB and WB Through Lanes, Separate EB Right and WB Left Turn Lane, and Separate SB Right Turn Lane

County Line Road and I-25 Northbound Ramp

The unsignalized intersection of County Line Road and the I-25 Northbound Ramp operates with stop control on the northbound off-ramp. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, the northbound approach is anticipated to operate with long vehicle delays. Therefore, similar to the southbound interchange, this intersection is recommended to provide signal control by the buildout horizon based on the results of the MIMR.

The diamond intersection configuration includes an eastbound left turn lane, an eastbound through lane, a spill back westbound through lane, westbound through, a shared westbound through/right turn lane, a separate northbound left, a shared northbound left/through, and a separate northbound right turn lane. The MUTCD Four Hour Signal Warrant Analysis was completed and identified all four hours meet the volumes to warrant a signal. The signal warrant analysis is provided in **Appendix F**. The signalized intersection is anticipated to operate with LOS D or better in 2028 and 2045. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – County Line Road & I-25 Northbound Ramp LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2024 Existing				
Northbound Approach	11.3	B	13.2	B
Eastbound Left	8.8	A	7.9	A
2028 Background				
Northbound Approach	12.2	B	17.1	C
Eastbound Left	9.4	A	8.2	A
2028 Background Plus Project				
Northbound Approach	>300	F	>300	F
Eastbound Left	13.2	B	10.2	A
2028 Background Plus Project Signalized	24.3	C	22.0	C
2045 Background				
Northbound Approach	17.8	C	59.5	F
Eastbound Left	11.1	B	8.8	A
2045 Background Plus Project Signalized	29.3	C	26.3	C

Signalized with One EB and Two WB Through Lanes, a Separate EB Left, and a Separate NB Left, Shared NB Left/Through, and Separate NB Right

County Line Road and Monument Hill Road

The intersection of County Line Road and Monument Hill Road operates with stop control on the northbound and southbound approaches of this intersection. The intersection movements operate acceptably at LOS C or better during both peak hours under existing conditions. However, with the proposed development on the southeast corner of County Line Road and Monument Hill Road, Monument Ridge East, a separate eastbound left and right turn lane, a separate westbound left turn lane, and a separate northbound right turn lane is planned to be constructed. With project traffic and the background lane geometry, all movements are anticipated to continue operating at an acceptable level of service through the short-term horizon. However, if 2045 volumes are realized, the shared northbound left/through may operate with unacceptable delays. Therefore, as identified in the Monument Ridge East Traffic Study, the intersection has been recommended to signal control. With signalization, the intersection is anticipated to operate at LOS A during both peak hours. Therefore, the project traffic does not necessitate additional changes to the intersection recommendations identified in the Monument Ridge East traffic study. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – County Line Road & Monument Hill Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2024 Existing				
Northbound Approach	21.3	C	17.3	C
Eastbound Left	8.6	A	7.8	A
Westbound Left	7.9	A	8.4	A
Southbound Approach	15.9	C	12.4	B
2028 Background #				
Northbound Left/Through	30.3	D	18.5	C
Northbound Right	9.2	A	11.6	B
Eastbound Left	8.7	A	7.8	A
Westbound Left	8.1	A	8.9	A
Southbound Approach	14.8	B	11.7	B
2028 Background Plus Project #				
Northbound Left/Through	33.0	D	19.5	C
Northbound Right	9.2	A	11.7	B
Eastbound Left	8.8	A	7.9	A
Westbound Left	8.1	A	9.0	A
Southbound Approach	14.9	B	11.8	B
2045 Background #				
Northbound Left/Through	168.1	F	35.7	E
Northbound Right	9.8	A	14.7	B
Eastbound Left	9.8	A	8.2	A
Westbound Left	8.6	A	10.0	A
Southbound Approach	20.6	C	15.2	C
2045 Background Plus Project # \$	8.9	A	8.5	A

= Includes background study improvements: Separate EBL, EBR, WBL, and NBR; \$=Signalized

Project Accesses

With completion of the Travel Center Palmer Lake project, an outbound only access along County Line Road and two full movement access along Beacon Lite Road will be constructed. The Palmer Divide right-out only access is recommended to provide a R1-1 “STOP” sign and a R3-1 No Left Turn sign on the exiting approach while the exiting approach should also be oriented to only allow right-turn movements. Of note, the heavy inbound traffic projected for the site is recommended to provide dual southbound left turn lanes into the project site at the Beacon Lite Road North Access. The westbound right movement of this north access along Beacon Lite Road will operate with free flow movements by providing a westbound to northbound acceleration lane. Therefore, to accommodate dual southbound left turn lanes, the intersection will need to be signalized. Of note, the traffic volumes are not anticipated to warrant signalization, but signal control could be provided if supported by the Town of Palmer Lake due to the high volume of southbound left turn movements and dual left turn lanes should not be implemented with stop control. The southern access is recommended to operate with stop control on the westbound approach, exiting the site. The westbound approach of this southern access operates acceptably with a shared left/right turn lane and should operate under stop control with a R1-1 “STOP” sign installed on the exiting approach. A southbound left turn lane is recommended to be provided for entering the site at the south access. **Table 7** provides the results of the level of service for the project access intersections. As shown in the table, the project access intersections are anticipated to have all movements operating with acceptable LOS C or better during the peak hours in both the buildout year 2028 and the 2045 long-term horizons.

Table 7 – Project Access Level of Service Results

Intersection	2028 Total				2045 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
County Line Rd RO Access Northbound Approach	14.6	A	20.7	C	15.9	C	24.5	C
Beacon Lite North Access	1.4	A	1.5	A	1.4	A	1.6	A
Beacon Lite South Access Westbound Approach Southbound Left	8.9 7.5	A A	9.4 7.7	A A	9.0 7.5	A A	9.6 7.7	B A

5.3 Palmer Lake Turn Lane Requirement Analysis

The Town of Palmer Lake defaults to El Paso County Engineering Criteria Manual (ECM) to determine if left and right turn lanes are warranted along Beacon Lite Road at the project accesses. County Line Road is classified as a minor arterial roadway while Beacon Lite Road is a collector roadway. According to ECM guidelines for minor arterial and lower classification roadways, a left turn lane is required for any access with a projected peak hour left turning volume of 25 vehicles per hour or greater, a right turn lane is required for any access with a projected peak hour right turning volume of 50 vehicles per hour or greater, and a right turn acceleration lane is generally not required. Based on the Beacon Lite Road providing a posted speed limit of 35 miles per hour, the turn lane requirements for a design speed of 40 miles per hour are as follows:

Beacon Lite Road North Access (#6)

- A southbound left turn lane **is** warranted based on projected 2028 background plus project traffic volumes being 672 southbound left turns during the peak hour and the threshold being 25 vph. With 672 southbound left turn movements projected, southbound dual left turn lanes are recommended at the north access along Beacon Lite Road. Based on the 40 mile per hour design speed, the left turn lane length requirements are 490 feet of lane length per lane (335 feet of storage per lane plus 155 feet of deceleration per lane) plus a 160-foot taper. It is recommended that the inside left turn lane provide 325 feet of length plus a 160-foot taper while the outside left turn be a continuous lane extending lane from the proposed roundabout at the County Line Road and Beacon Lite Road intersection which would drop as a forced left turn lane. Therefore, the 980 feet of left turn lane length would be accommodated by 325 feet from the inside lane and 655 feet from the continuous left turn lane extending from the proposed roundabout to the north. Of note, the 95th percentile vehicle queues are calculated with 175 feet per lane and the vehicles will not be traveling 40 miles per hour when exiting the proposed roundabout to the north; therefore, the required turn lane length requirements which are being accommodated should be conservative.
- A northbound right turn lane **is not** warranted based on projected 2028 background plus project traffic volumes being five (5) northbound right turns during the peak hour and the threshold being 50 vph.

Beacon Lite Road South Access (#7)

- A southbound left turn lane is warranted based on projected 2028 background plus project traffic volumes being 156 southbound left turns during the peak hour and the threshold being 25 vph. Based on the 40 mile per hour design speed, the length requirements are 150 feet of storage plus 155 feet of deceleration plus a 160-foot taper. Therefore, the southbound left turn lane is recommended to provide at least 305 feet of length plus a 160-foot taper.
- A northbound right turn lane is not warranted based on projected 2028 background plus project traffic volumes being eight (8) northbound right turns during the peak hour and the threshold being 50 vph.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 8** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and **Appendix G** for signalized intersections. Of note, the minimum reported queue length is reported as 25 feet.

Table 8 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2028 Calculated Queue	2028 Recommended Length	2045 Calculated Queue	2045 Recommended Length
County Line & Beacon Lite (#1) <i>Signalized</i>					
Eastbound Left	DNE	155'	C	207'	C
Eastbound Right	DNE	25'	155'+160'T	25'	155'+160'T
Northbound Left	DNE	25'	155'+160'T	25'	155'+160'T
Southbound Right	DNE	25'	155'+160'T	25'	155'+160'T
County Line & I-25 SB (#2) <i>Signalized</i>					
Eastbound Right	DNE	25'	C	25'	C
Westbound Left	275'	179'	275'+300'	275'	275'+300'
County Line & I-25 NB (#3) <i>Signalized</i>					
Eastbound Left	275'	232'	275'+C	308'	275'+C
Northbound Left	DNE	175'	C	186'	C
Northbound Right	DNE	49'	300'	56'	300'
County Line & Monument Hill (#4)					
Eastbound Left	DNE	25'	75'	25'	75'
Eastbound Right	DNE	25'	140'	25'	140'
Westbound Left	DNE	25'	225'	42'	225'
Northbound Right	DNE	25'	175'	25'	175'
Beacon Lite North Access (#6)					
Westbound Left	DNE	25'	C	25'	C
Westbound Right	DNE	25'	C	25'	C
Southbound Left	DNE	161' DL	330'+160'T/C	157' DL	330'+160'T/C
Beacon Lite South Access (#7) Southbound Left	DNE	25'	255'+160'T	25'	255'+160'T

DNE = Does Not Exist; C = Continuous; DL = Dual Left Turn Lanes; T = Taper; **Blue** Text = Recommendation; * = contained by external spillback lane

The vehicle queues are all anticipated to remain within the existing or recommended turn lane lengths through 2045. Of note, the eastbound left turn lane at the I-25 North Ramp intersection provides an additional eastbound through lane for spillback queue. Likewise, the westbound left turn lane at the I-25 South Ramp intersection will provide an additional 300 feet of length for spillback queue.

5.5 Access Spacing Requirements and Internal Roadway Classifications

According to El Paso County 2024 Major Transportation Corridors Plan Update, County Line Road is classified as a minor arterial roadway and Beacon Lite Road is classified as a collector roadway. The following identifies the intersection spacing requirements for the access intersections associated with the project:

County Line Road Right-Out Only Access

The proposed right-out is located approximately 500 feet west of the I-25 Southbound Ramp intersection (measured right-of-way line to centerline). Coordination with CDOT and the Town of Palmer Lake is underway to allow a right-out only driveway access to County Line Road.

Beacon Lite North Access (Full)

The proposed full movement North Access is located approximately 740 feet south of County Line Road and Beacon Lite Road intersection (measured centerline to centerline). According to the El Paso County Engineering Criteria Manual Table 2-35 and a posted limit of 35 mph, access for a four-lane roadway should be located a minimum of 420 feet south of County Line Road. Therefore, the proposed access location meets spacing requirements. Of note, coordination with the Town of Palmer Lake is ongoing.

Beacon Lite South Access (Full)

The proposed full movement South Access is located approximately 550 feet south of the north access intersection (measured centerline to centerline) and 750 feet north of Bricker Road. According to the El Paso County Engineering Criteria Manual and posted speed limit of 35 mph, access spacing off a two-lane roadway should provide a minimum of 350 feet south of the north access. Therefore, the proposed access location meets El Paso County's spacing requirements. Of note, coordination with the Town of Palmer Lake is ongoing.

County Line Road is a four-lane urban principal arterial roadway between the north access and the I-25 Southbound Ramp with an ADT of 24,850. County Line Road west of Beacon Lite Road and east of I-25 Northbound Ramp meets the ADT threshold of 20,000 vehicles per day for a two-lane rural minor arterial roadway. Likewise, Beacon Lite Road meets the average daily traffic threshold volumes of 10,000 vehicles per hour south of the project's north access as a collector with 2,790 daily vehicles.

5.6 Sight Distance Evaluation

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. El Paso County Engineering Criteria Manual (ECM) design intersection sight distances for left turn and right turning from stop were evaluated at the unsignalized project accesses along County Line Road and Beacon Lite Road. The following identifies sight distance requirements for the access intersections associated with the project:

County Line Road Right-Out Only Access

Based on ECM Table 2-35: Entering Sight Distance with a speed of 35 mph, the sight distance for a vehicle turning right from stop is 525 feet for a single unit truck design vehicle. Therefore, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 10 feet from the edge of the major road traveled way and a line-of-sight distance of 525 feet located in the middle of the eastbound through lane along County Line Road. Therefore, it is believed that the proposed access along County Line Road is appropriately located to provide necessary sight distances.

Beacon Lite Road South Access

With El Paso County standards and a roadway speed of 35 miles per hour along Beacon Lite Road (consistent with ECM Table 2-35, speed limit of 35 mph), the entering sight distance for a vehicle turning left and right from stop is 525 feet for a single unit truck design vehicle. Therefore, all obstructions for left turning vehicles from stop should be clear to the right within the triangle created with a vertex point located 10 feet from the edge of the major road traveled way and a line-of-sight distance of 525 feet located in the middle of the southbound through lane along Beacon Lite Road. Likewise, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 10 feet from the edge of the major road traveled way and a line-of-sight distance of 525 feet located in the middle of the northbound through lane along Beacon Lite Road. Therefore, it is believed that the proposed access along Beacon Lite Road is appropriately located to provide necessary sight distances.

5.7 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersections recommended improvements and control for the 2028 horizon are shown in **Figure 12** while the key intersections recommended improvements and control for the 2045 horizon are shown in **Figure 13**.

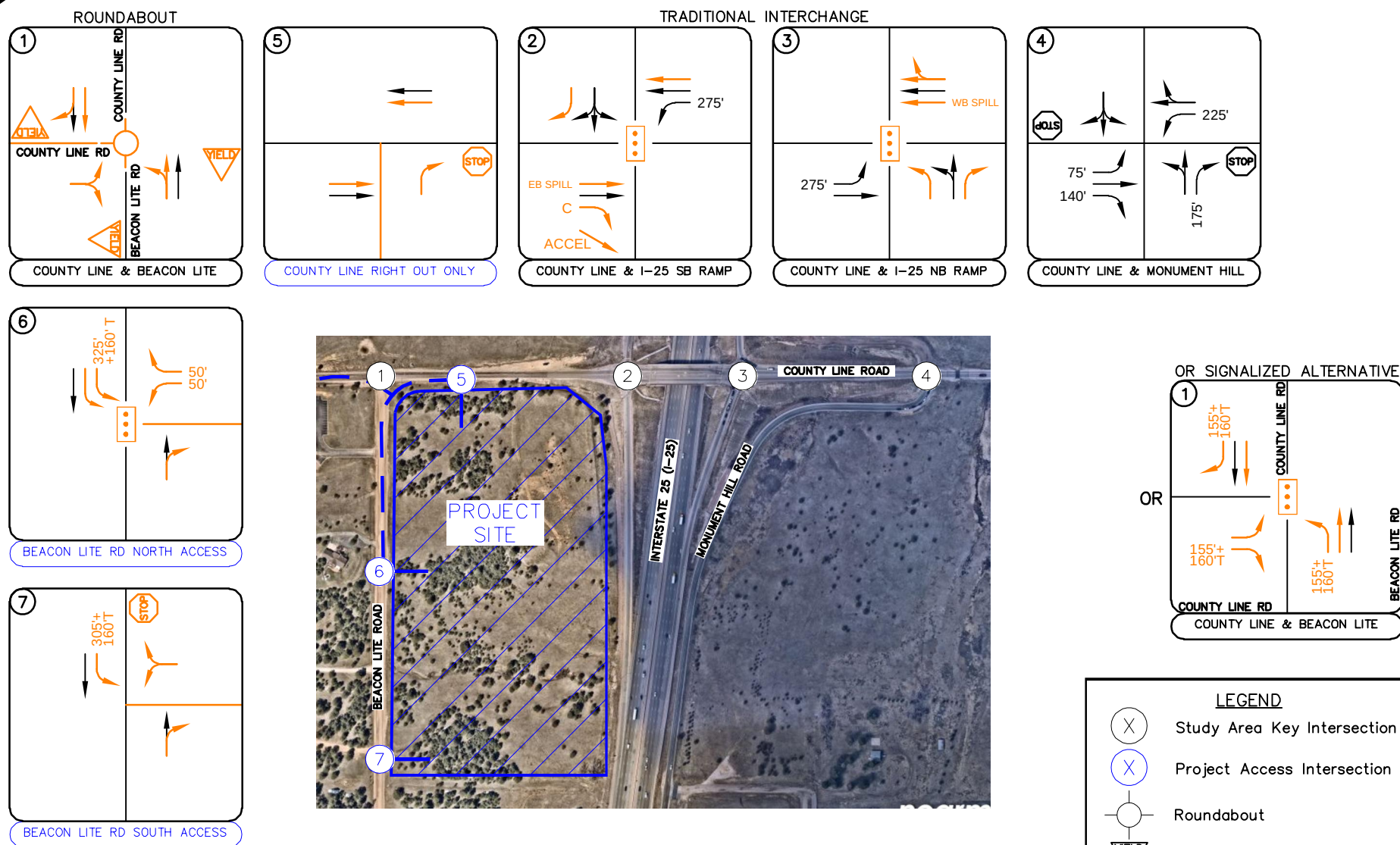


FIGURE 12
TRAVEL CENTER PALMER LAKE
PALMER LAKE, COLORADO
2028 RECOMMENDED GEOMETRY AND CONTROL



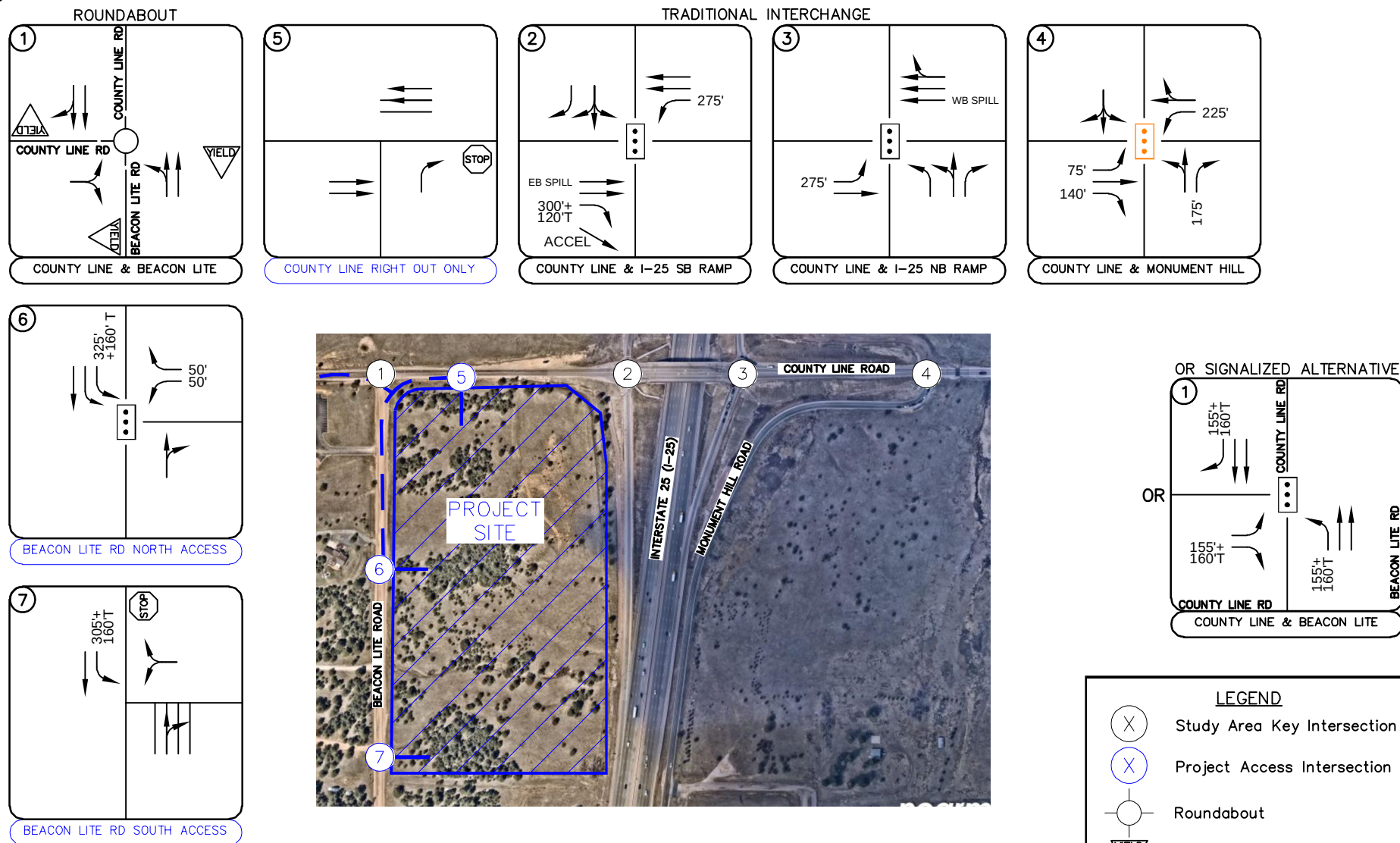


FIGURE 13
TRAVEL CENTER PALMER LAKE
PALMER LAKE, COLORADO
2045 RECOMMENDED GEOMETRY AND CONTROL



6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Travel Center Palmer Lake will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2028 Recommendations

- With construction of the project, the I-25 and County Line Road interchange ramp terminals will need to be converted to a signal. Traffic signals are the preferred intersection control recommended by this study. In order to utilize the existing bridge deck (approximately 72 feet), a traditional diamond interchange can provide two westbound through lanes, a westbound left turn lane, an eastbound left turn lane, and a single eastbound through lane between the two ramps at 12 feet per lane. Additionally, the northbound off-ramp is recommended to provide three approach lanes including a separate left turn lane, a shared left turn/through lane, and right turn lane while the southbound off-ramp is recommended to provide two approach lanes including a lane shared for all movements and a separate right turn lane. The left turn lanes onto the I-25 on-ramps will each provide a spillback lane for additional queues.
- The County Line Road and Beacon Lite Road (#1) intersection is recommended to be realigned by converting the major through movements to the existing east (County Line Road) and south (Beacon Lite Road) legs of this intersection while the west leg of County Line Road will intersect into the new roadway alignment. This will convert a high volume of northbound right turn movements and westbound left turn movements into the major through movements. This realigned intersection will either need to be signalized or provide roundabout control. As a signal, the west leg minor approach is recommended to provide a separate left and right turn lane while the major approaches would provide two northbound and southbound through lanes, a separate northbound left turn lane, and a separate right turn lane. However, as a roundabout, the northbound/southbound realigned roadway is recommended to provide two approach lanes, and the eastbound approach is recommended to provide a single lane for shared movements.

- Two full movement project accesses are being proposed along Beacon Lite Road while one right-out only access is proposed along County Line Road. The following summarizes the recommendations of the three proposed project accesses:
 - o A right-out only access along County Line Road (#5) is recommended to provide a R1-1 “STOP” sign on the northbound approach with a R3-1 No Left Turn sign below the R1-1 sign. The exiting approach of this access should also be oriented to only allow exiting right turn movements.
 - o The north access (#6) along Beacon Lite Road should be signalized as a T-intersection. Dual southbound left turn lanes are identified by the project team to be provided due to the high volume of entering left turn movements. The inside left turn lane is recommended to provide a length of 325 feet plus a 160-foot taper while the outside left turn lane will be continuous drop lane from the inside through lane. The westbound approach will provide separate left and right turn lanes with the right turn movement operating under free-flowing conditions.
 - o A full movement access (#7) is proposed at the south end of the site along Beacon Lite Road. The intersection can operate with stop control on the westbound approach. A southbound left turn lane is recommended to be installed to provide a length of 305 feet plus a 160-foot taper.
- The church on the southwest corner of the County Line Road and Beacon Lite Road intersection currently has one full movement access along Beacon Lite Road and no other points of access. This access to the church along Beacon Lite Road is proposed to be restricted to right-in/right-out movements due to the proximity to the future realigned intersection of County Line Road and Beacon Lite Road. Therefore, the project team will coordinate with the church and the Town of Palmer Lake regarding the possibility of incorporating a second point of access along County Line Road or Bull Pine Point for the church.
- Additionally, site generated traffic associated with the Monument Ridge East development located on the southeast corner of County Line Road and Monument Hill Road intersection were added directly to the study intersections. With the development of the Monument Ridge East site, Monument Hill Road will be realigned and provide separate eastbound left and right turn lanes, a separate westbound left turn lane, and a separate northbound right turn lane.

2045 Recommendations

- As identified in other traffic studies, the County Line Road and Monument Hill Road intersection is expected to be signalized in the long-term horizon.

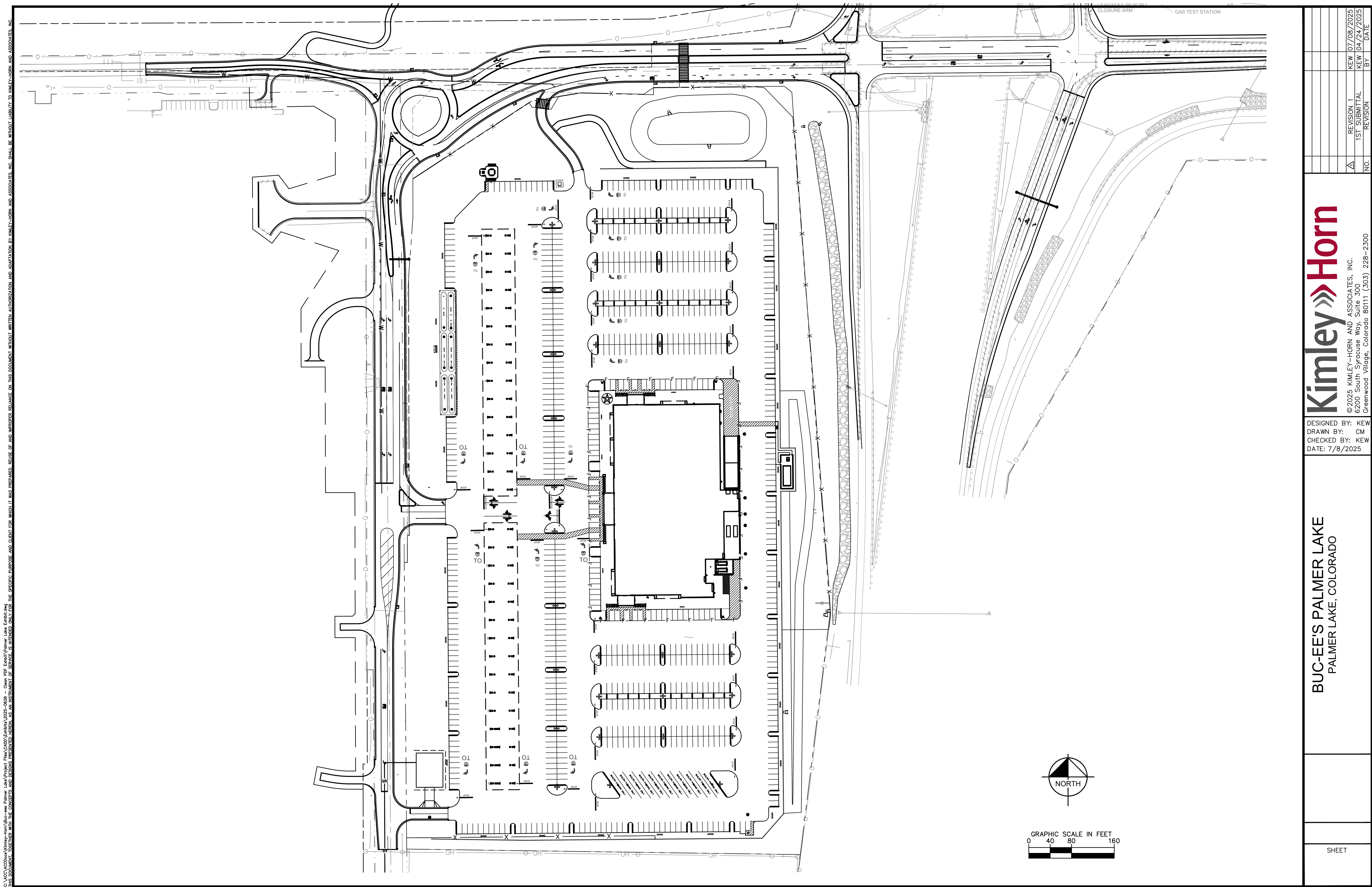
General Recommendations

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the Palmer Lake, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

APPENDICES

APPENDIX A

Conceptual Site Plan



BUC-EE'S PALMER LAKE
PALMER LAKE, COLORADO

Kimley»Horn

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DESIGNED BY: KEW
DRAWN BY: CM
CHECKED BY: KEW
DATE: 7/8/2025

SHEET

NO.	REVISION	BY	DATE
1	REVISION 1	KEW	07/08/2025
2	1ST SUBMITTAL	KEW	04/24/2025

APPENDIX B

Intersection Count Sheets

Beacon Lite Rd Palmer Divide Rd

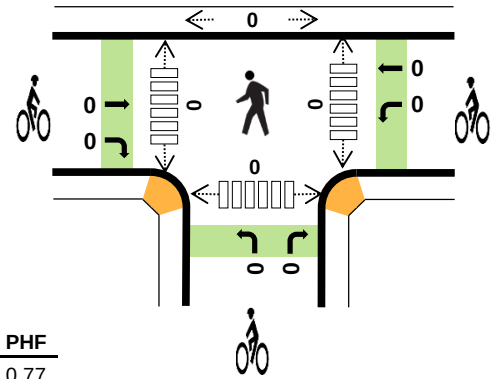
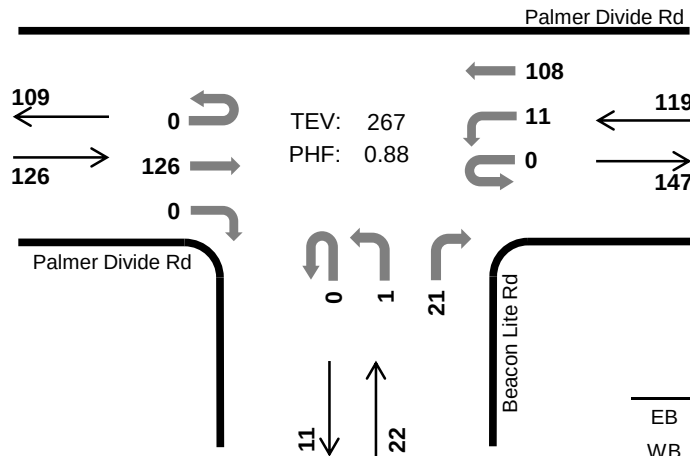


Peak Hour

Date: 05/08/2024

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

Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	0.0%	0.77
WB	4.2%	0.68
NB	0.0%	0.50
SB	-	-
TOTAL	1.9%	0.88

Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	22	0	0	1	16	0	0	0	0	6	0	0	0	0	45	0
7:15 AM		0	0	41	0	0	1	20	0	0	1	0	10	0	0	0	0	73	0
7:30 AM		0	0	41	0	0	3	26	0	0	0	0	6	0	0	0	0	76	0
7:45 AM		0	0	23	0	0	4	40	0	0	0	0	4	0	0	0	0	71	265
8:00 AM		0	0	21	0	0	3	22	0	0	0	0	1	0	0	0	0	47	267
8:15 AM		0	0	22	1	0	4	25	0	0	0	0	9	0	0	0	0	61	255
8:30 AM		0	0	17	3	0	3	26	0	0	0	0	3	0	0	0	0	52	231
8:45 AM		0	0	29	1	0	5	17	0	0	0	0	12	0	0	0	0	64	224
Count Total		0	0	216	5	0	24	192	0	0	1	0	51	0	0	0	0	489	0
Peak Hour	All	0	0	126	0	0	11	108	0	0	1	0	21	0	0	0	0	267	0
	HV	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	-	0%	-	-	0%	5%	-	-	0%	-	0%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	7	6	1	0	14	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	4
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
8:15 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	7
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	10
8:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	0	6	1	0	0	6	0	0	0	0	1	0	0	0	0	14	0
Peak Hour	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0

Two-Hour Count Summaries - Bikes

Interval Start	Palmer Divide Rd			Palmer Divide Rd			Beacon Lite Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Beacon Lite Rd Palmer Divide Rd

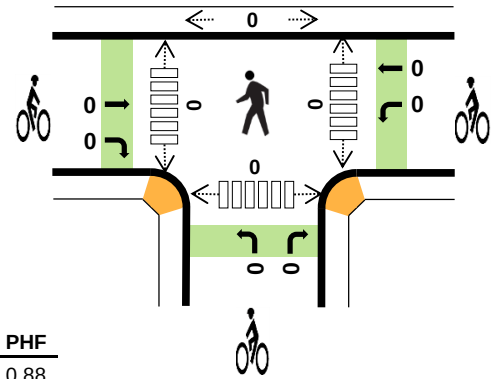
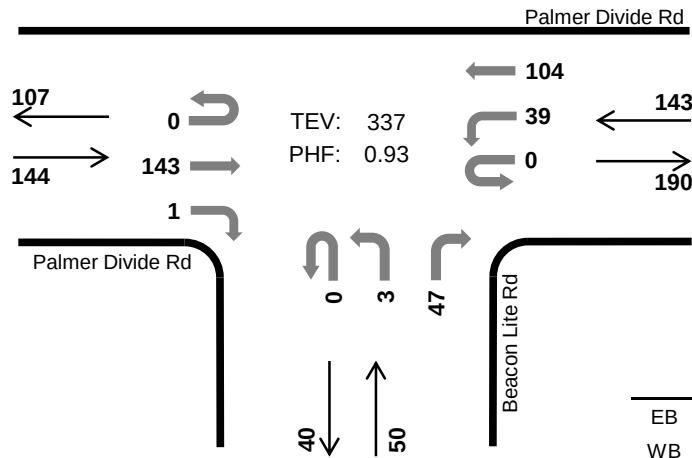


Peak Hour

Date: 05/08/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	4.2%	0.88
WB	1.4%	0.89
NB	4.0%	0.78
SB	-	-
TOTAL	3.0%	0.93

Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	36	0	0	10	28	0	0	0	0	13	0	0	0	0	87	0
4:15 PM		0	0	35	1	0	13	27	0	0	0	0	9	0	0	0	0	85	0
4:30 PM		0	0	41	0	0	5	29	0	0	1	0	15	0	0	0	0	91	0
4:45 PM		0	0	31	0	0	11	20	0	0	2	0	10	0	0	0	0	74	337
5:00 PM		0	0	32	4	0	4	23	0	0	0	0	8	0	0	0	0	71	321
5:15 PM		0	0	31	0	0	9	25	0	0	0	0	3	0	0	0	0	68	304
5:30 PM		0	0	26	0	0	10	18	0	0	1	0	6	0	0	0	0	61	274
5:45 PM		0	0	32	3	0	12	27	0	0	0	0	13	0	0	0	0	87	287
Count Total		0	0	264	8	0	74	197	0	0	4	0	77	0	0	0	0	624	0
Peak Hour	All	0	0	143	1	0	39	104	0	0	3	0	47	0	0	0	0	337	0
	HV	0	0	5	1	0	1	1	0	0	0	0	2	0	0	0	0	10	0
	HV%	-	-	3%	100%	-	3%	1%	-	-	0%	-	4%	-	-	-	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	7	9	2	0	18	0	0	0	0	0	0	0	0	0	0
Peak Hr	6	2	2	0	10	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

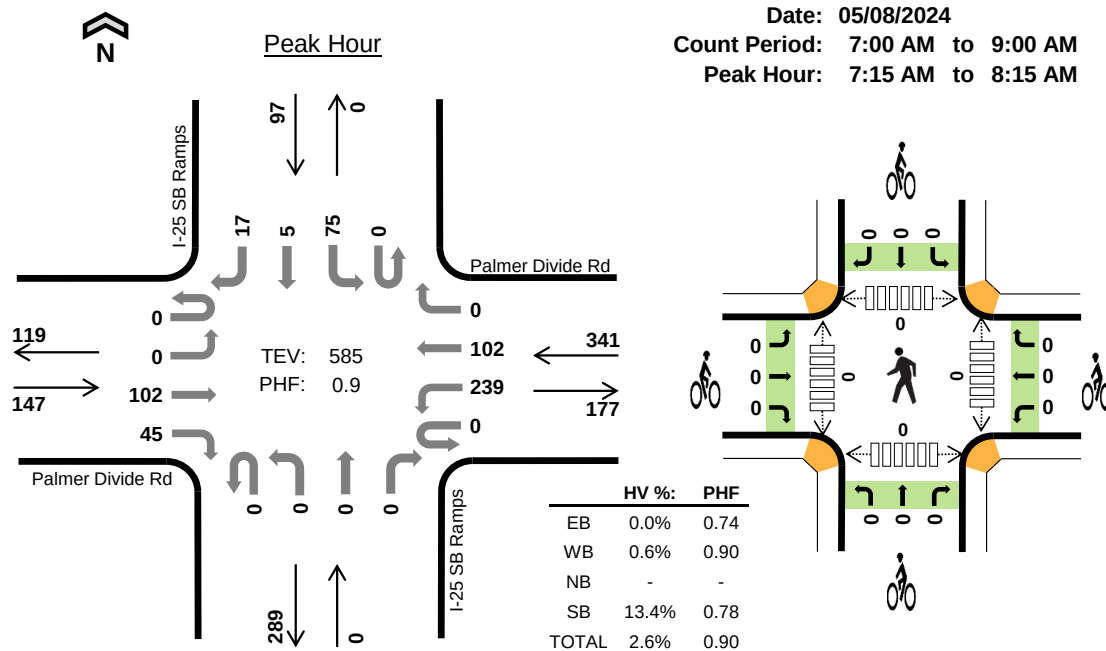
Interval Start	Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	10
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	6
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	8
Count Total	0	0	6	1	0	2	7	0	0	0	0	2	0	0	0	0	18	0
Peak Hour	0	0	5	1	0	1	1	0	0	0	0	2	0	0	0	0	10	0

Two-Hour Count Summaries - Bikes

Interval Start	Palmer Divide Rd			Palmer Divide Rd			Beacon Lite Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

I-25 SB Ramps Palmer Divide Rd



Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	20	9	0	46	16	0	0	0	0	0	0	20	1	1	113	0
7:15 AM		0	0	43	7	0	54	20	0	0	0	0	0	0	24	2	1	151	0
7:30 AM		0	0	29	19	0	61	28	0	0	0	0	0	0	21	1	3	162	0
7:45 AM		0	0	18	9	0	64	31	0	0	0	0	0	0	19	1	11	153	579
8:00 AM		0	0	12	10	0	60	23	0	0	0	0	0	0	11	1	2	119	585
8:15 AM		0	0	16	14	0	52	21	0	0	0	0	0	0	16	0	8	127	561
8:30 AM		0	0	11	10	0	48	27	0	0	0	0	0	0	11	1	1	109	508
8:45 AM		0	0	28	13	0	27	18	0	0	0	0	0	0	20	2	4	112	467
Count Total		0	0	177	91	0	412	184	0	0	0	0	0	0	142	9	31	1,046	0
Peak Hour	All	0	0	102	45	0	239	102	0	0	0	0	0	0	75	5	17	585	0
	HV	0	0	0	0	0	1	1	0	0	0	0	0	0	7	2	4	15	0
	HV%	-	-	0%	0%	-	0%	1%	-	-	-	-	-	-	9%	40%	24%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

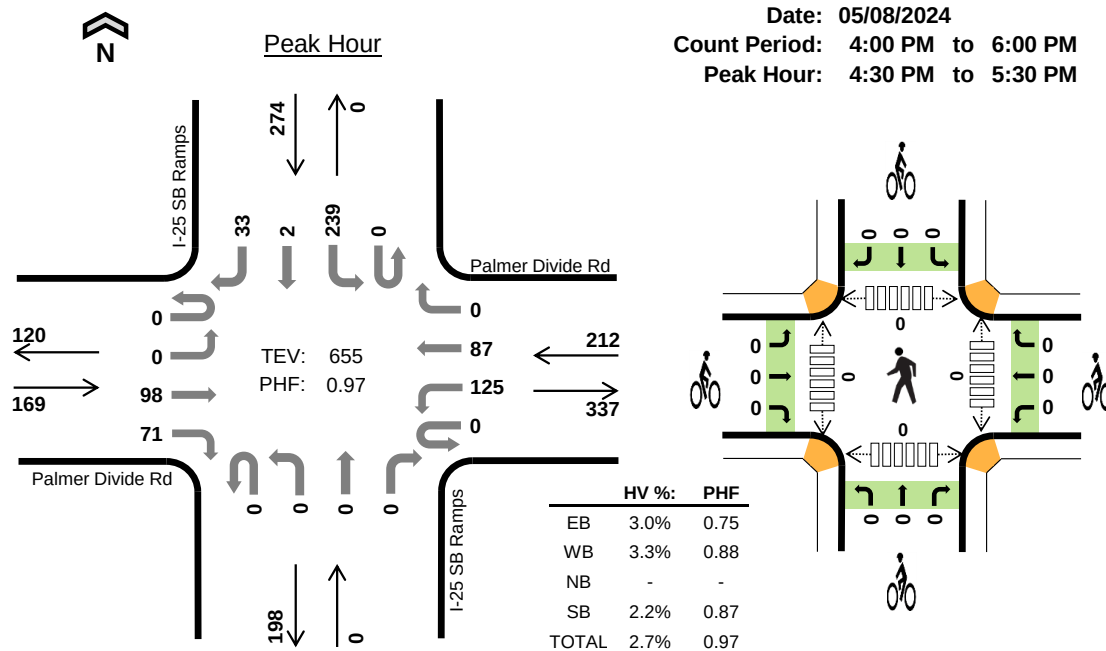
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	0	3	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	1	0	2	6	0	0	0	0	0	0	0	0	0	0
Count Total	7	6	0	20	33	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	2	0	13	15	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	3	8	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	15
8:15 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0	4	17
8:30 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	2	1	0	7	21
8:45 AM	0	0	3	0	0	1	0	0	0	0	0	0	0	0	2	0	0	6	19
Count Total	0	0	6	1	0	4	2	0	0	0	0	0	0	0	12	4	4	33	0
Peak Hour	0	0	0	0	0	1	1	0	0	0	0	0	0	0	7	2	4	15	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 SB Ramps			I-25 SB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

I-25 SB Ramps Palmer Divide Rd



Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	32	18	0	23	27	0	0	0	0	0	0	61	2	10	173	0
4:15 PM		0	0	29	17	0	26	36	0	0	0	0	0	0	40	1	8	157	0
4:30 PM		0	0	35	21	0	33	23	0	0	0	0	0	0	45	1	8	166	0
4:45 PM		0	0	20	20	0	26	13	0	0	0	0	0	0	63	0	16	158	654
5:00 PM		0	0	28	12	0	39	21	0	0	0	0	0	0	62	0	6	168	649
5:15 PM		0	0	15	18	0	27	30	0	0	0	0	0	0	69	1	3	163	655
5:30 PM		0	0	15	17	0	34	22	0	0	0	0	0	0	54	3	8	153	642
5:45 PM		0	0	29	16	0	23	31	0	0	0	0	0	0	48	1	10	158	642
Count Total		0	0	203	139	0	231	203	0	0	0	0	0	0	442	9	69	1,296	0
Peak Hour	All	0	0	98	71	0	125	87	0	0	0	0	0	0	239	2	33	655	0
	HV	0	0	5	0	0	6	1	0	0	0	0	0	0	4	0	2	18	0
	HV%	-	-	5%	0%	-	5%	1%	-	-	-	-	-	-	2%	0%	6%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

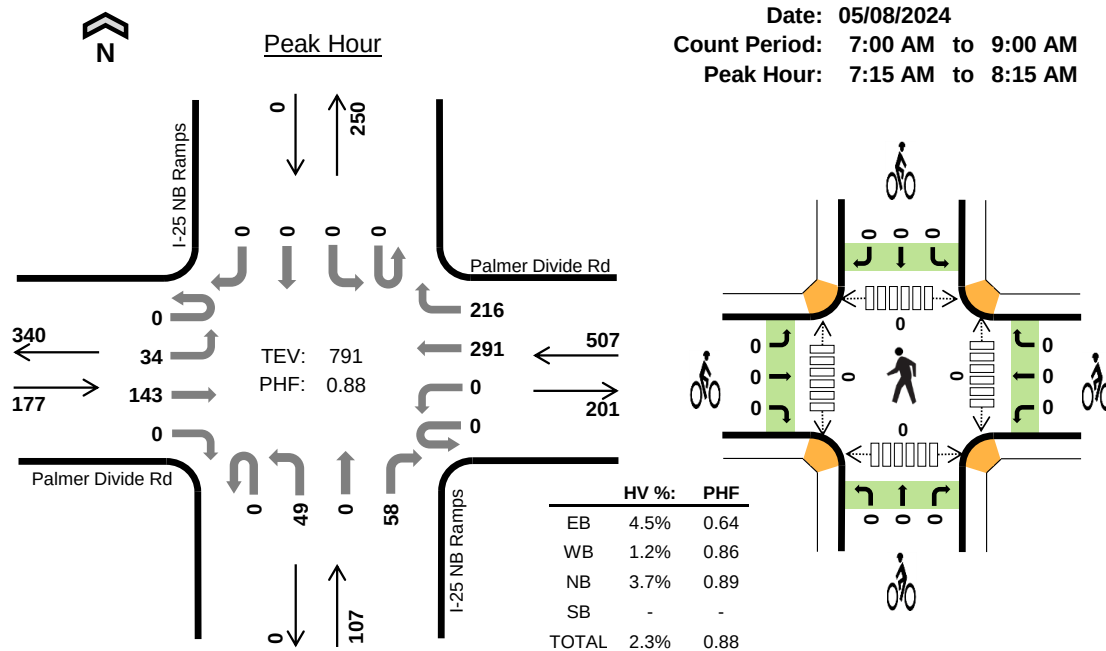
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	0	0	2	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	5	0	1	7	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0
Count Total	8	17	0	11	36	0	0	0	0	0	0	0	0	0	0
Peak Hour	5	7	0	6	18	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
4:15 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	4	0
4:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	6	0
4:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	15
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	2	6	19
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	3	18
5:30 PM	0	0	1	0	0	4	1	0	0	0	0	0	0	0	0	1	0	7	19
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	5	21
Count Total	0	0	6	2	0	12	5	0	0	0	0	0	0	0	5	2	4	36	0
Peak Hour	0	0	5	0	0	6	1	0	0	0	0	0	0	0	4	0	2	18	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

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

I-25 NB Ramps Palmer Divide Rd



Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	11	30	0	0	0	59	52	0	3	2	8	0	0	0	0	165	0
7:15 AM		0	11	58	0	0	0	66	57	0	10	0	13	0	0	0	0	215	0
7:30 AM		0	8	42	0	0	0	75	72	0	11	0	17	0	0	0	0	225	0
7:45 AM		0	9	25	0	0	0	78	37	0	15	0	11	0	0	0	0	175	780
8:00 AM		0	6	18	0	0	0	72	50	0	13	0	17	0	0	0	0	176	791
8:15 AM		0	10	22	0	0	0	62	47	0	11	1	13	0	0	0	0	166	742
8:30 AM		0	5	17	0	0	0	58	47	0	16	0	22	0	0	0	0	165	682
8:45 AM		0	14	34	0	0	0	36	32	0	10	2	22	0	0	0	0	150	657
Count Total		0	74	246	0	0	0	506	394	0	89	5	123	0	0	0	0	1,437	0
Peak Hour	All	0	34	143	0	0	0	291	216	0	49	0	58	0	0	0	0	791	0
	HV	0	0	8	0	0	0	2	4	0	0	0	4	0	0	0	0	18	0
	HV%	-	0%	6%	-	-	-	1%	2%	-	0%	-	7%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	4	2	0	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	3	2	0	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	4	3	0	11	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	18	14	11	0	43	0	0	0	0	0	0	0	0	0	0
Peak Hour	8	6	4	0	18	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	4	0	0	0	1	3	0	0	0	2	0	0	0	0	10	0
7:45 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	18
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	18
8:15 AM	0	1	1	0	0	0	0	3	0	0	1	1	0	0	0	0	7	24
8:30 AM	0	1	3	0	0	0	1	3	0	2	0	1	0	0	0	0	11	25
8:45 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	25
Count Total	0	4	14	0	0	0	4	10	0	2	1	8	0	0	0	0	43	0
Peak Hour	0	0	8	0	0	0	2	4	0	0	0	4	0	0	0	0	18	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			I-25 NB Ramps			I-25 NB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

I-25 NB Ramps Palmer Divide Rd

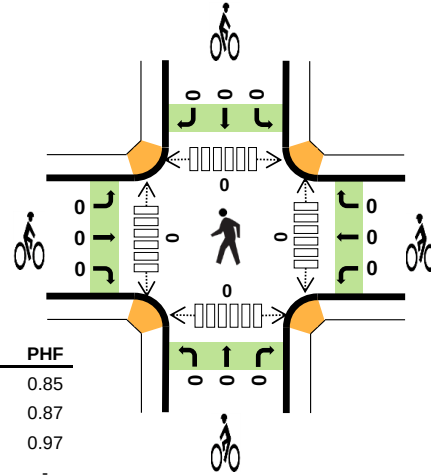
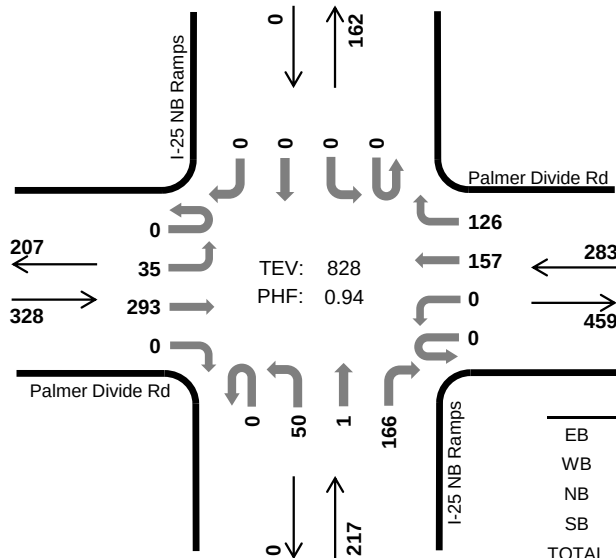


Peak Hour

Date: 05/08/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	8	89	0	0	0	40	30	0	12	1	41	0	0	0	0	221	0
4:15 PM		0	9	61	0	0	0	45	36	0	16	0	40	0	0	0	0	207	0
4:30 PM		0	7	70	0	0	0	40	35	0	15	0	37	0	0	0	0	204	0
4:45 PM		0	11	73	0	0	0	32	25	0	7	0	48	0	0	0	0	196	828
5:00 PM		0	11	79	0	0	0	52	27	0	10	1	34	0	0	0	0	214	821
5:15 PM		0	5	80	0	0	0	46	20	0	8	1	40	0	0	0	0	200	814
5:30 PM		0	3	63	0	0	0	43	27	0	13	1	32	0	0	0	0	182	792
5:45 PM		0	7	70	0	0	0	40	22	0	15	0	41	0	0	0	0	195	791
Count Total		0	61	585	0	0	0	338	222	0	96	4	313	0	0	0	0	1,619	0
Peak Hour	All	0	35	293	0	0	0	157	126	0	50	1	166	0	0	0	0	828	0
	HV	0	4	4	0	0	0	3	2	0	1	0	0	0	0	0	0	14	0
	HV%	-	11%	1%	-	-	-	2%	2%	-	2%	0%	0%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

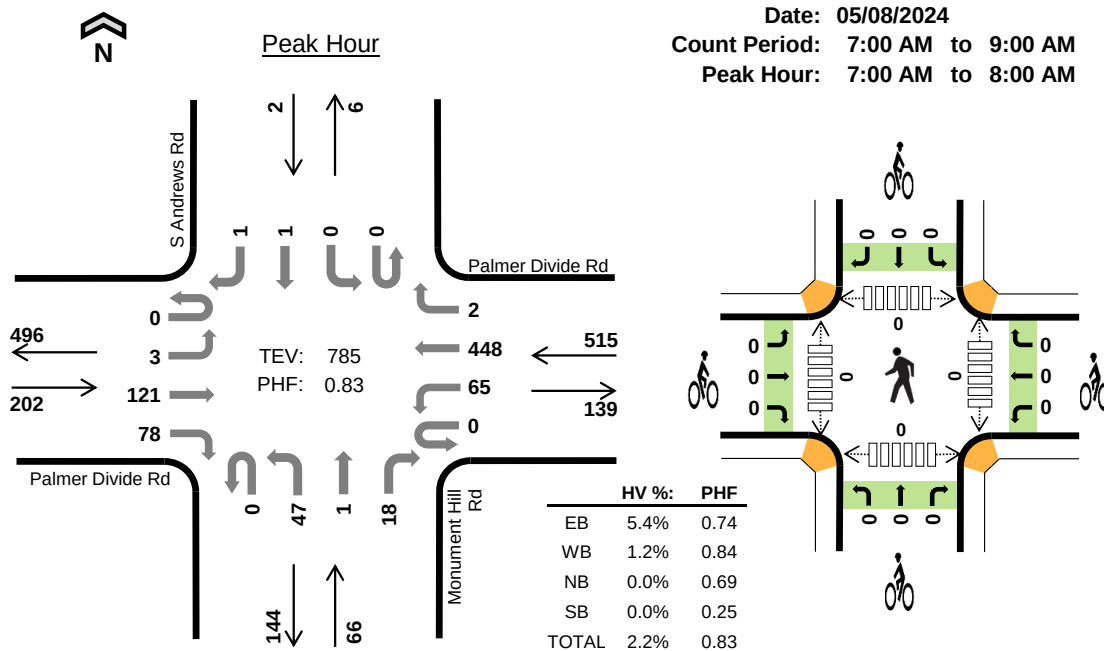
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	6	1	0	8	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	5	0	7	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	11	16	9	0	36	0	0	0	0	0	0	0	0	0	0
Peak Hour	8	5	1	0	14	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	0	1	2	0	1	0	0	0	0	0	0	6	0
4:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4	14
5:00 PM	0	0	1	0	0	0	3	3	0	0	1	0	0	0	0	0	8	22
5:15 PM	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	4	20
5:30 PM	0	0	1	0	0	0	1	0	0	4	1	0	0	0	0	0	7	23
5:45 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	22
Count Total	0	4	7	0	0	0	11	5	0	6	3	0	0	0	0	0	36	0
Peak Hour	0	4	4	0	0	0	3	2	0	1	0	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

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

Monument Hill Rd Palmer Divide Rd



Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				Monument Hill Rd				S Andrews Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	19	18	0	14	99	0	0	16	0	1	0	0	0	0	167	0
7:15 AM		0	0	36	32	0	25	111	0	0	10	1	7	0	0	0	0	222	0
7:30 AM		0	1	36	21	0	22	131	1	0	16	0	8	0	0	0	0	236	0
7:45 AM		0	2	30	7	0	4	107	1	0	5	0	2	0	0	1	1	160	785
8:00 AM		0	0	29	4	0	3	112	0	0	9	0	1	0	1	0	2	161	779
8:15 AM		0	1	28	6	0	2	104	0	0	5	0	2	0	0	0	0	148	705
8:30 AM		0	1	36	4	0	4	94	0	0	8	0	2	0	0	0	1	150	619
8:45 AM		0	1	48	8	0	5	61	0	0	6	0	3	0	0	0	2	134	593
Count Total		0	6	262	100	0	79	819	2	0	75	1	26	0	1	1	6	1,378	0
Peak Hour	All	0	3	121	78	0	65	448	2	0	47	1	18	0	0	1	1	785	0
	HV	0	0	11	0	0	0	6	0	0	0	0	0	0	0	0	0	17	0
	HV%	-	0%	9%	0%	-	0%	1%	0%	-	0%	0%	0%	-	-	0%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	6	4	0	0	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	2	2	0	8	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	22	12	2	0	36	0	0	0	0	0	0	0	0	0	0
Peak Hour	11	6	0	0	17	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				Monument Hill Rd				S Andrews Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	0
7:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	17
8:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
8:15 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	23
8:30 AM	0	0	4	0	0	0	2	0	0	2	0	0	0	0	0	0	8	21
8:45 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	19
Count Total	0	0	21	1	0	0	12	0	0	2	0	0	0	0	0	0	36	0
Peak Hour	0	0	11	0	0	0	6	0	0	0	0	0	0	0	0	0	17	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Palmer Divide Rd			Palmer Divide Rd			Monument Hill Rd			S Andrews Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Monument Hill Rd Palmer Divide Rd

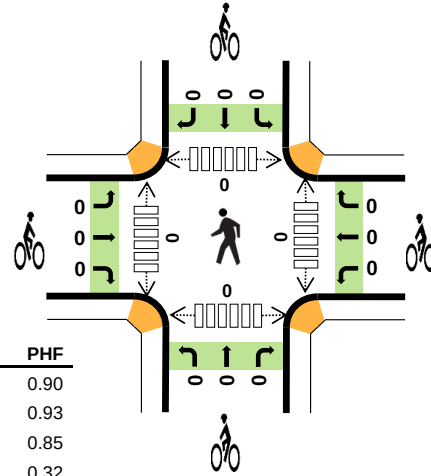
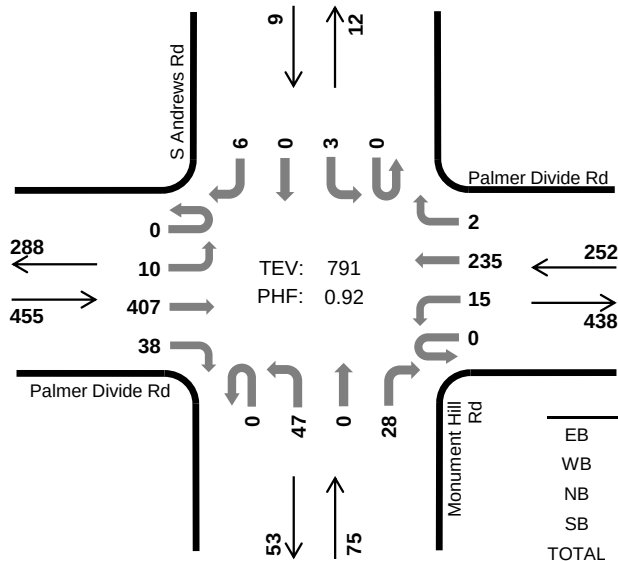


Peak Hour

Date: 05/08/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



Two-Hour Count Summaries

Interval Start		Palmer Divide Rd				Palmer Divide Rd				Monument Hill Rd				S Andrews Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	113	12	0	3	62	0	0	11	0	10	0	0	0	2	214	0
4:15 PM		0	4	88	9	0	8	60	0	0	17	0	5	0	0	0	0	191	0
4:30 PM		0	1	98	8	0	0	61	2	0	11	0	6	0	0	0	0	187	0
4:45 PM		0	4	108	9	0	4	52	0	0	8	0	7	0	3	0	4	199	791
5:00 PM		0	2	104	9	0	2	68	0	0	4	0	4	0	1	0	4	198	775
5:15 PM		0	0	109	10	0	3	56	0	0	9	0	4	0	0	0	0	191	775
5:30 PM		0	1	90	7	0	1	59	0	0	8	0	7	0	1	0	1	175	763
5:45 PM		0	1	98	12	0	5	55	0	0	6	0	2	0	0	1	1	181	745
Count Total		0	14	808	76	0	26	473	2	0	74	0	45	0	5	1	12	1,536	0
Peak Hour	All	0	10	407	38	0	15	235	2	0	47	0	28	0	3	0	6	791	0
	HV	0	0	2	2	0	0	5	0	0	0	0	1	0	0	0	0	10	0
	HV%	-	0%	0%	5%	-	0%	2%	0%	-	0%	-	4%	-	0%	-	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	7	16	3	0	26	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	5	1	0	10	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Palmer Divide Rd				Palmer Divide Rd				Monument Hill Rd				S Andrews Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	10
5:00 PM	0	0	1	0	0	0	5	0	0	0	0	1		0	0	0	0	7	16
5:15 PM	0	0	1	0	0	0	3	0	0	0	0	0		0	0	0	0	4	16
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0		0	0	0	0	2	16
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	1		0	0	0	0	3	16
Count Total	0	0	5	2	0	0	16	0	0	0	0	3		0	0	0	0	26	0
Peak Hour	0	0	2	2	0	0	5	0	0	0	0	1		0	0	0	0	10	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Palmer Divide Rd				Palmer Divide Rd				Monument Hill Rd				S Andrews Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

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

APPENDIX C

Future Traffic Projections

MTCP Traffic Projections: Travel Center Monument

Location	2015	2040	Growth Factor	Annual Growth
Beacon Lite Road	4,900	8,800	1.80	2.37%
Total	4,900	8,800	1.80	2.37%



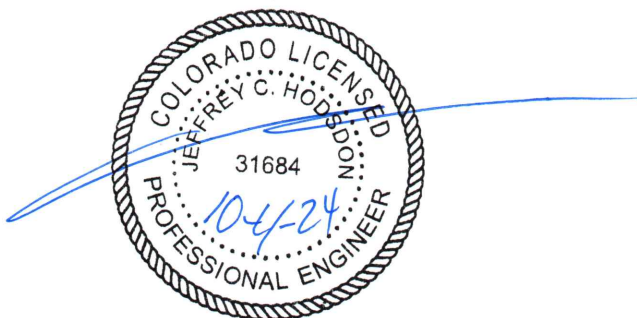
LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

Monument Ridge East Traffic Impact Study

EPC PCD File Nos. SP 241, P245, P246
(LSC #S234450)
October 4, 2024

Traffic Engineer's Statement

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



Developer's Statement

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

Date

Monument Ridge East

Traffic Impact Study

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

OCTOBER 4, 2024

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

LSC #S234450

PCD File No.: P245

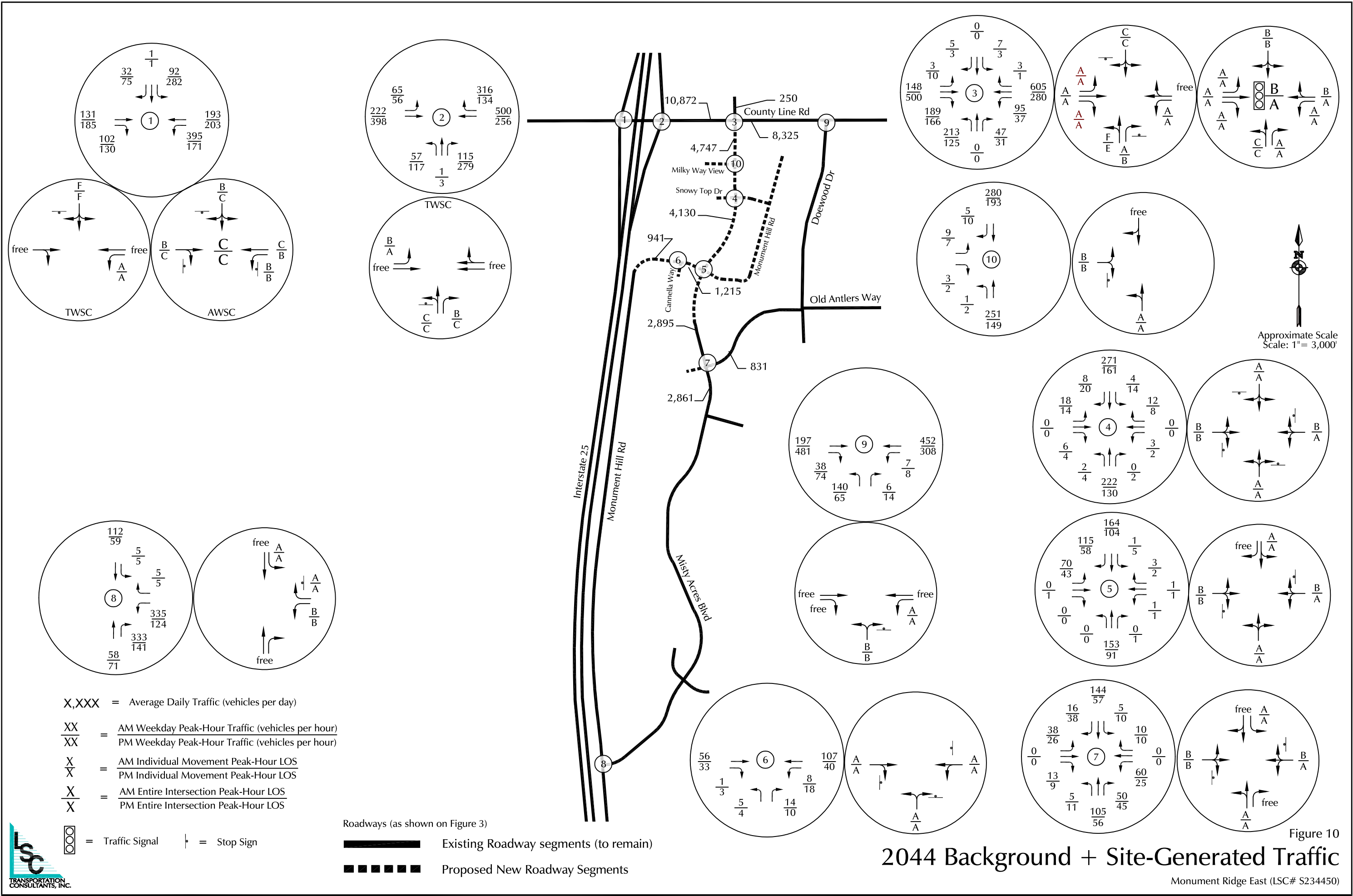


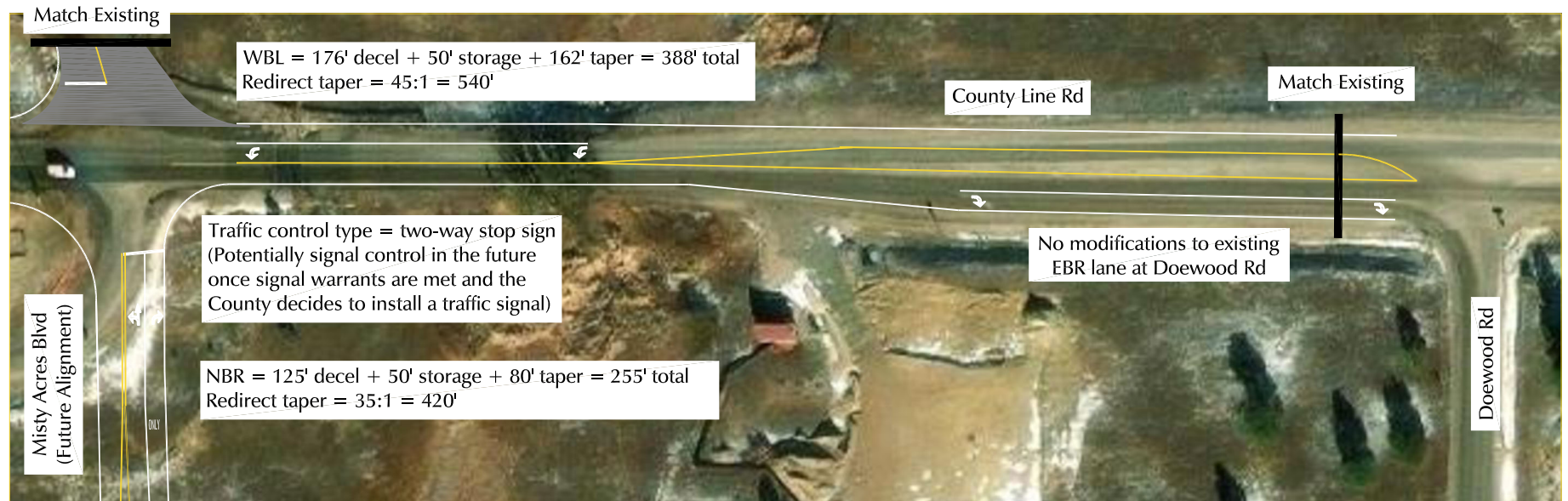
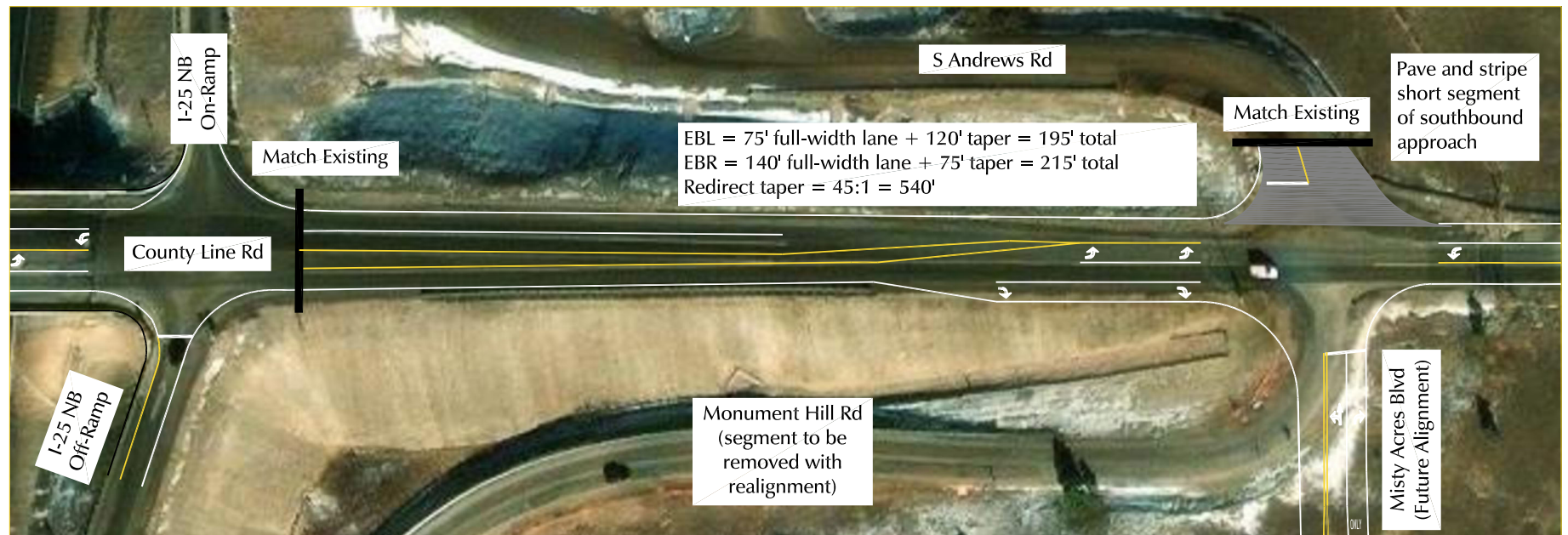


Figure 1

Vicinity

Monument Ridge East (LSC# S234450)



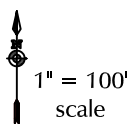


Note: All turn lane lengths have been adjusted for roadway grade per ECM Table 2-25

Proposed Laneage on County Line Rd

Monument Ridge East (LSC# S234450)

Figure 12





1" = 100'
scale

Figure 13
Proposed Laneage on Misty Acres Boulevard

Monument Ridge East (LSC# S234450)

APPENDIX D

Trip Generation Worksheets

Site	Freeway AADT	Fuel Pumps	Latitude	Longitude	Open Date	Data Collected (Start) Date	Weekday		Weekend	Weekday						
							Daily	% of AADT	Daily	Daily Rate	AM Rate	PM Rate	AM Enter %	AM Exit %	PM Enter %	PM Exit %
Calhoun, GA	66,000	120	34.440722	84.916833		7/16/2022	16,734	25%	24,520	139.45	7.21	9.79	53%	47%	50%	50%
Daytona Beach, FL	78,500	104	29.22379	81.10059		7/16/2023	22,945	29%	26,494	220.62	13.11	15.12	52%	48%	49%	51%
Leeds, AL	70,771	120	33.54452	86.58635		7/29/2022	17,444	25%	20,706	145.37	8.31	10.65	53%	47%	48%	52%
Loxley, AL	48,031	120	30.63444	87.67668		7/29/2022	17,550	37%	24,846	146.25	9.90	10.40	53%	47%	48%	52%
St Augustine, FL	101,500	104	29.98399	81.46386		7/16/2022	15,849	16%	19,351	152.39	9.67	10.65	52%	48%	49%	51%
Warner Robins, GA	75,300	116	32.58446	83.74033		7/16/2022	19,023	25%	25,637	163.99	9.29	11.45	53%	47%	48%	52%
Waller, TX	58,205	80	30.07198	95.93149		12/2/2015	24,314	42%	28,063	303.92	17.15	23.51	49%	51%	49%	51%
Texas City, TX	89,723	56	29.42856	95.06316		12/2/2015	20,364	23%	29,815	363.64	14.33	35.60	50%	50%	50%	50%
Baytown, TX	86,271	96	29.80095	94.99811		12/2/2015	19,095	22%	20,887	198.91	10.57	14.51	50%	50%	50%	50%
Terrell, TX	70,069	84	32.71731	96.31956		12/2/2015	14,789	21%	18,780	176.06	9.13	14.52	52%	48%	51%	49%
Luling, TX	36,657	64	29.65126	97.59244		12/2/2015	11,484	31%	16,625	179.44	11.65	12.79	53%	47%	51%	49%
New Braunfels, TX	99,816	120	29.72654	98.07826		12/2/2015	16,805	17%	26,775	56.87	3.08	4.46	61%	39%	61%	39%
Madisonville, TX	41,055	64	30.96617	95.88165		12/2/2015	16,786	41%	24,889	262.28	14.67	18.60	52%	48%	52%	48%
Fort Worth, TX	68,914	96	33.02445	97.27791		12/2/2015	13,251	19%	16,772	138.03	8.92	9.05	51%	49%	49%	51%
Katy, TX	109,000	124	29.78112	95.8421		12/2/2015	15,068	14%	13,482	121.52	7.47	8.82	49%	51%	47%	53%
All Sites Average	73,321	98					17,433	26%	22509	184.58	10.30	13.99	52%	48%	50%	50%
TX Sites Average	73,301	87					16,884	26%	21788	200.07	10.77	15.76	52%	48%	51%	49%
SE Sites Average	73,350	114					18,258	26%	23592	161.35	9.58	11.34	53%	47%	49%	51%
AL/GA Sites Average	65,026	119					17,688	28%	23,927	148.77	8.68	10.57	53%	47%	49%	52%

Oak Grove Trips	AADT*	Fuel Pumps		Daily	AM Total	PM Total	AM IN	AM OUT	PM IN	PM OUT
All Sites Average	75,000	120	19,500	22,150	1,236	1,679	643	593	840	840
TX Sites Average	75,000	120	19,500	24,008	1,292	1,891				
SE Sites Average	75,000	120	19,500	19,362	1,150	1,361				
AL/GA Sites Rates	40,200	120	11,256	17,852	1,042	1,268				



APPENDIX E

Intersection Analysis Worksheets

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	0	11	108	1	21
Future Vol, veh/h	126	0	11	108	1	21
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	143	0	13	123	1	24
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	143	0	292	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1427	-	699	905
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1427	-	692	905
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	870	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	893	-	-	1427	-	
HCM Lane V/C Ratio	0.028	-	-	0.009	-	
HCM Control Delay (s)	9.1	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	143	1	39	104	3	47
Future Vol, veh/h	143	1	39	104	3	47
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	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	4	4
Mvmt Flow	154	1	42	112	3	51
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	155	0	351	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1425	-	642	886
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	622	886
Mov Cap-2 Maneuver	-	-	-	-	622	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	806	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.1		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	864	-	-	1425	-	
HCM Lane V/C Ratio	0.062	-	-	0.029	-	
HCM Control Delay (s)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	0	12	125	1	23
Future Vol, veh/h	141	0	12	125	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	160	0	14	142	1	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	160
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1407
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1407
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	872	-	-	1407	-
HCM Lane V/C Ratio	0.031	-	-	0.01	-
HCM Control Delay (s)	9.3	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	1	43	117	3	52
Future Vol, veh/h	167	1	43	117	3	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	4	4
Mvmt Flow	180	1	46	126	3	56

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	181
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1394
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1394
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1394	-
HCM Lane V/C Ratio	0.071	-	-	0.033	-
HCM Control Delay (s)	9.6	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	20.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	19	626	125	19	347
Future Vol, veh/h	141	19	626	125	19	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	160	22	711	142	22	394
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	1735	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	1564	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1381	-	96	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	190	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	47	873
Mov Cap-2 Maneuver	-	-	-	-	47	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	92	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		8.6		52.9	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	457	-	-	1381	-	
HCM Lane V/C Ratio	0.91	-	-	0.515	-	
HCM Control Delay (s)	52.9	-	-	10.3	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	10.2	-	-	3.1	-	

HCM 6th TWSC
1: Beacon Lite Rd & Palmer Divide Ave

2028 Total PM
11/14/2024

Intersection						
Int Delay, s/veh	183.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	26	845	117	28	447
Future Vol, veh/h	167	26	845	117	28	447
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	4	4
Mvmt Flow	180	28	909	126	30	481
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	2138	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	1944	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1363	-	53	842
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	121	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	~ 18	842
Mov Cap-2 Maneuver	-	-	-	-	~ 18	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	40	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		11.2		\$ 606.1	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	228	-	-	1363	-	
HCM Lane V/C Ratio	2.24	-	-	0.667	-	
HCM Control Delay (s)	\$ 606.1	-	-	12.7	-	
HCM Lane LOS	F	-	-	B	-	
HCM 95th %tile Q(veh)	40.1	-	-	5.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Timings

2028 Total AM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	141	19	19	347	626	125
Future Volume (vph)	141	19	19	347	626	125
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	29.0	29.0	12.0	61.0	49.0	49.0
Total Split (%)	32.2%	32.2%	13.3%	67.8%	54.4%	54.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90

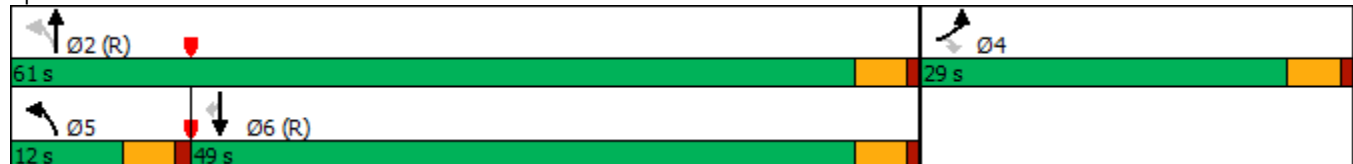
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 10: Beacon Lite Rd & Palmer Divide Ave



HCM 6th Signalized Intersection Summary
10: Beacon Lite Rd & Palmer Divide Ave

2028 Total AM_Realigned

11/14/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	141	19	19	347	626	125
Future Volume (veh/h)	141	19	19	347	626	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	160	22	22	394	711	142
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	202	179	583	2796	2495	1113
Arrive On Green	0.11	0.11	0.02	0.79	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	3589	1560
Grp Volume(v), veh/h	160	22	22	394	711	142
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1749	1560
Q Serve(g_s), s	7.9	1.1	0.3	2.4	0.0	0.0
Cycle Q Clear(g_c), s	7.9	1.1	0.3	2.4	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	202	179	583	2796	2495	1113
V/C Ratio(X)	0.79	0.12	0.04	0.14	0.28	0.13
Avail Cap(c_a), veh/h	485	431	690	2796	2495	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	38.9	35.9	2.7	2.3	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.3	0.0	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	1.1	0.1	0.5	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.8	36.2	2.7	2.4	0.3	0.2
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	182			416	853	
Approach Delay, s/veh	44.6			2.4	0.3	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.3		14.7	6.6	68.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		56.5		24.5	7.5	44.5
Max Q Clear Time (g_c+l1), s		4.4		9.9	2.3	2.0
Green Ext Time (p_c), s		2.8		0.4	0.0	6.4
Intersection Summary						
HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			

Timings

2028 Total PM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	167	26	28	447	845	117
Future Volume (vph)	167	26	28	447	845	117
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	27.0	27.0	10.0	63.0	53.0	53.0
Total Split (%)	30.0%	30.0%	11.1%	70.0%	58.9%	58.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90

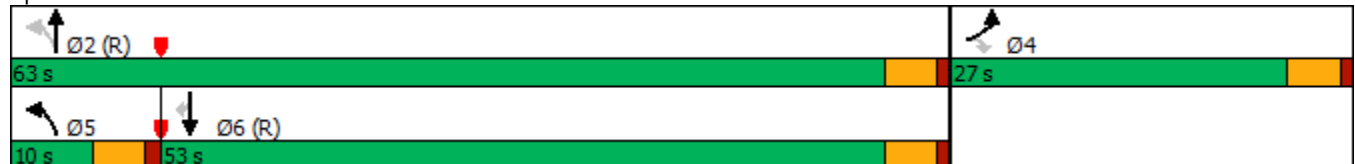
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 10: Beacon Lite Rd & Palmer Divide Ave



HCM 6th Signalized Intersection Summary
10: Beacon Lite Rd & Palmer Divide Ave

2028 Total PM_Realigned

11/14/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	26	28	447	845	117
Future Volume (veh/h)	167	26	28	447	845	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	190	30	32	508	960	133
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	233	207	490	2734	2409	1074
Arrive On Green	0.13	0.13	0.03	0.77	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	3589	1560
Grp Volume(v), veh/h	190	30	32	508	960	133
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1749	1560
Q Serve(g_s), s	9.3	1.5	0.4	3.5	0.0	0.0
Cycle Q Clear(g_c), s	9.3	1.5	0.4	3.5	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	233	207	490	2734	2409	1074
V/C Ratio(X)	0.82	0.14	0.07	0.19	0.40	0.12
Avail Cap(c_a), veh/h	445	396	544	2734	2409	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	38.1	34.7	3.1	2.8	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.3	0.1	0.1	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.4	0.1	0.8	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.9	35.0	3.1	2.9	0.5	0.2
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	220			540	1093	
Approach Delay, s/veh	43.6			3.0	0.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.7		16.3	7.3	66.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		58.5		22.5	5.5	48.5
Max Q Clear Time (g_c+l1), s		5.5		11.3	2.4	2.0
Green Ext Time (p_c), s		3.7		0.5	0.0	9.5
Intersection Summary						
HCM 6th Ctrl Delay			6.3			
HCM 6th LOS			A			

HCM 6th Roundabout
10: Beacon Lite Rd/County Line Rd & Coounty Line Rd

2028 Total AM_Roundabout

11/14/2024

Intersection					
Intersection Delay, s/veh	5.6				
Intersection LOS	A				
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	182	416		853	
Demand Flow Rate, veh/h	185	424		887	
Vehicles Circulating, veh/h	739	163		22	
Vehicles Exiting, veh/h	170	761		565	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	7.6	4.6		5.7	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	185	199	225	417	470
Cap Entry Lane, veh/h	758	1162	1236	1323	1394
Entry HV Adj Factor	0.984	0.983	0.980	0.961	0.961
Flow Entry, veh/h	182	196	221	401	452
Cap Entry, veh/h	745	1142	1212	1271	1340
V/C Ratio	0.244	0.171	0.182	0.315	0.337
Control Delay, s/veh	7.6	4.7	4.5	5.7	5.7
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	2

HCM 6th Roundabout
10: Beacon Lite Rd/County Line Rd & Coounty Line Rd

2028 Total PM_Roundabout

11/14/2024

Intersection					
Intersection Delay, s/veh	7.0				
Intersection LOS	A				
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	220	540		1093	
Demand Flow Rate, veh/h	225	551		1136	
Vehicles Circulating, veh/h	998	194		33	
Vehicles Exiting, veh/h	171	1029		712	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	11.4	5.3		6.9	
Approach LOS	B	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	225	259	292	534	602
Cap Entry Lane, veh/h	608	1129	1204	1309	1381
Entry HV Adj Factor	0.978	0.980	0.980	0.962	0.962
Flow Entry, veh/h	220	254	286	514	579
Cap Entry, veh/h	594	1106	1180	1259	1328
V/C Ratio	0.370	0.229	0.242	0.408	0.436
Control Delay, s/veh	11.4	5.4	5.2	6.9	7.0
LOS	B	A	A	A	A
95th %tile Queue, veh	2	1	1	2	2

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	0	18	183	2	34
Future Vol, veh/h	209	0	18	183	2	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	238	0	20	208	2	39
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	238	0	486	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1317	-	540	801
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	532	801
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	781	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.7		9.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	779	-	-	1317	-	
HCM Lane V/C Ratio	0.053	-	-	0.016	-	
HCM Control Delay (s)	9.9	-	-	7.8	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	2	64	173	5	77
Future Vol, veh/h	244	2	64	173	5	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	4	4
Mvmt Flow	262	2	69	186	5	83
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	264	0	587	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1300	-	469	771
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1300	-	444	771
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	690	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.1		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	738	-	-	1300	-	
HCM Lane V/C Ratio	0.119	-	-	0.053	-	
HCM Control Delay (s)	10.5	-	-	7.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

Timings

2045 Total AM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	209	19	20	358	632	183
Future Volume (vph)	209	19	20	358	632	183
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	31.0	31.0	11.0	59.0	48.0	48.0
Total Split (%)	34.4%	34.4%	12.2%	65.6%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90

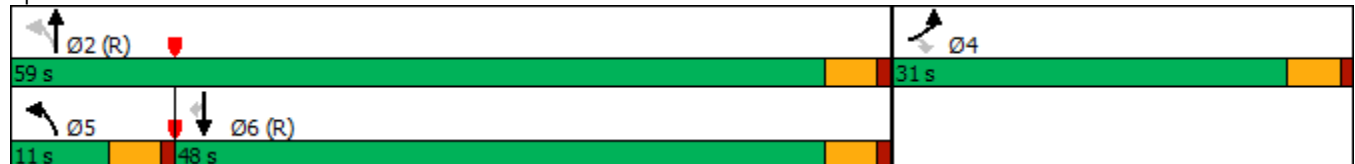
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 10: Beacon Lite Rd & Palmer Divide Ave



HCM 6th Signalized Intersection Summary
10: Beacon Lite Rd & Palmer Divide Ave

2045 Total AM_Realigned
11/14/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	209	19	20	358	632	183
Future Volume (veh/h)	209	19	20	358	632	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	238	22	23	407	718	208
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	282	251	526	2635	2333	1041
Arrive On Green	0.16	0.16	0.02	0.50	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	3589	1560
Grp Volume(v), veh/h	238	22	23	407	718	208
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1749	1560
Q Serve(g_s), s	11.7	1.1	0.3	5.6	0.0	0.0
Cycle Q Clear(g_c), s	11.7	1.1	0.3	5.6	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	282	251	526	2635	2333	1041
V/C Ratio(X)	0.84	0.09	0.04	0.15	0.31	0.20
Avail Cap(c_a), veh/h	524	467	612	2635	2333	1041
HCM Platoon Ratio	1.00	1.00	0.67	0.67	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.3	3.8	7.3	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.1	0.0	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.0	0.1	1.8	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.5	32.5	3.8	7.4	0.3	0.4
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	260			430	926	
Approach Delay, s/veh	42.6			7.2	0.4	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.2		18.8	6.7	64.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		54.5		26.5	6.5	43.5
Max Q Clear Time (g_c+l1), s		7.6		13.7	2.3	2.0
Green Ext Time (p_c), s		2.9		0.6	0.0	6.8
Intersection Summary						
HCM 6th Ctrl Delay			9.0			
HCM 6th LOS			A			

Timings

2045 Total PM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	244	27	30	472	866	173
Future Volume (vph)	244	27	30	472	866	173
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	10.0	60.0	50.0	50.0
Total Split (%)	33.3%	33.3%	11.1%	66.7%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 10: Beacon Lite Rd & Palmer Divide Ave



HCM 6th Signalized Intersection Summary
10: Beacon Lite Rd & Palmer Divide Ave

2045 Total PM_Realigned
11/14/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	244	27	30	472	866	173
Future Volume (veh/h)	244	27	30	472	866	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	277	31	34	536	984	197
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	321	286	439	2557	2230	995
Arrive On Green	0.18	0.18	0.03	0.72	1.00	1.00
Sat Flow, veh/h	1781	1585	1781	3647	3589	1560
Grp Volume(v), veh/h	277	31	34	536	984	197
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1749	1560
Q Serve(g_s), s	13.6	1.5	0.5	4.5	0.0	0.0
Cycle Q Clear(g_c), s	13.6	1.5	0.5	4.5	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	321	286	439	2557	2230	995
V/C Ratio(X)	0.86	0.11	0.08	0.21	0.44	0.20
Avail Cap(c_a), veh/h	505	449	492	2557	2230	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	35.8	30.8	4.4	4.2	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.2	0.1	0.2	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	1.4	0.2	1.3	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.7	31.0	4.5	4.4	0.6	0.4
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	308			570	1181	
Approach Delay, s/veh	43.3			4.4	0.6	
Approach LOS	D			A	A	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	69.3			20.7	7.4	61.9
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5			25.5	5.5	45.5
Max Q Clear Time (g_c+11), s	6.5			15.6	2.5	2.0
Green Ext Time (p_c), s	3.9			0.7	0.0	10.1
Intersection Summary						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			

Intersection					
Intersection Delay, s/veh	6.3				
Intersection LOS	A				
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	260	430		926	
Demand Flow Rate, veh/h	265	438		963	
Vehicles Circulating, veh/h	747	243		23	
Vehicles Exiting, veh/h	239	769		658	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	9.3	5.1		6.0	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	265	206	232	453	510
Cap Entry Lane, veh/h	753	1079	1155	1322	1393
Entry HV Adj Factor	0.981	0.981	0.982	0.961	0.963
Flow Entry, veh/h	260	202	228	435	491
Cap Entry, veh/h	738	1059	1134	1270	1341
V/C Ratio	0.352	0.191	0.201	0.343	0.366
Control Delay, s/veh	9.3	5.2	5.0	6.0	6.1
LOS	A	A	A	A	A
95th %tile Queue, veh	2	1	1	2	2

HCM 6th Roundabout
10: Beacon Lite Rd/County Line Rd & Coounty Line Rd

2045 Total PM_Roundabout

11/14/2024

Intersection					
Intersection Delay, s/veh	8.2				
Intersection LOS	A				
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	308	570		1181	
Demand Flow Rate, veh/h	315	582		1228	
Vehicles Circulating, veh/h	1023	283		35	
Vehicles Exiting, veh/h	240	1055		830	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	15.6	6.0		7.4	
Approach LOS	C	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.471	0.529	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	315	274	308	577	651
Cap Entry Lane, veh/h	595	1040	1116	1307	1378
Entry HV Adj Factor	0.978	0.978	0.981	0.962	0.961
Flow Entry, veh/h	308	268	302	555	626
Cap Entry, veh/h	582	1018	1096	1257	1325
V/C Ratio	0.529	0.263	0.276	0.441	0.472
Control Delay, s/veh	15.6	6.1	5.9	7.3	7.5
LOS	C	A	A	A	A
95th %tile Queue, veh	3	1	1	2	3

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	0	102	45	239	102	0	0	0	0	75	5	17
Future Vol, veh/h	0	102	45	239	102	0	0	0	0	75	5	17
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	13	13	13
Mvmt Flow	0	113	50	266	113	0	0	0	0	83	6	19
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	163	0	0				783	808	113
Stage 1	-	-	-	-	-	-				645	645	-
Stage 2	-	-	-	-	-	-				138	163	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.63	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4.117	3.417
Pot Cap-1 Maneuver	0	-	-	1416	-	0				347	303	911
Stage 1	0	-	-	-	-	0				502	451	-
Stage 2	0	-	-	-	-	0				862	743	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1416	-	-				282	0	911
Mov Cap-2 Maneuver	-	-	-	-	-	-				282	0	-
Stage 1	-	-	-	-	-	-				502	0	-
Stage 2	-	-	-	-	-	-				700	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.7			21.6					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1416	-	323							
HCM Lane V/C Ratio	-	-	0.188	-	0.334							
HCM Control Delay (s)	-	-	8.1	-	21.6							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.7	-	1.4							

HCM 6th TWSC
2: Palmer Divide Ave & I-25 SB Ramp

2024 Existing PM
07/25/2024

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↲	
Traffic Vol, veh/h	0	98	71	125	87	0	0	0	0	239	2	33
Future Vol, veh/h	0	98	71	125	87	0	0	0	0	239	2	33
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	101	73	129	90	0	0	0	0	246	2	34
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	174	0	0				486	522	90
Stage 1	-	-	-	-	-	-				348	348	-
Stage 2	-	-	-	-	-	-				138	174	-
Critical Hdwy	-	-	-	4.13	-	-				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	-	-	-	2.227	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1397	-	0				540	459	968
Stage 1	0	-	-	-	-	0				715	634	-
Stage 2	0	-	-	-	-	0				889	755	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1397	-	-				490	0	968
Mov Cap-2 Maneuver	-	-	-	-	-	-				490	0	-
Stage 1	-	-	-	-	-	-				715	0	-
Stage 2	-	-	-	-	-	-				807	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			4.6			19.8					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1397	-	521							
HCM Lane V/C Ratio	-	-	0.092	-	0.542							
HCM Control Delay (s)	-	-	7.8	-	19.8							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.3	-	3.2							

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	115	49	316	118	0	0	0	0	94	5	19
Future Vol, veh/h	0	115	49	316	118	0	0	0	0	94	5	19
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	13	13	13
Mvmt Flow	0	128	54	351	131	0	0	0	0	104	6	21
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	182	0	0				988	1015	131
Stage 1	-	-	-	-	-	-				833	833	-
Stage 2	-	-	-	-	-	-				155	182	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.63	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4.117	3.417
Pot Cap-1 Maneuver	0	-	-	1393	-	0				262	228	890
Stage 1	0	-	-	-	-	0				409	369	-
Stage 2	0	-	-	-	-	0				847	729	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1393	-	-				196	0	890
Mov Cap-2 Maneuver	-	-	-	-	-	-				196	0	-
Stage 1	-	-	-	-	-	-				409	0	-
Stage 2	-	-	-	-	-	-				634	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.2			40.8					
HCM LOS							E					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1393	-	226							
HCM Lane V/C Ratio	-	-	0.252	-	0.58							
HCM Control Delay (s)	-	-	8.5	-	40.8							
HCM Lane LOS	-	-	A	-	E							
HCM 95th %tile Q(veh)	-	-	1	-	3.3							

Intersection												
Int Delay, s/veh	19.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻		↻	↻						↻	
Traffic Vol, veh/h	0	118	78	178	99	0	0	0	0	290	2	36
Future Vol, veh/h	0	118	78	178	99	0	0	0	0	290	2	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	122	80	184	102	0	0	0	0	299	2	37
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	202	0	0				632	672	102
Stage 1	-	-	-	-	-	-				470	470	-
Stage 2	-	-	-	-	-	-				162	202	-
Critical Hdwy	-	-	-	4.13	-	-				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	-	-	-	2.227	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1364	-	0				444	377	953
Stage 1	0	-	-	-	-	0				629	560	-
Stage 2	0	-	-	-	-	0				867	734	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1364	-	-				384	0	953
Mov Cap-2 Maneuver	-	-	-	-	-	-				384	0	-
Stage 1	-	-	-	-	-	-				629	0	-
Stage 2	-	-	-	-	-	-				750	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.2			43.4					
HCM LOS							E					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1364	-	411							
HCM Lane V/C Ratio	-	-	0.135	-	0.823							
HCM Control Delay (s)	-	-	8	-	43.4							
HCM Lane LOS	-	-	A	-	E							
HCM 95th %tile Q(veh)	-	-	0.5	-	7.6							

HCM 6th TWSC
2: Palmer Divide Ave & I-25 SB Ramp

2028 Total AM

11/14/2024

Intersection												
Int Delay, s/veh	244.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	448	373	316	435	0	0	0	0	94	5	317
Future Vol, veh/h	0	448	373	316	435	0	0	0	0	94	5	317
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	13	13	13
Mvmt Flow	0	498	414	351	483	0	0	0	0	104	6	352
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	912	0	0				1890	2097	483
Stage 1	-	-	-	-	-	-				1185	1185	-
Stage 2	-	-	-	-	-	-				705	912	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.63	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4.117	3.417
Pot Cap-1 Maneuver	0	-	-	747	-	0				~ 72	49	562
Stage 1	0	-	-	-	-	0				276	250	-
Stage 2	0	-	-	-	-	0				470	338	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	747	-	-				~ 38	0	562
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 38	0	-
Stage 1	-	-	-	-	-	-				276	0	-
Stage 2	-	-	-	-	-	-				249	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.9			\$ 1158.9					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	747	-	135							
HCM Lane V/C Ratio	-	-	0.47	-	3.424							
HCM Control Delay (s)	-	-	14		\$ 1158.9							
HCM Lane LOS	-	-	B	-	F							
HCM 95th %tile Q(veh)	-	-	2.5	-	44.8							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th TWSC
2: Palmer Divide Ave & I-25 SB Ramp

2028 Total PM

11/14/2024

Intersection												
Int Delay, s/veh	519.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↲	
Traffic Vol, veh/h	0	525	473	178	513	0	0	0	0	290	2	425
Future Vol, veh/h	0	525	473	178	513	0	0	0	0	290	2	425
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	541	488	184	529	0	0	0	0	299	2	438
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	1029	0	0				1682	1926	529
Stage 1	-	-	-	-	-	-				897	897	-
Stage 2	-	-	-	-	-	-				785	1029	-
Critical Hdwy	-	-	-	4.13	-	-				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	-	-	-	2.227	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	671	-	0				~ 104	67	550
Stage 1	0	-	-	-	-	0				398	358	-
Stage 2	0	-	-	-	-	0				449	311	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	671	-	-				~ 76	0	550
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 76	0	-
Stage 1	-	-	-	-	-	-				398	0	-
Stage 2	-	-	-	-	-	-				326	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.2			\$ 1739.1					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	671	-	156							
HCM Lane V/C Ratio	-	-	0.273	-	4.738							
HCM Control Delay (s)	-	-	12.4		\$ 1739.1							
HCM Lane LOS	-	-	B	-	F							
HCM 95th %tile Q(veh)	-	-	1.1	-	76.5							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings

2028 Total AM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø5
Lane Configurations	↑↑	↑	↑	↑↑	↔	↑	
Traffic Volume (vph)	448	373	316	435	5	317	
Future Volume (vph)	448	373	316	435	5	317	
Turn Type	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases	2		1	6	4		5
Permitted Phases		2	6			4	
Detector Phase	2	2	1	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5	9.5
Total Split (s)	40.0	40.0	21.0	31.0	29.0	29.0	30.0
Total Split (%)	44.4%	44.4%	23.3%	34.4%	32.2%	32.2%	33%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	None

Intersection Summary

Cycle Length: 90

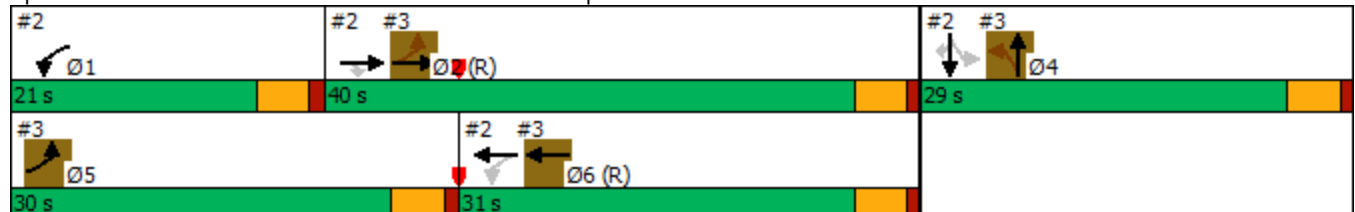
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 2: Palmer Divide Ave & I-25 SB Ramp



HCM Signalized Intersection Capacity Analysis

2: Palmer Divide Ave & I-25 SB Ramp

2028 Total AM_Realigned

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (vph)	0	448	373	316	435	0	0	0	0	94	5	317
Future Volume (vph)	0	448	373	316	435	0	0	0	0	94	5	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Lane Util. Factor		0.95	1.00	1.00	0.95						0.95	0.95
Frt		1.00	0.85	1.00	1.00						0.92	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.98	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1437	1358
Flt Permitted		1.00	1.00	0.47	1.00						0.98	1.00
Satd. Flow (perm)		3539	1583	875	3539						1437	1358
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	498	414	351	483	0	0	0	0	104	6	352
RTOR Reduction (vph)	0	0	237	0	0	0	0	0	0	0	46	164
Lane Group Flow (vph)	0	498	177	351	483	0	0	0	0	0	191	61
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	13%	13%	13%
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		38.5	38.5	46.3	32.8						24.5	24.5
Effective Green, g (s)		38.5	38.5	46.3	32.8						24.5	24.5
Actuated g/C Ratio		0.43	0.43	0.51	0.36						0.27	0.27
Clearance Time (s)		4.5	4.5	4.5	4.5						4.5	4.5
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1513	677	584	1289						391	369
v/s Ratio Prot		c0.14		c0.09	0.14							
v/s Ratio Perm			0.11	c0.22							0.13	0.05
v/c Ratio		0.33	0.26	0.60	0.37						0.49	0.17
Uniform Delay, d1		17.1	16.6	13.2	21.1						27.5	25.0
Progression Factor		0.85	0.48	1.18	1.05						1.00	1.00
Incremental Delay, d2		0.6	0.9	1.5	0.7						4.3	1.0
Delay (s)		15.1	8.9	17.1	22.7						31.8	25.9
Level of Service		B	A	B	C						C	C
Approach Delay (s)		12.3			20.3			0.0			28.9	
Approach LOS		B			C			A			C	
Intersection Summary												
HCM 2000 Control Delay			18.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				13.5		
Intersection Capacity Utilization			63.8%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Timings

2028 Total PM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø5
Lane Configurations	↑↑	↑	↘	↑↑	↔	↗	
Traffic Volume (vph)	525	473	178	513	2	425	
Future Volume (vph)	525	473	178	513	2	425	
Turn Type	NA	Free	pm+pt	NA	NA	Perm	
Protected Phases	2		1	6	4		5
Permitted Phases		Free	6			4	
Detector Phase	2		1	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5	9.5
Total Split (s)	42.0		12.0	28.0	36.0	36.0	26.0
Total Split (%)	46.7%		13.3%	31.1%	40.0%	40.0%	29%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag		Lead	Lag			Lead
Lead-Lag Optimize?	Yes		Yes	Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	Max	None

Intersection Summary

Cycle Length: 90

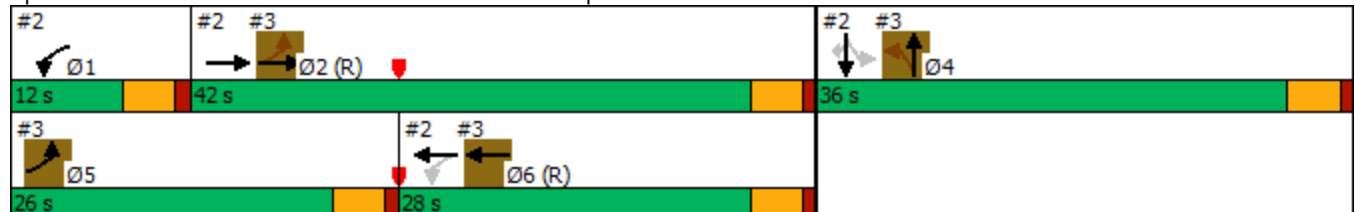
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: Palmer Divide Ave & I-25 SB Ramp



HCM Signalized Intersection Capacity Analysis

2028 Total PM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (vph)	0	525	473	178	513	0	0	0	0	290	2	425
Future Volume (vph)	0	525	473	178	513	0	0	0	0	290	2	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.0	4.5	4.5						4.5	4.5
Lane Util. Factor		0.95	1.00	1.00	0.95						0.95	0.95
Frt		1.00	0.85	1.00	1.00						0.97	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		3505	1568	1752	3505						1648	1504
Flt Permitted		1.00	1.00	0.45	1.00						0.96	1.00
Satd. Flow (perm)		3505	1568	831	3505						1648	1504
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	541	488	184	529	0	0	0	0	299	2	438
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	11	231
Lane Group Flow (vph)	0	541	488	184	529	0	0	0	0	0	373	124
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Free	pm+pt	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases			Free	6						4		4
Actuated Green, G (s)		37.6	90.0	33.9	26.5						31.5	31.5
Effective Green, g (s)		37.6	90.0	33.9	26.5						31.5	31.5
Actuated g/C Ratio		0.42	1.00	0.38	0.29						0.35	0.35
Clearance Time (s)		4.5		4.5	4.5						4.5	4.5
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1464	1568	388	1032						576	526
v/s Ratio Prot		0.15		0.04	c0.15							
v/s Ratio Perm			c0.31	0.14							0.23	0.08
v/c Ratio		0.37	0.31	0.47	0.51						0.65	0.24
Uniform Delay, d1		18.0	0.0	19.5	26.4						24.6	20.7
Progression Factor		0.81	1.00	1.32	1.24						1.00	1.00
Incremental Delay, d2		0.7	0.5	0.8	1.5						5.5	1.1
Delay (s)		15.3	0.5	26.5	34.3						30.1	21.8
Level of Service		B	A	C	C						C	C
Approach Delay (s)		8.3			32.3			0.0			26.1	
Approach LOS		A			C			A			C	
Intersection Summary												
HCM 2000 Control Delay			20.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			72.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	81.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↲	
Traffic Vol, veh/h	0	170	74	445	173	0	0	0	0	135	8	28
Future Vol, veh/h	0	170	74	445	173	0	0	0	0	135	8	28
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	13	13	13
Mvmt Flow	0	189	82	494	192	0	0	0	0	150	9	31
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	271	0	0				1410	1451	192
Stage 1	-	-	-	-	-	-				1180	1180	-
Stage 2	-	-	-	-	-	-				230	271	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.63	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4.117	3.417
Pot Cap-1 Maneuver	0	-	-	1292	-	0				~ 144	124	822
Stage 1	0	-	-	-	-	0				277	252	-
Stage 2	0	-	-	-	-	0				783	666	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1292	-	-				~ 89	0	822
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 89	0	-
Stage 1	-	-	-	-	-	-				277	0	-
Stage 2	-	-	-	-	-	-				484	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.8			\$ 468.6					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1292	-	105							
HCM Lane V/C Ratio	-	-	0.383	-	1.81							
HCM Control Delay (s)	-	-	9.5	-	\$ 468.6							
HCM Lane LOS	-	-	A	-	F							
HCM 95th %tile Q(veh)	-	-	1.8	-	15.3							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	170.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↲	
Traffic Vol, veh/h	0	170	116	245	145	0	0	0	0	419	3	54
Future Vol, veh/h	0	170	116	245	145	0	0	0	0	419	3	54
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	175	120	253	149	0	0	0	0	432	3	56
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	295	0	0				890	950	149
Stage 1	-	-	-	-	-	-				655	655	-
Stage 2	-	-	-	-	-	-				235	295	-
Critical Hdwy	-	-	-	4.13	-	-				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	-	-	-	2.227	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1261	-	0				~ 313	260	898
Stage 1	0	-	-	-	-	0				517	463	-
Stage 2	0	-	-	-	-	0				804	669	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1261	-	-				~ 250	0	898
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 250	0	-
Stage 1	-	-	-	-	-	-				517	0	-
Stage 2	-	-	-	-	-	-				642	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.4			\$ 407.7					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1261	-	272							
HCM Lane V/C Ratio	-	-	0.2	-	1.804							
HCM Control Delay (s)	-	-	8.6	-	\$ 407.7							
HCM Lane LOS	-	-	A	-	F							
HCM 95th %tile Q(veh)	-	-	0.7	-	32.9							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings

2045 Total AM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø5
Lane Configurations	↑↑	↑	↑	↑↑	↔	↑	
Traffic Volume (vph)	503	398	445	490	8	326	
Future Volume (vph)	503	398	445	490	8	326	
Turn Type	NA	Free	pm+pt	NA	NA	Perm	
Protected Phases	2		1	6	4		5
Permitted Phases		Free	6			4	
Detector Phase	2		1	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5	9.5
Total Split (s)	40.0		23.0	36.0	27.0	27.0	27.0
Total Split (%)	44.4%		25.6%	40.0%	30.0%	30.0%	30%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag		Lead	Lag			Lead
Lead-Lag Optimize?	Yes		Yes	Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	Max	None

Intersection Summary

Cycle Length: 90

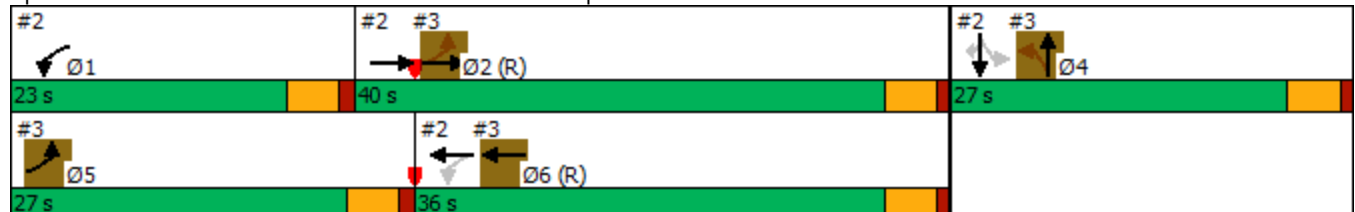
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 2: Palmer Divide Ave & I-25 SB Ramp

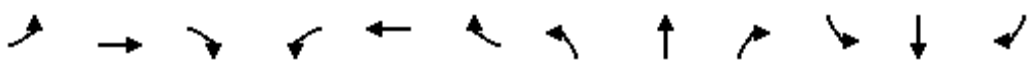


HCM Signalized Intersection Capacity Analysis

2045 Total AM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (vph)	0	503	398	445	490	0	0	0	0	135	8	326
Future Volume (vph)	0	503	398	445	490	0	0	0	0	135	8	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.0	4.5	4.5						4.5	4.5
Lane Util. Factor		0.95	1.00	1.00	0.95						0.95	0.95
Frt		1.00	0.85	1.00	1.00						0.94	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.97	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1459	1358
Flt Permitted		1.00	1.00	0.41	1.00						0.97	1.00
Satd. Flow (perm)		3539	1583	772	3539						1459	1358
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	559	442	494	544	0	0	0	0	150	9	362
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	28	190
Lane Group Flow (vph)	0	559	442	494	544	0	0	0	0	0	240	63
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	13%	13%	13%
Turn Type		NA	Free	pm+pt	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases			Free	6						4		4
Actuated Green, G (s)		37.1	90.0	50.3	33.4						22.5	22.5
Effective Green, g (s)		37.1	90.0	50.3	33.4						22.5	22.5
Actuated g/C Ratio		0.41	1.00	0.56	0.37						0.25	0.25
Clearance Time (s)		4.5		4.5	4.5						4.5	4.5
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1458	1583	618	1313						364	339
v/s Ratio Prot		0.16		c0.15	0.15							
v/s Ratio Perm			c0.28	c0.30							0.16	0.05
v/c Ratio		0.38	0.28	0.80	0.41						0.66	0.19
Uniform Delay, d1		18.5	0.0	12.2	21.0						30.3	26.6
Progression Factor		0.84	1.00	1.49	1.03						1.00	1.00
Incremental Delay, d2		0.8	0.4	4.9	0.6						9.1	1.2
Delay (s)		16.3	0.4	23.1	22.3						39.4	27.8
Level of Service		B	A	C	C						D	C
Approach Delay (s)		9.3			22.7			0.0			33.7	
Approach LOS		A			C			A			C	
Intersection Summary												
HCM 2000 Control Delay			19.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				13.5		
Intersection Capacity Utilization			71.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Timings

2045 Total PM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø5
Lane Configurations	↑↑	↑	↑	↑↑	↔	↑	
Traffic Volume (vph)	577	511	245	559	3	443	
Future Volume (vph)	577	511	245	559	3	443	
Turn Type	NA	Free	pm+pt	NA	NA	Perm	
Protected Phases	2		1	6	4		5
Permitted Phases		Free	6			4	
Detector Phase	2		1	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5	9.5
Total Split (s)	41.0		13.0	28.0	36.0	36.0	26.0
Total Split (%)	45.6%		14.4%	31.1%	40.0%	40.0%	29%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5	
Lead/Lag	Lag		Lead	Lag			Lead
Lead-Lag Optimize?	Yes		Yes	Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	Max	None

Intersection Summary

Cycle Length: 90

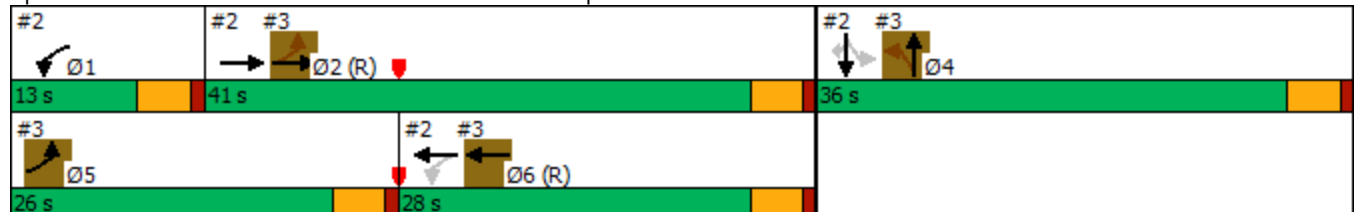
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 2: Palmer Divide Ave & I-25 SB Ramp

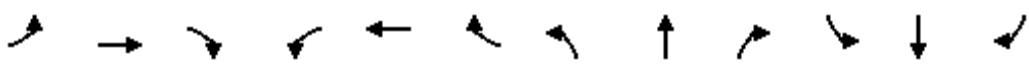


HCM Signalized Intersection Capacity Analysis

2045 Total PM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (vph)	0	577	511	245	559	0	0	0	0	419	3	443
Future Volume (vph)	0	577	511	245	559	0	0	0	0	419	3	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.0	4.5	4.5						4.5	4.5
Lane Util. Factor		0.95	1.00	1.00	0.95						0.95	0.95
Frt		1.00	0.85	1.00	1.00						0.99	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		3505	1568	1752	3505						1669	1504
Flt Permitted		1.00	1.00	0.43	1.00						0.96	1.00
Satd. Flow (perm)		3505	1568	788	3505						1669	1504
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	595	527	253	576	0	0	0	0	432	3	457
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	5	267
Lane Group Flow (vph)	0	595	527	253	576	0	0	0	0	0	476	144
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Free	pm+pt	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases			Free	6						4		4
Actuated Green, G (s)		36.5	90.0	33.6	25.1						31.5	31.5
Effective Green, g (s)		36.5	90.0	33.6	25.1						31.5	31.5
Actuated g/C Ratio		0.41	1.00	0.37	0.28						0.35	0.35
Clearance Time (s)		4.5		4.5	4.5						4.5	4.5
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1421	1568	385	977						584	526
v/s Ratio Prot		0.17		c0.06	0.16							
v/s Ratio Perm			c0.34	c0.18							0.29	0.10
v/c Ratio		0.42	0.34	0.66	0.59						0.82	0.27
Uniform Delay, d1		19.2	0.0	20.7	28.0						26.6	21.0
Progression Factor		0.77	1.00	1.13	1.10						1.00	1.00
Incremental Delay, d2		0.9	0.6	3.0	1.9						11.9	1.3
Delay (s)		15.6	0.6	26.3	32.9						38.5	22.3
Level of Service		B	A	C	C						D	C
Approach Delay (s)		8.5			30.9			0.0			31.1	
Approach LOS		A			C			A			C	
Intersection Summary												
HCM 2000 Control Delay			22.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)				13.5		
Intersection Capacity Utilization			89.4%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
3: I-25 NB Ramp & Palmer Divide Ave

2024 Existing AM
07/25/2024

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Vol, veh/h	34	143	0	0	291	216	49	0	58	0	0	0
Future Vol, veh/h	34	143	0	0	291	216	49	0	58	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	2	2	2
Mvmt Flow	39	163	0	0	331	245	56	0	66	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	576	0	-	-	-	0	407	817	163			
Stage 1	-	-	-	-	-	-	241	241	-			
Stage 2	-	-	-	-	-	-	166	576	-			
Critical Hdwy	4.175	-	-	-	-	-	6.66	6.56	6.26			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.56	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.86	5.56	-			
Follow-up Hdwy	2.2475	-	-	-	-	-	3.538	4.038	3.338			
Pot Cap-1 Maneuver	978	-	0	0	-	-	581	307	875			
Stage 1	-	-	0	0	-	-	793	701	-			
Stage 2	-	-	0	0	-	-	842	497	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	978	-	-	-	-	-	558	0	875			
Mov Cap-2 Maneuver	-	-	-	-	-	-	558	0	-			
Stage 1	-	-	-	-	-	-	761	0	-			
Stage 2	-	-	-	-	-	-	842	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	1.7			0			11.3					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	694	978	-	-	-							
HCM Lane V/C Ratio	0.175	0.04	-	-	-							
HCM Control Delay (s)	11.3	8.8	-	-	-							
HCM Lane LOS	B	A	-	-	-							
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-							

HCM 6th TWSC
3: I-25 NB Ramp & Palmer Divide Ave

2024 Existing PM
07/25/2024

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	35	293	0	0	157	126	50	1	166	0	0	0
Future Vol, veh/h	35	293	0	0	157	126	50	1	166	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	312	0	0	167	134	53	1	177	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	301	0	-	-	-	0	470	687	312			
Stage 1	-	-	-	-	-	-	386	386	-			
Stage 2	-	-	-	-	-	-	84	301	-			
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53	6.23			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53	-			
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019	3.319			
Pot Cap-1 Maneuver	1258	-	0	0	-	-	537	369	727			
Stage 1	-	-	0	0	-	-	686	609	-			
Stage 2	-	-	0	0	-	-	930	664	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1258	-	-	-	-	-	521	0	727			
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	0	-			
Stage 1	-	-	-	-	-	-	666	0	-			
Stage 2	-	-	-	-	-	-	930	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.8			0			13.2					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	666	1258	-	-	-							
HCM Lane V/C Ratio	0.347	0.03	-	-	-							
HCM Control Delay (s)	13.2	7.9	-	-	-							
HCM Lane LOS	B	A	-	-	-							
HCM 95th %tile Q(veh)	1.5	0.1	-	-	-							

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	37	172	0	0	380	264	54	0	87	0	0	0
Future Vol, veh/h	37	172	0	0	380	264	54	0	87	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	2	2	2
Mvmt Flow	42	195	0	0	432	300	61	0	99	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	732	0	-	-	-	0	495	1011	195			
Stage 1	-	-	-	-	-	-	279	279	-			
Stage 2	-	-	-	-	-	-	216	732	-			
Critical Hdwy	4.175	-	-	-	-	-	6.66	6.56	6.26			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.56	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.86	5.56	-			
Follow-up Hdwy	2.2475	-	-	-	-	-	3.538	4.038	3.338			
Pot Cap-1 Maneuver	854	-	0	0	-	-	514	236	840			
Stage 1	-	-	0	0	-	-	762	675	-			
Stage 2	-	-	0	0	-	-	795	422	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	854	-	-	-	-	-	489	0	840			
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	0	-			
Stage 1	-	-	-	-	-	-	725	0	-			
Stage 2	-	-	-	-	-	-	795	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	1.7			0			12.2					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	659	854	-	-	-							
HCM Lane V/C Ratio	0.243	0.049	-	-	-							
HCM Control Delay (s)	12.2	9.4	-	-	-							
HCM Lane LOS	B	A	-	-	-							
HCM 95th %tile Q(veh)	0.9	0.2	-	-	-							

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	360	0	0	216	157	55	1	240	0	0	0
Future Vol, veh/h	38	360	0	0	216	157	55	1	240	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	383	0	0	230	167	59	1	255	0	0	0

Major/Minor	Major1	Major2				Minor1		
Conflicting Flow All	397	0	-	-	-	0	578	860
Stage 1	-	-	-	-	-	-	463	463
Stage 2	-	-	-	-	-	-	115	397
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019
Pot Cap-1 Maneuver	1160	-	0	0	-	-	462	293
Stage 1	-	-	0	0	-	-	633	563
Stage 2	-	-	0	0	-	-	898	603
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1160	-	-	-	-	-	446	0
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	0
Stage 1	-	-	-	-	-	-	611	0
Stage 2	-	-	-	-	-	-	898	0

Approach	EB	WB	NB
HCM Control Delay, s	0.8	0	17.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	609	1160	-	-	-
HCM Lane V/C Ratio	0.517	0.035	-	-	-
HCM Control Delay (s)	17.1	8.2	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	3	0.1	-	-	-

HCM 6th TWSC
3: I-25 NB Ramp & Palmer Divide Ave

2028 Total AM
11/14/2024

Intersection												
Int Delay, s/veh	455.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↑↑			↱				
Traffic Vol, veh/h	356	185	0	0	394	264	357	0	87	0	0	0
Future Vol, veh/h	356	185	0	0	394	264	357	0	87	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	2	2	2
Mvmt Flow	405	210	0	0	448	300	406	0	99	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	748	0	- - - 0 1244 1768 210
Stage 1	-	-	- - - 1020 1020 -
Stage 2	-	-	- - - 224 748 -
Critical Hdwy	4.175	-	- - - 6.66 6.56 6.26
Critical Hdwy Stg 1	-	-	- - - 5.46 5.56 -
Critical Hdwy Stg 2	-	-	- - - 5.86 5.56 -
Follow-up Hdwy	2.2475	-	- - - 3.538 4.038 3.338
Pot Cap-1 Maneuver	842	- 0 0	- - - ~ 177 82 824
Stage 1	-	- 0 0	- - - ~ 343 310 -
Stage 2	-	- 0 0	- - - 787 415 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	842	- - -	- - - ~ 92 0 824
Mov Cap-2 Maneuver	-	- - -	- - - ~ 92 0 -
Stage 1	-	- - -	- - - ~ 178 0 -
Stage 2	-	- - -	- - - 787 0 -

Approach	EB	WB	NB
HCM Control Delay, s	8.7	0	\$ 1673.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	111	842	-	-	-
HCM Lane V/C Ratio	4.545	0.48	-	-	-
HCM Control Delay (s)	\$ 1673.4	13.2	-	-	-
HCM Lane LOS	F	B	-	-	-
HCM 95th %tile Q(veh)	52.8	2.6	-	-	-

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

HCM 6th TWSC
3: I-25 NB Ramp & Palmer Divide Ave

2028 Total PM
11/14/2024

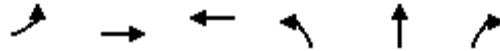
Intersection												
Int Delay, s/veh	907.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↑↑			↱				
Traffic Vol, veh/h	427	379	0	0	235	157	450	1	240	0	0	0
Future Vol, veh/h	427	379	0	0	235	157	450	1	240	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	454	403	0	0	250	167	479	1	255	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	417	0	-	-	-	0	1436	1728	403			
Stage 1	-	-	-	-	-	-	1311	1311	-			
Stage 2	-	-	-	-	-	-	125	417	-			
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53	6.23			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53	-			
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019	3.319			
Pot Cap-1 Maneuver	1140	-	0	0	-	-	~ 135	88	647			
Stage 1	-	-	0	0	-	-	~ 251	228	-			
Stage 2	-	-	0	0	-	-	888	590	-			
Platoon blocked, %	-	-	-	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1140	-	-	-	-	-	~ 81	0	647			
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 81	0	-			
Stage 1	-	-	-	-	-	-	~ 151	0	-			
Stage 2	-	-	-	-	-	-	888	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	5.4			0			\$ 2474					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	116	1140	-	-	-							
HCM Lane V/C Ratio	6.337	0.398	-	-	-							
HCM Control Delay (s)	\$ 2474	10.2	-	-	-							
HCM Lane LOS	F	B	-	-	-							
HCM 95th %tile Q(veh)	80.8	1.9	-	-	-							
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Timings

3: I-25 NB Ramp & Palmer Divide Ave

2028 Total AM_Realigned

07/01/2025



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1
Lane Configurations							
Traffic Volume (vph)	356	185	394	357	0	87	
Future Volume (vph)	356	185	394	357	0	87	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases	2			4		4	
Detector Phase	5	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5
Total Split (s)	27.0	40.0	36.0	27.0	27.0	27.0	23.0
Total Split (%)	30.0%	44.4%	40.0%	30.0%	30.0%	30.0%	26%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	None	C-Max	C-Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 90

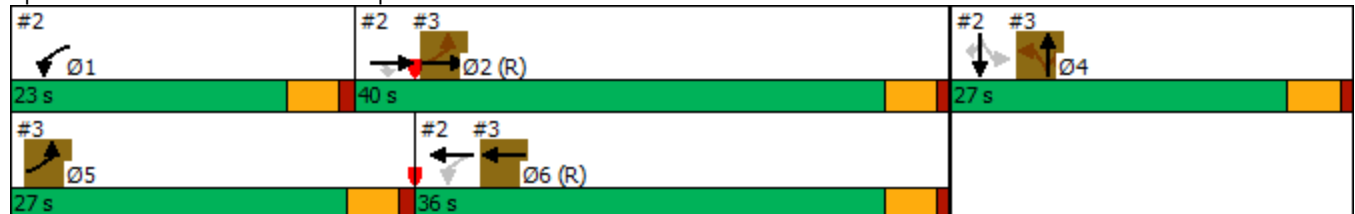
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 3: I-25 NB Ramp & Palmer Divide Ave



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2028 Total AM_Realigned

07/01/2025

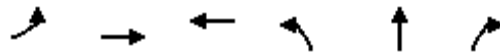
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	356	185	0	0	394	264	357	0	87	0	0	0
Future Volume (vph)	356	185	0	0	394	264	357	0	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor	1.00	1.00			0.91		0.95	0.95	1.00			
Frt	1.00	1.00			0.94		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1719	1810			4779		1649	1649	1553			
Flt Permitted	0.29	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (perm)	524	1810			4779		1649	1649	1553			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	405	210	0	0	448	300	406	0	99	0	0	0
RTOR Reduction (vph)	0	0	0	0	120	0	0	0	74	0	0	0
Lane Group Flow (vph)	405	210	0	0	628	0	203	203	25	0	0	0
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases	2						4		4			
Actuated Green, G (s)	56.7	40.6			37.9		22.5	22.5	22.5			
Effective Green, g (s)	56.7	40.6			37.9		22.5	22.5	22.5			
Actuated g/C Ratio	0.63	0.45			0.42		0.25	0.25	0.25			
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	543	816			2012		412	412	388			
v/s Ratio Prot	c0.13	0.12			0.13							
v/s Ratio Perm	c0.34						c0.12	0.12	0.02			
v/c Ratio	0.75	0.26			0.31		0.49	0.49	0.06			
Uniform Delay, d1	8.9	15.3			17.4		28.9	28.9	25.7			
Progression Factor	3.39	0.48			1.00		1.00	1.00	1.00			
Incremental Delay, d2	5.3	0.7			0.4		4.2	4.2	0.3			
Delay (s)	35.5	8.0			17.8		33.0	33.0	26.0			
Level of Service	D	A			B		C	C	C			
Approach Delay (s)		26.1			17.8			31.7			0.0	
Approach LOS		C			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			24.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			61.3%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

2028 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1
Lane Configurations							
Traffic Volume (vph)	427	379	235	450	1	240	
Future Volume (vph)	427	379	235	450	1	240	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases	2			4		4	
Detector Phase	5	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5
Total Split (s)	26.0	41.0	28.0	36.0	36.0	36.0	13.0
Total Split (%)	28.9%	45.6%	31.1%	40.0%	40.0%	40.0%	14%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	None	C-Max	C-Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 90

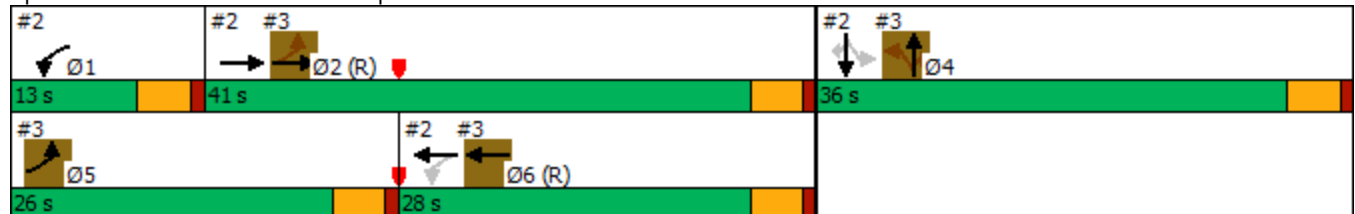
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 3: I-25 NB Ramp & Palmer Divide Ave



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2028 Total PM_Realigned

07/01/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	427	379	0	0	235	157	450	1	240	0	0	0
Future Volume (vph)	427	379	0	0	235	157	450	1	240	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor	1.00	1.00			0.91		0.95	0.95	1.00			
Frt	1.00	1.00			0.94		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	1863			4780		1681	1686	1583			
Flt Permitted	0.40	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (perm)	754	1863			4780		1681	1686	1583			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	454	403	0	0	250	167	479	1	255	0	0	0
RTOR Reduction (vph)	0	0	0	0	118	0	0	0	166	0	0	0
Lane Group Flow (vph)	454	403	0	0	299	0	239	241	89	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases	2						4		4			
Actuated Green, G (s)	49.5	36.8			26.6		31.5	31.5	31.5			
Effective Green, g (s)	49.5	36.8			26.6		31.5	31.5	31.5			
Actuated g/C Ratio	0.55	0.41			0.30		0.35	0.35	0.35			
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	622	761			1412		588	590	554			
v/s Ratio Prot	c0.15	0.22			0.06							
v/s Ratio Perm	c0.25						0.14	0.14	0.06			
v/c Ratio	0.73	0.53			0.21		0.41	0.41	0.16			
Uniform Delay, d1	12.6	20.1			23.8		22.2	22.2	20.1			
Progression Factor	1.47	0.75			1.00		1.00	1.00	1.00			
Incremental Delay, d2	3.9	2.4			0.3		2.1	2.1	0.6			
Delay (s)	22.5	17.4			24.2		24.2	24.3	20.8			
Level of Service	C	B			C		C	C	C			
Approach Delay (s)		20.1			24.2			23.0			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		22.0			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		90.0			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		63.9%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↑↑			↱				
Traffic Vol, veh/h	56	249	0	0	536	380	80	0	118	0	0	0
Future Vol, veh/h	56	249	0	0	536	380	80	0	118	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	2	2	2
Mvmt Flow	64	283	0	0	609	432	91	0	134	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	1041	0	-	-	0	716	1452
Stage 1	-	-	-	-	-	411	411
Stage 2	-	-	-	-	-	305	1041
Critical Hdwy	4.175	-	-	-	-	6.66	6.56
Critical Hdwy Stg 1	-	-	-	-	-	5.46	5.56
Critical Hdwy Stg 2	-	-	-	-	-	5.86	5.56
Follow-up Hdwy	2.2475	-	-	-	-	3.538	4.038
Pot Cap-1 Maneuver	651	-	0	0	-	377	128
Stage 1	-	-	0	0	-	663	590
Stage 2	-	-	0	0	-	717	303
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	651	-	-	-	-	340	0
Mov Cap-2 Maneuver	-	-	-	-	-	340	0
Stage 1	-	-	-	-	-	598	0
Stage 2	-	-	-	-	-	717	0

Approach	EB	WB	NB
HCM Control Delay, s	2	0	17.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	504	651	-	-	-
HCM Lane V/C Ratio	0.446	0.098	-	-	-
HCM Control Delay (s)	17.8	11.1	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	2.3	0.3	-	-	-

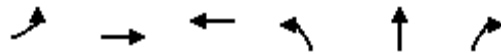
Intersection												
Int Delay, s/veh	16.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Vol, veh/h	57	517	0	0	301	225	82	2	329	0	0	0
Future Vol, veh/h	57	517	0	0	301	225	82	2	329	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	550	0	0	320	239	87	2	350	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	559	0	-	-	-	0	832	1231	550			
Stage 1	-	-	-	-	-	-	672	672	-			
Stage 2	-	-	-	-	-	-	160	559	-			
Critical Hdwy	4.13	-	-	-	-	-	6.63	6.53	6.23			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.83	5.53	-			
Follow-up Hdwy	2.219	-	-	-	-	-	3.519	4.019	3.319			
Pot Cap-1 Maneuver	1010	-	0	0	-	-	323	177	534			
Stage 1	-	-	0	0	-	-	506	454	-			
Stage 2	-	-	0	0	-	-	853	510	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1010	-	-	-	-	-	304	0	534			
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	0	-			
Stage 1	-	-	-	-	-	-	476	0	-			
Stage 2	-	-	-	-	-	-	853	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.9			0			59.5					
HCM LOS							F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	464	1010	-	-	-							
HCM Lane V/C Ratio	0.947	0.06	-	-	-							
HCM Control Delay (s)	59.5	8.8	-	-	-							
HCM Lane LOS	F	A	-	-	-							
HCM 95th %tile Q(veh)	11.4	0.2	-	-	-							

Timings

2045 Total AM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1
Lane Configurations							
Traffic Volume (vph)	375	262	550	383	0	118	
Future Volume (vph)	375	262	550	383	0	118	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases	2			4		4	
Detector Phase	5	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5
Total Split (s)	27.0	40.0	36.0	27.0	27.0	27.0	23.0
Total Split (%)	30.0%	44.4%	40.0%	30.0%	30.0%	30.0%	26%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	None	C-Max	C-Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 90

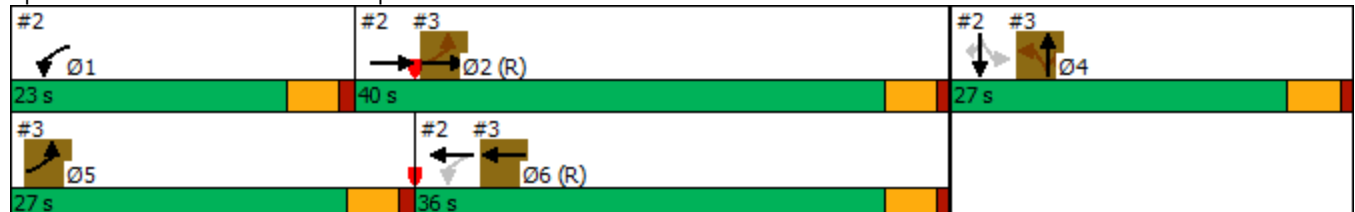
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 3: I-25 NB Ramp & Palmer Divide Ave



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2045 Total AM_Realigned

07/01/2025

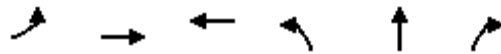
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	375	262	0	0	550	380	383	0	118	0	0	0
Future Volume (vph)	375	262	0	0	550	380	383	0	118	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor	1.00	1.00			0.91		0.95	0.95	1.00			
Frt	1.00	1.00			0.94		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1719	1810			4774		1649	1649	1553			
Flt Permitted	0.16	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (perm)	294	1810			4774		1649	1649	1553			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	426	298	0	0	625	432	435	0	134	0	0	0
RTOR Reduction (vph)	0	0	0	0	132	0	0	0	101	0	0	0
Lane Group Flow (vph)	426	298	0	0	925	0	217	218	34	0	0	0
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases	2						4		4			
Actuated Green, G (s)	57.0	37.1			34.1		22.5	22.5	22.5			
Effective Green, g (s)	57.0	37.1			34.1		22.5	22.5	22.5			
Actuated g/C Ratio	0.63	0.41			0.38		0.25	0.25	0.25			
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	501	746			1808		412	412	388			
v/s Ratio Prot	c0.19	0.16			0.19							
v/s Ratio Perm	c0.35						0.13	0.13	0.02			
v/c Ratio	0.85	0.40			0.51		0.53	0.53	0.09			
Uniform Delay, d1	18.2	18.6			21.5		29.2	29.2	25.9			
Progression Factor	2.36	0.50			1.00		1.00	1.00	1.00			
Incremental Delay, d2	12.0	1.5			1.0		4.8	4.8	0.4			
Delay (s)	55.1	10.8			22.6		33.9	34.0	26.3			
Level of Service	E	B			C		C	C	C			
Approach Delay (s)		36.8			22.6			32.1			0.0	
Approach LOS		D			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			29.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			13.5			
Intersection Capacity Utilization			59.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

2045 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1
Lane Configurations							
Traffic Volume (vph)	446	536	320	477	2	329	
Future Volume (vph)	446	536	320	477	2	329	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	5	2	6		4		1
Permitted Phases	2			4		4	
Detector Phase	5	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5
Total Split (s)	26.0	41.0	28.0	36.0	36.0	36.0	13.0
Total Split (%)	28.9%	45.6%	31.1%	40.0%	40.0%	40.0%	14%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	None	C-Max	C-Max	Max	Max	Max	None

Intersection Summary

Cycle Length: 90

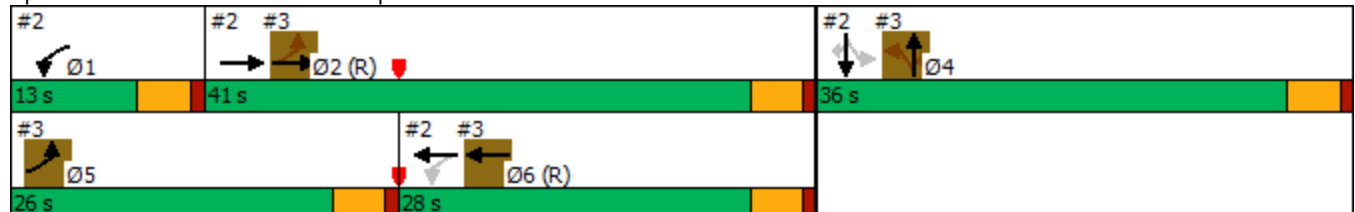
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: I-25 NB Ramp & Palmer Divide Ave



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2045 Total PM_Realigned

07/01/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	446	536	0	0	320	225	477	2	329	0	0	0
Future Volume (vph)	446	536	0	0	320	225	477	2	329	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Lane Util. Factor	1.00	1.00			0.91		0.95	0.95	1.00			
Frt	1.00	1.00			0.94		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (prot)	1770	1863			4770		1681	1686	1583			
Flt Permitted	0.30	1.00			1.00		0.95	0.95	1.00			
Satd. Flow (perm)	563	1863			4770		1681	1686	1583			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	474	570	0	0	340	239	507	2	350	0	0	0
RTOR Reduction (vph)	0	0	0	0	136	0	0	0	228	0	0	0
Lane Group Flow (vph)	474	570	0	0	443	0	253	256	123	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			4				
Permitted Phases	2						4		4			
Actuated Green, G (s)	49.5	36.5			25.6		31.5	31.5	31.5			
Effective Green, g (s)	49.5	36.5			25.6		31.5	31.5	31.5			
Actuated g/C Ratio	0.55	0.41			0.28		0.35	0.35	0.35			
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5	4.5			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	569	755			1356		588	590	554			
v/s Ratio Prot	c0.18	0.31			0.09							
v/s Ratio Perm	c0.28						0.15	0.15	0.08			
v/c Ratio	0.83	0.75			0.33		0.43	0.43	0.22			
Uniform Delay, d1	13.5	22.9			25.4		22.4	22.4	20.6			
Progression Factor	1.77	0.88			1.00		1.00	1.00	1.00			
Incremental Delay, d2	8.5	5.7			0.6		2.3	2.3	0.9			
Delay (s)	32.3	25.8			26.0		24.7	24.7	21.5			
Level of Service	C	C			C		C	C	C			
Approach Delay (s)		28.8			26.0			23.4			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			26.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			81.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

2024 Existing AM
07/25/2024

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	121	78	65	448	2	47	1	18	0	1	1
Future Vol, veh/h	3	121	78	65	448	2	47	1	18	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	146	94	78	540	2	57	1	22	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	240	0	0	899	899	193	910	945	541
Stage 1	-	-	-	-	-	-	201	201	-	697	697	-
Stage 2	-	-	-	-	-	-	698	698	-	213	248	-
Critical Hdwy	4.15	-	-	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	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1012	-	-	1327	-	-	260	279	849	255	262	541
Stage 1	-	-	-	-	-	-	801	735	-	431	443	-
Stage 2	-	-	-	-	-	-	431	442	-	789	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1327	-	-	241	254	849	231	239	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	254	-	231	239	-
Stage 1	-	-	-	-	-	-	797	731	-	429	406	-
Stage 2	-	-	-	-	-	-	393	405	-	764	697	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1			21.3			15.9		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	300	1012	-	-	1327	-	-	332				
HCM Lane V/C Ratio	0.265	0.004	-	-	0.059	-	-	0.007				
HCM Control Delay (s)	21.3	8.6	0	-	7.9	0	-	15.9				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	0				

HCM 6th TWSC
4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

2024 Existing PM
07/25/2024

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	10	407	38	15	235	2	47	0	28	3	0	6
Future Vol, veh/h	10	407	38	15	235	2	47	0	28	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	442	41	16	255	2	51	0	30	3	0	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	483	0	0	777	774	463	788	793	256
Stage 1	-	-	-	-	-	-	485	485	-	288	288	-
Stage 2	-	-	-	-	-	-	292	289	-	500	505	-
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	1308	-	-	1080	-	-	314	329	599	309	321	783
Stage 1	-	-	-	-	-	-	563	552	-	720	674	-
Stage 2	-	-	-	-	-	-	716	673	-	553	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1080	-	-	305	319	599	287	312	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	319	-	287	312	-
Stage 1	-	-	-	-	-	-	556	545	-	711	663	-
Stage 2	-	-	-	-	-	-	698	662	-	519	534	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			17.3			12.4		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	373	1308	-	-	1080	-	-	497				
HCM Lane V/C Ratio	0.219	0.008	-	-	0.015	-	-	0.02				
HCM Control Delay (s)	17.3	7.8	0	-	8.4	0	-	12.4				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	133	124	74	492	2	139	1	26	0	1	1
Future Vol, veh/h	3	133	124	74	492	2	139	1	26	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	160	149	89	593	2	167	1	31	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	595	0	0	309	0	0	941	941	160	1031	1089	594
Stage 1	-	-	-	-	-	-	168	168	-	772	772	-
Stage 2	-	-	-	-	-	-	773	773	-	259	317	-
Critical Hdwy	4.15	-	-	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	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	967	-	-	1252	-	-	243	263	885	211	215	505
Stage 1	-	-	-	-	-	-	834	759	-	392	409	-
Stage 2	-	-	-	-	-	-	392	409	-	746	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	967	-	-	1252	-	-	228	243	885	191	199	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	318	-	299	292	-
Stage 1	-	-	-	-	-	-	831	756	-	390	380	-
Stage 2	-	-	-	-	-	-	362	380	-	715	651	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			27			14.8		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	306	885	967	-	-	1252	-	-	370			
HCM Lane V/C Ratio	0.551	0.035	0.004	-	-	0.071	-	-	0.007			
HCM Control Delay (s)	30.3	9.2	8.7	-	-	8.1	-	-	14.8			
HCM Lane LOS	D	A	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	3.1	0.1	0	-	-	0.2	-	-	0			

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	447	138	23	258	2	115	0	34	3	0	7
Future Vol, veh/h	11	447	138	23	258	2	115	0	34	3	0	7
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	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	12	486	150	25	280	2	125	0	37	3	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	636	0	0	845	842	486	935	991	281
Stage 1	-	-	-	-	-	-	510	510	-	331	331	-
Stage 2	-	-	-	-	-	-	335	332	-	604	660	-
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	1280	-	-	947	-	-	283	301	581	246	246	758
Stage 1	-	-	-	-	-	-	546	538	-	682	645	-
Stage 2	-	-	-	-	-	-	679	644	-	485	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	947	-	-	273	290	581	224	237	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	392	-	331	335	-
Stage 1	-	-	-	-	-	-	541	533	-	676	628	-
Stage 2	-	-	-	-	-	-	654	627	-	450	456	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			16.9			11.7		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	391	581	1280	-	-	947	-	-	546			
HCM Lane V/C Ratio	0.32	0.064	0.009	-	-	0.026	-	-	0.02			
HCM Control Delay (s)	18.5	11.6	7.8	-	-	8.9	-	-	11.7			
HCM Lane LOS	C	B	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	1.4	0.2	0	-	-	0.1	-	-	0.1			

HCM 6th TWSC
4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

2028 Total AM_Realigned

11/14/2024

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	137	133	74	497	2	149	1	26	0	1	1
Future Vol, veh/h	3	137	133	74	497	2	149	1	26	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	165	160	89	599	2	180	1	31	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	601	0	0	325	0	0	952	952	165	1047	1111	600
Stage 1	-	-	-	-	-	-	173	173	-	778	778	-
Stage 2	-	-	-	-	-	-	779	779	-	269	333	-
Critical Hdwy	4.15	-	-	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	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	962	-	-	1235	-	-	239	259	879	206	209	501
Stage 1	-	-	-	-	-	-	829	756	-	389	407	-
Stage 2	-	-	-	-	-	-	389	406	-	737	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	962	-	-	1235	-	-	224	239	879	187	193	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	315	-	295	288	-
Stage 1	-	-	-	-	-	-	826	753	-	387	378	-
Stage 2	-	-	-	-	-	-	359	377	-	707	641	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			29.5			14.9		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	303	879	962	-	-	1235	-	-	366			
HCM Lane V/C Ratio	0.596	0.036	0.004	-	-	0.072	-	-	0.007			
HCM Control Delay (s)	33	9.2	8.8	-	-	8.1	-	-	14.9			
HCM Lane LOS	D	A	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	3.6	0.1	0	-	-	0.2	-	-	0			

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	453	151	23	264	2	128	0	34	3	0	7
Future Vol, veh/h	11	453	151	23	264	2	128	0	34	3	0	7
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	150	-	150	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	12	492	164	25	287	2	139	0	37	3	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	656	0	0	858	855	492	955	1018	288
Stage 1	-	-	-	-	-	-	516	516	-	338	338	-
Stage 2	-	-	-	-	-	-	342	339	-	617	680	-
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	1273	-	-	931	-	-	277	296	577	238	237	751
Stage 1	-	-	-	-	-	-	542	534	-	676	641	-
Stage 2	-	-	-	-	-	-	673	640	-	477	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	931	-	-	267	285	577	217	228	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	388	-	325	327	-
Stage 1	-	-	-	-	-	-	537	529	-	670	624	-
Stage 2	-	-	-	-	-	-	648	623	-	442	447	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			17.9			11.8		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	386	577	1273	-	-	931	-	-	539			
HCM Lane V/C Ratio	0.36	0.064	0.009	-	-	0.027	-	-	0.02			
HCM Control Delay (s)	19.5	11.7	7.9	-	-	9	-	-	11.8			
HCM Lane LOS	C	B	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	1.6	0.2	0	-	-	0.1	-	-	0.1			

Intersection												
Int Delay, s/veh	20.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	198	166	109	733	3	164	2	35	0	2	2
Future Vol, veh/h	5	198	166	109	733	3	164	2	35	0	2	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	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	239	200	131	883	4	198	2	42	0	2	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	887	0	0	439	0	0	1400	1400	239	1520	1598	885
Stage 1	-	-	-	-	-	-	251	251	-	1147	1147	-
Stage 2	-	-	-	-	-	-	1149	1149	-	373	451	-
Critical Hdwy	4.15	-	-	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	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	751	-	-	1121	-	-	~ 118	140	800	97	106	344
Stage 1	-	-	-	-	-	-	753	699	-	242	274	-
Stage 2	-	-	-	-	-	-	242	273	-	648	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	751	-	-	1121	-	-	~ 105	123	800	82	93	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 174	198	-	178	180	-
Stage 1	-	-	-	-	-	-	747	693	-	240	242	-
Stage 2	-	-	-	-	-	-	210	241	-	607	566	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			140.5			20.6		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	174	800	751	-	-	1121	-	-	236			
HCM Lane V/C Ratio	1.149	0.053	0.008	-	-	0.117	-	-	0.02			
HCM Control Delay (s)	168.1	9.8	9.8	-	-	8.6	-	-	20.6			
HCM Lane LOS	F	A	A	-	-	A	-	-	C			
HCM 95th %tile Q(veh)	10.4	0.2	0	-	-	0.4	-	-	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	666	158	32	384	3	140	0	49	5	0	10
Future Vol, veh/h	16	666	158	32	384	3	140	0	49	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	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	17	724	172	35	417	3	152	0	53	5	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	896	0	0	1252	1248	724	1360	1419	419
Stage 1	-	-	-	-	-	-	758	758	-	489	489	-
Stage 2	-	-	-	-	-	-	494	490	-	871	930	-
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	1139	-	-	757	-	-	~ 149	173	426	126	137	634
Stage 1	-	-	-	-	-	-	399	415	-	561	549	-
Stage 2	-	-	-	-	-	-	557	549	-	346	346	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1139	-	-	757	-	-	~ 140	163	426	105	129	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	280	-	202	229	-
Stage 1	-	-	-	-	-	-	393	409	-	553	524	-
Stage 2	-	-	-	-	-	-	522	524	-	298	341	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.8			30.3			15.2		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	264		426	1139	-	-	757	-	-	370		
HCM Lane V/C Ratio	0.576		0.125	0.015	-	-	0.046	-	-	0.044		
HCM Control Delay (s)	35.7		14.7	8.2	-	-	10	-	-	15.2		
HCM Lane LOS	E		B	A	-	-	A	-	-	C		
HCM 95th %tile Q(veh)	3.3		0.4	0	-	-	0.1	-	-	0.1		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings

2045 Total AM_Realigned

4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

11/14/2024

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Traffic Volume (vph)	5	202	175	109	738	174	2	35	2
Future Volume (vph)	5	202	175	109	738	174	2	35	2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		4	
Detector Phase	2	2	2	6	6	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.5	37.5	37.5	37.5	37.5	22.5	22.5	22.5	22.5
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 58.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

 Ø2	 Ø4
37.5 s	22.5 s
 Ø6	 Ø8
37.5 s	22.5 s

HCM 6th Signalized Intersection Summary
4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

2045 Total AM_Realigned

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	202	175	109	738	3	174	2	35	0	2	2
Future Volume (veh/h)	5	202	175	109	738	3	174	2	35	0	2	2
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	1826	1826	1826	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	220	190	118	802	3	189	2	38	0	2	2
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, %	5	5	5	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1180	1000	724	1203	5	386	3	281	0	152	152
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.18	0.18	0.18	0.00	0.18	0.18
Sat Flow, veh/h	660	1826	1547	976	1862	7	1386	15	1585	0	858	858
Grp Volume(v), veh/h	5	220	190	118	0	805	191	0	38	0	0	4
Grp Sat Flow(s),veh/h/ln	660	1826	1547	976	0	1869	1401	0	1585	0	0	1716
Q Serve(g_s), s	0.2	2.5	2.5	2.8	0.0	13.7	6.6	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	13.9	2.5	2.5	5.3	0.0	13.7	6.7	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.00		0.50
Lane Grp Cap(c), veh/h	391	1180	1000	724	0	1208	389	0	281	0	0	305
V/C Ratio(X)	0.01	0.19	0.19	0.16	0.00	0.67	0.49	0.00	0.14	0.00	0.00	0.01
Avail Cap(c_a), veh/h	391	1180	1000	724	0	1208	637	0	559	0	0	605
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	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	3.6	3.6	4.7	0.0	5.6	20.1	0.0	17.7	0.0	0.0	17.3
Incr Delay (d2), s/veh	0.1	0.3	0.4	0.5	0.0	2.9	1.0	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	0.6	0.6	0.4	0.0	3.0	2.0	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	4.0	4.1	5.2	0.0	8.5	21.0	0.0	17.9	0.0	0.0	17.3
LnGrp LOS	A	A	A	A	A	A	C	A	B	A	A	B
Approach Vol, veh/h	415			923			229			4		
Approach Delay, s/veh	4.1			8.1			20.5			17.3		
Approach LOS	A			A			C			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.5			13.6			37.5			13.6		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	33.0			18.0			33.0			18.0		
Max Q Clear Time (g_c+l1), s	15.9			8.7			15.7			2.1		
Green Ext Time (p_c), s	1.8			0.7			5.6			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	8.9											
HCM 6th LOS	A											

Timings

2045 Total PM_Realigned

4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

11/14/2024

										
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	672	171	32	390	153	0	49	5	0
Future Volume (vph)	16	672	171	32	390	153	0	49	5	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2			6		4			8
Permitted Phases	2		2	6		4		4	8	
Detector Phase	2	2	2	6	6	4	4	4	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.5	37.5	37.5	37.5	37.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 55.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

 Ø2	 Ø4
37.5 s	22.5 s
 Ø6	 Ø8
37.5 s	22.5 s

HCM 6th Signalized Intersection Summary

4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

2045 Total PM_Realigned

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	672	171	32	390	3	153	0	49	5	0	10
Future Volume (veh/h)	16	672	171	32	390	3	153	0	49	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	730	186	35	424	3	166	0	53	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	645	1187	1006	384	1178	8	356	0	304	111	37	126
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.19	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	961	1870	1585	610	1855	13	1134	0	1585	104	194	657
Grp Volume(v), veh/h	17	730	186	35	0	427	166	0	53	16	0	0
Grp Sat Flow(s),veh/h/ln	961	1870	1585	610	0	1868	1134	0	1585	955	0	0
Q Serve(g_s), s	0.4	12.1	2.5	1.9	0.0	5.6	0.1	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	12.1	2.5	14.0	0.0	5.6	7.8	0.0	1.5	7.8	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	645	1187	1006	384	0	1186	356	0	304	274	0	0
V/C Ratio(X)	0.03	0.61	0.18	0.09	0.00	0.36	0.47	0.00	0.17	0.06	0.00	0.00
Avail Cap(c_a), veh/h	645	1187	1006	384	0	1186	573	0	549	506	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	3.9	9.8	0.0	4.5	20.1	0.0	17.6	17.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	2.4	0.4	0.1	0.0	0.2	0.9	0.0	0.3	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	3.6	0.6	0.2	0.0	1.0	1.8	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	8.1	4.3	9.9	0.0	4.7	21.1	0.0	17.8	17.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	B	B	A	A
Approach Vol, veh/h	933			462			219			16		
Approach Delay, s/veh	7.3			5.1			20.3			17.4		
Approach LOS	A			A			C			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.5			14.5			37.5			14.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	33.0			18.0			33.0			18.0		
Max Q Clear Time (g_c+l1), s	14.1			9.8			16.0			9.8		
Green Ext Time (p_c), s	5.9			0.6			2.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	8.5											
HCM 6th LOS	A											

HCM 6th TWSC
5: Right Out Only Access & Palmer Divide Ave

2028 Total AM_Realigned

11/14/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	488	0	0	751	0	333
Future Vol, veh/h	488	0	0	751	0	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	530	0	0	816	0	362
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	265
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	733
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	733
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		14.6		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	733	-	-			
HCM Lane V/C Ratio	0.494	-	-			
HCM Control Delay (s)	14.6	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	2.8	-	-			

HCM 6th TWSC
5: Right Out Only Access & Palmer Divide Ave

2028 Total PM_Realigned

11/14/2024

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	614	0	0	962	0	407
Future Vol, veh/h	614	0	0	962	0	407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	667	0	0	1046	0	442

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

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	662	-	-
HCM Lane V/C Ratio	0.668	-	-
HCM Control Delay (s)	20.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	5.1	-	-

HCM 6th TWSC
5: Right Out Only Access & Palmer Divide Ave

2045 Total AM_Realigned

11/14/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	567	0	0	815	0	333
Future Vol, veh/h	567	0	0	815	0	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	616	0	0	886	0	362
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	308
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	688
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	688
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		15.9		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	688	-	-			
HCM Lane V/C Ratio	0.526	-	-			
HCM Control Delay (s)	15.9	-	-			
HCM Lane LOS	C	-	-			
HCM 95th %tile Q(veh)	3.1	-	-			

HCM 6th TWSC
5: Right Out Only Access & Palmer Divide Ave

2045 Total PM_Realigned

11/14/2024

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	716	0	0	1039	0	407
Future Vol, veh/h	716	0	0	1039	0	407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	778	0	0	1129	0	442
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	389
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	610
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	610
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		24.9		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	610	-	-			
HCM Lane V/C Ratio	0.725	-	-			
HCM Control Delay (s)	24.9	-	-			
HCM Lane LOS	C	-	-			
HCM 95th %tile Q(veh)	6.1	-	-			

Timings

2028 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑	↘	↓
Traffic Volume (vph)	4	269	87	515	131
Future Volume (vph)	4	269	87	515	131
Turn Type	Prot	Free	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		Free		6	
Detector Phase	8		2	1	6
Switch Phase					
Minimum Initial (s)	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	9.5	22.5
Total Split (s)	24.0		34.0	32.0	66.0
Total Split (%)	26.7%		37.8%	35.6%	73.3%
Yellow Time (s)	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None		C-Max	None	C-Max

Intersection Summary

Cycle Length: 90

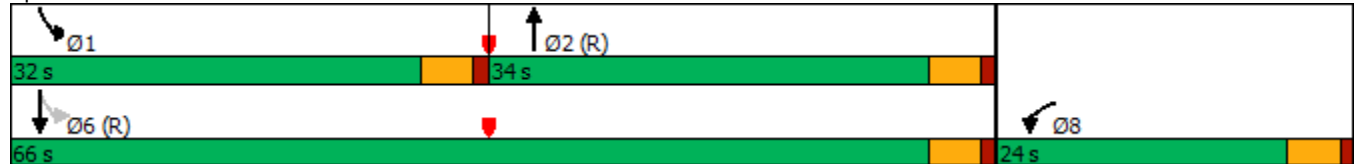
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 6: Beacon Lite Rd & North Access



HCM 6th Signalized Intersection Summary

6: Beacon Lite Rd & North Access

2028 Total AM_Realigned

11/14/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	269	87	4	515	131
Future Volume (veh/h)	4	269	87	4	515	131
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	95	4	560	142
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	9		1375	58	2320	1673
Arrive On Green	0.01	0.00	0.77	0.77	0.12	1.00
Sat Flow, veh/h	1781	1585	1782	75	3456	1870
Grp Volume(v), veh/h	4	0	0	99	560	142
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1857	1728	1870
Q Serve(g_s), s	0.2	0.0	0.0	1.2	2.5	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.2	2.5	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	9		0	1433	2320	1673
V/C Ratio(X)	0.42		0.00	0.07	0.24	0.08
Avail Cap(c_a), veh/h	386		0	1433	3125	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	44.6	0.0	0.0	2.5	1.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.2	0.0	0.0	2.6	1.0	0.1
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	4		99			702
Approach Delay, s/veh	72.2		2.6			0.8
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	74.0			85.0	5.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	27.5	29.5			61.5	19.5
Max Q Clear Time (g_c+I1), s	4.5	3.2			2.0	2.2
Green Ext Time (p_c), s	2.0	0.5			0.8	0.0
Intersection Summary						
HCM 6th Ctrl Delay			1.4			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

2028 Total PM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

	↙	↖	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↙	↖	↑	↘	↑
Traffic Volume (vph)	5	329	132	672	200
Future Volume (vph)	5	329	132	672	200
Turn Type	Prot	Free	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		Free		6	
Detector Phase	8		2	1	6
Switch Phase					
Minimum Initial (s)	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	9.5	22.5
Total Split (s)	24.0		34.0	32.0	66.0
Total Split (%)	26.7%		37.8%	35.6%	73.3%
Yellow Time (s)	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None		C-Max	None	C-Max

Intersection Summary

Cycle Length: 90

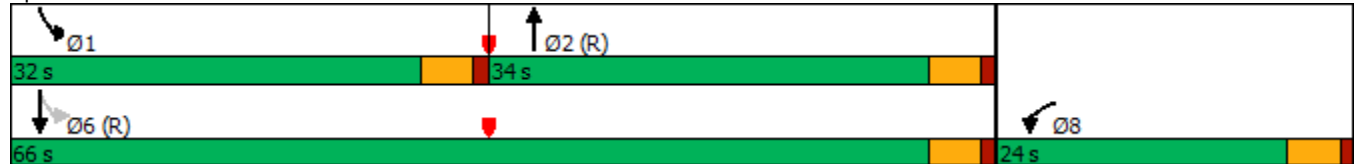
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 6: Beacon Lite Rd & North Access



HCM 6th Signalized Intersection Summary 6: Beacon Lite Rd & North Access

2028 Total PM_Realigned
11/14/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	329	132	5	672	200
Future Volume (veh/h)	5	329	132	5	672	200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	143	5	730	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	12		1347	47	2235	1671
Arrive On Green	0.01	0.00	0.75	0.75	0.16	1.00
Sat Flow, veh/h	1781	1585	1796	63	3456	1870
Grp Volume(v), veh/h	5	0	0	148	730	217
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1859	1728	1870
Q Serve(g_s), s	0.3	0.0	0.0	1.9	3.7	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.9	3.7	0.0
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	12		0	1394	2235	1671
V/C Ratio(X)	0.43		0.00	0.11	0.33	0.13
Avail Cap(c_a), veh/h	386		0	1394	2967	1671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	44.5	0.0	0.0	3.1	1.1	0.0
Incr Delay (d2), s/veh	23.1	0.0	0.0	0.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.7	0.0	0.0	3.2	1.2	0.1
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	5		148			947
Approach Delay, s/veh	67.7		3.2			0.9
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.9	72.0			84.9	5.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	27.5	29.5			61.5	19.5
Max Q Clear Time (g_c+l1), s	5.7	3.9			2.0	2.3
Green Ext Time (p_c), s	2.7	0.7			1.3	0.0
Intersection Summary						
HCM 6th Ctrl Delay			1.5			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.						

Timings

2045 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↑	↘	↓
Traffic Volume (vph)	4	269	99	515	137
Future Volume (vph)	4	269	99	515	137
Turn Type	Prot	Free	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		Free		6	
Detector Phase	8		2	1	6
Switch Phase					
Minimum Initial (s)	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	9.5	22.5
Total Split (s)	24.0		34.0	32.0	66.0
Total Split (%)	26.7%		37.8%	35.6%	73.3%
Yellow Time (s)	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None		C-Max	None	C-Max

Intersection Summary

Cycle Length: 90

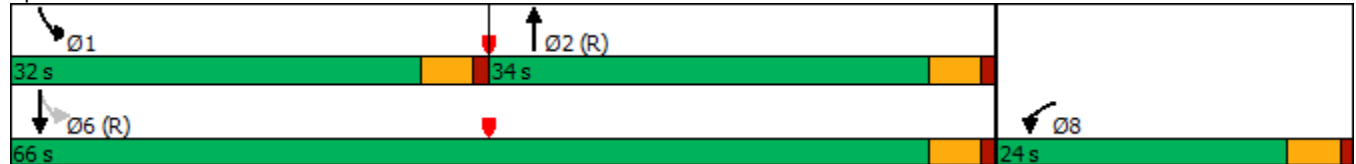
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 6: Beacon Lite Rd & North Access



HCM 6th Signalized Intersection Summary 6: Beacon Lite Rd & North Access

2045 Total AM_Realigned
11/14/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	269	99	4	515	137
Future Volume (veh/h)	4	269	99	4	515	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	108	4	560	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	9		1383	51	2293	1673
Arrive On Green	0.01	0.00	0.77	0.77	0.12	1.00
Sat Flow, veh/h	1781	1585	1792	66	3456	1870
Grp Volume(v), veh/h	4	0	0	112	560	149
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1858	1728	1870
Q Serve(g_s), s	0.2	0.0	0.0	1.3	2.5	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.3	2.5	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	9		0	1435	2293	1673
V/C Ratio(X)	0.42		0.00	0.08	0.24	0.09
Avail Cap(c_a), veh/h	386		0	1435	3098	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	44.6	0.0	0.0	2.5	1.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.2	0.0	0.0	2.6	1.0	0.1
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	4		112			709
Approach Delay, s/veh	72.2		2.6			0.8
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	74.0			85.0	5.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	27.5	29.5			61.5	19.5
Max Q Clear Time (g_c+I1), s	4.5	3.3			2.0	2.2
Green Ext Time (p_c), s	2.0	0.5			0.9	0.0
Intersection Summary						
HCM 6th Ctrl Delay			1.4			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

2045 Total PM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

	↖	↗	↑	↘	↓
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↖	↗	↑	↘	↓
Traffic Volume (vph)	5	329	159	672	222
Future Volume (vph)	5	329	159	672	222
Turn Type	Prot	Free	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		Free		6	
Detector Phase	8		2	1	6
Switch Phase					
Minimum Initial (s)	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	9.5	22.5
Total Split (s)	24.0		34.0	32.0	66.0
Total Split (%)	26.7%		37.8%	35.6%	73.3%
Yellow Time (s)	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None		C-Max	None	C-Max

Intersection Summary

Cycle Length: 90

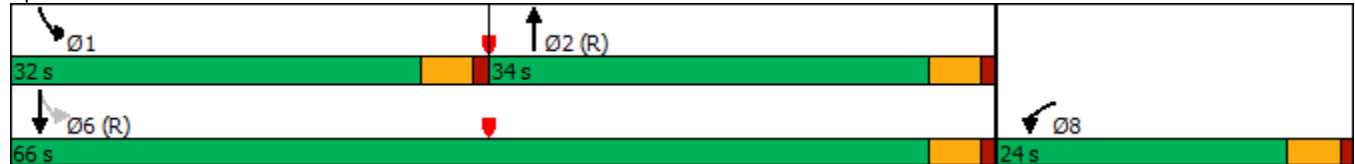
Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 6: Beacon Lite Rd & North Access



HCM 6th Signalized Intersection Summary

6: Beacon Lite Rd & North Access

2045 Total PM_Realigned

11/14/2024

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	329	159	5	672	222
Future Volume (veh/h)	5	329	159	5	672	222
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	173	5	730	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	12		1356	39	2176	1671
Arrive On Green	0.01	0.00	0.75	0.75	0.16	1.00
Sat Flow, veh/h	1781	1585	1809	52	3456	1870
Grp Volume(v), veh/h	5	0	0	178	730	241
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1861	1728	1870
Q Serve(g_s), s	0.3	0.0	0.0	2.4	3.7	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.4	3.7	0.0
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	12		0	1396	2176	1671
V/C Ratio(X)	0.43		0.00	0.13	0.34	0.14
Avail Cap(c_a), veh/h	386		0	1396	2909	1671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	44.5	0.0	0.0	3.1	1.1	0.0
Incr Delay (d2), s/veh	23.1	0.0	0.0	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.7	0.0	0.0	3.3	1.2	0.2
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	5		178			971
Approach Delay, s/veh	67.7		3.3			0.9
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.9	72.0			84.9	5.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	27.5	29.5			61.5	19.5
Max Q Clear Time (g_c+l1), s	5.7	4.4			2.0	2.3
Green Ext Time (p_c), s	2.7	0.9			1.5	0.0
Intersection Summary						
HCM 6th Ctrl Delay			1.6			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	63	28	6	119	16
Future Vol, veh/h	5	63	28	6	119	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
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	5	68	30	7	129	17
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	309	34	0	0	37	0
Stage 1	34	-	-	-	-	-
Stage 2	275	-	-	-	-	-
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	683	1039	-	-	1574	-
Stage 1	988	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	1039	-	-	1574	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.9	0		6.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 991		1574	-	
HCM Lane V/C Ratio	-	- 0.075		0.082	-	
HCM Control Delay (s)	-	- 8.9		7.5	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0.2		0.3	-	

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	77	60	8	156	49
Future Vol, veh/h	8	77	60	8	156	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
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	9	84	65	9	170	53
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	463	70	0	0	74	0
Stage 1	70	-	-	-	-	-
Stage 2	393	-	-	-	-	-
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	557	993	-	-	1526	-
Stage 1	953	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	993	-	-	1526	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		5.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 907		1526	-	
HCM Lane V/C Ratio	-	- 0.102		0.111	-	
HCM Control Delay (s)	-	- 9.4		7.7	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0.3		0.4	-	

Intersection

Int Delay, s/veh 5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	63	40	6	119	22
Future Vol, veh/h	5	63	40	6	119	22
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	-	-	-	275	-
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	5	68	43	7	129	24

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	329	47	0
Stage 1	47	-	-
Stage 2	282	-	-
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	665	1022	-
Stage 1	975	-	-
Stage 2	766	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	610	1022	-
Mov Cap-2 Maneuver	610	-	-
Stage 1	975	-	-
Stage 2	702	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	974	1557
HCM Lane V/C Ratio	-	-	0.076	0.083
HCM Control Delay (s)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	77	87	8	156	71
Future Vol, veh/h	8	77	87	8	156	71
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	-	-	-	275	-
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	9	84	95	9	170	77
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	517	100	0	0	104	0
Stage 1	100	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	956	-	-	1488	-
Stage 1	924	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	459	956	-	-	1488	-
Mov Cap-2 Maneuver	459	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		5.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	868	1488	-	
HCM Lane V/C Ratio	-	-	0.106	0.114	-	
HCM Control Delay (s)	-	-	9.6	7.7	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-	



APPENDIX F

Signal Warrant Analysis Worksheets

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET:

Beacon Lite/County Line

OF APPROACH LANES:

2

MINOR STREET:

County Line

OF APPROACH LANES:

1

CITY, STATE:

El Paso County, CO

COMMENTS:

2028 Total

*It should be noted that a reduction of 100% was applied for right turns on the minor street approach(s)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	1,117	141	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM	TO	09:00 AM	1,005	127	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y		
09:00 AM	TO	10:00 AM	0	0														
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM																
04:00 PM	TO	05:00 PM	1,164	135	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
05:00 PM	TO	06:00 PM	1,293	150	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
06:00 PM	TO	07:00 PM																
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			4,579	553	4	1	1	4	4	4	4	4	4	4	4	4	3	0
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED
						NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET:

Palmer Divide

OF APPROACH LANES:

2

MINOR STREET:

I-25 SB

OF APPROACH LANES:

1

CITY, STATE:

El Paso County, CO

COMMENTS:

2028 Total

*It should be noted that a reduction of 100% was applied for right turns on the minor street approach(s)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	1,572	99	Y			Y	Y	Y	Y			Y	Y	Y	Y	
08:00 AM	TO	09:00 AM	1,415	90	Y			Y	Y	Y	Y			Y	Y	Y	Y	
09:00 AM	TO	10:00 AM	0	0														
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM																
04:00 PM	TO	05:00 PM	1,369	237	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
05:00 PM	TO	06:00 PM	1,521	263	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
06:00 PM	TO	07:00 PM																
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			5,877	689	4	2	2	4	4	4	4	2	2	4	4	4	4	2
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B					4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			NOT SATISFIED			NOT SATISFIED					SATISFIED	SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET:

Palmer Divide

OF APPROACH LANES:

2

MINOR STREET:

I-25 NB

OF APPROACH LANES:

1

CITY, STATE:

El Paso County, CO

COMMENTS:

2028 Total

*It should be noted that a reduction of 100% was applied for right turns on the minor street approach(s)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	1,199	357	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
08:00 AM	TO	09:00 AM	1,080	321	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
09:00 AM	TO	10:00 AM	0	0														
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM																
04:00 PM	TO	05:00 PM	970	365	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
05:00 PM	TO	06:00 PM	1,078	406	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
06:00 PM	TO	07:00 PM																
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			4,327	1,449	4	4	4	4	4	4	4	4	4	4	4	4	4	4
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED
						NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			SATISFIED			SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET:

Beacon Lite

OF APPROACH LANES:

2

MINOR STREET:

North Access

OF APPROACH LANES:

1

CITY, STATE:

El Paso County, CO

COMMENTS:

2028 Total

*It should be noted that a reduction of 100% was applied for right turns on the minor street approach(s)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	737	4	Y						Y			Y				
08:00 AM	TO	09:00 AM	664	4	Y						Y							
09:00 AM	TO	10:00 AM	0	0														
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM																
04:00 PM	TO	05:00 PM	1,009	5	Y			Y			Y			Y				
05:00 PM	TO	06:00 PM	909	5	Y			Y			Y			Y				
06:00 PM	TO	07:00 PM																
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			3,319	18	4	0	0	2	0	0	4	0	0	3	0	0	0	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

APPENDIX G

Queue Analysis Worksheets

Queues

2028 Total AM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	160	22	22	394	711	142
v/c Ratio	0.61	0.09	0.04	0.15	0.29	0.13
Control Delay	45.0	13.4	3.6	3.5	5.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	13.4	3.6	3.5	5.5	1.8
Queue Length 50th (ft)	86	0	3	28	43	1
Queue Length 95th (ft)	137	19	7	36	107	19
Internal Link Dist (ft)	288			381	322	
Turn Bay Length (ft)			150			150
Base Capacity (vph)	481	446	565	2657	2441	1134
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.05	0.04	0.15	0.29	0.13
Intersection Summary						

Queues

2028 Total PM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	190	30	32	508	960	133
v/c Ratio	0.65	0.10	0.08	0.20	0.42	0.12
Control Delay	45.1	11.4	4.5	4.5	6.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	11.4	4.5	4.5	6.3	1.3
Queue Length 50th (ft)	102	0	5	44	76	0
Queue Length 95th (ft)	155	21	12	75	127	m11
Internal Link Dist (ft)	288			381	322	
Turn Bay Length (ft)			150			150
Base Capacity (vph)	442	418	414	2599	2300	1073
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.07	0.08	0.20	0.42	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total AM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	238	22	23	407	718	208
v/c Ratio	0.70	0.07	0.05	0.16	0.31	0.19
Control Delay	44.4	11.5	5.0	4.9	7.8	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	11.5	5.0	4.9	7.8	2.0
Queue Length 50th (ft)	127	0	4	35	66	2
Queue Length 95th (ft)	184	17	11	65	122	m23
Internal Link Dist (ft)	288			381	322	
Turn Bay Length (ft)			150			150
Base Capacity (vph)	521	481	511	2503	2287	1094
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.05	0.05	0.16	0.31	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total PM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	277	31	34	536	984	197
v/c Ratio	0.73	0.09	0.09	0.22	0.46	0.19
Control Delay	44.4	9.6	6.0	6.0	6.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	9.6	6.0	6.0	6.9	0.9
Queue Length 50th (ft)	148	0	6	56	80	0
Queue Length 95th (ft)	207	20	17	94	132	m5
Internal Link Dist (ft)	288			381	322	
Turn Bay Length (ft)			150			150
Base Capacity (vph)	501	470	367	2431	2141	1033
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.07	0.09	0.22	0.46	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2028 Total AM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	498	414	351	483	237	225
v/c Ratio	0.33	0.45	0.60	0.37	0.54	0.42
Control Delay	15.7	2.6	14.9	24.3	25.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	15.7	2.6	14.9	24.3	26.2	6.5
Queue Length 50th (ft)	96	1	112	89	87	0
Queue Length 95th (ft)	133	20	179	128	166	56
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1513	914	641	1289	437	533
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	13	0	0	0	41	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.45	0.55	0.37	0.60	0.42
Intersection Summary						

Queues

2028 Total PM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	541	488	184	529	384	355
v/c Ratio	0.37	0.31	0.47	0.51	0.65	0.47
Control Delay	15.5	0.6	20.6	35.7	29.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	0.6	20.6	35.7	29.8	4.7
Queue Length 50th (ft)	82	0	79	133	183	0
Queue Length 95th (ft)	116	2	m127	171	288	60
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1462	1568	390	1031	588	757
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	24	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.31	0.47	0.51	0.65	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total AM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	559	442	494	544	268	253
v/c Ratio	0.38	0.28	0.80	0.41	0.68	0.48
Control Delay	16.8	0.5	21.9	23.0	36.4	7.1
Queue Delay	0.0	0.0	0.0	0.3	3.6	0.0
Total Delay	16.8	0.5	21.9	23.4	40.0	7.1
Queue Length 50th (ft)	114	0	169	93	125	0
Queue Length 95th (ft)	148	0	m#275	m138	#218	61
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1460	1583	650	1314	392	529
Starvation Cap Reductn	0	0	0	309	0	0
Spillback Cap Reductn	12	0	0	0	62	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.28	0.76	0.54	0.81	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total PM_Realigned

2: Palmer Divide Ave & I-25 SB Ramp

11/14/2024



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	595	527	253	576	481	411
v/c Ratio	0.42	0.34	0.66	0.59	0.82	0.52
Control Delay	15.8	0.6	23.0	33.7	39.4	4.9
Queue Delay	0.1	0.0	0.0	0.2	2.0	0.0
Total Delay	15.9	0.6	23.0	34.0	41.4	4.9
Queue Length 50th (ft)	101	0	103	135	255	0
Queue Length 95th (ft)	130	3	m145	171	#430	63
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1421	1568	385	978	589	793
Starvation Cap Reductn	0	0	0	71	0	0
Spillback Cap Reductn	136	0	0	0	36	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.34	0.66	0.64	0.87	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

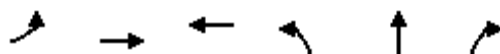
m Volume for 95th percentile queue is metered by upstream signal.

Queues

2028 Total AM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



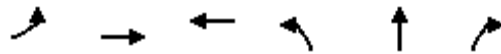
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	405	210	748	203	203	99
v/c Ratio	0.75	0.26	0.35	0.49	0.49	0.21
Control Delay	35.9	8.6	13.7	33.7	33.7	7.2
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	8.6	13.7	33.7	33.7	7.2
Queue Length 50th (ft)	131	29	69	104	104	0
Queue Length 95th (ft)	232	46	112	170	170	36
Internal Link Dist (ft)		272	582		210	
Turn Bay Length (ft)						
Base Capacity (vph)	639	815	2133	412	412	462
Starvation Cap Reductn	24	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.26	0.35	0.49	0.49	0.21
Intersection Summary						

Queues

2028 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



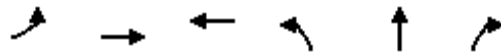
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	454	403	417	239	241	255
v/c Ratio	0.73	0.53	0.27	0.41	0.41	0.35
Control Delay	25.3	17.9	15.4	24.8	24.8	4.3
Queue Delay	0.1	0.5	0.0	0.0	0.0	0.0
Total Delay	25.4	18.5	15.4	24.8	24.8	4.3
Queue Length 50th (ft)	133	101	39	106	108	0
Queue Length 95th (ft)	227	154	67	175	177	49
Internal Link Dist (ft)		272	582		210	
Turn Bay Length (ft)						
Base Capacity (vph)	657	760	1529	588	590	719
Starvation Cap Reductn	9	110	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.62	0.27	0.41	0.41	0.35
Intersection Summary						

Queues

2045 Total AM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	426	298	1057	217	218	134
v/c Ratio	0.85	0.40	0.54	0.53	0.53	0.27
Control Delay	54.2	11.2	18.8	34.6	34.7	6.7
Queue Delay	1.2	0.2	0.0	0.2	0.2	0.0
Total Delay	55.4	11.5	18.8	34.8	34.9	6.7
Queue Length 50th (ft)	207	49	140	112	112	0
Queue Length 95th (ft)	#308	70	178	183	183	41
Internal Link Dist (ft)		272	582		210	
Turn Bay Length (ft)						
Base Capacity (vph)	545	746	1943	412	412	488
Starvation Cap Reductn	29	103	0	0	0	0
Spillback Cap Reductn	0	0	6	15	15	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.46	0.55	0.55	0.55	0.27

Intersection Summary

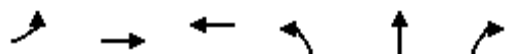
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2045 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	474	570	579	253	256	350
v/c Ratio	0.83	0.75	0.39	0.43	0.43	0.45
Control Delay	35.0	26.6	18.4	25.2	25.3	4.4
Queue Delay	0.6	0.9	0.0	0.0	0.0	0.0
Total Delay	35.5	27.5	18.4	25.2	25.3	4.4
Queue Length 50th (ft)	182	165	64	114	115	0
Queue Length 95th (ft)	m#274	m424	97	186	188	56
Internal Link Dist (ft)		272	582		210	
Turn Bay Length (ft)						
Base Capacity (vph)	597	755	1490	588	590	781
Starvation Cap Reductn	16	47	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.81	0.39	0.43	0.43	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

2045 Total AM_Realigned

4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	5	220	190	118	805	191	38	4
v/c Ratio	0.02	0.19	0.18	0.16	0.69	0.64	0.10	0.01
Control Delay	6.0	6.2	1.7	6.5	13.0	29.7	6.8	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	6.2	1.7	6.5	13.0	29.7	6.8	12.8
Queue Length 50th (ft)	1	28	0	14	156	56	0	1
Queue Length 95th (ft)	5	67	22	42	#373	109	18	6
Internal Link Dist (ft)		582			1847	276		26
Turn Bay Length (ft)	150		150					
Base Capacity (vph)	259	1129	1030	721	1160	417	515	537
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.19	0.18	0.16	0.69	0.46	0.07	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

2045 Total PM_Realigned

4: Monument Hill Rd/Andrews Rd & Palmer Divide Ave

11/14/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	17	730	186	35	427	166	53	16
v/c Ratio	0.03	0.57	0.16	0.09	0.33	0.56	0.14	0.05
Control Delay	5.5	9.4	1.6	6.3	6.5	26.8	6.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	9.4	1.6	6.3	6.5	26.8	6.5	5.3
Queue Length 50th (ft)	2	121	0	4	56	47	0	0
Queue Length 95th (ft)	10	286	22	17	132	95	21	8
Internal Link Dist (ft)		582			1847	276		26
Turn Bay Length (ft)	150		150					
Base Capacity (vph)	630	1278	1144	379	1277	451	550	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.57	0.16	0.09	0.33	0.37	0.10	0.03
Intersection Summary								

Queues

2028 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

					
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	4	292	99	560	142
v/c Ratio	0.04	0.18	0.07	0.25	0.08
Control Delay	40.0	0.3	3.0	2.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.0	2.3	1.5
Queue Length 50th (ft)	2	0	7	0	0
Queue Length 95th (ft)	13	0	34	108	61
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1475	2505	1799
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.18	0.07	0.22	0.08
Intersection Summary					

Queues

2028 Total PM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

					
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	5	358	148	730	217
v/c Ratio	0.04	0.23	0.10	0.33	0.12
Control Delay	40.0	0.3	3.4	2.9	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.4	2.9	1.6
Queue Length 50th (ft)	3	0	11	1	0
Queue Length 95th (ft)	14	0	52	161	87
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1459	2440	1798
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.10	0.30	0.12
Intersection Summary					

Queues

2045 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

					
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	4	292	112	560	149
v/c Ratio	0.04	0.18	0.08	0.25	0.08
Control Delay	40.0	0.3	3.0	2.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.0	2.1	1.4
Queue Length 50th (ft)	2	0	8	0	0
Queue Length 95th (ft)	13	0	38	105	58
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1475	2488	1799
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.18	0.08	0.23	0.08
Intersection Summary					

Queues

2045 Total PM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

					
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	5	358	178	730	241
v/c Ratio	0.04	0.23	0.12	0.34	0.13
Control Delay	40.0	0.3	3.4	2.7	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.4	2.7	1.6
Queue Length 50th (ft)	3	0	13	1	0
Queue Length 95th (ft)	14	0	61	157	94
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1460	2403	1798
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.12	0.30	0.13
Intersection Summary					



APPENDIX H

Cap-X & ICAT Tool Worksheets

MIMR Excerpts

Capacity Analysis for Planning of Junctions

Dynamic Results Summary

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Partial Cloverleaf B N-S	0.31	1	Good	Excellent
Partial Cloverleaf A N-S	0.35	2	Good	Excellent
Partial Cloverleaf A E-W	0.38	3	Good	Excellent
Diverging Diamond Interchange N-S	0.39	4	Good	Excellent
Partial Cloverleaf B E-W	0.42	5	Good	Excellent
Diverging Diamond Interchange E-W	0.44	6	Good	Excellent
Displaced Left Turn (Interchange) E-W	0.45	7	Good	Excellent
Diamond N-S	0.55	8	Good	Fair
Single Point N-S	0.57	9	Good	Excellent
Singe Point Diamond w/ RAB N-S	0.61	10	Good	Excellent

Use the "yes/no" drop-down menus in Step 2 (Base and Alt Selection) to exclude intersection types from summary rankings, if they are not applicable.



ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: 0000000

Project Location: Palmer Divi @ NB Off-Ramp /

Existing Intersection Control: Conventional Minor Stop

County/Region: El Paso / CDOT Region 2

Area Type: Urban

Prepared by: 0

Date: 1/0/1900

Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	--select one--	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.00	0.00
2028 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2028 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Alternatives Analysis

Proposed Control Type Improvement:

Alternative 1	Alternative 2	Alternative 3
Displaced Left-Turn / CFI	Signalized Intersection	Multilane Roundabout
Add add'l description here	Add add'l description here	Add add'l description here

Project Cost (From Cost Worksheet)

Construction Cost	\$863,438	\$416,251	\$1,024,054
ROW Cost	\$32,829	\$2,296	\$400,918
Environmental Cost	\$0	\$0	\$0
Reimbursable Utility Cost	\$25,903	\$12,488	\$30,722
Design & Contingency Cost	\$259,031	\$124,875	\$307,216
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	\$1,181,202	\$555,910	\$1,762,910

Traffic Operations

Traffic Analysis Software Used	--select one--		--select one--		--select one--	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2028 Design Yr Build Intersection Delay	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec
2028 Design Yr Build Intersection V/C	0.00	0.00	0.00	0.00	0.00	0.00

Safety Analysis

Predefined CRF: PDO	0%	39%	32%
Predefined CRF: Fatal/Inj	0%	40%	71%
Predefined CRF Source:	-	FHWA Clearinghouse IDs: 7982 / 7984	FHWA Clearinghouse IDs: 236 / 237
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts

Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Stakeholder Support:

Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Final ICAT Stage 2 Score:	2.8	3.5	2.2
Rank of Control Type Alternatives:	2	1	3

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):



ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: 0000000

Project Location: Palmer Divi @ Road 2 / SB Off-Ramp

Existing Intersection Control: Conventional Minor Stop

County/Region: El Paso / CDOT Region 2

Area Type: Urban

Prepared by: 0

Date: 1/0/1900

Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	--select one--	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.00	0.00
2028 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2028 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Alternatives Analysis

Proposed Control Type Improvement:

Alternative 1	Alternative 2	Alternative 3
Displaced Left-Turn / CFI	Signalized Intersection	Multilane Roundabout
Add add'l description here	Add add'l description here	Add add'l description here

Project Cost (From Cost Worksheet)

Construction Cost	\$863,438	\$416,251	\$804,054
ROW Cost	\$32,829	\$2,296	\$200,918
Environmental Cost	\$0	\$0	\$0
Reimbursable Utility Cost	\$25,903	\$12,488	\$24,122
Design & Contingency Cost	\$259,031	\$124,875	\$241,216
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	\$1,181,202	\$555,910	\$1,270,310

Traffic Operations

Traffic Analysis Software Used	--select one--		--select one--		--select one--	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2028 Design Yr Build Intersection Delay	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec
2028 Design Yr Build Intersection V/C	0.00	0.00	0.00	0.00	0.00	0.00

Safety Analysis

Predefined CRF: PDO	0%	39%	32%
Predefined CRF: Fatal/Inj	0%	40%	71%
Predefined CRF Source:	-	FHWA Clearinghouse IDs: 7982 / 7984	FHWA Clearinghouse IDs: 236 / 237
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts

Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Stakeholder Support:

Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Final ICAT Stage 2 Score:	2.6	3.4	2.5
Rank of Control Type Alternatives:	2	1	3

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):



May 28, 2025

Mr. John Cater
Division Administrator
Federal Highway Administration Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Re: Buc-ee's Palmer Lake
Minor Interchange Modification Request Memorandum
Palmer Lake, Colorado

Dear Mr. Cater:

This memorandum documents the results of traffic analysis prepared for the County Line Road & I-25 interchange in Palmer Lake, Colorado. The purpose of this traffic analysis was to compare various interchange alternatives as part of a Minor Interchange Modification Request (MIMR).

With anticipated development in the immediate area, the existing stop-controlled off-ramps at the County Line Road and I-25 Ramps intersections are expected to need improvement. The primary development anticipated to affect the interchange is a 120-fueling position Buc-ee's gas station with a 74,000 square foot convenience store is proposed on the southwest corner of the County Line Road and I-25 Southbound Ramps intersection.

Prior to preparing this memorandum, Kimley-Horn performed an analysis of the interchange utilizing the Capacity Analysis for Planning of Junction (Cap-X) Tool developed by the Federal Highway Administration. The results of the Cap-X analysis were reviewed by CDOT. Three alternatives identified in the Cap-X analysis were determined to be feasible options for this interchange due to a combination of available right of way for the improvement, constructability, and operational performance. These alternatives include:

- Alternative 1: Standard Diamond Interchange
- Alternative 2: Diverging Diamond Interchange (DDI)
- Alternative 3: Roundabout Interchange

After completion of the Cap-X analysis it was determined that additional analysis should be performed to identify a preferred solution for the interchange. This memorandum expands upon analysis prepared by the Buc-ee's development in the Travel Center Palmer Lake traffic impact study, using PTV Vissim microsimulation software to compare these interchange alternatives.

Following discussion with CDOT staff, a fourth alternative—Alternative 1b—was analyzed, which is a standard diamond interchange but includes additional improvements such as a separate northbound right turn lane on the I-25 northbound off-ramp as well as additional storage length available on the westbound County Line Road approach to the I-25 Northbound Ramps intersection. The additional storage length on westbound County Line Road would be constructed in conjunction with Buc-ee's Palmer Lake development. Based

Table 1 – Alternative 1 LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (12.3)	165	B (18.5)	418
	SBL	C (33.7)	165	C (34.1)	418
	SBT	C (34.7)	165	D (43.4)	418
	SBR	A (2.8)	111	A (3.9)	379
	EB	A (8.7)	266	B (11.9)	334
	EBT	B (12.8)	266	B (18.0)	334
	EBR	A (0.6)	170	A (0.9)	238
	WB	B (14.7)	369	C (26.0)	339
	WBL	C (20.3)	369	D (47.0)	339
	WBT	A (9.6)	209	B (17.1)	238
	Int.	B (11.9)	-	B (18.1)	-
County Line Rd & I-25 NB Ramp	NB	C (32.1)	270	C (27.2)	380
	NBL	D (35.1)	220	C (28.7)	330
	NBT	D (41.2)	220	C (33.4)	330
	NBR	C (22.6)	270	C (24.9)	380
	EB	B (12.6)	285	B (18.3)	368
	EBL	B (16.1)	285	C (20.0)	319
	EBT	A (7.6)	190	B (16.8)	368
	WB	A (9.0)	385	B (16.4)	289
	WBT	B (11.7)	385	C (23.5)	289
	WBR	A (5.0)	179	A (6.3)	150
	Int.	B (16.0)	-	C (21.4)	-

Alternative 1b: Standard Diamond Interchange with Additional Improvements

It is understood that there are future developments to the east of the County Line Road and I-25 Northbound Ramps (#3) intersection that are planning to install a separate northbound right turn lane on the I-25 northbound off-ramp. As requested by CDOT, additional analysis was conducted to assess overall network operations with the northbound off-ramp providing a designated left turn lane, a shared left/through lane, and a separate right turn lane. In addition to this improvement, Alternative 1b also widened the westbound County Line Road approach to the I-25 Northbound Ramps (#3) intersection from one lane to three lanes further to the east than the Alternative 1 analysis. Compared to Alternative 1, Alternative 1b includes an additional approximately 275 feet of storage length for both the innermost westbound through lane—which serves as a spillback lane for the eventual westbound left turning movement at the I-25 Southbound Ramps (#2) intersection—and in the shared westbound through/right turn lane.

While it is likely these improvements could require some additional widening and grading to accommodate these lanes, it is believed that these improvements could be constructed feasibly. The additional storage length on westbound County Line Road would be

constructed in conjunction with Buc-ee's Palmer Lake development. Based on discussion with CDOT, the separate right turn lane on the I-25 northbound off-ramp is expected to be constructed by future developments to the east of I-25, such as Monument Ridge East. A detailed exhibit displaying these additional improvements is attached. A screenshot of the Alternative 1b standard diamond interchange configuration is provided in **Figure 5**.

The level of service and maximum queue results for this alternative are shown in **Table 2**. As shown in the table, both ramp terminal intersections are anticipated to operate at LOS B during both the morning and afternoon peak hours through the 2045 horizon with a standard diamond interchange configuration and additional improvements compared to Alternative 1. The average maximum vehicle queues along the I-25 southbound and northbound off-ramps did not exceed 402 feet and 256 feet, respectively, during the morning or afternoon peak hours in this analysis. As such, it is not believed that this interchange configuration would cause vehicles queues to spill onto the mainline or other notable impacts to the mainline of I-25 traffic in either direction. Compared to Alternative 1, Alternative 1b with the additional improvements would generally be expected to improve both overall intersection operations and lessen vehicle queues. Of note, the absolute maximum queue on the I-25 northbound off-ramp during all 30 simulation runs did not exceed 327 feet during either peak hour.



Figure 5 – Alternative 1b: County Line Road & I-25 Diamond Interchange Configuration

Table 2 – Alternative 1b LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (12.5)	168	B (19.0)	402
	SBL	C (34.7)	168	D (35.2)	402
	SBT	C (34.7)	168	D (42.7)	402
	SBR	A (2.7)	110	A (3.8)	362
	EB	A (8.1)	260	B (11.3)	334
	EBT	B (12.0)	260	B (17.2)	334
	EBR	A (0.6)	164	A (1.0)	238
	WB	B (13.9)	350	C (25.2)	343
	WBL	B (18.8)	350	D (42.7)	343
	WBT	A (9.5)	210	B (17.8)	249
	Int.	B (11.3)	-	B (17.8)	-
County Line Rd & I-25 NB Ramp	NB	C (28.7)	233	C (21.2)	256
	NBL	D (35.6)	182	C (26.8)	204
	NBT	D (45.5)	182	C (31.4)	204
	NBR	A (6.7)	233	B (12.7)	256
	EB	B (11.0)	270	B (16.9)	363
	EBL	B (13.8)	270	B (17.8)	324
	EBT	A (7.1)	189	B (16.2)	363
	WB	A (7.4)	278	B (13.6)	227
	WBT	A (9.6)	278	B (20.0)	227
	WBR	A (4.3)	182	A (4.6)	149
	Int.	B (13.7)	-	B (17.6)	-

Alternative 2: Diverging Diamond Interchange (DDI)

A diverging diamond interchange (DDI) was analyzed at the County Line Road & I-25 interchange. This interchange is likely able to be constructed without bridge reconstruction. However, this configuration will require extensive widening to the east and west of the bridge structure, likely also resulting in impacts to the existing frontage road. There are several constraints impacting the feasibility of construction of this alternative, such as the existing conservation easement on the northwest corner of the interchange as well as the drainage structures on the southeast corner of the interchange.

As is typical with DDIs, the eastbound and westbound left turning movements onto the on-ramps would each operate with free movement. The northbound and southbound left turning movements on their respective off-ramps were conservatively assumed to operate with signal control with left turn on red allowed after stop. It is recognized that many DDIs with only one left turn off-ramp lane today instead operate with yield control and a posted R1-2 "YIELD" sign, however, it is believed the method used in this study for off-ramp left turns provides a conservative analysis of interchange operations as opposed to yield control. The northbound and southbound right turning movements on their respective off-ramps were

horizon with the roundabout interchange configuration. However, several movements at both ramp terminal intersections would be expected to operate at LOS E conditions, nearing LOS F operations. Additionally, during the morning peak hour the westbound approach to the County Line Road & I-25 Northbound Ramps (#3) intersection would experience long vehicle queues, at times extending beyond the County Line Road & Monument Hill Road (#4) intersection. Both the I-25 southbound off-ramp and I-25 northbound off-ramp vehicle queues could also be over 572 feet in length at times during the afternoon peak hour. These queues were evident even with a proposed configuration of three northbound off-ramp approach lanes. As such, it is believed that this proposed interchange configuration could cause negative impacts to the I-25 mainline with extensive vehicle queues along both off-ramp approaches to these roundabouts and less length available for off-ramp vehicles to decelerate from freeway speed.

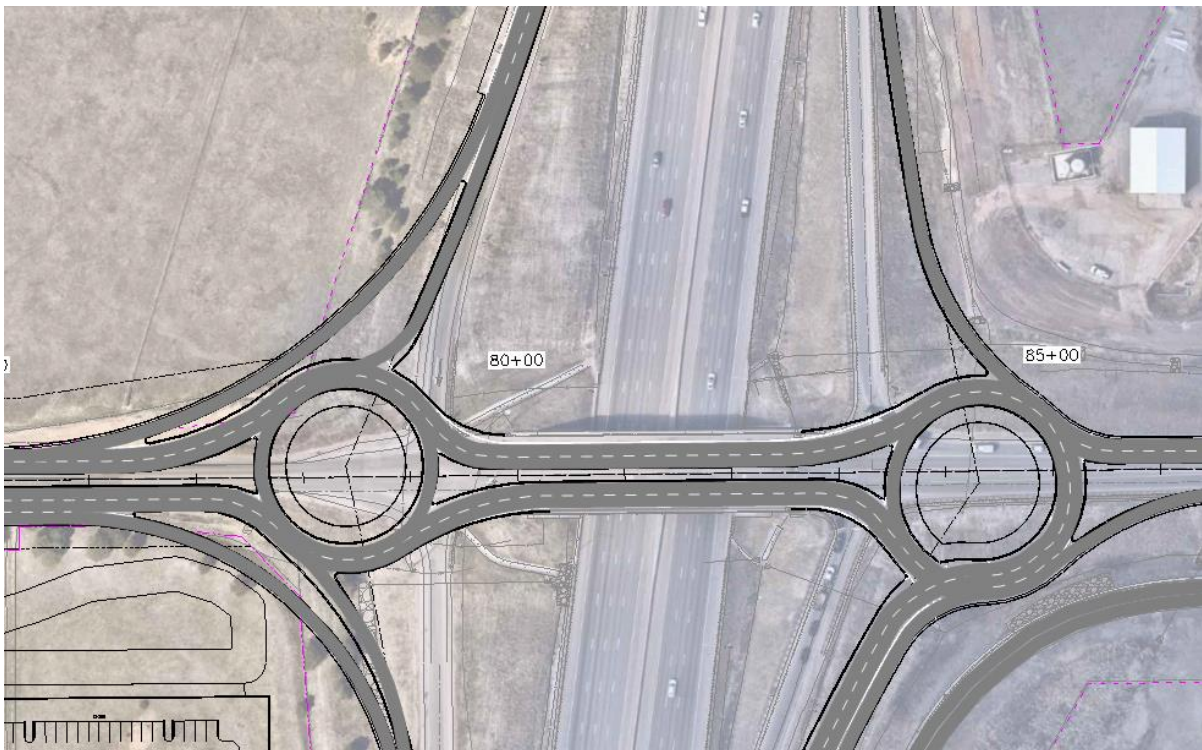


Figure 7 – County Line Road & I-25 Roundabout Interchange Configuration

Table 4 – Alternative 3 LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (11.2)	192	C (21.2)	634
	SBL	D (28.2)	192	E (37.5)	634
	SBT	D (28.6)	192	E (46.7)	634
	SBR	D (26.4)	192	E (36.4)	634
	EB	C (23.9)	423	C (27.2)	474
	EBT	E (37.4)	423	E (43.6)	474
	EBR	D (30.8)	423	D (34.9)	474
	WB	A (0.4)	0	A (0.5)	0
	WBL	A (0.5)	0	A (0.4)	0
	WBT	A (0.3)	0	A (0.5)	0
	Int.	B (11.8)	-	C (17.6)	-
County Line Rd & I-25 NB Ramp	NB	A (8.0)	123	E (46.2)	572
	NBL	A (8.8)	123	E (45.8)	403
	NBT	A (8.2)	123	E (47.5)	403
	NBR	A (5.6)	74	E (46.7)	572
	EB	A (0.6)	2	A (0.7)	5
	EBL	A (0.8)	2	A (1.0)	5
	EBT	A (0.2)	2	A (0.5)	5
	WB	C (31.5)	541	B (18.9)	272
	WBT	D (34.5)	541	C (19.7)	272
	WBR	D (27.2)	541	C (17.7)	272
	Int.	C (16.2)	-	C (20.6)	-

ALTERNATIVES COMPARISON

The following build alternatives were analyzed during the 2045 morning and peak hour traffic conditions to determine variation in both intersection and overall network operations:

- Alternative 1: Standard Diamond Interchange
 - Alternative 1b: Standard Diamond Interchange with additional improvements
- Alternative 2: Diverging Diamond Interchange (DDI)
- Alternative 3: Roundabout Interchange

The following intersections were included in each of the build alternatives:

- County Line Road & Beacon Lite Road (#1)
- County Line Road & I-25 Southbound Ramps (#2)
- County Line Road & I-25 Northbound Ramps (#3)
- County Line Road & Monument Hill Road (#4)

The proposed right-out only access from the Buc-ee's site located between Beacon Lite Road and the I-25 Southbound Ramps was also included in the model.

Level of Service Comparison

The overall intersection level of service and intersection delay—measured in seconds/vehicle (sec/veh)—between the build alternatives is similar at each intersection. The County Line Road & I-25 Southbound Ramps (#2) intersection was found to operate at LOS B in all build alternatives during both the morning and afternoon peak hours with the exception of the morning peak hour in Alternative 2, operating at LOS A, and the afternoon peak hour in Alternative 3, which would be expected to operate at overall LOS C.

The County Line Road & I-25 Northbound Ramps (#3) intersection operated at LOS B during the morning peak hour in Alternatives 1, 1b, and 2, while Alternative 3 operated at LOS C. During the afternoon peak hour, this intersection operated at LOS C in Alternatives 1 and 3, while at LOS B in Alternatives 1b and 2.

Table 5 provides a comparison of the overall intersection level of service and delay for each of the alternatives. As shown in the table, generally the best-performing alternative from an intersection level of service and delay perspective is Alternative 2—the DDI. Alternative 3—the Roundabout Interchange—yields relatively similar overall intersection level of service and delay conditions, however, as shown previously in **Table 4**, this alternative resulted in several approaches to intersections with extensive vehicle queues or poor level of service conditions. Alternative 1b was reported to operate better than Alternative 1, as the additional improvements improve overall intersection operations at both ramp interchange intersections.

Table 5 – Intersection LOS and Delay Comparison

Intersection	Peak Period	Scenario			
		Alt. 1 LOS (Delay, sec/veh)	Alt. 1b LOS (Delay, sec/veh)	Alt. 2 LOS (Delay, sec/veh)	Alt. 3 LOS (Delay, sec/veh)
County Line Rd & I-25 SB Ramp	2045 AM	B (11.9)	B (11.3)	A (9.1)	B (11.8)*
	2045 PM	B (18.1)	B (17.8)	B (12.0)	C (17.6)*
County Line Rd & I-25 NB Ramp	2045 AM	B (15.7)	B (13.7)	B (11.4)	C (16.2)
	2045 PM	C (20.9)	B (17.6)	B (10.6)	C (20.6)*

*At least one approach operating at LOS E or vehicle queues exceeding 570 feet

Network Comparison

To provide a more representative comparison of the impact of the various interchange alternatives on the overall street network surrounding the County Line Road & I-25 interchange, overall network results were also collected from the Vissim simulation runs.

Table 6 provides overall average network delay for each of the alternatives during the morning and afternoon peak hours. Network delay as a measure of effectiveness refers to

FEBRUARY 27, 2025

Town of Palmer Lake

Traffic Impact Study

Palmer Lake, Colorado
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Town of Palmer Lake

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Executive Summary

Purpose

This traffic impact study was conducted in support of the Town of Palmer Lake regarding the proposed Buc-ee's travel center in the southwest corner of the I-25/County Line Rd interchange. Buc-ee's had hired Kimley Horn to prepare a traffic study for their development, however, the Town was interested in an independent traffic study being conducted to verify that the Buc-ee's would not negatively impact traffic operations within their town.

This traffic study independently collected traffic counts, forecasted future vehicular volumes and trip generation, and conducted a traffic analysis of each intersection within the study area. This study did evaluate the study area using the roadway improvements proposed in the Kimley Horn study to ensure that the proposed improvements from the developer would allow for acceptable traffic operations.

The Kimley Horn study was reviewed and Stolfus's response to their findings are discussed in this study.

Conclusions and Recommendations

The conclusions and recommendations from this study are summarized in the section below.

Conclusions

- The existing traffic operations (year 2025) are acceptable at all the study intersections. Delays and queues are minor.
- In the year 2028 No Build Scenario (site not constructed), the intersection of the I-25 SB Ramps/County Line Rd will operate at LOS E & F during the weekday AM and PM peak hours, respectively, but will remain under capacity.
- In the year 2045 No Build Scenario (site not constructed), the intersection of the I-25 SB Ramps/County Line Rd will operate at LOS F and will exceed capacity during both weekday peak periods. The I-25 NB Ramps/County Line Rd will be nearing capacity as well.
- The proposed development will generate 533 weekdays AM peak hour trips, 661 weekday PM peak hour trips, 967 weekend midday peak hour trips, and 10,947 weekday daily trips. Of these trips, 25% will be site trips and 75% will be pass-by trips.
- It was concluded that all the study intersections will operate acceptably in the year 2028 and 2045 Build Scenarios (site constructed) with the roadway improvements proposed by the developer.
- The two proposed site accesses along Beacon Lite Rd meet the El Paso County required access spacing. The proposed site access along County Line Rd does not meet the required access spacing, however, since it is a right-out only, the limited spacing is not expected to cause operational or safety problems.
- The developer has proposed adequate measures to ensure sufficient sight distance at the access points.
- Only 3% of the trip generation from the Buc-ee's is anticipated to come to/from the Palmer Lake Downtown along County Line Rd. Most of the site trips will come from I-25. As such,

the major traffic impacts from the site will be focused along County Line Rd and Beacon Lite Rd between I-25 and the site accesses. Traffic impacts west of the proposed site are expected to be minor.

Recommendations

- The proposed right-out access on County Line Rd is designated as yield-controlled. It is recommended that it be made stop-controlled to increase driver compliance.
- The developer is proposing to convert the Tri-Lakes Church of Christ access from a full movement to a right-in, right-out (RIRO), but it is not clear whether they will give the church an additional access. The restriction of left turns may cause operational and safety concerns along Beacon Lite Rd. It is recommended that access be provided by the developer to allow drivers exiting the church to access County Line Rd without having to make a U-turn. This can be done by tying the church access into the County Line Rd/Beacon Lite Rd intersection, or by providing access along County Line Rd.
- Although the Buc-ee's will not have a major impact on the intersection of County Line Rd/Spruce Mtn Rd, it is recommended that the Town of Palmer Lake evaluate this intersection configuration and consider aligning the north leg of Pery Park Rd and the south leg of County Line Rd to improve driver safety and operations.
- The traffic analysis showed the southbound left turn at the middle site access to exceed the proposed storage length of the turn lane during the Saturday midday period. It is recommended that the developer evaluate this movement and either ensure the signal is timed in a way that will reduce the queue, or that adequate storage is provided. Notably, the Kimley Horn study did not evaluate the Saturday peak hour, which has a higher rate of site trips than the weekday peak hours.
- The developer will be responsible for implementing the intersection improvements identified in the Kimley Horn Study and detailed in the "Site Analysis" section of this study.
- The proposed site will increase the traffic volumes throughout the study area, changing the roadway classifications in several areas. The developer should be responsible for contributing to the required roadway improvements in the following locations:
 - County Line Rd (east of Beacon Lite Rd): Minor Arterial to Principal Arterial
 - Beacon Lite Rd (north of south site access): Local Rd to Minor Arterial.

Introduction and Project Description

Study Area

The Town of Palmer Lake is considering annexation of the plot of land in the southwest corner of the I-25/County Line Rd interchange where the proposed Buc-ee's is proposed to be located. The surrounding area is unincorporated El Paso County land, with the Palmer Lake Downtown several miles to the west. The site location is currently undeveloped and is generally surrounded by undeveloped land to the north and rural residential developments to the south. It will be bounded by County Line Rd to the north, the I-25 southbound on ramp to the east, Beacon Lite Rd to the west, and undeveloped land to the south. The location of the proposed development relative to Palmer Lake is shown in Figure 1. The study area for the project includes the following intersections that may see impacts to traffic operations as a result of the proposed development:

Existing Intersections

- County Line Rd/I-25 NB Ramps
- County Line Rd/I-25 SB Ramps
- County Line Rd/Beacon Lite Rd
- County Line Rd/Spruce Mountain Rd

Future Intersections

- Beacon Lite Rd/South Site Access
- Beacon Lite Rd/Middle Site Access
- County Line Rd/North Site Access

Although it is approximately 2.5 miles west of the development, the intersection of County Line Rd/Spruce Mountain Rd was included in this study to evaluate the impacts that the Buc-ee's will have on traffic operations closer to the Palmer Lake Downtown.

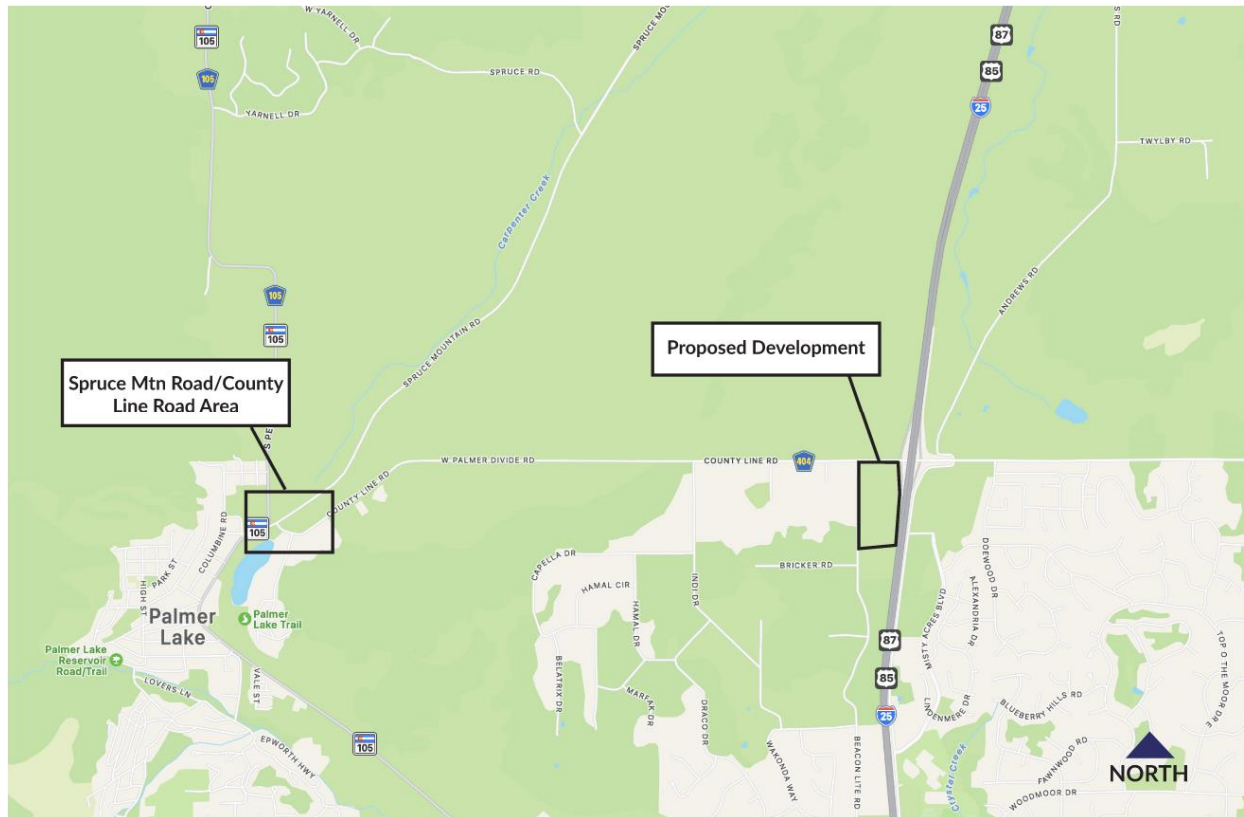


Figure 1: Vicinity Map

Existing Roadway Network

Figure 2 depicts existing lane use and traffic controls within the study area. The following describes each roadway within the study area.

County Line Rd

County Line Rd is an undivided, east/west, two-lane highway, with a posted speed limit of 35 mph. The proposed development will have one right-out only access along County Line Rd. County Line Rd serves as the primary northern connection between the Town of Palmer Lake and I-25, as well as providing access to several local residential roads.

Beacon Lite Rd

Beacon Lite Rd is a two lane, unpaved, north/south, unimproved county road, that will provide two full movement accesses to the site. The posted speed limit is 35 mph. Beacon Lite Rd accesses primarily residential developments but also provides access to the Tri-Lakes Church of Christ, across the road from the proposed Buc-ee's. Per the El Paso County 2016 Major Transportation Corridors Plan Update, Beacon Lite Rd will be upgraded to a Collector by 2040. There are current plans, unrelated to this project, to pave Beacon Lite Rd from County Line Rd to Wakonda Way.

I-25

I-25 is a north/south interchange just east of the study area. It is expected that the majority of the site trips will originate from I-25, using the I-25/County Line Rd interchange to reach the site.

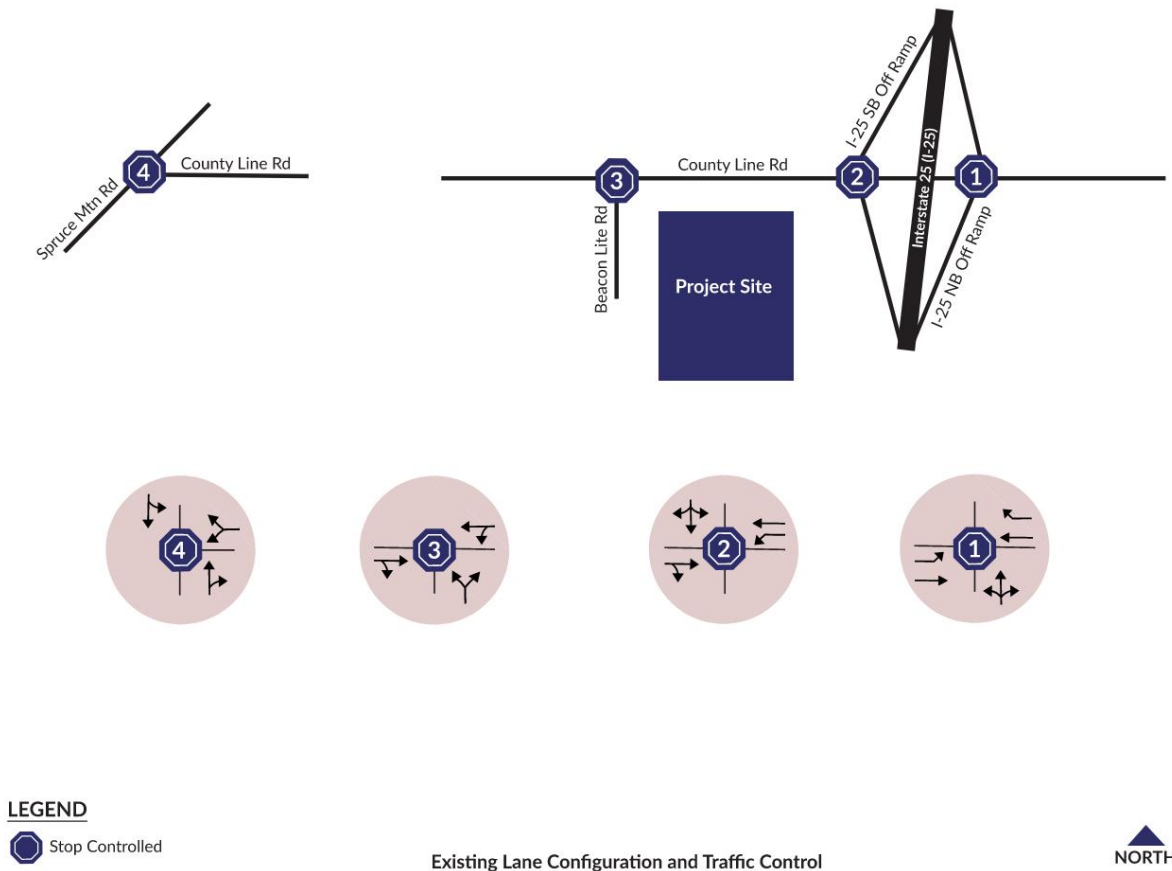


Figure 2: Existing Lane Configuration and Traffic Control

Existing Conditions

Traffic Counts

Turning movement counts were collected on Tuesday, 12/3/2024 and on Saturday, 1/11/2025 at the four study intersection in Palmer Lake, and at the two access points at the Buc-ee's in Johnstown, CO. In addition, two 24-hour vehicle classification counts were collected along County Line Rd on 12/3/2024, one to the east and one to the west of Beacon Lite Rd. Two 24-hour vehicle classification counts were collected at the two accesses to the Johnstown Buc-ee's on 12/3/2024 as well. The counts taken at the Johnstown Buc-ess were intended to help forecast the trip generation and will be discussed in further detail in the trip generation part of this study. The raw counts have been included in Appendix B.

Since the traffic counts were collected during off peak months, a seasonal adjustment factor was applied to the Palmer Lake counts to conduct a more conservative analysis. The seasonal adjustment factor was not applied to the counts taken at the Johnstown Buc-ees. Based on data collected at the CDOT maintained OTIS count station #100978 along I-25 in the vicinity of the study area, a factor of 1.18 was applied to the December counts and a factor of 1.27 was applied to the January counts. This is intended to inflate the traffic volumes to levels typically seen in July. Once these factors have been applied, the resulting volumes are considered the "existing volumes" for the remainder of this study.

The weekday AM & PM peak hour and the weekend midday peak hour for the turning movement counts collected in Palmer Lake are detailed in Figure 3. The ADTs reported along County Line Rd just to the east and west of Beacon Lite Rd were collected in the 24-hour vehicle classification counts. It was calculated that these ADTs were 8.6 times higher than the peak hour link volume in the same locations. As such, the remaining ADTs were estimated by multiplying the peak hour link volumes by 8.6.

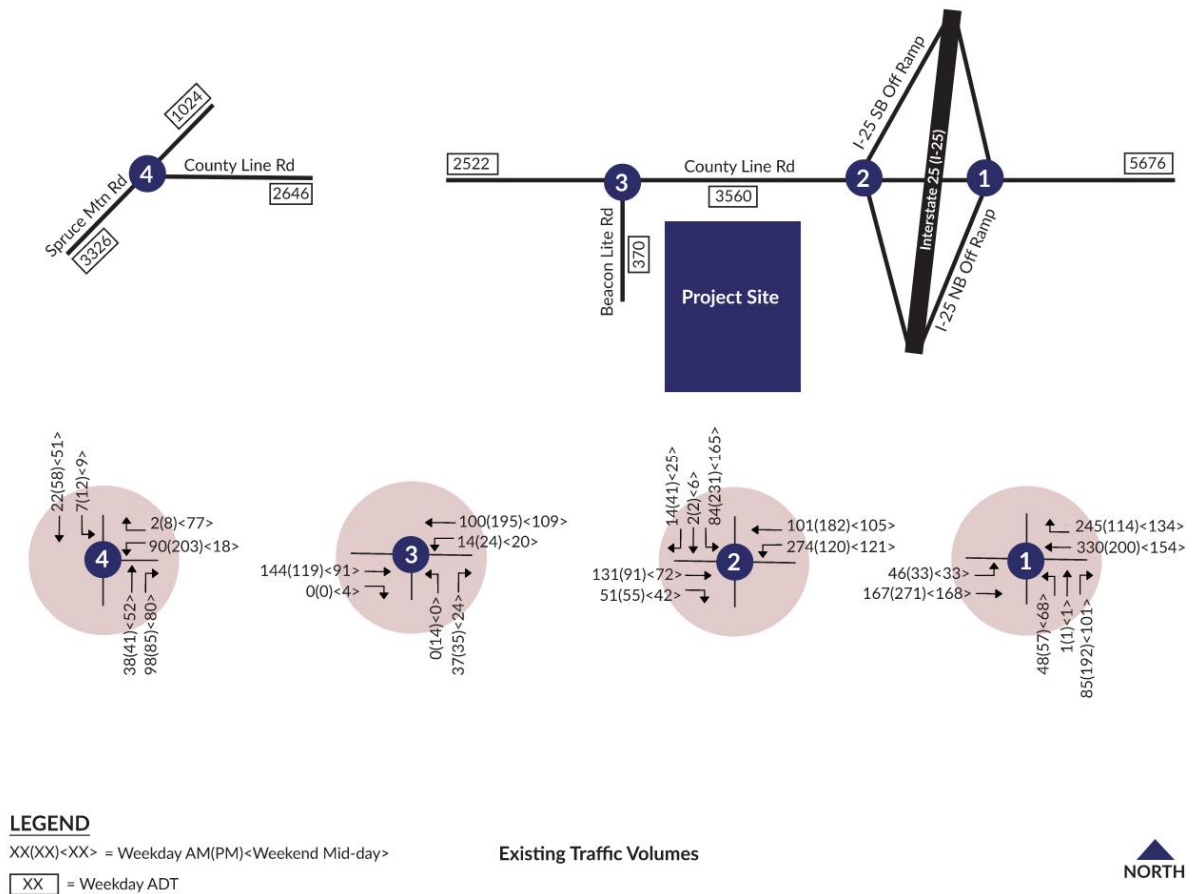
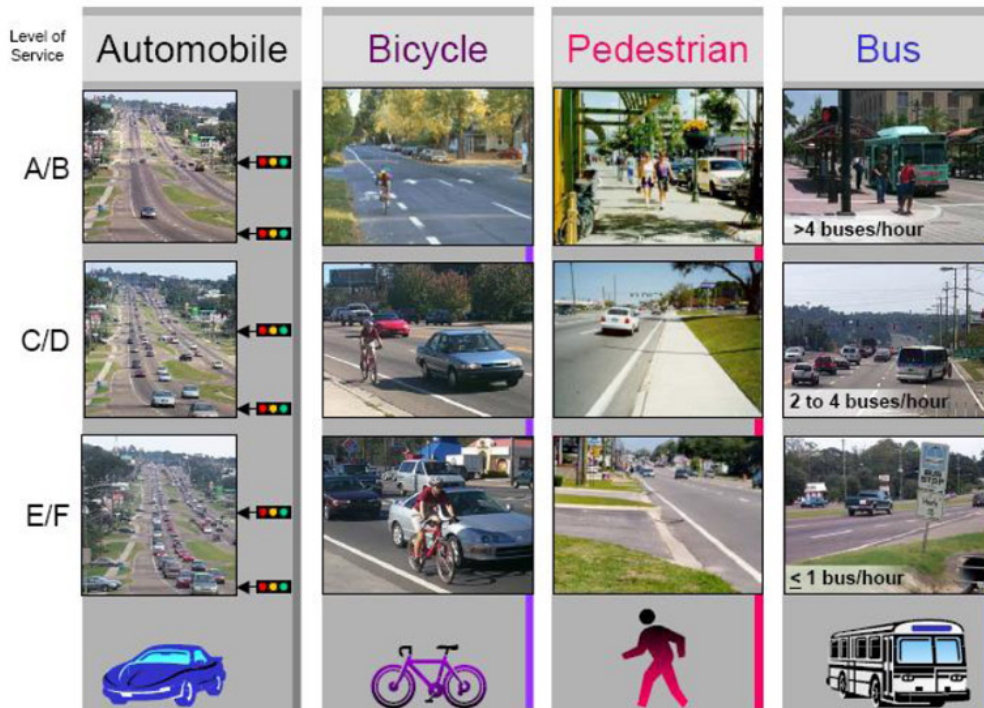


Figure 3- Existing Intersection Movements

LOS Criteria

Traffic analyses were conducted in accordance with procedures outlined in the Highway Capacity Manual (HCM) 6th Edition and included intersection Level-of-Service (LOS). LOS is a measure of the quality of traffic flow and ranges from LOS A (nearly ideal traffic conditions with very little delay for motorists) to LOS F (poor traffic conditions with long motorist delays). LOS C is typically considered a “good” traffic condition. LOS D or better conditions are typically desirable during peak traffic periods; however, LOS E conditions are not uncommon. LOS F, although undesirable, is also not uncommon for side street traffic movements at full movement, unsignalized intersections with high volume arterial roadways. Figure 4 illustrates examples of LOS for various modes of travel.



Source: FDOT Quality/Level of Service Handbook

Figure 4 LOS Conditions

When reporting delay and LOS, the HCM specifies that at a signalized intersection, the average intersection delay be used to derive the LOS. At a stop-controlled intersection, delay for the worst movement is used. Table 1 provides a summary of the Highway Capacity Manual's LOS Criteria. This study area contains both signalized and unsignalized intersections.

Table 1: LOS Criteria

Level of Service (LOS)	Signalized Intersection	Unsignalized Intersection	Traffic Characteristics
	Average Intersection Delay (sec/veh)	Worst Movement (sec/veh)	
A	≤ 10	≤ 10	Free Flow / Insignificant Delays
B	$> 10-20$	$> 10-15$	Stable Flow / Minimal Delays
C	$> 20-35$	$> 15-25$	Stable Flow / Acceptable Delays
D	$> 35-55$	$> 25-35$	Nearing Unstable / Tolerable Delays
E	$> 55-80$	$> 35-50$	Unstable Flow / Significant Delays
F	> 80	> 50	Forced Flow / Excessive Delays

Where an unsignalized intersection operates at LOS E or F, a volume-to-capacity ratio (V/C) has been reported for the worst-case movement. Where V/C exceeds 1.00, traffic demand during peak periods exceeds the capacity for the movement. This condition will cause queues to grow, potentially filling auxiliary lanes and blocking adjacent traffic lanes until demand decreases.

Existing Traffic Operations

Traffic analyses were conducted at the four study intersections based on the existing lane use and traffic controls detailed in Figure 2, and existing traffic volumes shown in Figure 3. The system peak hours were determined to be from 7:00 – 8:00 AM and 5:00-6:00 PM on the weekdays, and from 1:30 – 2:30 on Saturday. Per the El Paso County Standards, the existing peak hour factors were calculated by approach, and a value of 0.85 was applied to any calculated peak hour factors below 0.85. The heavy vehicle percentages that were collected with the turning movement counts were incorporated into the Synchro models. The intersection delays and LOS are reported in Table 2 and the detailed Synchro reports are included in Appendix C. The worst movement at each intersection remained consistent across time periods, so it was only reported in one column of the table.

Table 2: Existing Delay and LOS

Intersection	Intersection Control	Worst Movement	Weekday AM		Weekday PM		Weekend Midday	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
I-25 NB Off Ramp/County Line Rd	Stop-Controlled	NB	14.4	B	15.2	C	12.7	B
I-25 SB Off Ramp/County Line Rd	Stop-Controlled	SB	34.3	D	34.5	D	15.5	C
Beacon Lite Rd/County Line Rd	Stop-Controlled	NB	9.3	A	10.0	B	8.9	A
Spruce Mountain Rd/County Line Rd	Yield Controlled	WB	9.9	A	11.6	B	9.5	A

As can be seen in the table, the existing traffic operations are all acceptable (LOS D or better) and the reported queueing is minor. At the interchange, the NB ramps operate at LOS C or better while the SB ramps operate at LOS D or better. The two other intersections operate at LOS B or better. As such, there are no concerns with the existing traffic operations.

Year 2028 & 2045 No Build Analysis

Overview

This section of the study evaluates the 2028 and 2045 years of traffic volumes and operations with the assumption that background growth has occurred in the surrounding area, however, the proposed development has not been constructed. The intent of this scenario is to establish baseline volumes and traffic operations for the years 2028 and 2045 to compare the Build scenarios to.

Roadway Improvements

The roadway geometry is expected to remain similar to the existing scenario. The only planned roadway improvement is a westbound left turn lane at the intersection of County Line Rd/Beacon Lite Rd. This left turn lane was incorporated into the No Build traffic models.

Background 2028 & 2045 Volumes

The Pikes Peak Regional Travel Demand Model was evaluated to determine the background growth within the study area. The annual growth rate between 2020 and 2050 is forecasted at 1.98% per year along the I-25 mainline and at 1.32% per year along County Line Rd. To conduct a conservative analysis, a 2% annual growth rate was applied to all of the existing volumes to generate the No Build 2028 and No Build 2045 volume forecasts. These volume forecasts are detailed in Figures 5 & 6 respectively.

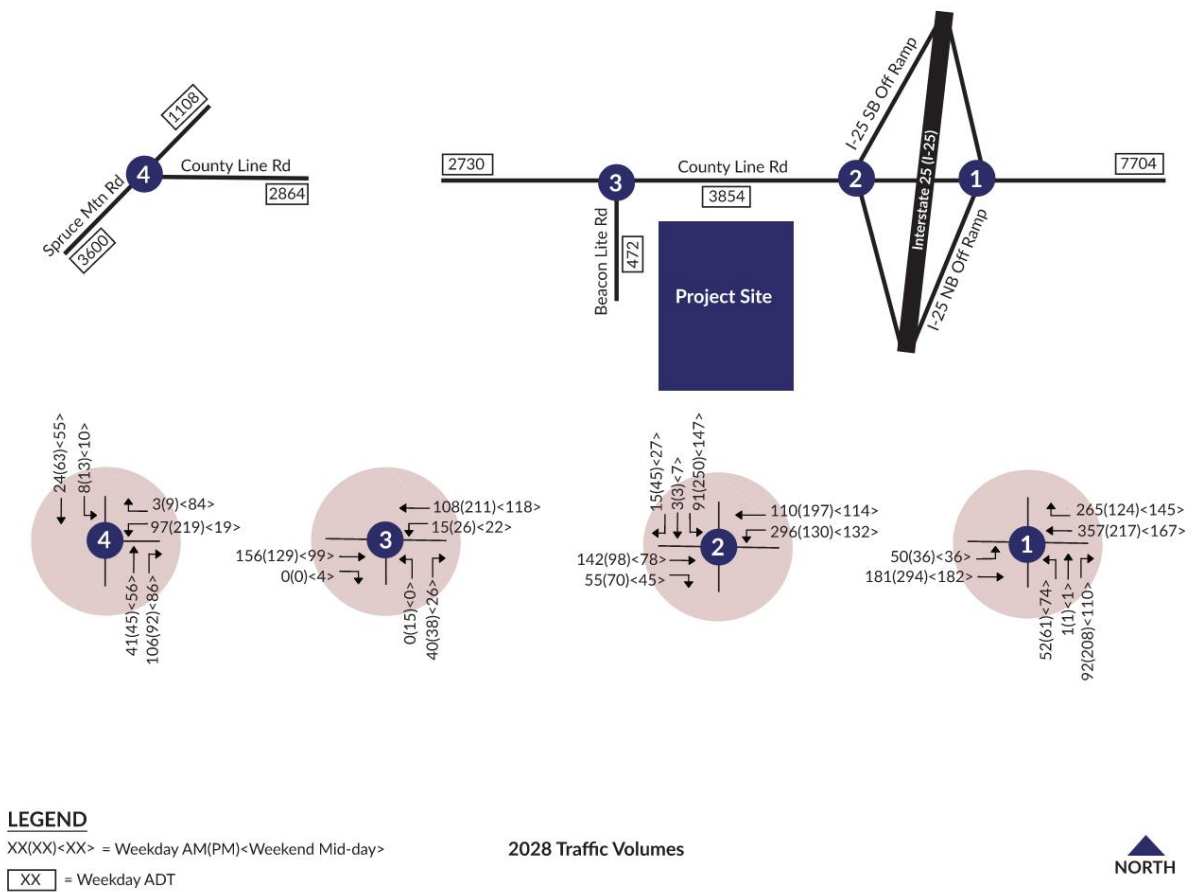


Figure 5: 2028 Background Traffic Volumes

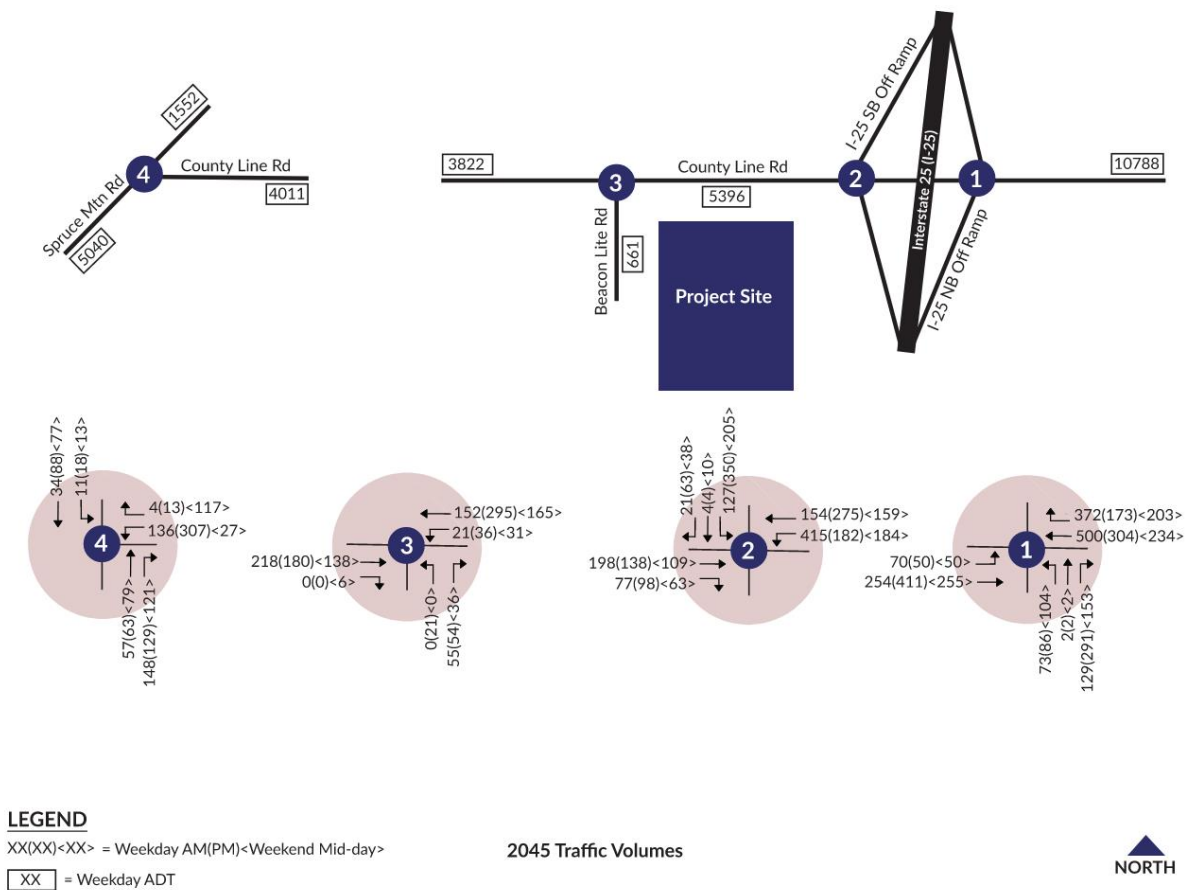


Figure 6: 2045 Background Traffic Volumes

Background 2028 & 2045 Delay and LOS

Traffic analyses were conducted at the four study intersections with the expected No Build roadway geometry and forecasted No Build traffic volumes (Figures 5 & 6) incorporated into the models. Per the El Paso County Standards, the peak hour factors were kept consistent with those from the existing analysis for the 2028 scenario but were set to 0.95 for any approach calculated to have a peak hour factor below 0.95 for the 2045 scenario. The heavy vehicle percentages that were collected with the turning movement counts were incorporated into the Synchro models. The intersection delays and LOS are reported in Table 3 and the detailed Synchro reports are included in Appendix C. The volume to capacity (V/C) ratios have been reported for each movement that was reported to operate at LOS E or F. The worst movement at each intersection remained consistent across time periods.

Table 3: No Build 2028 & 2045 Delay and LOS

	Intersection	Intersection Control	Worst Movement	Weekday AM		Weekday PM		Weekend Midday	
				Delay (sec)	LOS (V/C)	Delay (sec)	LOS (V/C)	Delay (sec)	LOS (V/C)
Year 2028	I-25 NB Off Ramp/County Line Rd	Stop-Controlled	NB	15.8	C	16.9	C	13.4	B
	I-25 SB Off Ramp/County Line Rd	Stop-Controlled	SB	47.1	E (0.62)	53.3	F (0.88)	17.3	C
	Beacon Lite Rd/County Line Rd	Stop-Controlled	NB	9.5	A	10.2	B	9.0	A
	Spruce Mountain Rd/County Line Rd	Yield Controlled	WB	10.0	B	12.0	B	9.6	A
Year 2045	I-25 NB Off Ramp/County Line Rd	Stop-Controlled	NB	26.2	D	38.4	E (0.82)	18.2	C
	I-25 SB Off Ramp/County Line Rd	Stop-Controlled	SB	217.1	F (1.22)	245.5	F (1.43)	48.1	E (0.80)
	Beacon Lite Rd/County Line Rd	Stop-Controlled	NB	9.8	A	10.9	B	9.2	A
	Spruce Mountain Rd/County Line Rd	Yield Controlled	WB	10.7	B	16.1	C	10.1	B

Due to background growth, the delays have increased from the existing conditions scenario, especially in the No Build 2045 scenario. In the No Build 2028 scenario, the southbound off ramp is reported to operate at LOS F during the PM peak hour but will remain under capacity. The remaining intersections are reported to operate acceptably. In the No Build 2045 scenario, the southbound off ramp will operate at LOS F during the AM and PM peak hours and will be over capacity during both of those periods, indicating that queueing could become problematic. The northbound ramps will operate at LOS E during the PM peak but will remain under capacity.

The results of the No Build analysis show that even without the Buc-ee's being constructed, the I-25/County Line Rd interchange will need to be improved by 2045 to maintain acceptable operations. The intersections along County Line Rd west of the interchange will operate well through 2045 and are expected to have minimal queueing and delays.

Site Analysis

Overview

The developer is proposing to construct a Buc-ee's travel center in the southwest corner of the I-25/County Line interchange. The Buc-ee's will contain 120 fueling pumps and a 74,000 SF convenience store.

Proposed Site Access and Roadway Improvements

The site will have two full movement accesses along Beacon Lite Rd and one right-out only access along County Line Rd. The northern of the two accesses on Beacon Lite Rd will be signalized. In addition, the developer has proposed several other roadway improvements to maintain acceptable traffic operations through the study area after the Buc-ee's opens. The intersection of County Line Rd/Beacon Lite Rd and both interchange ramp terminals will be signalized. In addition, County Line Rd will be expanded to have two thru lanes in each direction from the southbound ramps to the intersection of County Line Rd/Beacon Lite Rd. The northern portion of Beacon Lite Rd, between the middle site access and County Line Rd, will be expanded to have two thru lanes in each direction. The proposed lane configuration and traffic control for the Build Scenarios are detailed in Figure 7.

Trip Generation

Trip generation is a forecasting process that predicts the number of trips produced by the proposed development. The Trip Generation Manual published by the Institute of Transportation Engineers (ITE) has established trip rates from nationwide studies of similar land uses. The Buc-ee's would typically fall under the "945-Convenience Store/Gas Station" land use, however, the ITE only provides a data range of 2-24 fueling stations, making its data less reliable for a development the size of the Buc-ee's.

As such, it was decided that the Buc-ee's in Johnstown, CO would be the best predictor of trip generation. The Johnstown Buc-ee's is located approximately 90 miles north of the proposed Palmer Lake Buc-ee's. It is also located in the southwest corner of an I-25 interchange and has a similar surrounding population density. Since the Johnstown Buc-ee's has the same number of fueling pumps and the same convenience store size as the Palmer Lake Buc-ee's, it can be expected that there will be a similar trip generation between the two sites.

Counts were collected at the Johnstown Buc-ee's to establish the number of entering and existing vehicles. Turning movement counts were collected on Tuesday, 12/3/2024 from 7:00-9:00 AM and 4:00-6:00 PM and on Saturday, 1/11/2025 from 1:00 – 3:00 PM. In addition, 24-hour vehicle classification counts were collected on Tuesday, 12/3/2024.

Table 4 reports the number of entering and exiting site trips counted at the Johnstown Buc-ee's during the three peak hours being evaluated in this study, as well as the weekday ADT. The Saturday midday peak hour has the highest trip generation out of the peak hours evaluated in this study.

Table 4: Johnstown Buc-ee's Trip Generation

Time Period	Entering Site Trips	Exiting Site Trips	Total Site Trips	Weekday ADT
Weekday AM	262	271	533	10,947
Weekday PM	324	337	661	
Weekend Miday	764	203	967	

Pass-By Trips

A pass-by trip is when a driver who is already on route to a destination decides to stop at a development along the way. This will add a trip to the development's entering and exiting volume but will not add a trip to the adjacent roadway, since the driver would have been traveling along it anyway. Gas stations and fast-food restaurants are examples of developments that typically see high rates of pass-by trips. The ITE forecasts a pass-by trip rate of 75% for a gas station/convenience store. As such, the trips visiting the proposed Buc-ee's were assumed to consist of 75% pass-by trips and 25% site trips.

Trip Distribution

The trip distribution to and from the site was forecasted based on the existing ADT on each road. From this process, the following trip distribution was assumed:

- Interstate 25: 90% (45% north/45% south)
- Beacon Lite Road: 1%
- Palmer Divide Road East of I-25: 6%
- Palmer Divide Road West of Site: 3%

The site trips and pass-by trips were distributed through the network using the distribution listed above. Figure 8 details the distribution at each intersection within the study area, while Figure 9 shows the site trip distribution and Figure 10 shows the pass-by trip distribution.

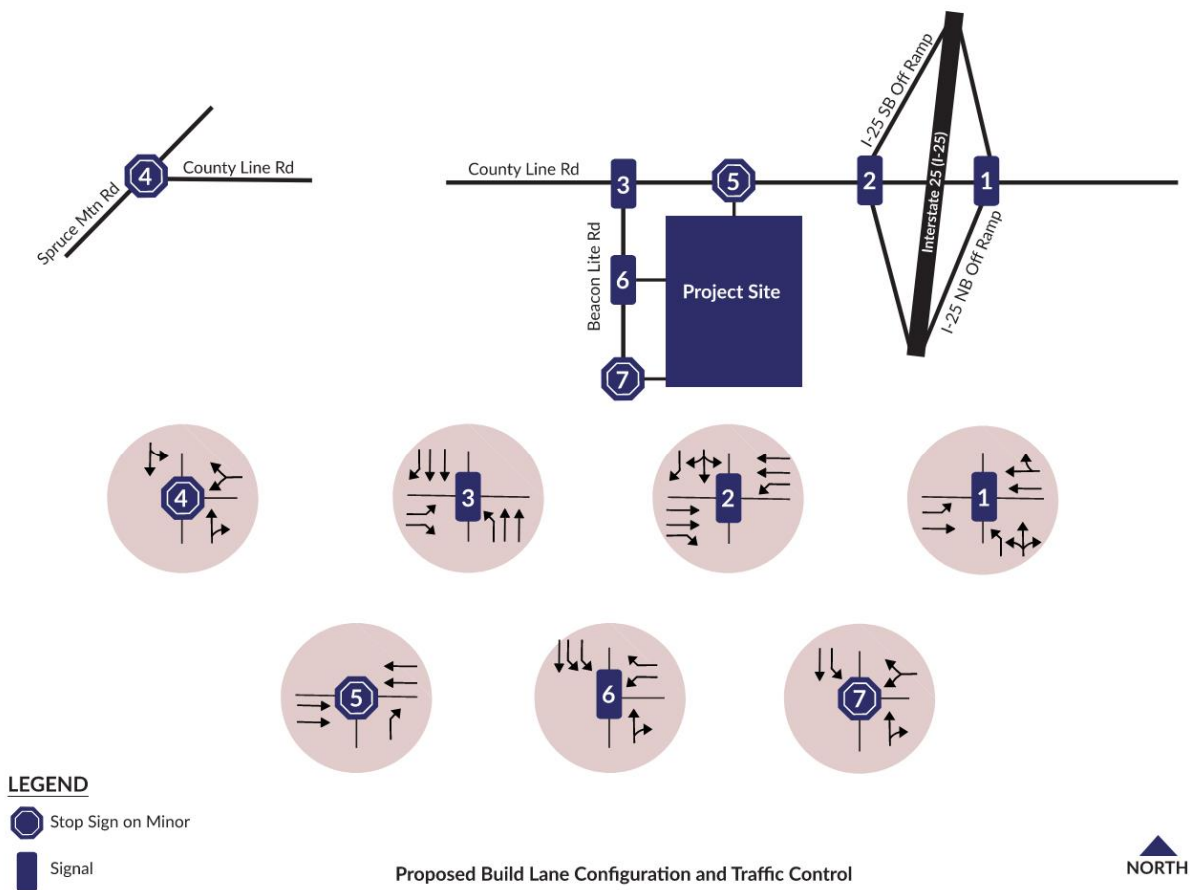


Figure 7: Proposed Build Lane Configuration and Traffic Control

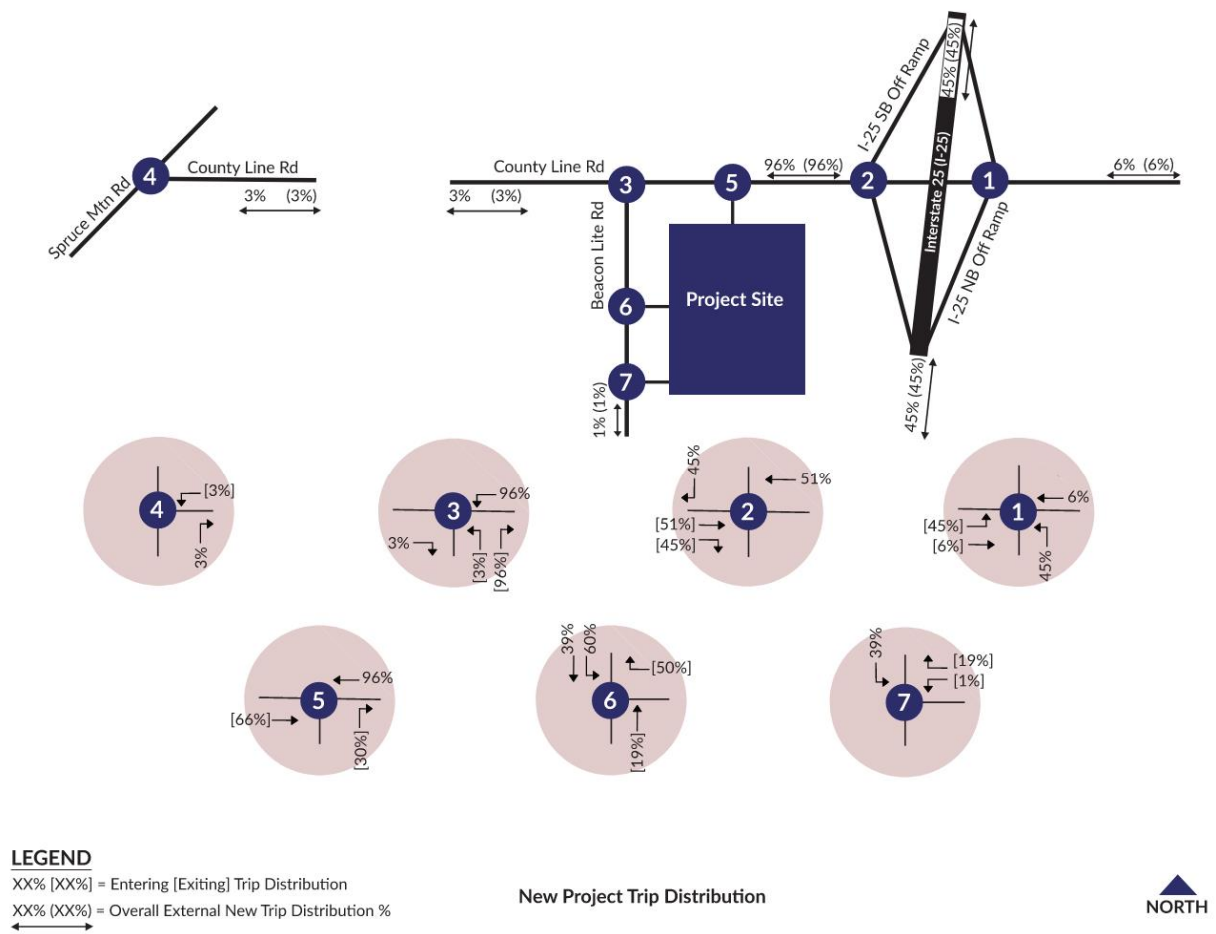


Figure 8: Trip Distribution

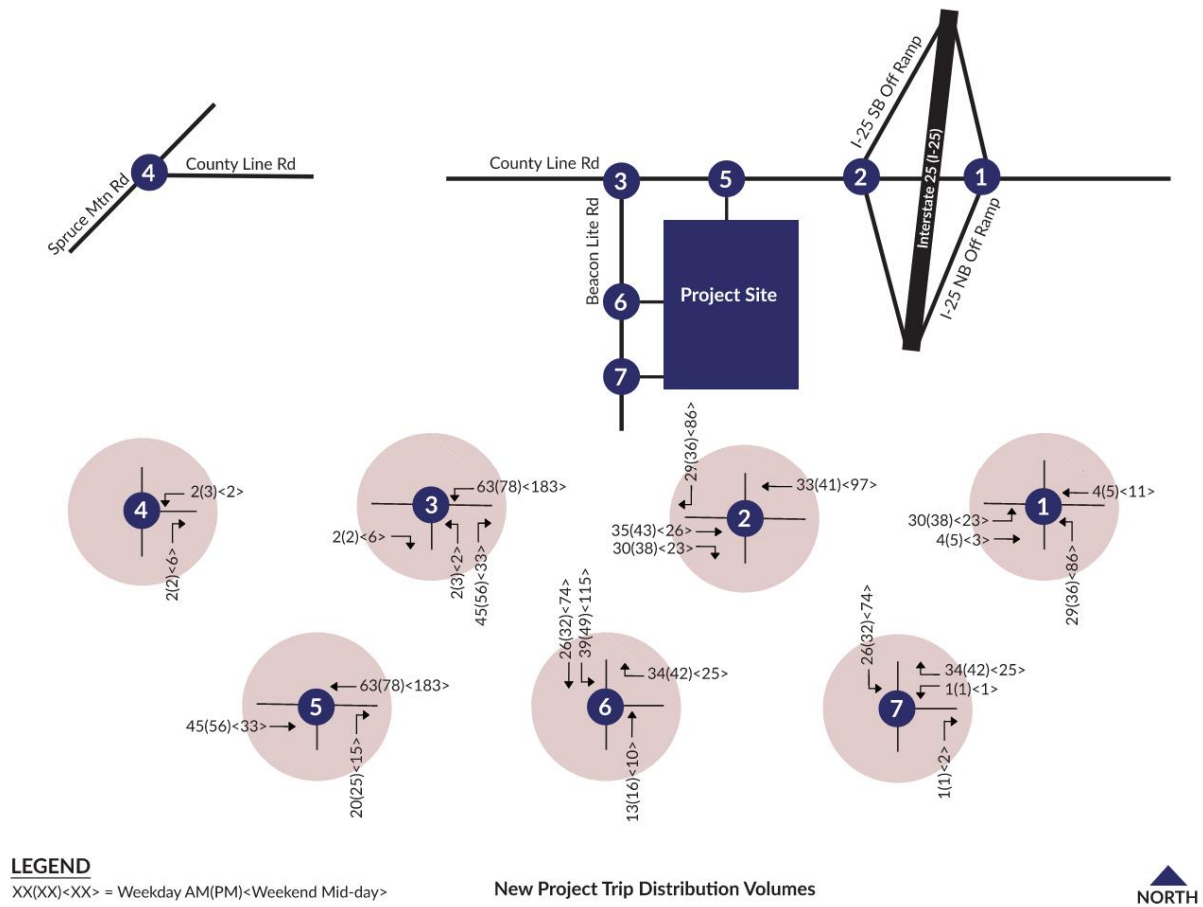


Figure 9: Site Trip Distribution Volumes

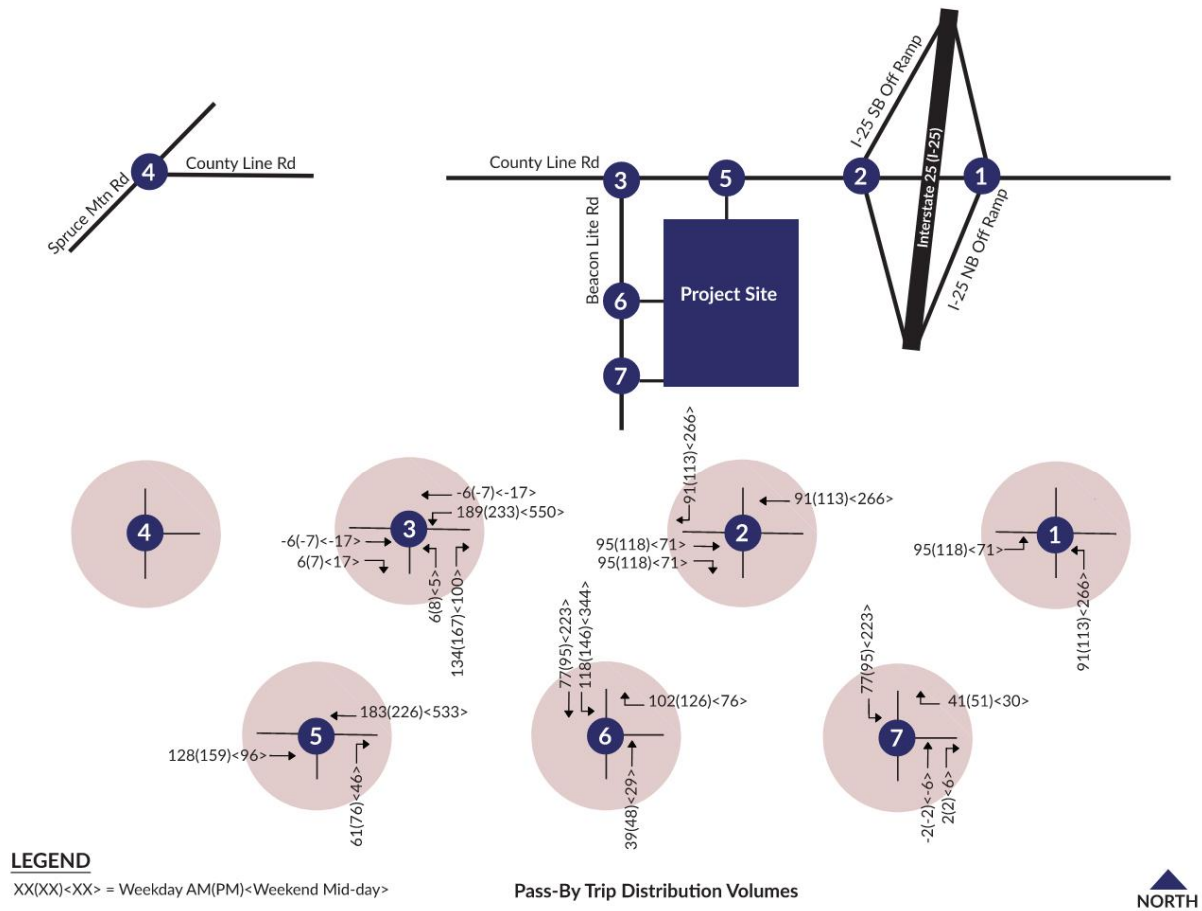


Figure 10: Pass-By Trip Distribution Volumes

Build Conditions

The Build Conditions section of the study analyses an opening year scenario (2028) for the Buc-ee's travel center as well as a horizon year scenario (2045). If traffic operations are found to be unacceptable, this section will evaluate possible mitigation options.

Build 2028 & 2045 Traffic Forecasts

The Build traffic forecasts were calculated by adding the No Build volume forecasts to the site trip and pass-by trip forecasts. The 2028 Build traffic forecasts, shown in Figure 11, were developed by combining the No Build 2028 forecasts (Figure 5), the site trip assignments (Figure 9), and the pass-by trip assignments (Figure 10). The 2045 Build traffic forecasts, shown in Figure 12, were developed by combining the No Build 2045 forecasts (Figure 6), the site trip assignments (Figure 9), and the pass by trip assignments (Figure 10).

The Buc-ee's will significantly increase the ADTs along the route between I-25 and the site accesses. County Line Rd (from Beacon Lite Rd to I-25 NB Ramps) and Beacon Lite Rd (from South Access to County Line Rd) will experience the most significant increases in traffic volumes. Since only 3% of the site trips are expected to come from the Town of Palmer Lake, and 75% of these will be pass-by trips, the western side of County Line Rd is not expected to see significant increases in traffic volumes upon completion of the site. The Buc-ee's is expected to only cause minimal increases in traffic volumes within the Town of Palmer Lake.

Roadway Classification

The existing and future ADTs on the roads within the study area were evaluated against the El Paso County standards to determine whether the forecasted increase in ADT would change the roadway classifications. Table 2-4 and Table 2-5 in Chapter 2.3.2 of the El Paso County Engineering Criteria Manual was referenced for this criteria. Table 5 details the existing and forecasted ADTs for each evaluated scenario and includes the roadway classification that each ADT meets, per El Paso County standards.

Table 5: Buc-ee's Trip Generation

Roadway	Existing	2028 No Build	2045 No Build	2028 Build	2045 Build
County Line Road West of Beacon Lite Rd	2522	2730	3822	2812	3904
	Major Collector	Major Collector	Minor Arterial	Major Collector	Minor Arterial
County Line Road East of Beacon Lite Rd	3560	3854	5396	14117	15659
	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial	Principal Arterial
Beacon Lite Rd (north of south site access)	436	472	661	9667	9856
	Local	Local	Local	Minor Arterial	Minor Arterial
Beacon Lite Rd (south of south site access)	436	472	661	667	688
	Local	Local	Local	Local	Local

As can be seen in this table, three out of the four roadway segments that were evaluated experience a great enough volume increase to change roadway classification. County Line Rd west of Beacon Lite Rd will remain a major collector through the opening year of the site but will reach the classification of minor arterial by 2045. County Line Rd east of Beacon Lite Rd will remain a minor arterial until the opening year of the site, when it will have the ADT of a principal arterial due to the site trips. Beacon Lite Rd north of the south site access will have the volumes of a minor arterial upon opening of the site, while Beacon Lite Rd south of the south site access will have the ADT of a local road through the 2045 Build year.

The developer should be responsible for contributing to the required roadway improvements that are associated with an upgrade in roadway classification.

Build 2028 and 2045 Delay and LOS

Traffic analyses were conducted at the four study intersections and three proposed site accesses based on the Build lane configuration and the forecasted Build volumes. Per the El Paso County Standards, the peak hour factors were kept the same as from the existing analysis for the 2028 scenario but were set to 0.95 for any approach calculated to have a peak hour factor below 0.95 for the 2045 scenario. The heavy vehicle percentages that were collected with the turning movement counts were incorporated into the Synchro models. The heavy vehicle percentages that were counted at the Johnstown Buc-ee's were applied to the proposed site accesses. The cycle lengths for the signals were set to 120 seconds and the splits were optimized. The intersection delays and LOS are reported in Table 6 and the detailed Synchro reports are included in Appendix C. Per the HCM standards, the delay for the worst movement is reported for the stop-controlled intersections and the overall intersection delay is reported for the signalized intersections.

Table 6: Build 2028 & 2045 Delay and LOS

	Intersection	Intersection Control	Worst Movement	Weekday AM		Weekday PM		Weekend Midday	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Year 2028	I-25 NB Off Ramp/County Line Rd	Signal	-	16.7	B	21.1	C	28.0	C
	I-25 SB Off Ramp/County Line Rd	Signal	-	10.9	B	15.1	B	14.6	B
	Beacon Lite Rd/County Line Rd	Signal	-	23.5	C	21.9	C	25.8	C
	Spruce Mountain Rd/County Line Rd	Yield Controlled	WB	10.0	B	12.1	B	9.7	A
	North Site Access/County Line Rd	Stop-Controlled	NBR	10.2	B	10.2	B	9.3	A
	Middle Site Access/County Line Rd	Signal	-	35.7	D	34.4	C	29.6	C
	South Site Access/County Line Rd	Stop-Controlled	WB	8.8	A	8.9	A	8.8	A
Year 2045	I-25 NB Off Ramp/County Line Rd	Signal	-	16.4	B	20.4	C	26.3	C
	I-25 SB Off Ramp/County Line Rd	Signal	-	10.5	B	20.8	C	14.7	B
	Beacon Lite Rd/County Line Rd	Signal	-	26.0	C	24.2	C	27.1	C
	Spruce Mountain Rd/County Line Rd	Yield Controlled	WB	10.7	B	14.3	B	10.1	B
	North Site Access/County Line Rd	Stop-Controlled	NBR	10.4	B	10.5	B	9.5	A
	Middle Site Access/County Line Rd	Signal	-	38.4	D	33.1	C	29.6	C
	South Site Access/County Line Rd	Stop-Controlled	WB	8.9	A	9.0	A	8.8	A

As can be seen in the table, the roadway improvements that the developer is proposing will significantly improve traffic operations when compared to the background conditions, even with the additional trips generated by the Buc-ee's. All the intersections and site accesses are expected to operate acceptably (LOS D or better) during both Build scenarios. The site accesses will operate at LOS D or better, with the middle access incurring the greatest delay.

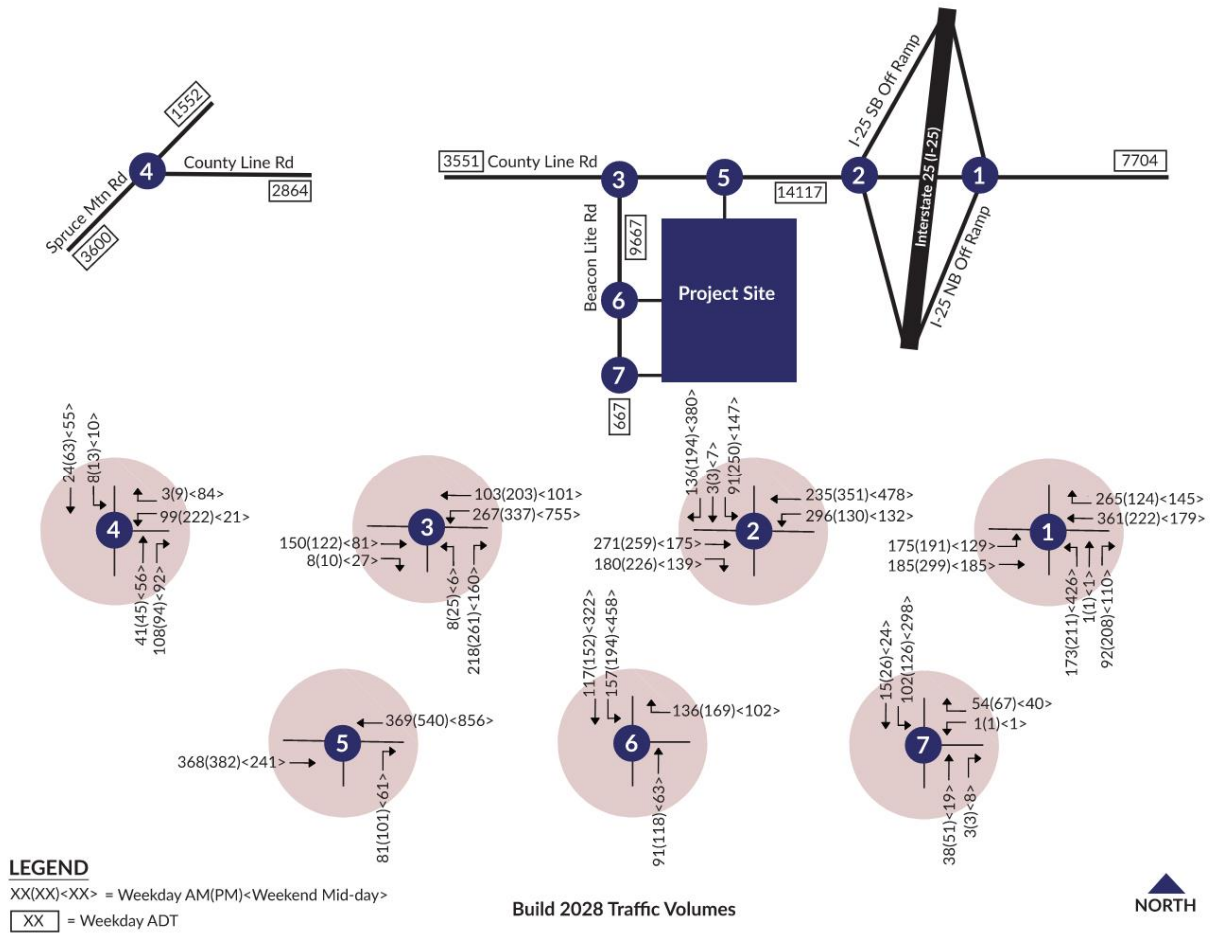


Figure 11: Build 2028 Traffic Volumes

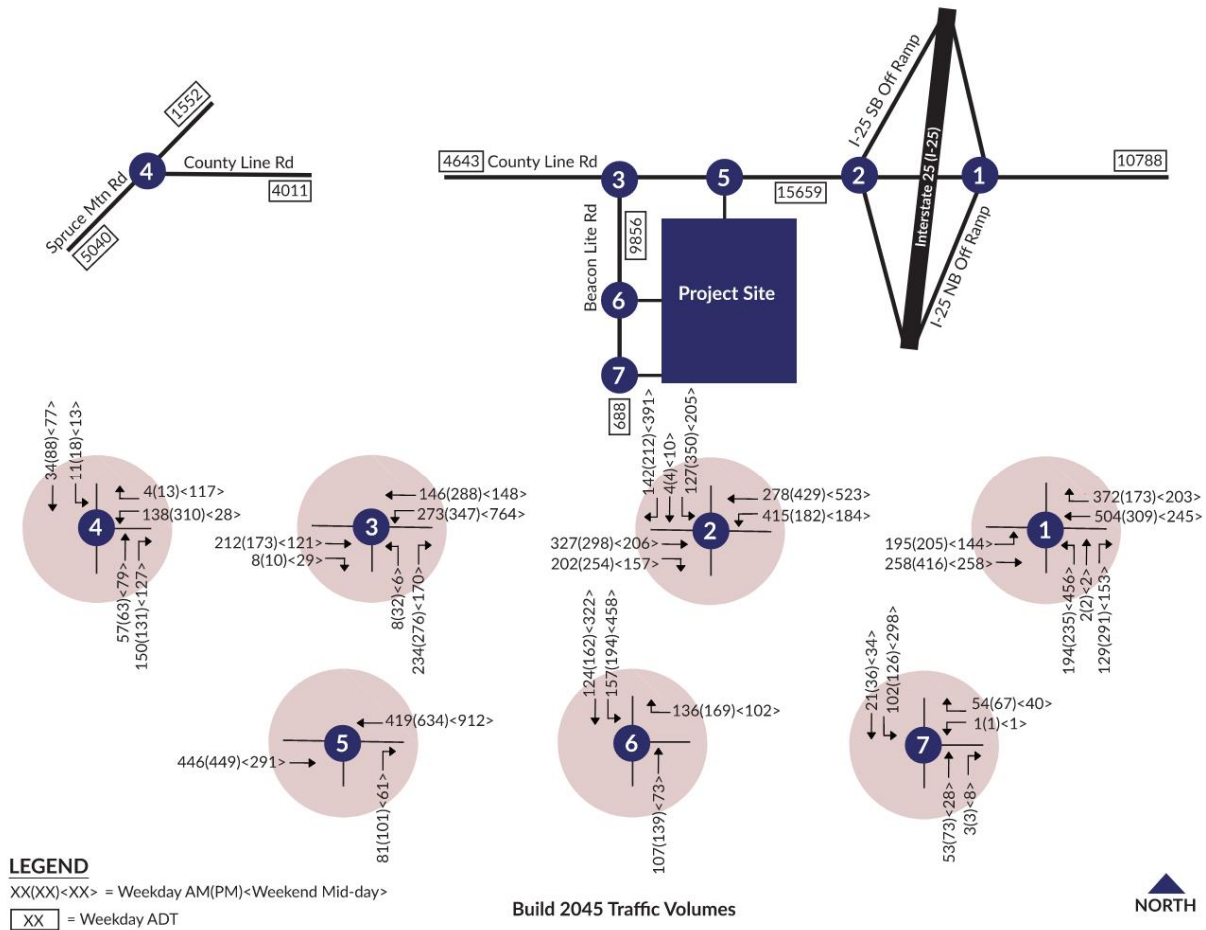


Figure 12: Build 2045 Traffic Volumes

Build 2028 and 2045 Queuing

This queuing evaluation is intended to ensure that the turn lanes proposed by the developer will be long enough to accommodate the forecasted vehicle queues. A vehicle queuing analysis was conducted at each of the proposed turn lanes, evaluating the 95th percentile queue lengths. Table 6 reports the longest queue out of the weekday morning, afternoon, or weekend midday peak hour, and compares that queue to the available storage length. Notably, there will be a taper length for most of the proposed auxiliary lanes, but since queues can only extend a little way along a taper before blocking the adjacent lane, the taper length was not included in the available storage length.

Table 7: Queuing Analysis

Intersection Turn Lane	Existing Queue	2028 No Build Queue	2028 Build Queue	2045 No Build Queue	2045 Build Queue	Developer Proposed Auxiliary Lane Storage
I-25 Northbound Off Ramp and County Line Road Signalized Eastbound left	10'	10'	117'	10'	128'	275'
I-25 Southbound Off Ramp and County Line Road Signalized Eastbound Right			23'		31'	300'
Westbound Left	10'	10'	148'	15'	173'	275'
Beacon Lite Rd & County Line Rd Eastbound Left			158'		235'	Continuous
Eastbound Right			16'		28'	150'
Northbound Left	10'	10'	17'	10'	23'	150'
Southbound Right			42'		124'	190'
Beacon Lite Rd & Middle Site Access Southbound Left			256'		256'	200'
Beacon Lite Rd & South Access Southbound left			20'		20'	150'

The projected vehicle queues are anticipated to remain within the proposed storage at all the proposed turn lanes with the exception of the southbound left turn movement at the middle site access during the weekend midday peak. Notably, the developer did not evaluate the weekend midday time period, even though it has the highest trip generation. While this movement likely won't cause operational issues since it remains under capacity and will clear each cycle, it should be monitored, and the developer should look into mitigation solutions. These solutions could include modifying the proposed signal timings to reduce queueing or extending the proposed storage length.

It is important to note that the left-turn lanes on the bridge fall short of the El Paso County required length length due to space constraints; however, the queues are not expected to exceed the storage.

Review of Kimley Horn Study

Kimley Horn has prepared a study of the Palmer Lake Buc-ee's in support of the developer. The proposed roadway improvements that will be provided by the developer are included in the study. The Town of Palmer Lake has requested that Stolfus review this study to determine whether the proposed improvements are adequate to maintain acceptable traffic operations, especially within the Town, once the site opens.

In summary, Kimley Horn's existing traffic counts were in line with the traffic counts collected for this study, as was their growth rate. Their trip generation forecast, however, was noticeably higher. The Kimley Horn study looked at the trip generation from multiple Buc-ee's sites in Texas while this study looked at the trip generation from the Johnstown CO Buc-ee's. While the Kimley Horn forecasts are more conservative, we reason that the Johnstown Buc-ee's is a more accurate predictor for the trip generation since it is in the same state and in a similar location in terms of proximity to I-25 and nearby population densities. Buc-ee's is very popular in Texas, and many of their sites are in densely populated urban areas, which will likely increase their trip generation. Since the Kimley Horn study does design for a higher trip generation, their proposed designs would be able to accommodate a lower trip generation.

The Kimley Horn study evaluated both a signal and a roundabout at the intersection of County Line Rd/Beacon Lite Rd. While both options would operate well through the 2045 Build scenario, a signal would have several benefits that a roundabout would not. Since there will be three other nearby signals, a signal at Palmer Divide Rd/Beacon Lite Rd can easily be coordinated and vehicles will be able to enter/exit the site in platoons that will be able to efficiently travel through all four signals. A roundabout that is situated in the middle of a dense network of coordinated signals can negatively impact the signal progression. To reiterate, however, a roundabout would still operate well in this location and would have low delays and queuing.

One point that was noticed in the Kimley Horn study is that the access to the Tri-Lakes Church of Christ is proposed to become a right-in right-out access. This has the potential to cause operational problems when church lets out. Most of the vehicles will likely be trying to turn left to reach County Line Rd but will be forced to turn right and head south down Beacon Lite Rd. There are no locations where the trips will easily be able to U-Turn, including at the signalized Middle Site Access. The trips will either have to turn into the Buc-ee's to turn around, or will have to make a U-Turn somewhere along Beacon Lite Rd. Since the traffic volumes will be high in this area, this has the potential to negatively impact driver safety and traffic operations for both the Buc-ee's trips and the trips exiting the church. The Kimley Horn study states that they will look into providing access to County Line Rd for the church. It is recommended that the developer ensure that additional access is provided to the church. Since the access on County Line Rd would not meet the El Paso County spacing requirements from Beacon Lite Rd/County Line Rd, another option the developer may wish to consider is to put a roundabout at County Line Rd/Beacon Lite Rd and tie in the church access as a fourth leg.

Conclusions and Recommendations

With the exception of a few minor points summarized in the recommendations below, the roadway improvements proposed by the developer will be adequate to maintain acceptable traffic operations through 2045. Since only 3% of the site trips are expected to originate from the Palmer Lake downtown, the traffic impacts west of the site are not expected to be significant. The most noticeable traffic impacts will be between I-25 and the site accesses. The conclusions and recommendations from this study are summarized below.

Conclusions

- The existing traffic operations (year 2025) are acceptable at all the study intersections. Delays and queues are minor.
- In the year 2028 No Build Scenario (site not constructed), the intersection of the I-25 SB Ramps/County Line Rd will operate at LOS E & F during the weekday AM and PM peak hours, respectively, but will remain under capacity.
- In the year 2045 No Build Scenario (site not constructed), the intersection of the I-25 SB Ramps/County Line Rd will operate at LOS F and will exceed capacity during both weekday peak periods. The I-25 NB Ramps/County Line Rd will be nearing capacity as well.
- The proposed development will generate 533 weekdays AM peak hour trips, 661 weekday PM peak hour trips, 967 weekend midday peak hour trips, and 10,947 weekday daily trips. Of these trips, 25% will be site trips and 75% will be pass-by trips.
- It was concluded that all the study intersections will operate acceptably in the year 2028 and 2045 Build Scenarios (site constructed) with the roadway improvements proposed by the developer.
- The two proposed site accesses along Beacon Lite Rd meet the El Paso County required access spacing. The proposed site access along County Line Rd does not meet the required access spacing, however, since it is a right-out only, the limited spacing is not expected to cause operational or safety problems.
- The developer has proposed adequate measures to ensure sufficient sight distance at the access points.
- Only 3% of the trip generation from the Buc-ee's is anticipated to come to/from the Palmer Lake Downtown along County Line Rd. Most of the site trips will come from I-25. As such, the major traffic impacts from the site will be focused along County Line Rd and Beacon Lite Rd between I-25 and the site accesses. Traffic impacts west of the proposed site are expected to be minor.

Recommendations

- The proposed right-out access on County Line Rd is designated as yield-controlled. It is recommended that it be made stop-controlled to increase driver compliance.
- The developer is proposing to convert the Tri-Lakes Church of Christ access from a full movement to a right-in, right-out (RIRO), but it is not clear whether they will give the church an additional access. The restriction of left turns may cause operational and safety concerns along Beacon Lite Rd. It is recommended that access be provided by the developer to allow drivers exiting the church to access County Line Rd without

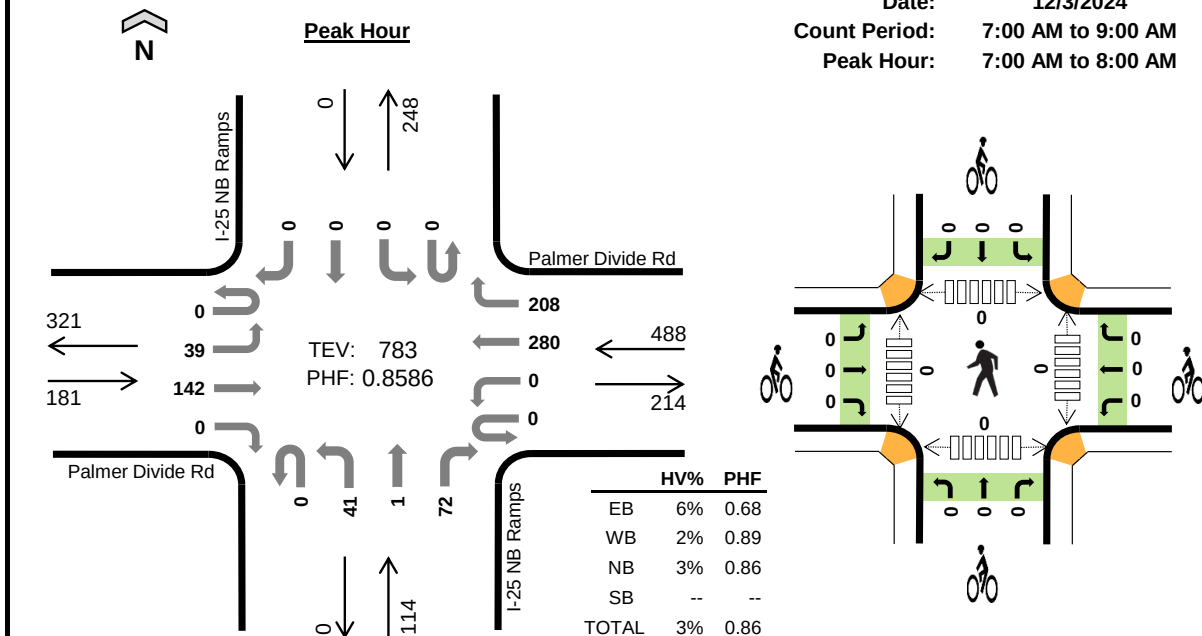
having to make a U-turn. This can be done by tying the church access into the County Line Rd/Beacon Lite Rd intersection, or by providing access along County Line Rd.

- Although the Buc-ee's will not have a major impact on the intersection of County Line Rd/Spruce Mtn Rd, it is recommended that the Town of Palmer Lake evaluate this intersection configuration and consider aligning the north leg of Pery Park Rd and the south leg of County Line Rd to improve driver safety and operations.
- The traffic analysis showed the southbound left turn at the middle site access to exceed the proposed storage length of the turn lane during the Saturday midday period. It is recommended that the developer evaluate this movement and either ensure the signal is timed in a way that will reduce the queue, or that adequate storage is provided. Notably, the Kimley Horn study did not evaluate the Saturday peak hour, which has a higher rate of site trips than the weekday peak hours.
- The developer will be responsible for implementing the intersection improvements identified in the Kimley Horn Study and detailed in the "Site Analysis" section of this study.
- The proposed site will increase the traffic volumes throughout the study area, changing the roadway classifications in several areas. The developer should be responsible for contributing to the required roadway improvements in the following locations:
 - County Line Rd (east of Beacon Lite Rd): Minor Arterial to Principal Arterial
 - Beacon Lite Rd (north of south site access): Local Rd to Minor Arterial.

Appendix A: Site Plan

Appendix B: Traffic Counts

Date: 12/3/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	10	35	0	0	0	47	51	0	6	0	15	0	0	0	0	164	0
7:15 AM		0	10	57	0	0	0	78	51	0	12	1	19	0	0	0	0	228	0
7:30 AM		0	13	28	0	0	0	73	51	0	8	0	20	0	0	0	0	193	0
7:45 AM		0	6	22	0	0	0	82	55	0	15	0	18	0	0	0	0	198	783
Pk Hr	All	0	39	142	0	0	0	280	208	0	41	1	72	0	0	0	0	783	
	HV	0	4	6	0	0	0	4	6	0	1	0	2	0	0	0	0	23	
	HV%	-	10%	4%	-	-	-	1%	3%	-	2%	0%	3%	-	-	-	-	3%	

Note: For complete count summary (all intervals), see following pages.

**** Heavy Vehicle Classifications include FHWA Classes 4-13.**

**** Count Summaries include heavy vehicles, but exclude bicycles in overall count.**

[illegible]

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	10	35	0	0	0	47	51	0	6	0	15	0	0	0	0	164	0
7:15 AM		0	10	57	0	0	0	78	51	0	12	1	19	0	0	0	0	228	0
7:30 AM		0	13	28	0	0	0	73	51	0	8	0	20	0	0	0	0	193	0
7:45 AM		0	6	22	0	0	0	82	55	0	15	0	18	0	0	0	0	198	783
8:00 AM		0	5	19	0	0	0	50	51	0	12	1	18	0	0	0	0	156	775
8:15 AM		0	8	20	0	0	0	58	36	0	12	0	23	0	0	0	0	157	704
8:30 AM		0	2	30	0	0	0	53	33	0	13	0	18	0	0	0	0	149	660
8:45 AM		0	3	30	0	0	0	46	32	0	12	0	26	0	0	0	0	149	611
Count Total		0	57	241	0	0	0	487	360	0	90	2	157	0	0	0	0	1,394	
Pk Hr	All	0	39	142	0	0	0	280	208	0	41	1	72	0	0	0	0	783	
	HV	0	4	6	0	0	0	4	6	0	1	0	2	0	0	0	0	23	
	HV%	-	10%	4%	-	-	-	1%	3%	-	2%	0%	3%	-	-	-	-	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	3	2	0	8	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	4	1	0	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	5	3	1	0	9	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	21	19	6	0	46	0	0	0	0	0	0	0	0	0	0
Peak Hour	10	10	3	0	23	0	0	0	0	0	0	0	0	0	0

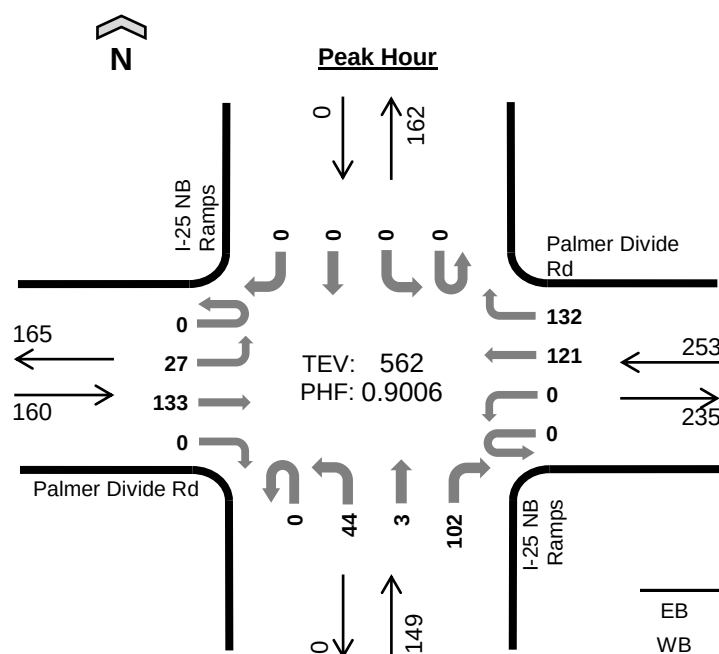
Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0
7:30 AM	0	1	2	0	0	0	0	3	0	0	0	2	0	0	0	0	8	0
7:45 AM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	0	7	23
8:00 AM	0	0	3	0	0	0	0	4	0	1	0	0	0	0	0	0	8	26
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	26
8:30 AM	0	1	4	0	0	0	1	2	0	1	0	0	0	0	0	0	9	27
8:45 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	23
Count Total	0	5	16	0	0	0	6	13	0	3	0	3	0	0	0	0	46	
Pk Hr Heavy	0	4	6	0	0	0	4	6	0	1	0	2	0	0	0	0	23	

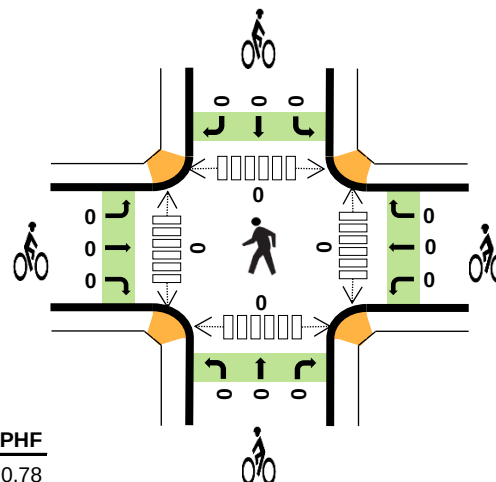
Count Summaries - Bikes

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

I-25 NB Ramps Palmer Divide Rd



Date: 1/11/2025
Count Period: 1:00 PM to 3:00 PM
Peak Hour: 1:00 PM to 2:00 PM



	HV%	PHF
EB	1%	0.78
WB	1%	0.88
NB	1%	0.76
SB	--	--
TOTAL	1%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	8	43	0	0	0	31	37	0	7	2	28	0	0	0	0	156	0
1:15 PM		0	7	27	0	0	0	32	40	0	11	0	38	0	0	0	0	155	0
1:30 PM		0	8	32	0	0	0	30	31	0	16	1	16	0	0	0	0	134	0
1:45 PM		0	4	31	0	0	0	28	24	0	10	0	20	0	0	0	0	117	562
P k Hr	All	0	27	133	0	0	0	121	132	0	44	3	102	0	0	0	0	562	
	HV	0	1	1	0	0	0	1	2	0	0	1	0	0	0	0	0	6	
	HV%	-	4%	1%	-	-	-	1%	2%	-	0%	33%	0%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	8	43	0	0	0	31	37	0	7	2	28	0	0	0	0	156	0
1:15 PM		0	7	27	0	0	0	32	40	0	11	0	38	0	0	0	0	155	0
1:30 PM		0	8	32	0	0	0	30	31	0	16	1	16	0	0	0	0	134	0
1:45 PM		0	4	31	0	0	0	28	24	0	10	0	20	0	0	0	0	117	562
2:00 PM		0	7	33	0	0	0	26	22	0	15	0	29	0	0	0	0	132	538
2:15 PM		0	7	37	0	0	0	38	29	0	13	0	15	0	0	0	0	139	522
2:30 PM		1	4	39	0	0	0	33	29	0	12	0	17	0	0	0	0	135	523
2:45 PM		0	7	35	0	0	0	28	36	0	9	0	8	0	0	0	0	123	529
Count Total		1	52	277	0	0	0	246	248	0	93	3	171	0	0	0	0	1,091	
Pk Hr	All	0	27	133	0	0	0	121	132	0	44	3	102	0	0	0	0	562	
	HV	0	1	1	0	0	0	1	2	0	0	1	0	0	0	0	0	6	
	HV%	-	4%	1%	-	-	-	1%	2%	-	0%	33%	0%	-	-	-	-	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	10	1	0	14	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0

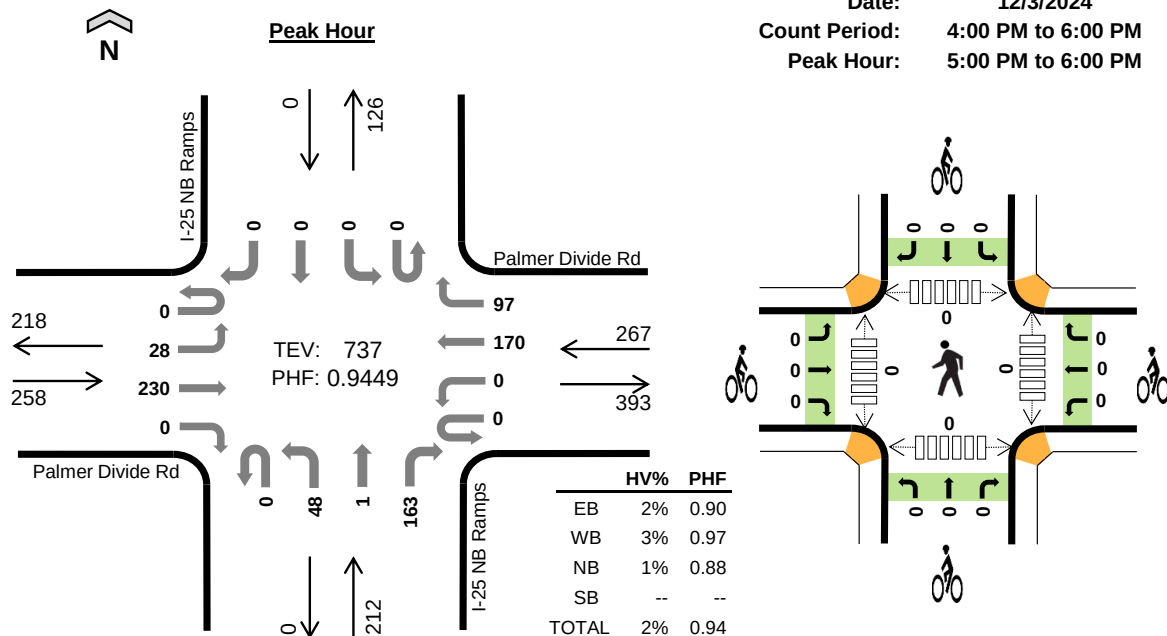
Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0
1:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	6
2:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	7
2:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	8
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	1	2	0	0	0	5	5	0	0	1	0	0	0	0	0	14	
Pk Hr Heavy	0	1	1	0	0	0	1	2	0	0	1	0	0	0	0	0	6	

Count Summaries - Bikes

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

I-25 NB Ramps Palmer Divide Rd



Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	10	50	0	0	0	40	29	0	16	0	44	0	0	0	0	189	0
5:15 PM		0	10	62	0	0	0	36	26	0	8	1	38	0	0	0	0	181	0
5:30 PM		0	3	54	0	0	0	46	23	0	11	0	35	0	0	0	0	172	0
5:45 PM		0	5	64	0	0	0	48	19	0	13	0	46	0	0	0	0	195	737
Pk Hr	All	0	28	230	0	0	0	170	97	0	48	1	163	0	0	0	0	737	
	HV	0	2	2	0	0	0	2	5	0	0	0	2	0	0	0	0	13	
	HV%	-	7%	1%	-	-	-	1%	5%	-	0%	0%	1%	-	-	-	-	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	7	2	0	13	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	60	0	0	0	66	31	0	11	1	23	0	0	0	0	196	0
4:15 PM		0	9	63	0	0	0	44	23	0	13	0	38	0	0	0	0	190	0
4:30 PM		0	8	49	0	0	0	37	17	0	14	1	31	0	0	0	0	157	0
4:45 PM		0	5	69	0	0	0	31	14	0	17	0	45	0	0	0	0	181	724
5:00 PM		0	10	50	0	0	0	40	29	0	16	0	44	0	0	0	0	189	717
5:15 PM		0	10	62	0	0	0	36	26	0	8	1	38	0	0	0	0	181	708
5:30 PM		0	3	54	0	0	0	46	23	0	11	0	35	0	0	0	0	172	723
5:45 PM		0	5	64	0	0	0	48	19	0	13	0	46	0	0	0	0	195	737
Count Total		0	54	471	0	0	0	348	182	0	103	3	300	0	0	0	0	1,461	
Pk Hr	All	0	28	230	0	0	0	170	97	0	48	1	163	0	0	0	0	737	
	HV	0	2	2	0	0	0	2	5	0	0	0	2	0	0	0	0	13	
	HV%	-	7%	1%	-	-	-	1%	5%	-	0%	0%	1%	-	-	-	-	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	2	2	0	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	13	15	8	0	36	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	7	2	0	13	0	0	0	0	0	0	0	0	0	0

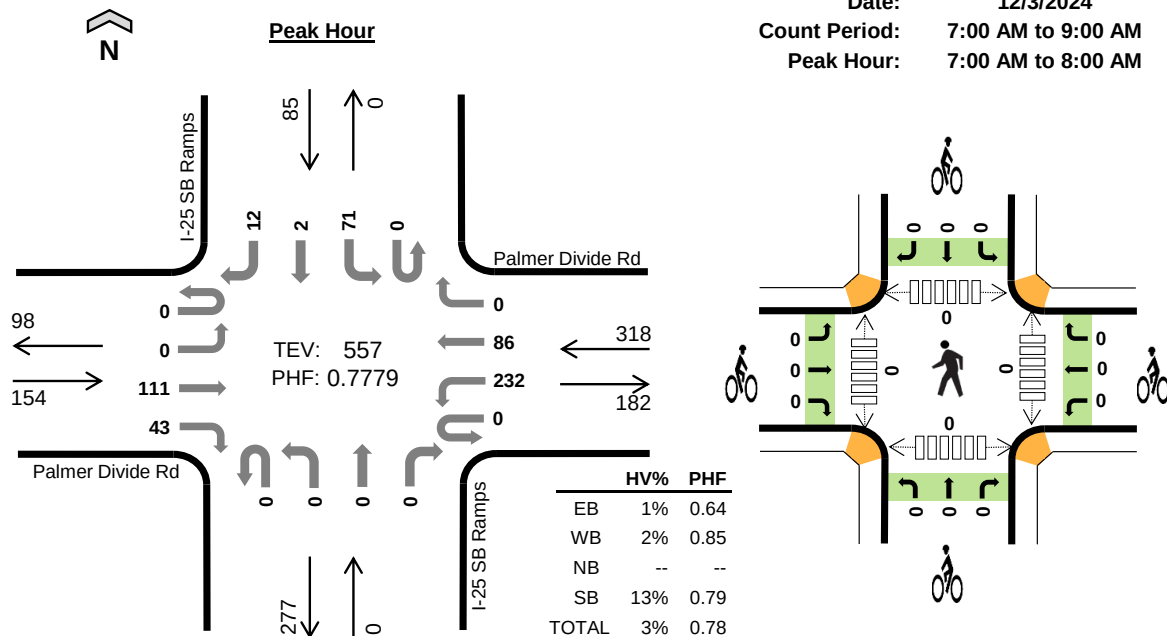
Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0	0	5	0
4:30 PM	0	2	1	0	0	0	1	1	0	1	1	0	0	0	0	0	7	0
4:45 PM	0	0	2	0	0	0	0	1	0	2	0	0	0	0	0	0	5	23
5:00 PM	0	1	2	0	0	0	1	2	0	0	0	0	0	0	0	0	6	23
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	21
5:30 PM	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	3	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	13
Count Total	0	4	9	0	0	0	4	11	0	3	1	4	0	0	0	0	36	
Pk Hr Heavy	0	2	2	0	0	0	2	5	0	0	0	2	0	0	0	0	13	

Count Summaries - Bikes

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

I-25 SB Ramps Palmer Divide Rd



Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	26	13	0	38	12	0	0	0	0	0	0	19	0	1	109	0
7:15 AM		0	0	45	15	0	70	22	0	0	0	0	0	0	23	0	4	179	0
7:30 AM		0	0	27	12	0	60	23	0	0	0	0	0	0	13	2	3	140	0
7:45 AM		0	0	13	3	0	64	29	0	0	0	0	0	0	16	0	4	129	557
Pk Hr	All	0	0	111	43	0	232	86	0	0	0	0	0	0	71	2	12	557	
	HV	0	0	1	1	0	4	1	0	0	0	0	0	0	9	0	2	18	
	HV%	-	-	1%	2%	-	2%	1%	-	-	-	-	-	-	13%	0%	17%	3%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	3	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	5	0	11	18	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	26	13	0	38	12	0	0	0	0	0	0	19	0	1	109	0
7:15 AM		0	0	45	15	0	70	22	0	0	0	0	0	0	23	0	4	179	0
7:30 AM		0	0	27	12	0	60	23	0	0	0	0	0	0	13	2	3	140	0
7:45 AM		0	0	13	3	0	64	29	0	0	0	0	0	0	16	0	4	129	557
8:00 AM		0	0	12	11	0	41	21	0	0	0	0	0	0	13	0	3	101	549
8:15 AM		0	0	16	12	0	48	23	0	0	0	0	0	0	12	0	2	113	483
8:30 AM		0	0	11	13	0	44	23	0	0	0	0	0	0	21	1	6	119	462
8:45 AM		0	0	18	13	0	39	18	0	0	0	0	0	0	15	0	3	106	439
Count Total		0	0	168	92	0	404	171	0	0	0	0	0	0	132	3	26	996	
Pk Hr	All	0	0	111	43	0	232	86	0	0	0	0	0	0	71	2	12	557	
	HV	0	0	1	1	0	4	1	0	0	0	0	0	0	9	0	2	18	
	HV%	-	-	1%	2%	-	2%	1%	-	-	-	-	-	-	13%	0%	17%	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	3	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	2	0	5	8	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	5	9	0	21	35	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	5	0	11	18	0	0	0	0	0	0	0	0	0	0

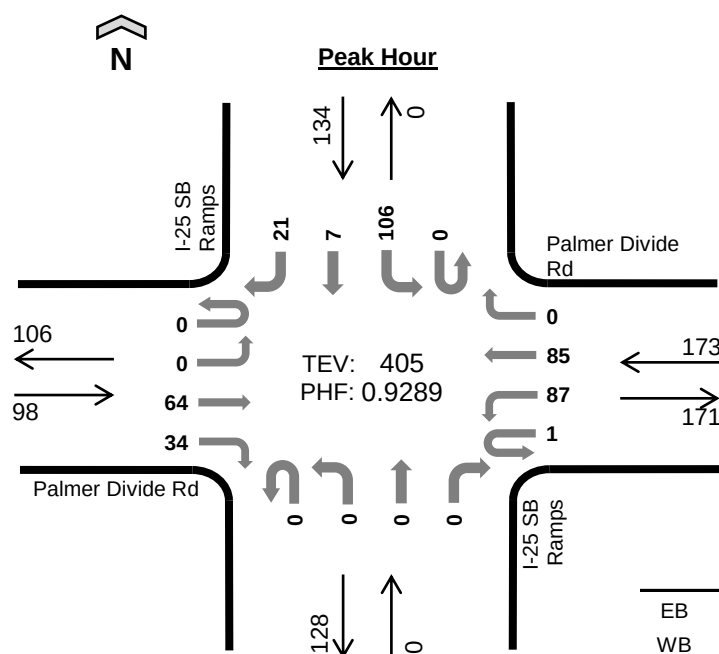
Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	1	5	0
7:15 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	2	0	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	1	6	18
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	1	5	18
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	15
8:30 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	4	1	0	8	21
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	17
Count Total	0	0	4	1	0	5	4	0	0	0	0	0	0	17	1	3	35	
Pk Hr Heavy	0	0	1	1	0	4	1	0	0	0	0	0	0	9	0	2	18	

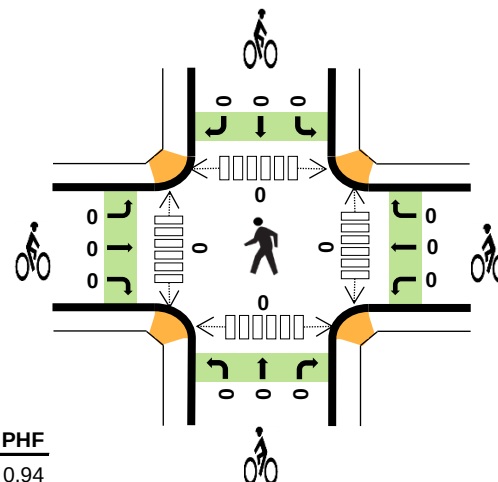
Count Summaries - Bikes

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

I-25 SB Ramps Palmer Divide Rd



Date: 1/11/2025
Count Period: 1:00 PM to 3:00 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV%	PHF
EB	0%	0.94
WB	2%	0.88
NB	--	--
SB	1%	0.91
TOTAL	1%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		0	0	17	9	0	26	19	0	0	0	0	0	0	23	3	6	103	0
2:15 PM		0	0	14	9	0	29	20	0	0	0	0	0	0	34	1	2	109	0
2:30 PM		0	0	19	6	0	14	27	0	0	0	0	0	0	25	1	6	98	0
2:45 PM		0	0	14	10	1	18	19	0	0	0	0	0	0	24	2	7	95	405
P k Hr	All	0	0	64	34	1	87	85	0	0	0	0	0	0	106	7	21	405	
	HV	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	5	
	HV%	-	-	0%	0%	0%	3%	1%	-	-	-	-	-	-	1%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:00 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	0	15	6	0	25	11	0	0	0	0	0	31	1	8	97	0	
1:15 PM		0	0	14	11	0	24	20	0	0	0	0	0	22	0	4	95	0	
1:30 PM		0	0	13	11	0	28	22	0	0	0	0	0	30	0	6	110	0	
1:45 PM		0	0	13	4	0	13	22	0	0	0	0	0	20	1	6	79	381	
2:00 PM		0	0	17	9	0	26	19	0	0	0	0	0	23	3	6	103	387	
2:15 PM		0	0	14	9	0	29	20	0	0	0	0	0	34	1	2	109	401	
2:30 PM		0	0	19	6	0	14	27	0	0	0	0	0	25	1	6	98	389	
2:45 PM		0	0	14	10	1	18	19	0	0	0	0	0	24	2	7	95	405	
Count Total		0	0	119	66	1	177	160	0	0	0	0	0	209	9	45	786		
Pk Hr	All	0	0	64	34	1	87	85	0	0	0	0	0	106	7	21	405		
	HV	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	5		
	HV%	-	-	0%	0%	0%	3%	1%	-	-	-	-	-	1%	0%	0%	1%		

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	5	0	2	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0

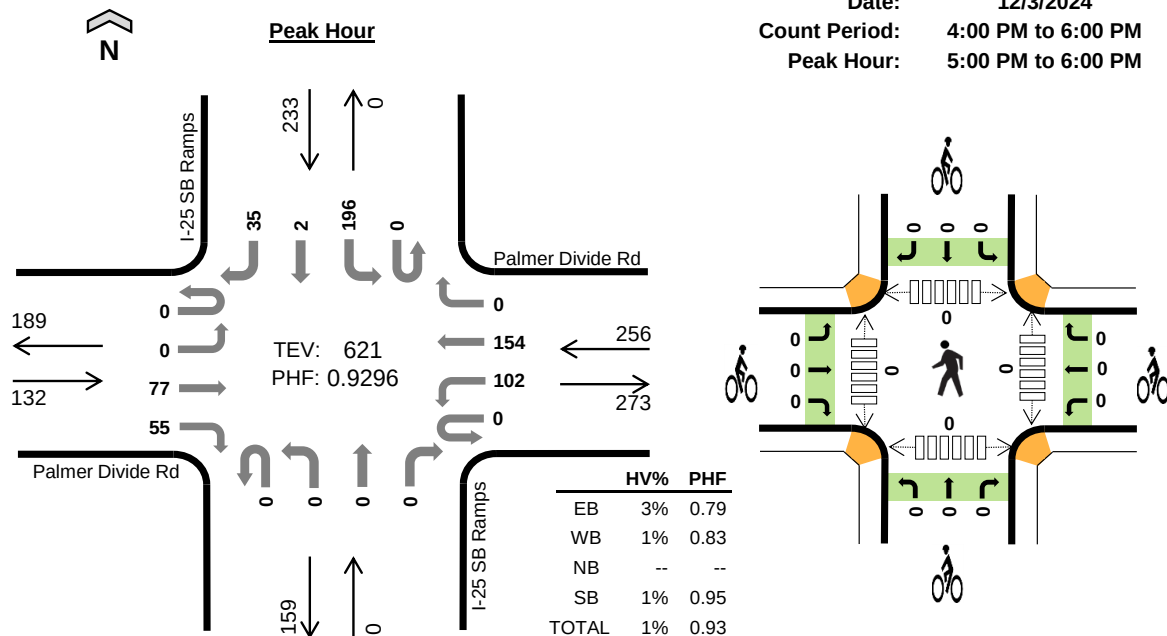
Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
1:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	5
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	1	0	0	3	2	0	0	0	0	0	0	2	0	0	8	
Pk Hr Heavy	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	5	

Count Summaries - Bikes

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

I-25 SB Ramps Palmer Divide Rd



Peak Hour Count Summaries

Peak Hour Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	0	0	26	11	0	26	19	0	0	0	0	0	0	47	1	5	135	0
5:15 PM	0	0	17	25	0	32	32	0	0	0	0	0	0	47	0	14	167	0
5:30 PM	0	0	16	9	0	20	57	0	0	0	0	0	0	49	0	11	162	0
5:45 PM	0	0	18	10	0	24	46	0	0	0	0	0	0	53	1	5	157	621
Pk Hr	All	0	0	77	55	0	102	154	0	0	0	0	0	196	2	35	621	
	HV	0	0	4	0	0	2	1	0	0	0	0	0	2	0	0	9	
	HV%	-	-	5%	0%	-	2%	1%	-	-	-	-	-	1%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	3	0	2	9	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	33	14	0	24	33	0	0	0	0	0	29	0	11	144	0	
4:15 PM		0	0	28	13	0	24	17	0	0	0	0	0	44	0	8	134	0	
4:30 PM		0	0	17	20	0	23	23	0	0	0	0	0	35	0	11	129	0	
4:45 PM		0	0	15	18	0	28	26	0	0	0	0	0	53	0	4	144	551	
5:00 PM		0	0	26	11	0	26	19	0	0	0	0	0	47	1	5	135	542	
5:15 PM		0	0	17	25	0	32	32	0	0	0	0	0	47	0	14	167	575	
5:30 PM		0	0	16	9	0	20	57	0	0	0	0	0	49	0	11	162	608	
5:45 PM		0	0	18	10	0	24	46	0	0	0	0	0	53	1	5	157	621	
Count Total		0	0	170	120	0	201	253	0	0	0	0	0	357	2	69	1,172		
Pk Hr	All	0	0	77	55	0	102	154	0	0	0	0	0	196	2	35	621		
	HV	0	0	4	0	0	2	1	0	0	0	0	0	2	0	0	9		
	HV%	-	-	5%	0%	-	2%	1%	-	-	-	-	-	1%	0%	0%	1%		

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	2	0	4	8	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	2	0	1	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	9	7	0	6	22	0	0	0	0	0	0	0	0	0	0
Peak Hour	4	3	0	2	9	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	1	8	0
4:15 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13
5:00 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	1	0	0	5	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	9
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	0	8	1	0	6	1	0	0	0	0	0	0	0	5	0	1	22	
Pk Hr Heavy	0	0	4	0	0	2	1	0	0	0	0	0	0	0	2	0	0	9	

Count Summaries - Bikes

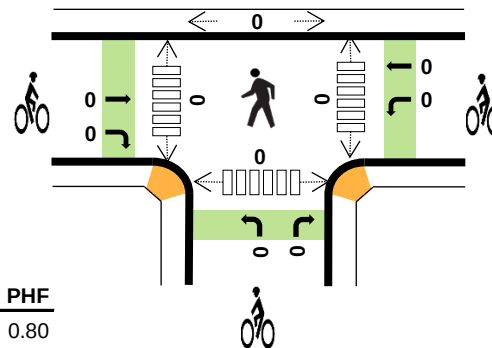
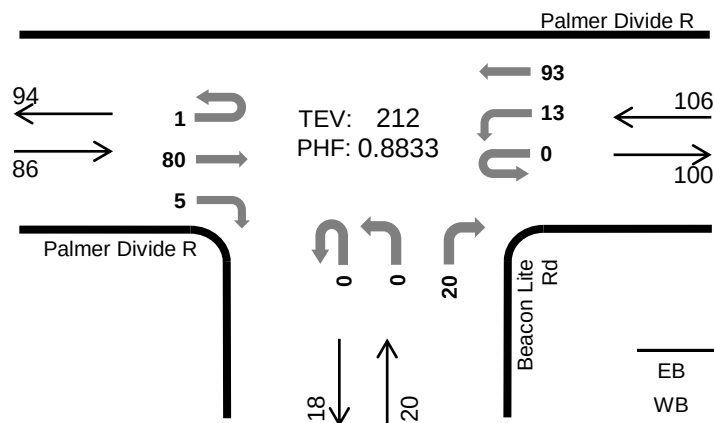
Interval Start	Palmer Divide Rd				Palmer Divide Rd				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Beacon Lite Rd Palmer Divide R



Peak Hour

Date: 1/11/2025
Count Period: 1:00 PM to 3:00 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV%	PHF
EB	0%	0.80
WB	1%	0.78
NB	0%	0.71
SB	--	--
TOTAL	0%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide R				Palmer Divide R				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		1	0	23	3	0	5	18	0	0	0	0	4	0	0	0	0	54	0
2:15 PM		0	0	20	0	0	2	20	0	0	0	0	4	0	0	0	0	46	0
2:30 PM		0	0	18	1	0	2	32	0	0	0	0	7	0	0	0	0	60	0
2:45 PM		0	0	19	1	0	4	23	0	0	0	0	5	0	0	0	0	52	212
Pk Hr	All	1	0	80	5	0	13	93	0	0	0	0	20	0	0	0	0	212	
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
	HV%	0%	-	0%	0%	-	0%	1%	-	-	-	-	0%	-	-	-	-	0%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start		Palmer Divide R				Palmer Divide R				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	0	18	0	0	2	14	0	0	0	0	1	0	0	0	0	35	0
1:15 PM		0	0	19	0	0	7	17	0	0	1	0	5	0	0	0	0	49	0
1:30 PM		0	0	18	0	0	2	26	0	0	0	0	5	0	0	0	0	51	0
1:45 PM		0	0	11	0	0	7	22	0	0	0	0	6	0	0	0	0	46	181
2:00 PM		1	0	23	3	0	5	18	0	0	0	0	4	0	0	0	0	54	200
2:15 PM		0	0	20	0	0	2	20	0	0	0	0	4	0	0	0	0	46	197
2:30 PM		0	0	18	1	0	2	32	0	0	0	0	7	0	0	0	0	60	206
2:45 PM		0	0	19	1	0	4	23	0	0	0	0	5	0	0	0	0	52	212
Count Total		1	0	146	5	0	31	172	0	0	1	0	37	0	0	0	0	393	
Pk Hr	All	1	0	80	5	0	13	93	0	0	0	0	20	0	0	0	0	212	
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
	HV%	0%	-	0%	0%	-	0%	1%	-	-	-	-	0%	-	-	-	-	0%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide R				Palmer Divide R				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
Pk Hr Heavy	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	

Count Summaries - Bikes

Interval Start	Palmer Divide R				Palmer Divide R				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Beacon Lite Rd Palmer Divide Rd

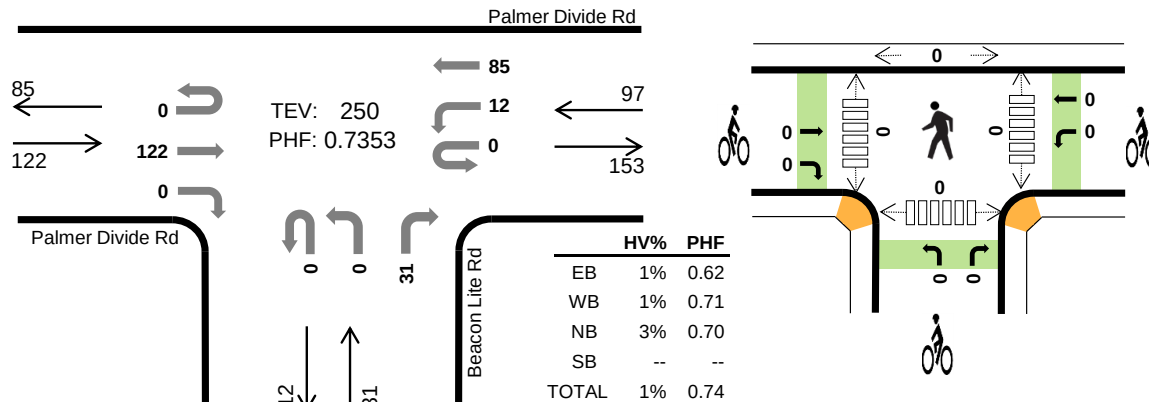


Peak Hour

Date: 12/3/2024

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

Peak Hour: 7:00 AM to 8:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	30	0	0	1	11	0	0	0	0	8	0	0	0	0	50	0
7:15 AM		0	0	49	0	0	4	21	0	0	0	0	11	0	0	0	0	85	0
7:30 AM		0	0	32	0	0	2	24	0	0	0	0	5	0	0	0	0	63	0
7:45 AM		0	0	11	0	0	5	29	0	0	0	0	7	0	0	0	0	52	250
Pk Hr	All	0	0	122	0	0	12	85	0	0	0	0	31	0	0	0	0	250	
	HV	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	
	HV%	-	-	1%	-	-	0%	1%	-	-	-	-	3%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	30	0	0	1	11	0	0	0	0	8	0	0	0	0	50	0
7:15 AM		0	0	49	0	0	4	21	0	0	0	0	11	0	0	0	0	85	0
7:30 AM		0	0	32	0	0	2	24	0	0	0	0	5	0	0	0	0	63	0
7:45 AM		0	0	11	0	0	5	29	0	0	0	0	7	0	0	0	0	52	250
8:00 AM		0	0	22	0	0	3	21	0	0	0	0	4	0	0	0	0	50	250
8:15 AM		0	0	20	2	0	2	23	0	0	0	0	4	0	0	0	0	51	216
8:30 AM		1	0	22	0	0	2	27	0	0	0	0	3	0	0	0	0	55	208
8:45 AM		0	0	24	0	0	1	19	0	0	0	0	6	0	0	0	0	50	206
Count Total		1	0	210	2	0	20	175	0	0	0	0	48	0	0	0	0	456	
Pk Hr	All	0	0	122	0	0	12	85	0	0	0	0	31	0	0	0	0	250	
	HV	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	
	HV%	-	-	1%	-	-	0%	1%	-	-	-	-	3%	-	-	-	-	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	4	7	2	0	13	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
8:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	5
8:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6
8:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	10
Count Total	0	0	3	1	0	1	6	0	0	0	0	2	0	0	0	0	13	
Pk Hr Heavy	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	

Count Summaries - Bikes

Interval Start	Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Beacon Lite Rd Palmer Divide Rd

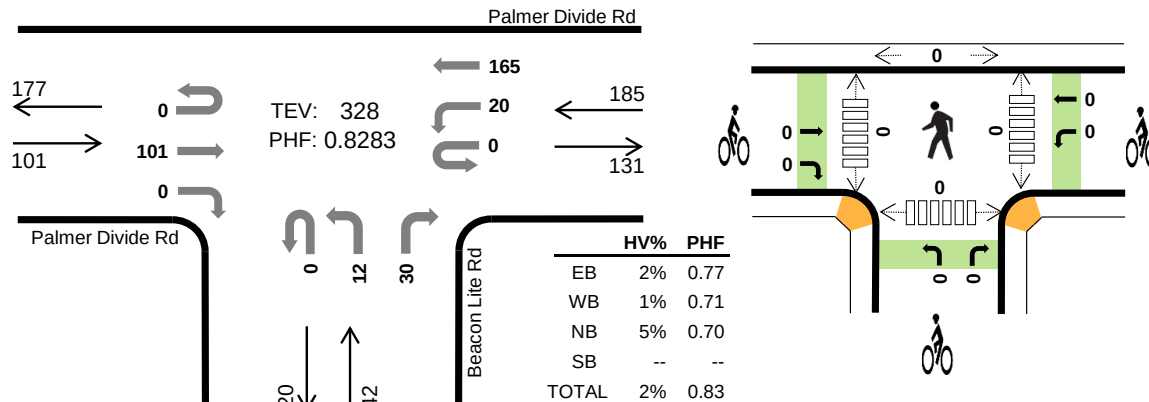


Peak Hour

Date: 12/3/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



Peak Hour Count Summaries

Peak Hour Interval Start		Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	29	0	0	0	24	0	0	3	0	7	0	0	0	0	63	0
5:15 PM		0	0	33	0	0	11	34	0	0	2	0	9	0	0	0	0	89	0
5:30 PM		0	0	19	0	0	7	58	0	0	6	0	9	0	0	0	0	99	0
5:45 PM		0	0	20	0	0	2	49	0	0	1	0	5	0	0	0	0	77	328
Pk Hr	All	0	0	101	0	0	20	165	0	0	12	0	30	0	0	0	0	328	
	HV	0	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	5	
	HV%	-	-	2%	-	-	0%	1%	-	-	0%	-	7%	-	-	-	-	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	34	1	0	9	35	0	0	0	0	11	0	0	0	0	90	0
4:15 PM		0	0	32	1	0	5	20	0	0	0	0	11	0	0	0	0	69	0
4:30 PM		0	0	32	1	1	10	24	0	0	1	0	6	0	0	0	0	75	0
4:45 PM		0	0	25	1	0	6	25	0	0	0	0	8	0	0	0	0	65	299
5:00 PM		0	0	29	0	0	0	24	0	0	3	0	7	0	0	0	0	63	272
5:15 PM		0	0	33	0	0	11	34	0	0	2	0	9	0	0	0	0	89	292
5:30 PM		0	0	19	0	0	7	58	0	0	6	0	9	0	0	0	0	99	316
5:45 PM		0	0	20	0	0	2	49	0	0	1	0	5	0	0	0	0	77	328
Count Total		0	0	224	4	1	50	269	0	0	13	0	66	0	0	0	0	627	
Pk Hr	All	0	0	101	0	0	20	165	0	0	12	0	30	0	0	0	0	328	
	HV	0	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	5	
	HV%	-	-	2%	-	-	0%	1%	-	-	0%	-	7%	-	-	-	-	2%	

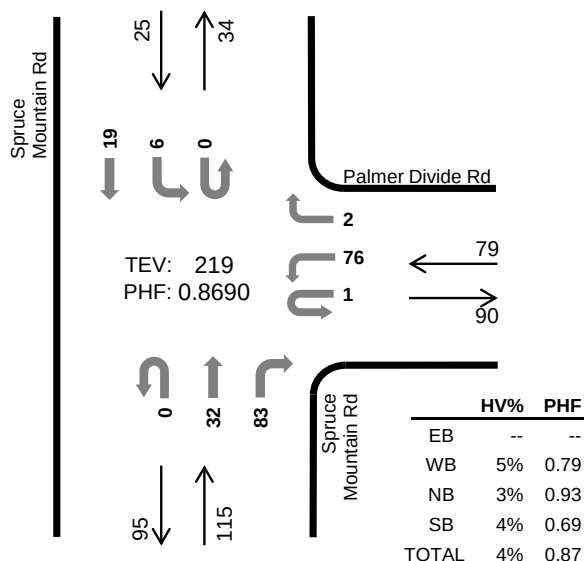
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	6	2	5	0	13	0	0	0	0	0	2	0	0	0	2
Peak Hour	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																			
Interval Start	Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3	0
4:15 PM	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Count Total	0	0	5	1	0	1	1	0	0	1	0	4		0	0	0	0	13	
Pk Hr Heavy	0	0	2	0	0	0	1	0	0	0	0	2		0	0	0	0	5	
Count Summaries - Bikes																			
Interval Start	Palmer Divide Rd				Palmer Divide Rd				Beacon Lite Rd				n/a				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

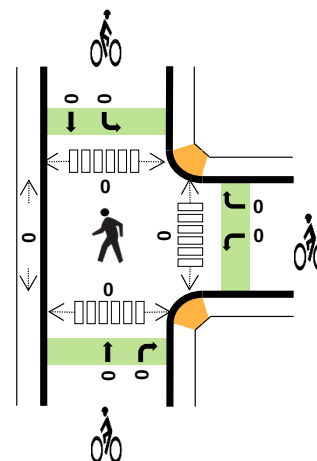
Spruce Mountain Rd Palmer Divide Rd



Peak Hour



Date: 12/3/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	0	0	0	13	0	1	0	0	5	23	0	1	6	0	49	0
8:15 AM		0	0	0	0	0	18	0	0	0	0	8	19	0	0	4	0	49	0
8:30 AM		0	0	0	0	1	21	0	0	0	0	10	21	0	1	4	0	58	0
8:45 AM		0	0	0	0	0	24	0	1	0	0	9	20	0	4	5	0	63	219
Pk Hr	All	0	0	0	0	1	76	0	2	0	0	32	83	0	6	19	0	219	
	HV	0	0	0	0	0	4	0	0	0	0	1	3	0	0	1	0	9	
	HV%	-	-	-	-	0%	5%	-	0%	-	-	3%	4%	-	0%	5%	-	4%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	4	1	9	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	8	0	1	0	0	10	27	0	0	1	0	47	0
7:15 AM		0	0	0	0	0	11	0	0	0	0	7	31	0	0	2	0	51	0
7:30 AM		0	0	0	0	0	13	0	0	0	0	7	17	0	0	2	0	39	0
7:45 AM		0	0	0	0	0	13	0	2	0	0	6	9	0	0	5	0	35	172
8:00 AM		0	0	0	0	0	13	0	1	0	0	5	23	0	1	6	0	49	174
8:15 AM		0	0	0	0	0	18	0	0	0	0	8	19	0	0	4	0	49	172
8:30 AM		0	0	0	0	1	21	0	0	0	0	10	21	0	1	4	0	58	191
8:45 AM		0	0	0	0	0	24	0	1	0	0	9	20	0	4	5	0	63	219
Count Total		0	0	0	0	1	121	0	5	0	0	62	167	0	6	29	0	391	
Pk Hr	All	0	0	0	0	1	76	0	2	0	0	32	83	0	6	19	0	219	
	HV	0	0	0	0	0	4	0	0	0	0	1	3	0	0	1	0	9	
	HV%	-	-	-	-	0%	5%	-	0%	-	-	3%	4%	-	0%	5%	-	4%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	0	7	5	1	13	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	4	1	9	0	0	0	0	0	0	0	0	0	0

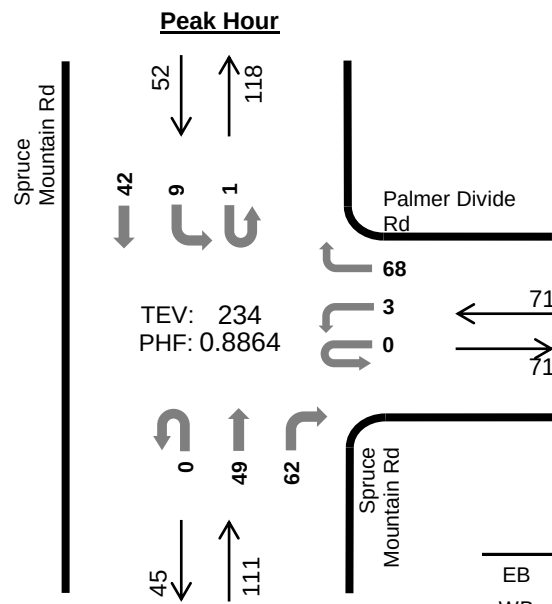
Count Summaries - Heavy Vehicles

Interval Start	n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	4	6
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	4	9
Count Total	0	0	0	0	0	7	0	0	0	0	0	1	4	0	0	1	0	13	
Pk Hr Heavy	0	0	0	0	0	4	0	0	0	0	0	1	3	0	0	1	0	9	

Count Summaries - Bikes

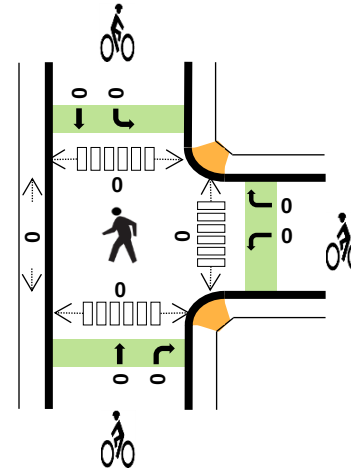
Interval Start	n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Spruce Mountain Rd Palmer Divide Rd



	HV%	PHF
EB	--	--
WB	4%	0.74
NB	0%	0.90
SB	0%	0.81
TOTAL	1%	0.89

Date: 1/11/2025
Count Period: 1:00 PM to 3:00 PM
Peak Hour: 1:00 PM to 2:00 PM



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	0	0	0	0	0	0	16	0	0	12	16	0	3	6	0	53	0
1:15 PM		0	0	0	0	0	0	0	12	0	0	10	13	1	2	13	0	51	0
1:30 PM		0	0	0	0	0	1	0	18	0	0	15	16	0	3	13	0	66	0
1:45 PM		0	0	0	0	0	2	0	22	0	0	12	17	0	1	10	0	64	234
Pk Hr	All	0	0	0	0	0	3	0	68	0	0	49	62	1	9	42	0	234	
	HV	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	
	HV%	-	-	-	-	-	0%	-	4%	-	-	0%	0%	0%	0%	0%	-	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles																			
Interval Start		n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	0	0	0	0	0	0	16	0	0	12	16	0	3	6	0	53	0
1:15 PM		0	0	0	0	0	0	0	12	0	0	10	13	1	2	13	0	51	0
1:30 PM		0	0	0	0	0	1	0	18	0	0	15	16	0	3	13	0	66	0
1:45 PM		0	0	0	0	0	2	0	22	0	0	12	17	0	1	10	0	64	234
2:00 PM		0	0	0	0	0	8	0	9	0	0	7	12	0	3	7	0	46	227
2:15 PM		0	0	0	0	0	3	0	12	0	0	7	18	0	0	10	0	50	226
2:30 PM		0	0	0	0	0	2	0	23	0	0	10	17	0	1	17	0	70	230
2:45 PM		0	0	0	0	0	2	0	26	0	0	5	13	0	2	8	0	56	222
Count Total		0	0	0	0	0	18	0	138	0	0	78	122	1	15	84	0	456	
P k Hr	All	0	0	0	0	0	3	0	68	0	0	49	62	1	9	42	0	234	
	HV	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	
	HV%	-	-	-	-	-	0%	-	4%	-	-	0%	0%	0%	0%	0%	-	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	
Pk Hr Heavy	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	

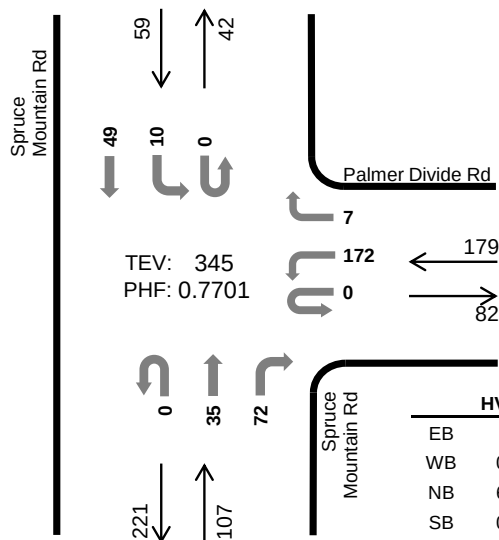
Count Summaries - Bikes

Interval Start	n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

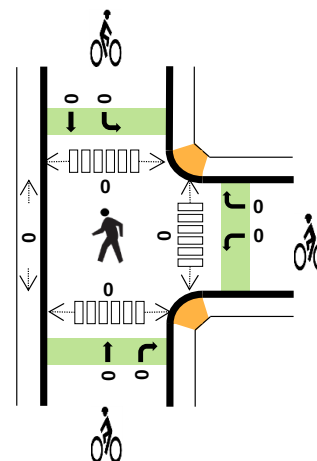
Spruce Mountain Rd Palmer Divide Rd



Peak Hour



	HV%	PHF
EB	--	--
WB	0%	0.59
NB	6%	0.79
SB	0%	0.82
TOTAL	2%	0.77



Date: 12/3/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	0	0	0	15	0	3	0	0	7	27	0	1	13	0	66	0
5:15 PM		0	0	0	0	0	29	0	1	0	0	10	18	0	3	15	0	76	0
5:30 PM		0	0	0	0	0	55	0	0	0	0	10	11	0	4	11	0	91	0
5:45 PM		0	0	0	0	0	73	0	3	0	0	8	16	0	2	10	0	112	345
Pk Hr	All	0	0	0	0	0	172	0	7	0	0	35	72	0	10	49	0	345	
	HV	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	
	HV%	-	-	-	-	-	0%	-	0%	-	-	14%	1%	-	0%	0%	-	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	24	0	2	0	0	8	23	0	3	18	0	78	0
4:15 PM		0	0	0	0	0	18	0	0	0	0	12	15	0	1	19	0	65	0
4:30 PM		0	0	0	0	0	20	0	0	2	0	8	11	0	2	9	0	52	0
4:45 PM		0	0	0	0	0	21	0	1	0	0	4	19	0	0	10	0	55	250
5:00 PM		0	0	0	0	0	15	0	3	0	0	7	27	0	1	13	0	66	238
5:15 PM		0	0	0	0	0	29	0	1	0	0	10	18	0	3	15	0	76	249
5:30 PM		0	0	0	0	0	55	0	0	0	0	10	11	0	4	11	0	91	288
5:45 PM		0	0	0	0	0	73	0	3	0	0	8	16	0	2	10	0	112	345
Count Total		0	0	0	0	0	255	0	10	2	0	67	140	0	16	105	0	595	
Pk Hr	All	0	0	0	0	0	172	0	7	0	0	35	72	0	10	49	0	345	
	HV	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	
	HV%	-	-	-	-	-	0%	-	0%	-	-	14%	1%	-	0%	0%	-	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	11	1	14	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
Count Total	0	0	0	0	0	2	0	0	0	0	7	4	0	0	1	0	14	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	

Count Summaries - Bikes

Interval Start	n/a				Palmer Divide Rd				Spruce Mountain Rd				Spruce Mountain Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Vehicle Classification Report Summary

Location: Palmer Divide Rd W/O Indi Dr
Count Direction: Eastbound / Westbound
Date Range: 12/3/2024 to 12/3/2024
Site Code: 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	19	721	236	8	91	3	0	1	6	0	0	0	0	1,085
	1.8%	66.5%	21.8%	0.7%	8.4%	0.3%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	
Westbound	12	726	235	13	58	3	0	2	5	0	0	0	0	1,054
	1.1%	68.9%	22.3%	1.2%	5.5%	0.3%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	
Total	31	1,447	471	21	149	6	0	3	11	0	0	0	0	2,139
	1.4%	67.6%	22.0%	1.0%	7.0%	0.3%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Palmer Divide Rd W/O Indi Dr
Date Range: 12/3/2024 to 12/3/2024
Site Code: 01



Tuesday, December 3, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
5:00 AM	0	7	1	1	1	0	0	0	0	0	0	0	0	10
6:00 AM	0	29	11	0	7	0	0	0	2	0	0	0	0	49
7:00 AM	0	61	14	2	6	0	0	0	0	0	0	0	0	83
8:00 AM	0	59	15	0	3	1	0	0	1	0	0	0	0	79
9:00 AM	0	43	16	1	12	0	0	0	1	0	0	0	0	73
10:00 AM	9	30	15	0	4	0	0	0	0	0	0	0	0	58
11:00 AM	0	32	10	0	2	0	0	0	0	0	0	0	0	44
12:00 PM	1	40	18	1	4	0	0	1	1	0	0	0	0	66
1:00 PM	0	31	20	0	2	0	0	0	0	0	0	0	0	53
2:00 PM	3	45	19	1	10	1	0	0	1	0	0	0	0	80
3:00 PM	6	46	23	1	7	0	0	0	0	0	0	0	0	83
4:00 PM	0	80	21	0	11	0	0	0	0	0	0	0	0	112
5:00 PM	0	52	21	0	13	1	0	0	0	0	0	0	0	87
6:00 PM	0	43	6	1	1	0	0	0	0	0	0	0	0	51
7:00 PM	0	34	12	0	1	0	0	0	0	0	0	0	0	47
8:00 PM	0	64	10	0	2	0	0	0	0	0	0	0	0	76
9:00 PM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
10:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	721	236	8	91	3	0	1	6	0	0	0	0	1,085
	1.8%	66.5%	21.8%	0.7%	8.4%	0.3%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	

Location: Palmer Divide Rd W/O Indi Dr
Date Range: 12/3/2024 to 12/3/2024
Site Code: 01



Tuesday, December 3, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
5:00 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	9
6:00 AM	0	14	5	1	2	0	0	0	1	0	0	0	0	23
7:00 AM	0	48	20	0	8	1	0	0	1	0	0	0	0	78
8:00 AM	0	61	22	1	7	0	0	0	1	0	0	0	0	92
9:00 AM	1	40	14	1	1	0	0	0	0	0	0	0	0	57
10:00 AM	0	32	12	0	5	1	0	0	0	0	0	0	0	50
11:00 AM	1	34	10	2	2	0	0	0	0	0	0	0	0	49
12:00 PM	1	37	18	0	3	0	0	0	0	0	0	0	0	59
1:00 PM	4	42	16	0	6	1	0	1	1	0	0	0	0	71
2:00 PM	3	26	18	2	3	0	0	0	0	0	0	0	0	52
3:00 PM	2	63	23	4	8	0	0	0	0	0	0	0	0	100
4:00 PM	0	56	22	0	4	0	0	0	0	0	0	0	0	82
5:00 PM	0	140	36	0	5	0	0	0	0	0	0	0	0	181
6:00 PM	0	47	10	1	3	0	0	0	0	0	0	0	0	61
7:00 PM	0	25	0	1	1	0	0	0	0	0	0	0	0	27
8:00 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
9:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	12	726	235	13	58	3	0	2	5	0	0	0	0	1,054
	1.1%	68.9%	22.3%	1.2%	5.5%	0.3%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	

Location: Palmer Divide Rd W/O Indi Dr
Date Range: 12/3/2024 to 12/3/2024
Site Code: 01

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
5:00 AM	0	7	1	1	1	0	0	0	0	0	0	0	0	10
6:00 AM	0	29	11	0	7	0	0	0	2	0	0	0	0	49
7:00 AM	0	61	14	2	6	0	0	0	0	0	0	0	0	83
8:00 AM	0	59	15	0	3	1	0	0	1	0	0	0	0	79
9:00 AM	0	43	16	1	12	0	0	0	1	0	0	0	0	73
10:00 AM	9	30	15	0	4	0	0	0	0	0	0	0	0	58
11:00 AM	0	32	10	0	2	0	0	0	0	0	0	0	0	44
12:00 PM	1	40	18	1	4	0	0	1	1	0	0	0	0	66
1:00 PM	0	31	20	0	2	0	0	0	0	0	0	0	0	53
2:00 PM	3	45	19	1	10	1	0	0	1	0	0	0	0	80
3:00 PM	6	46	23	1	7	0	0	0	0	0	0	0	0	83
4:00 PM	0	80	21	0	11	0	0	0	0	0	0	0	0	112
5:00 PM	0	52	21	0	13	1	0	0	0	0	0	0	0	87
6:00 PM	0	43	6	1	1	0	0	0	0	0	0	0	0	51
7:00 PM	0	34	12	0	1	0	0	0	0	0	0	0	0	47
8:00 PM	0	64	10	0	2	0	0	0	0	0	0	0	0	76
9:00 PM	0	9	2	0	2	0	0	0	0	0	0	0	0	13
10:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	721	236	8	91	3	0	1	6	0	0	0	0	1,085
	1.8%	66.5%	21.8%	0.7%	8.4%	0.3%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Palmer Divide Rd W/O Indi Dr
Date Range: 12/3/2024 to 12/3/2024
Site Code: 01

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
5:00 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	9
6:00 AM	0	14	5	1	2	0	0	0	1	0	0	0	0	23
7:00 AM	0	48	20	0	8	1	0	0	1	0	0	0	0	78
8:00 AM	0	61	22	1	7	0	0	0	1	0	0	0	0	92
9:00 AM	1	40	14	1	1	0	0	0	0	0	0	0	0	57
10:00 AM	0	32	12	0	5	1	0	0	0	0	0	0	0	50
11:00 AM	1	34	10	2	2	0	0	0	0	0	0	0	0	49
12:00 PM	1	37	18	0	3	0	0	0	0	0	0	0	0	59
1:00 PM	4	42	16	0	6	1	0	1	1	0	0	0	0	71
2:00 PM	3	26	18	2	3	0	0	0	0	0	0	0	0	52
3:00 PM	2	63	23	4	8	0	0	0	0	0	0	0	0	100
4:00 PM	0	56	22	0	4	0	0	0	0	0	0	0	0	82
5:00 PM	0	140	36	0	5	0	0	0	0	0	0	0	0	181
6:00 PM	0	47	10	1	3	0	0	0	0	0	0	0	0	61
7:00 PM	0	25	0	1	1	0	0	0	0	0	0	0	0	27
8:00 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
9:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	12	726	235	13	58	3	0	2	5	0	0	0	0	1,054
	1.1%	68.9%	22.3%	1.2%	5.5%	0.3%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Vehicle Classification Report Summary

Location: Palmer Divide Rd E/O Beacon Lite Rd
Count Direction: Eastbound / Westbound
Date Range: 12/3/2024 to 12/3/2024
Site Code: 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	15	1,041	383	15	128	9	0	1	7	0	0	0	1	1,600
	0.9%	65.1%	23.9%	0.9%	8.0%	0.6%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.1%	
Westbound	5	867	377	16	140	7	0	0	8	0	0	0	0	1,420
	0.4%	61.1%	26.5%	1.1%	9.9%	0.5%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
Total	20	1,908	760	31	268	16	0	1	15	0	0	0	1	3,020
	0.7%	63.2%	25.2%	1.0%	8.9%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Palmer Divide Rd E/O Beacon Lite Rd
Date Range: 12/3/2024 to 12/3/2024
Site Code: 02



Tuesday, December 3, 2024
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	9	1	0	2	0	0	0	0	0	0	0	0	12
5:00 AM	0	15	6	1	1	0	0	0	0	0	0	0	0	23
6:00 AM	0	40	18	0	6	1	0	0	2	0	0	0	0	67
7:00 AM	0	113	30	2	9	0	0	0	0	0	0	0	0	154
8:00 AM	0	76	24	0	4	2	0	0	0	0	0	0	0	106
9:00 AM	0	63	21	2	16	0	0	0	2	0	0	0	0	104
10:00 AM	10	46	25	2	7	0	0	0	0	0	0	0	0	90
11:00 AM	0	54	17	0	8	3	0	0	0	0	0	0	0	82
12:00 PM	1	55	29	1	9	0	0	1	1	0	0	0	0	97
1:00 PM	0	52	34	1	3	0	0	0	1	0	0	0	0	91
2:00 PM	2	80	31	1	10	1	0	0	1	0	0	0	0	126
3:00 PM	2	72	35	2	10	0	0	0	0	0	0	0	1	122
4:00 PM	0	107	37	1	15	0	0	0	0	0	0	0	0	160
5:00 PM	0	81	32	1	16	2	0	0	0	0	0	0	0	132
6:00 PM	0	51	12	1	3	0	0	0	0	0	0	0	0	67
7:00 PM	0	37	14	0	2	0	0	0	0	0	0	0	0	53
8:00 PM	0	57	10	0	3	0	0	0	0	0	0	0	0	70
9:00 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	15	1,041	383	15	128	9	0	1	7	0	0	0	1	1,600
	0.9%	65.1%	23.9%	0.9%	8.0%	0.6%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.1%	

Location: Palmer Divide Rd E/O Beacon Lite Rd
Date Range: 12/3/2024 to 12/3/2024
Site Code: 02



Tuesday, December 3, 2024
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:00 AM	0	6	2	0	1	0	0	0	1	0	0	0	0	10
6:00 AM	0	15	7	1	6	0	0	0	1	0	0	0	0	30
7:00 AM	0	45	33	0	18	1	0	0	1	0	0	0	0	98
8:00 AM	0	59	24	1	13	0	0	0	1	0	0	0	0	98
9:00 AM	0	52	23	1	5	1	0	0	0	0	0	0	0	82
10:00 AM	0	33	18	1	16	0	0	0	0	0	0	0	0	68
11:00 AM	0	52	19	2	7	0	0	0	0	0	0	0	0	80
12:00 PM	1	45	33	0	3	0	0	0	1	0	0	0	0	83
1:00 PM	2	54	30	0	12	1	0	0	1	0	0	0	0	100
2:00 PM	2	44	25	3	10	2	0	0	0	0	0	0	0	86
3:00 PM	0	82	40	5	16	0	0	0	1	0	0	0	0	144
4:00 PM	0	81	41	0	7	0	0	0	0	0	0	0	0	129
5:00 PM	0	126	48	0	12	0	0	0	0	0	0	0	0	186
6:00 PM	0	67	10	1	8	0	0	0	0	0	0	0	0	86
7:00 PM	0	30	6	1	1	0	0	0	0	0	0	0	0	38
8:00 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	20	4	0	4	1	0	0	1	0	0	0	0	30
10:00 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
Total	5	867	377	16	140	7	0	0	8	0	0	0	0	1,420
	0.4%	61.1%	26.5%	1.1%	9.9%	0.5%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

Location: Palmer Divide Rd E/O Beacon Lite Rd
Date Range: 12/3/2024 to 12/3/2024
Site Code: 02

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	9	1	0	2	0	0	0	0	0	0	0	0	12
5:00 AM	0	15	6	1	1	0	0	0	0	0	0	0	0	23
6:00 AM	0	40	18	0	6	1	0	0	2	0	0	0	0	67
7:00 AM	0	113	30	2	9	0	0	0	0	0	0	0	0	154
8:00 AM	0	76	24	0	4	2	0	0	0	0	0	0	0	106
9:00 AM	0	63	21	2	16	0	0	0	2	0	0	0	0	104
10:00 AM	10	46	25	2	7	0	0	0	0	0	0	0	0	90
11:00 AM	0	54	17	0	8	3	0	0	0	0	0	0	0	82
12:00 PM	1	55	29	1	9	0	0	1	1	0	0	0	0	97
1:00 PM	0	52	34	1	3	0	0	0	1	0	0	0	0	91
2:00 PM	2	80	31	1	10	1	0	0	1	0	0	0	0	126
3:00 PM	2	72	35	2	10	0	0	0	0	0	0	0	1	122
4:00 PM	0	107	37	1	15	0	0	0	0	0	0	0	0	160
5:00 PM	0	81	32	1	16	2	0	0	0	0	0	0	0	132
6:00 PM	0	51	12	1	3	0	0	0	0	0	0	0	0	67
7:00 PM	0	37	14	0	2	0	0	0	0	0	0	0	0	53
8:00 PM	0	57	10	0	3	0	0	0	0	0	0	0	0	70
9:00 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
10:00 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	15	1,041	383	15	128	9	0	1	7	0	0	0	1	1,600
	0.9%	65.1%	23.9%	0.9%	8.0%	0.6%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

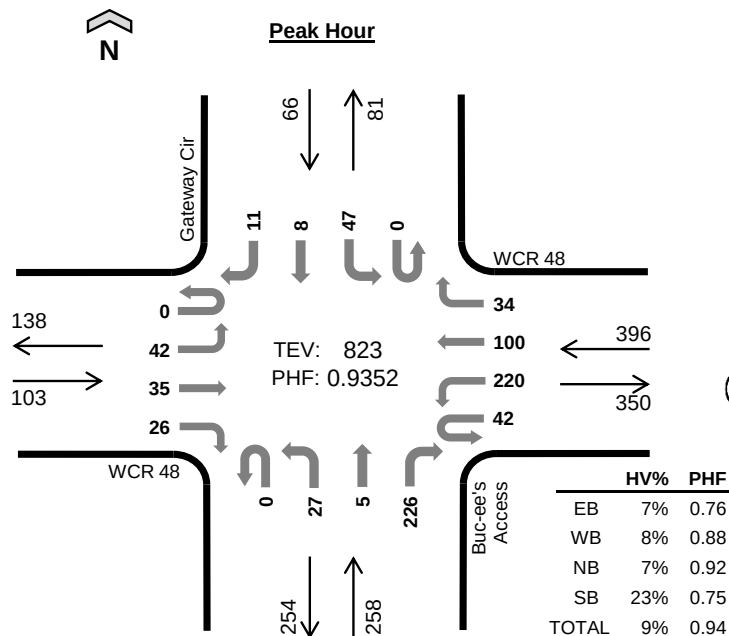
Location: Palmer Divide Rd E/O Beacon Lite Rd
Date Range: 12/3/2024 to 12/3/2024
Site Code: 02

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:00 AM	0	6	2	0	1	0	0	0	1	0	0	0	0	10
6:00 AM	0	15	7	1	6	0	0	0	1	0	0	0	0	30
7:00 AM	0	45	33	0	18	1	0	0	1	0	0	0	0	98
8:00 AM	0	59	24	1	13	0	0	0	1	0	0	0	0	98
9:00 AM	0	52	23	1	5	1	0	0	0	0	0	0	0	82
10:00 AM	0	33	18	1	16	0	0	0	0	0	0	0	0	68
11:00 AM	0	52	19	2	7	0	0	0	0	0	0	0	0	80
12:00 PM	1	45	33	0	3	0	0	0	1	0	0	0	0	83
1:00 PM	2	54	30	0	12	1	0	0	1	0	0	0	0	100
2:00 PM	2	44	25	3	10	2	0	0	0	0	0	0	0	86
3:00 PM	0	82	40	5	16	0	0	0	1	0	0	0	0	144
4:00 PM	0	81	41	0	7	0	0	0	0	0	0	0	0	129
5:00 PM	0	126	48	0	12	0	0	0	0	0	0	0	0	186
6:00 PM	0	67	10	1	8	0	0	0	0	0	0	0	0	86
7:00 PM	0	30	6	1	1	0	0	0	0	0	0	0	0	38
8:00 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
9:00 PM	0	20	4	0	4	1	0	0	1	0	0	0	0	30
10:00 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
Total	5	867	377	16	140	7	0	0	8	0	0	0	0	1,420
	0.4%	61.1%	26.5%	1.1%	9.9%	0.5%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Gateway Cir WCR 48



Date: 12/4/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM

Peak Hour Count Summaries

Peak Hour Interval Start		WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	12	6	3	14	59	24	12	0	7	1	54	0	18	1	3	214	0
7:15 AM		0	9	8	9	7	59	41	6	0	9	1	60	0	6	3	2	220	0
7:30 AM		0	7	10	5	12	40	17	5	0	6	2	57	0	10	1	4	176	0
7:45 AM		0	14	11	9	9	62	18	11	0	5	1	55	0	13	3	2	213	823
Pk Hr	All	0	42	35	26	42	220	100	34	0	27	5	226	0	47	8	11	823	
	HV	0	1	6	0	4	16	11	2	0	0	0	17	0	14	1	0	72	
	HV%	-	2%	17%	0%	10%	7%	11%	6%	-	0%	0%	8%	-	30%	13%	0%	9%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	6	4	8	19	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	9	4	1	16	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	7	2	2	12	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	11	7	4	25	0	0	0	0	0	0	0	0	0	0
Peak Hour	7	33	17	15	72	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	12	6	3	14	59	24	12	0	7	1	54	0	18	1	3	214	0
7:15 AM		0	9	8	9	7	59	41	6	0	9	1	60	0	6	3	2	220	0
7:30 AM		0	7	10	5	12	40	17	5	0	6	2	57	0	10	1	4	176	0
7:45 AM		0	14	11	9	9	62	18	11	0	5	1	55	0	13	3	2	213	823
8:00 AM		0	6	11	1	8	63	19	3	0	10	0	56	0	15	1	5	198	807
8:15 AM		0	5	21	7	10	49	17	9	0	3	1	51	0	12	0	3	188	775
8:30 AM		0	9	13	1	7	55	17	9	0	1	1	52	0	14	0	6	185	784
8:45 AM		0	5	14	6	7	68	16	6	0	5	0	54	0	18	3	5	207	778
Count Total		0	67	94	41	74	455	169	61	0	46	7	439	0	106	12	30	1,601	
Pk Hr	All	0	42	35	26	42	220	100	34	0	27	5	226	0	47	8	11	823	
	HV	0	1	6	0	4	16	11	2	0	0	0	17	0	14	1	0	72	
	HV%	-	2%	17%	0%	10%	7%	11%	6%	-	0%	0%	8%	-	30%	13%	0%	9%	

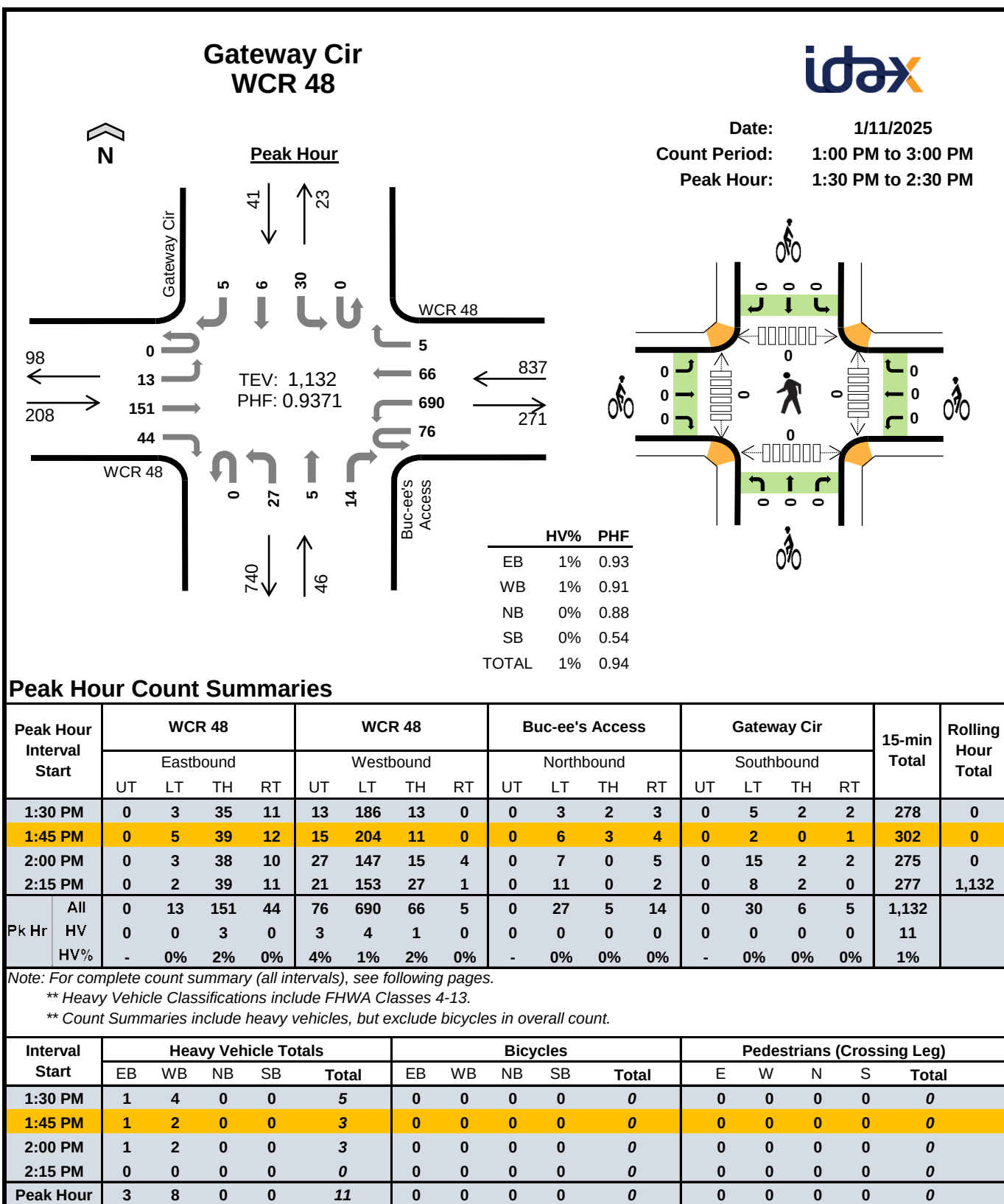
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	6	4	8	19	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	9	4	1	16	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	7	2	2	12	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	11	7	4	25	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	4	4	0	13	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	4	1	5	11	0	0	0	0	0	0	0	0	0	0
8:30 AM	6	3	1	4	14	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	9	4	5	20	0	0	0	0	0	0	0	0	0	0
Count Total	21	53	27	29	130	0	0	0	0	0	0	0	0	0	0
Peak Hour	7	33	17	15	72	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	2	4	0	0	0	0	4	0	7	1	0	19	0
7:15 AM	0	1	1	0	1	5	3	0	0	0	0	4	0	1	0	0	16	0
7:30 AM	0	0	1	0	2	5	0	0	0	0	0	2	0	2	0	0	12	0
7:45 AM	0	0	3	0	1	4	4	2	0	0	0	7	0	4	0	0	25	72
8:00 AM	0	0	5	0	1	2	1	0	0	1	0	3	0	0	0	0	13	66
8:15 AM	0	0	0	1	1	0	2	1	0	0	0	1	0	5	0	0	11	61
8:30 AM	0	1	5	0	0	2	0	1	0	0	0	1	0	4	0	0	14	63
8:45 AM	0	0	1	1	2	5	1	1	0	0	0	4	0	5	0	0	20	58
Count Total	0	2	17	2	8	25	15	5	0	1	0	26	0	28	1	0	130	
Pk Hr Heavy	0	1	6	0	4	16	11	2	0	0	0	17	0	14	1	0	72	

Count Summaries - Bikes

Interval Start	WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles																			
Interval Start		WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	3	30	24	12	196	10	5	0	4	2	1	0	1	0	1	289	0
1:15 PM		1	0	23	9	8	174	13	2	0	9	2	3	0	7	0	4	255	0
1:30 PM		0	3	35	11	13	186	13	0	0	3	2	3	0	5	2	2	278	0
1:45 PM		0	5	39	12	15	204	11	0	0	6	3	4	0	2	0	1	302	1,124
2:00 PM		0	3	38	10	27	147	15	4	0	7	0	5	0	15	2	2	275	1,110
2:15 PM		0	2	39	11	21	153	27	1	0	11	0	2	0	8	2	0	277	1,132
2:30 PM		0	3	27	11	31	162	21	0	0	8	0	1	0	5	0	1	270	1,124
2:45 PM		0	2	18	6	12	163	12	1	0	10	1	3	0	2	0	0	230	1,052
Count Total		1	21	249	94	139	1,385	122	13	0	58	10	22	0	45	6	11	2,176	
Pk Hr	All	0	13	151	44	76	690	66	5	0	27	5	14	0	30	6	5	1,132	
	HV	0	0	3	0	3	4	1	0	0	0	0	0	0	0	0	0	11	
	HV%	-	0%	2%	0%	4%	1%	2%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	

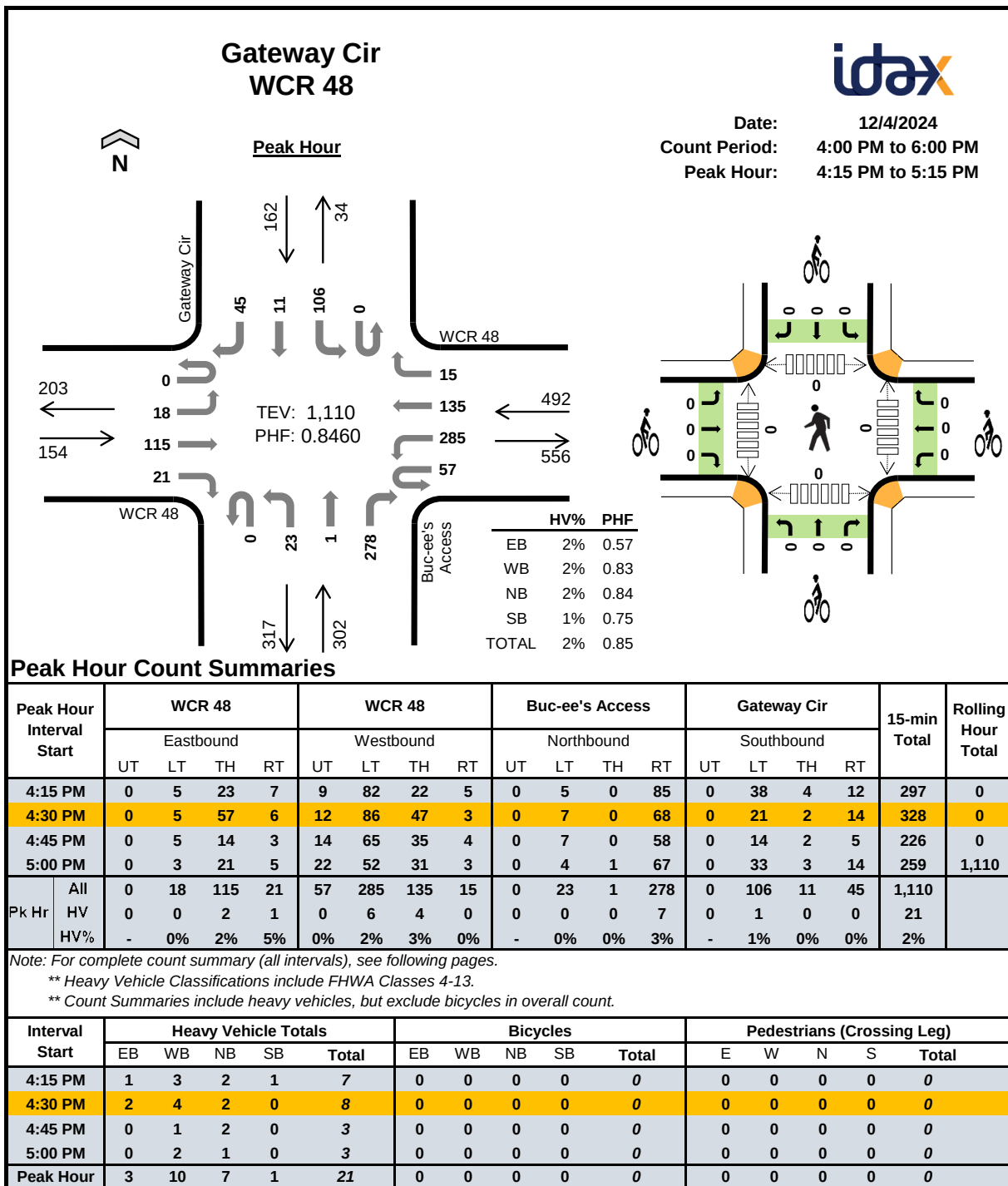
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	4	17	0	1	22	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0
1:45 PM	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3	11
2:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	11
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	1	0	0	5	11
2:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	11
Count Total	0	0	4	0	4	9	4	0	0	0	0	0	0	1	0	0	22	
Pk Hr Heavy	0	0	3	0	3	4	1	0	0	0	0	0	0	0	0	0	11	

Count Summaries - Bikes

Interval Start	WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles

Interval Start		WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	6	17	8	2	80	9	1	0	5	0	80	0	28	1	13	250	0
4:15 PM		0	5	23	7	9	82	22	5	0	5	0	85	0	38	4	12	297	0
4:30 PM		0	5	57	6	12	86	47	3	0	7	0	68	0	21	2	14	328	0
4:45 PM		0	5	14	3	14	65	35	4	0	7	0	58	0	14	2	5	226	1,101
5:00 PM		0	3	21	5	22	52	31	3	0	4	1	67	0	33	3	14	259	1,110
5:15 PM		0	4	17	11	16	76	21	1	0	8	1	67	0	21	1	3	247	1,060
5:30 PM		0	8	10	4	28	82	19	2	0	7	0	73	0	14	2	6	255	987
5:45 PM		0	3	9	6	12	61	14	2	0	4	1	78	0	11	1	2	204	965
Count Total		0	39	168	50	115	584	198	21	0	47	3	576	0	180	16	69	2,066	
Pk Hr	All	0	18	115	21	57	285	135	15	0	23	1	278	0	106	11	45	1,110	
	HV	0	0	2	1	0	6	4	0	0	0	0	7	0	1	0	0	21	
	HV%	-	0%	2%	5%	0%	2%	3%	0%	-	0%	0%	3%	-	1%	0%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	5	4	2	12	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	3	2	1	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	4	2	0	8	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	5	25	13	3	46	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	10	7	1	21	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	4	1	0	0	0	0	4	0	1	0	1	12	0
4:15 PM	0	0	1	0	0	1	2	0	0	0	0	2	0	1	0	0	7	0
4:30 PM	0	0	1	1	0	3	1	0	0	0	0	2	0	0	0	0	8	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	30
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	21
5:15 PM	0	1	0	0	1	1	0	1	0	0	0	1	0	0	0	0	5	19
5:30 PM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	14
5:45 PM	0	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	5	16
Count Total	0	1	3	1	2	15	5	3	0	0	0	13	0	2	0	1	46	
Pk Hr Heavy	0	0	2	1	0	6	4	0	0	0	0	7	0	1	0	0	21	

Count Summaries - Bikes

Interval Start	WCR 48				WCR 48				Buc-ee's Access				Gateway Cir				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

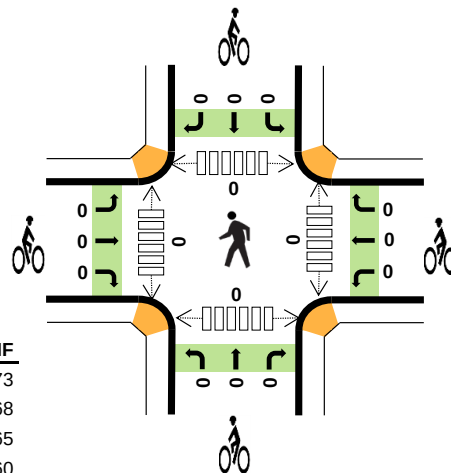
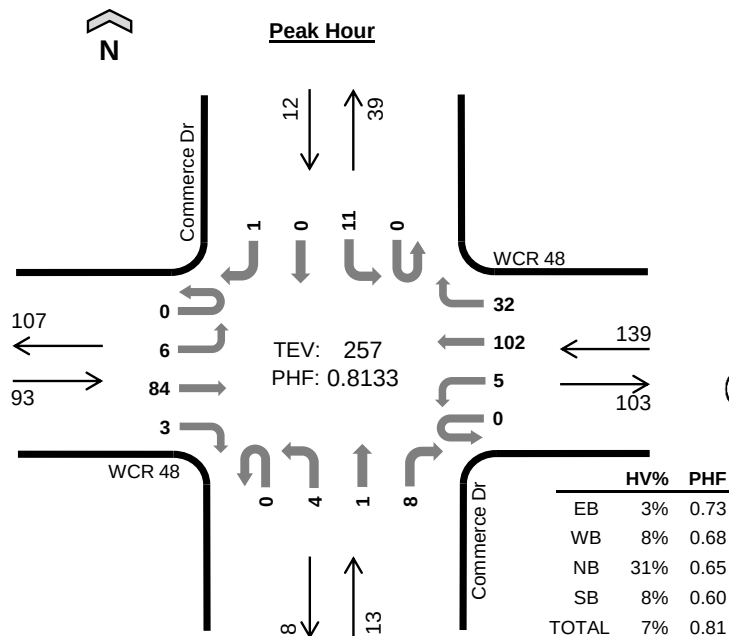
Commerce Dr
WCR 48



Date: 12/4/2024

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

Peak Hour: 7:00 AM to 8:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	20	0	0	1	24	8	0	0	0	0	0	2	0	0	56	0
7:15 AM		0	1	19	1	0	2	38	11	0	1	1	2	0	3	0	0	79	0
7:30 AM		0	3	15	1	0	1	18	7	0	2	0	2	0	4	0	1	54	0
7:45 AM		0	1	30	1	0	1	22	6	0	1	0	4	0	2	0	0	68	257
Pk Hr	All	0	6	84	3	0	5	102	32	0	4	1	8	0	11	0	1	257	
	HV	0	0	3	0	0	2	5	4	0	1	0	3	0	1	0	0	19	
	HV%	-	0%	4%	0%	-	40%	5%	13%	-	25%	0%	38%	-	9%	-	0%	7%	

Note: For complete count summary (all intervals), see following pages.

**** Heavy Vehicle Classifications include FHWA Classes 4-13.**

**** Count Summaries include heavy vehicles, but exclude bicycles in overall count.**

[illegible]

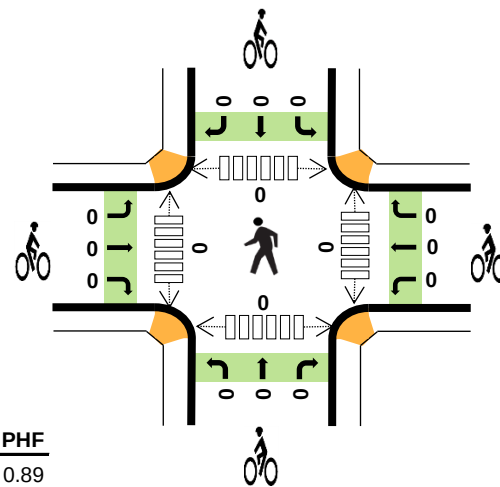
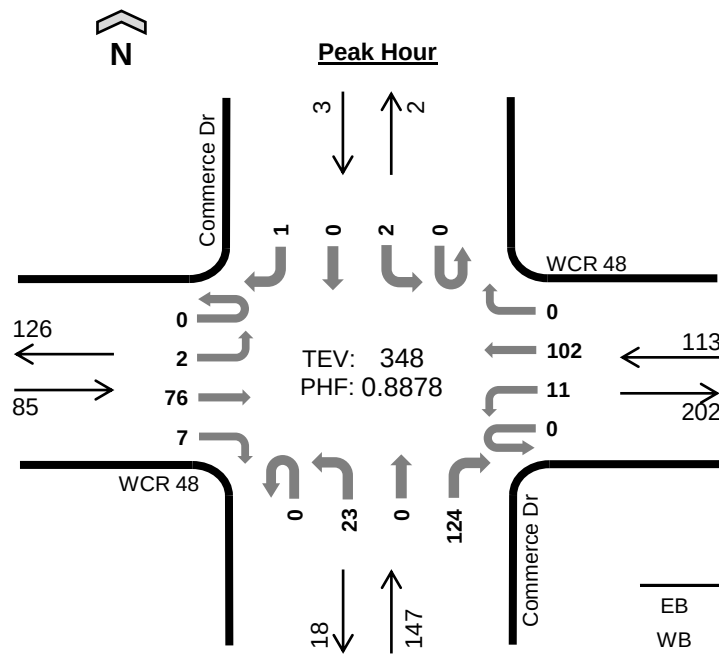
Count Summaries - All Vehicles

Interval Start		WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	20	0	0	1	24	8	0	0	0	0	0	2	0	0	56	0
7:15 AM		0	1	19	1	0	2	38	11	0	1	1	2	0	3	0	0	79	0
7:30 AM		0	3	15	1	0	1	18	7	0	2	0	2	0	4	0	1	54	0
7:45 AM		0	1	30	1	0	1	22	6	0	1	0	4	0	2	0	0	68	257
8:00 AM		0	2	11	1	0	1	22	8	0	0	0	3	0	3	0	0	51	252
8:15 AM		0	1	25	1	0	3	16	7	0	1	1	3	0	7	0	0	65	238
8:30 AM		0	0	11	1	0	6	16	3	0	2	0	7	0	3	1	1	51	235
8:45 AM		0	0	17	1	0	2	17	5	0	0	1	6	0	2	0	0	51	218
Count Total		0	9	148	7	0	17	173	55	0	7	3	27	0	26	1	2	475	
Pk Hr	All	0	6	84	3	0	5	102	32	0	4	1	8	0	11	0	1	257	
	HV	0	0	3	0	0	2	5	4	0	1	0	3	0	1	0	0	19	
	HV%	-	0%	4%	0%	-	40%	5%	13%	-	25%	0%	38%	-	9%	-	0%	7%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	4	2	1	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	2	0	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	4	2	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	6	16	10	7	39	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	11	4	1	19	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	2	2	0	0	0	2	0	1	0	0	7	19
8:00 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	3	0	0	7	22
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	19
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	3	0	2	0	0	7	24
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	20
Count Total	0	0	6	0	0	5	7	4	0	2	0	8	0	7	0	0	39	
Pk Hr Heavy	0	0	3	0	0	2	5	4	0	1	0	3	0	1	0	0	19	
Count Summaries - Bikes																		
Interval Start	WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Commerce Dr WCR 48



	HV%	PHF
EB	0%	0.89
WB	3%	0.83
NB	1%	0.80
SB	0%	0.38
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:45 PM		0	1	19	4	0	7	14	0	0	7	0	33	0	0	0	0	85	0
2:00 PM		0	0	23	0	0	1	24	0	0	3	0	33	0	1	0	1	86	0
2:15 PM		0	1	16	1	0	2	31	0	0	9	0	37	0	1	0	0	98	0
2:30 PM		0	0	18	2	0	1	33	0	0	4	0	21	0	0	0	0	79	348
Pk Hr	All	0	2	76	7	0	11	102	0	0	23	0	124	0	2	0	1	348	
	HV	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	5	
	HV%	-	0%	0%	0%	-	0%	3%	-	-	0%	-	2%	-	0%	-	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

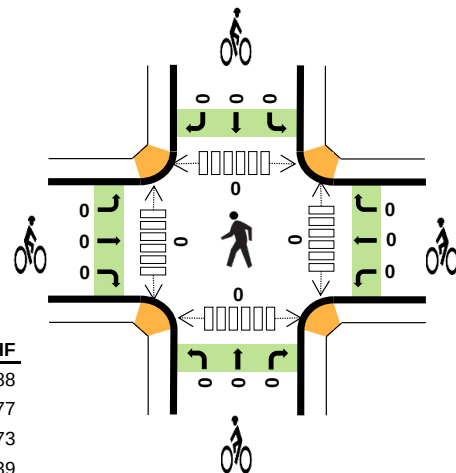
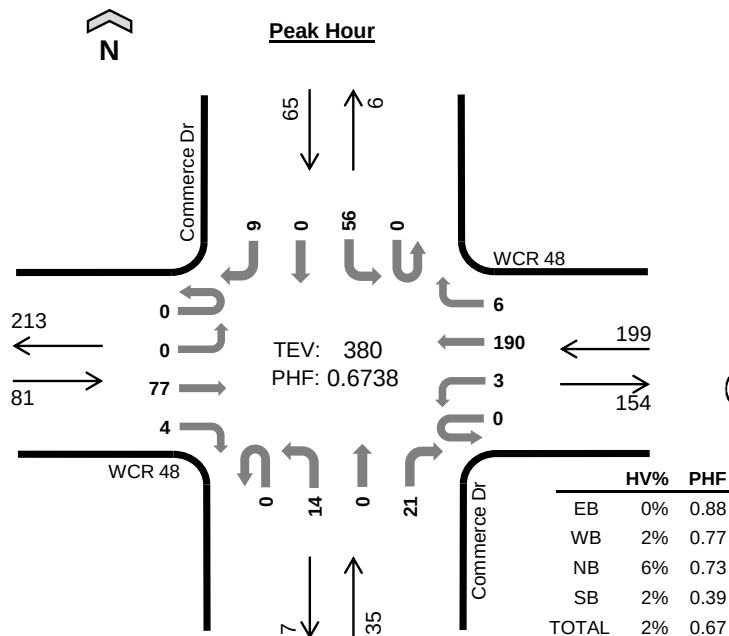
Interval Start		WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	0	30	1	0	0	13	1	0	6	0	26	0	2	0	0	79	0
1:15 PM		0	0	11	3	0	1	28	0	0	4	0	23	0	0	0	0	70	0
1:30 PM		0	0	22	5	0	4	12	0	0	7	0	28	0	0	0	0	78	0
1:45 PM		0	1	19	4	0	7	14	0	0	7	0	33	0	0	0	0	85	312
2:00 PM		0	0	23	0	0	1	24	0	0	3	0	33	0	1	0	1	86	319
2:15 PM		0	1	16	1	0	2	31	0	0	9	0	37	0	1	0	0	98	347
2:30 PM		0	0	18	2	0	1	33	0	0	4	0	21	0	0	0	0	79	348
2:45 PM		0	0	9	1	0	1	18	0	0	2	0	14	0	0	0	0	45	308
Count Total		0	2	148	17	0	17	173	1	0	42	0	215	0	4	0	1	620	
Pk Hr	All	0	2	76	7	0	11	102	0	0	23	0	124	0	2	0	1	348	
	HV	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	5	
	HV%	-	0%	0%	0%	-	0%	3%	-	-	0%	-	2%	-	0%	-	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	4	0	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	8	
Pk Hr Heavy	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	5	

Count Summaries - Bikes																		
Interval Start	WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Commerce Dr WCR 48



Peak Hour Count Summaries

Peak Hour Interval Start		WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	18	1	0	1	36	1	0	5	0	5	0	10	0	3	80	0
4:30 PM		0	0	22	0	0	0	62	3	0	3	0	9	0	38	0	4	141	0
4:45 PM		0	0	14	3	0	0	46	1	0	3	0	7	0	2	0	0	76	0
5:00 PM		0	0	23	0	0	2	46	1	0	3	0	0	0	6	0	2	83	380
Pk Hr	All	0	0	77	4	0	3	190	6	0	14	0	21	0	56	0	9	380	
	HV	0	0	0	0	0	1	3	0	0	0	0	2	0	1	0	0	7	
	HV%	-	-	0%	0%	-	33%	2%	0%	-	0%	-	10%	-	2%	-	0%	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	2	1	7	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	22	0	0	0	27	3	0	0	0	6	0	4	0	2	65	0
4:15 PM		0	0	18	1	0	1	36	1	0	5	0	5	0	10	0	3	80	0
4:30 PM		0	0	22	0	0	0	62	3	0	3	0	9	0	38	0	4	141	0
4:45 PM		0	0	14	3	0	0	46	1	0	3	0	7	0	2	0	0	76	362
5:00 PM		0	0	23	0	0	2	46	1	0	3	0	0	0	6	0	2	83	380
5:15 PM		0	0	24	2	0	2	25	1	0	4	0	3	0	4	0	1	66	366
5:30 PM		0	0	15	1	0	0	35	0	0	2	0	4	0	4	0	2	63	288
5:45 PM		0	0	13	1	0	0	21	0	0	0	0	3	0	2	0	0	40	252
Count Total		0	1	151	8	0	5	298	10	0	20	0	37	0	70	0	14	614	
Pk Hr	All	0	0	77	4	0	3	190	6	0	14	0	21	0	56	0	9	380	
	HV	0	0	0	0	0	1	3	0	0	0	0	2	0	1	0	0	7	
	HV%	-	-	0%	0%	-	33%	2%	0%	-	0%	-	10%	-	2%	-	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	6	2	2	12	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	2	1	7	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	4	0
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	1	0	0	1	4	1	0	0	0	2	0	2	0	0	12	
Pk Hr Heavy	0	0	0	0	0	1	3	0	0	0	0	2	0	1	0	0	7	

Count Summaries - Bikes

Interval Start	WCR 48				WCR 48				Commerce Dr				Commerce Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Appendix C: Synchro Reports

Existing Weekday AM
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	167	0	0	330	245	48	1	85	0	0	0
Future Vol, veh/h	46	167	0	0	330	245	48	1	85	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	89	89	89	86	86	86	86	86	86
Heavy Vehicles, %	10	4	0	0	1	3	2	0	3	2	2	2
Mvmt Flow	54	196	0	0	371	275	56	1	99	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	646	0	-	-	-	0	813	950	196	
Stage 1	-	-	-	-	-	-	304	304	-	
Stage 2	-	-	-	-	-	-	509	646	-	
Critical Hdwy	4.2	-	-	-	-	-	6.42	6.5	6.23	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.5	-	
Follow-up Hdwy	2.29	-	-	-	-	-	3.518	4	3.327	
Pot Cap-1 Maneuver	902	-	0	0	-	-	348	262	843	
Stage 1	-	-	0	0	-	-	748	667	-	
Stage 2	-	-	0	0	-	-	604	470	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	902	-	-	-	-	-	327	0	843	
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	0	-	
Stage 1	-	-	-	-	-	-	703	0	-	
Stage 2	-	-	-	-	-	-	604	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	2	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	537	902	-	-	-
HCM Lane V/C Ratio	0.29	0.06	-	-	-
HCM Control Delay (s)	14.4	9.2	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	-

Existing Weekday AM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↲	
Traffic Vol, veh/h	0	131	51	274	101	0	0	0	0	84	2	14
Future Vol, veh/h	0	131	51	274	101	0	0	0	0	84	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	2	2	1	0	2	2	2	13	0	17
Mvmt Flow	0	154	60	322	119	0	0	0	0	99	2	16
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	214	0	0				947	977	119
Stage 1	-	-	-	-	-	-				763	763	-
Stage 2	-	-	-	-	-	-				184	214	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.5	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4	3.453
Pot Cap-1 Maneuver	0	-	-	1356	-	0				277	253	894
Stage 1	0	-	-	-	-	0				441	416	-
Stage 2	0	-	-	-	-	0				822	729	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1356	-	-				211	0	894
Mov Cap-2 Maneuver	-	-	-	-	-	-				211	0	-
Stage 1	-	-	-	-	-	-				441	0	-
Stage 2	-	-	-	-	-	-				627	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.2			34.3					
HCM LOS							D					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1356	-	237							
HCM Lane V/C Ratio	-	-	0.238	-	0.496							
HCM Control Delay (s)	-	-	8.5	-	34.3							
HCM Lane LOS	-	-	A	-	D							
HCM 95th %tile Q(veh)	-	-	0.9	-	2.5							

Existing Weekday AM
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	0	14	100	0	37
Future Vol, veh/h	144	0	14	100	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	1	0	3
Mvmt Flow	169	0	16	118	0	44
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	319	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1421	-	678	872
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1421	-	670	872
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	872	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		9.3	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	872	-	-	1421	-	
HCM Lane V/C Ratio	0.05	-	-	0.012	-	
HCM Control Delay (s)	9.3	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Existing Weekday AM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	2	38	98	7	22
Future Vol, veh/h	90	2	38	98	7	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	93	93	85	85
Heavy Vehicles, %	5	0	3	4	5	4
Mvmt Flow	106	2	41	105	8	26

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	136	94	0	0	146
Stage 1	94	-	-	-	-
Stage 2	42	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.245
Pot Cap-1 Maneuver	850	968	-	-	1418
Stage 1	922	-	-	-	-
Stage 2	973	-	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	845	968	-	-	1418
Mov Cap-2 Maneuver	845	-	-	-	-
Stage 1	922	-	-	-	-
Stage 2	967	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	847	1418
HCM Lane V/C Ratio	-	-	0.128	0.006
HCM Control Delay (s)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Existing Weekday PM
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	271	0	0	200	114	57	1	192	0	0	0
Future Vol, veh/h	33	271	0	0	200	114	57	1	192	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	97	97	97	88	88	88	94	94	94
Heavy Vehicles, %	7	1	0	0	1	5	0	0	1	2	2	2
Mvmt Flow	37	301	0	0	206	118	65	1	218	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	324	0	-	-	-	0	640 699 301
Stage 1	-	-	-	-	-	-	375 375 -
Stage 2	-	-	-	-	-	-	265 324 -
Critical Hdwy	4.17	-	-	-	-	-	6.4 6.5 6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4 5.5 -
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4 5.5 -
Follow-up Hdwy	2.263	-	-	-	-	-	3.5 4 3.309
Pot Cap-1 Maneuver	1208	-	0	0	-	-	443 366 741
Stage 1	-	-	0	0	-	-	699 621 -
Stage 2	-	-	0	0	-	-	784 653 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	-	-	-	429 0 741
Mov Cap-2 Maneuver	-	-	-	-	-	-	429 0 -
Stage 1	-	-	-	-	-	-	677 0 -
Stage 2	-	-	-	-	-	-	784 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	635	1208	-	-	-
HCM Lane V/C Ratio	0.447	0.03	-	-	-
HCM Control Delay (s)	15.2	8.1	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	2.3	0.1	-	-	-

Existing Weekday PM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	14.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	91	65	120	182	0	0	0	0	231	2	41
Future Vol, veh/h	0	91	65	120	182	0	0	0	0	231	2	41
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	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	93	93	93	85	85	85
Heavy Vehicles, %	0	5	0	2	1	0	2	2	2	1	0	0
Mvmt Flow	0	107	76	141	214	0	0	0	0	272	2	48
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	183	0	0				641	679	214
Stage 1	-	-	-	-	-	-				496	496	-
Stage 2	-	-	-	-	-	-				145	183	-
Critical Hdwy	-	-	-	4.12	-	-				6.41	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.41	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.41	5.5	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.509	4	3.3
Pot Cap-1 Maneuver	0	-	-	1392	-	0				441	376	831
Stage 1	0	-	-	-	-	0				614	549	-
Stage 2	0	-	-	-	-	0				885	752	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1392	-	-				396	0	831
Mov Cap-2 Maneuver	-	-	-	-	-	-				396	0	-
Stage 1	-	-	-	-	-	-				614	0	-
Stage 2	-	-	-	-	-	-				796	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.1			34.5					
HCM LOS							D					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1392	-	430							
HCM Lane V/C Ratio	-	-	0.101	-	0.75							
HCM Control Delay (s)	-	-	7.9	-	34.5							
HCM Lane LOS	-	-	A	-	D							
HCM 95th %tile Q(veh)	-	-	0.3	-	6.2							

Existing Weekday PM
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	0	24	195	14	35
Future Vol, veh/h	119	0	24	195	14	35
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	85	85	85	85	85	85
Heavy Vehicles, %	2	0	0	1	0	7
Mvmt Flow	140	0	28	229	16	41

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	140
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1456
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1456
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	-	-	1456	-
HCM Lane V/C Ratio	0.075	-	-	0.019	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Existing Weekday PM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	203	8	41	85	12	58
Future Vol, veh/h	203	8	41	85	12	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	14	1	0	0
Mvmt Flow	239	9	48	100	14	68
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	194	98	0	0	148	0
Stage 1	98	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	799	963	-	-	1446	-
Stage 1	931	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	963	-	-	1446	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.6	0		1.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 796		1446	-	
HCM Lane V/C Ratio	-	- 0.312		0.01	-	
HCM Control Delay (s)	-	- 11.6		7.5	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 1.3		0	-	

Existing Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	168	0	0	154	134	68	1	101	0	0	0
Future Vol, veh/h	33	168	0	0	154	134	68	1	101	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	85	85	85	85	85	85	86	86	86
Heavy Vehicles, %	4	1	0	0	1	2	0	33	0	2	2	2
Mvmt Flow	37	187	0	0	181	158	80	1	119	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	339	0	-	-	-	0	521	600	187	
Stage 1	-	-	-	-	-	-	261	261	-	
Stage 2	-	-	-	-	-	-	260	339	-	
Critical Hdwy	4.14	-	-	-	-	-	6.4	6.83	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.83	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.83	-	
Follow-up Hdwy	2.236	-	-	-	-	-	3.5	4.297	3.3	
Pot Cap-1 Maneuver	1209	-	0	0	-	-	519	376	860	
Stage 1	-	-	0	0	-	-	787	639	-	
Stage 2	-	-	0	0	-	-	788	588	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1209	-	-	-	-	-	503	0	860	
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	0	-	
Stage 1	-	-	-	-	-	-	763	0	-	
Stage 2	-	-	-	-	-	-	788	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	669	1209	-	-	-
HCM Lane V/C Ratio	0.299	0.03	-	-	-
HCM Control Delay (s)	12.7	8.1	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.3	0.1	-	-	-

Existing Weekend Midday
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

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	0	72	42	121	105	0	0	0	0	135	6	25
Future Vol, veh/h	0	72	42	121	105	0	0	0	0	135	6	25
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	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	90	90	90	85	85	85	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0	2	2	2	1	0	0
Mvmt Flow	0	83	48	134	117	0	0	0	0	152	7	28
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	131	0	0				492	516	117
Stage 1	-	-	-	-	-	-				385	385	-
Stage 2	-	-	-	-	-	-				107	131	-
Critical Hdwy	-	-	-	4.13	-	-				6.41	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.41	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.41	5.5	-
Follow-up Hdwy	-	-	-	2.227	-	-				3.509	4	3.3
Pot Cap-1 Maneuver	0	-	-	1448	-	0				538	466	941
Stage 1	0	-	-	-	-	0				690	614	-
Stage 2	0	-	-	-	-	0				920	792	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1448	-	-				488	0	941
Mov Cap-2 Maneuver	-	-	-	-	-	-				488	0	-
Stage 1	-	-	-	-	-	-				690	0	-
Stage 2	-	-	-	-	-	-				834	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			4.1			15.5					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1448	-	528							
HCM Lane V/C Ratio	-	-	0.093	-	0.353							
HCM Control Delay (s)	-	-	7.7	-	15.5							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.3	-	1.6							

Existing Weekend Midday
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	4	20	109	0	24
Future Vol, veh/h	91	4	20	109	0	24
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	85	85	88	88	85	85
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	107	5	23	124	0	28
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	280	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1490	-	714	949
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	702	949
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	850	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		8.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	949	-	-	1490	-	
HCM Lane V/C Ratio	0.03	-	-	0.015	-	
HCM Control Delay (s)	8.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Existing Weekend Midday
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	77	52	80	9	51
Future Vol, veh/h	18	77	52	80	9	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	21	91	61	94	11	60

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	190	108	0	0	155
Stage 1	108	-	-	-	-
Stage 2	82	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2
Pot Cap-1 Maneuver	804	940	-	-	1438
Stage 1	921	-	-	-	-
Stage 2	946	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	798	940	-	-	1438
Mov Cap-2 Maneuver	798	-	-	-	-
Stage 1	921	-	-	-	-
Stage 2	938	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	909	1438
HCM Lane V/C Ratio	-	-	0.123	0.007
HCM Control Delay (s)	-	-	9.5	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

No Build 2028 Weekday AM
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	181	0	0	357	265	52	1	92	0	0	0
Future Vol, veh/h	50	181	0	0	357	265	52	1	92	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	89	89	89	86	86	86	86	86	86
Heavy Vehicles, %	10	4	0	0	1	3	2	0	3	2	2	2
Mvmt Flow	59	213	0	0	401	298	60	1	107	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	699	0	-	-	-	0	881	1030	213	
Stage 1	-	-	-	-	-	-	331	331	-	
Stage 2	-	-	-	-	-	-	550	699	-	
Critical Hdwy	4.2	-	-	-	-	-	6.42	6.5	6.23	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.5	-	
Follow-up Hdwy	2.29	-	-	-	-	-	3.518	4	3.327	
Pot Cap-1 Maneuver	862	-	0	0	-	-	317	235	825	
Stage 1	-	-	0	0	-	-	728	649	-	
Stage 2	-	-	0	0	-	-	578	445	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	862	-	-	-	-	-	295	0	825	
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	0	-	
Stage 1	-	-	-	-	-	-	678	0	-	
Stage 2	-	-	-	-	-	-	578	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	2.1	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	500	862	-	-	-
HCM Lane V/C Ratio	0.337	0.068	-	-	-
HCM Control Delay (s)	15.8	9.5	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	1.5	0.2	-	-	-

No Build 2028 Weekday AM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	142	55	296	110	0	0	0	0	91	3	15
Future Vol, veh/h	0	142	55	296	110	0	0	0	0	91	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	2	2	1	0	2	2	2	13	0	17
Mvmt Flow	0	167	65	348	129	0	0	0	0	107	4	18
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	232	0	0				1025	1057	129
Stage 1	-	-	-	-	-	-				825	825	-
Stage 2	-	-	-	-	-	-				200	232	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.5	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4	3.453
Pot Cap-1 Maneuver	0	-	-	1336	-	0				248	227	882
Stage 1	0	-	-	-	-	0				412	390	-
Stage 2	0	-	-	-	-	0				808	716	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1336	-	-				184	0	882
Mov Cap-2 Maneuver	-	-	-	-	-	-				184	0	-
Stage 1	-	-	-	-	-	-				412	0	-
Stage 2	-	-	-	-	-	-				598	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.3			47.1					
HCM LOS							E					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1336	-	207							
HCM Lane V/C Ratio	-	-	0.261	-	0.619							
HCM Control Delay (s)	-	-	8.6	-	47.1							
HCM Lane LOS	-	-	A	-	E							
HCM 95th %tile Q(veh)	-	-	1	-	3.6							

No Build 2028 Weekday AM
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	156	0	15	108	0	40
Future Vol, veh/h	156	0	15	108	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	1	0	3
Mvmt Flow	184	0	18	127	0	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	184
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1403
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1403
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	1403	-
HCM Lane V/C Ratio	0.055	-	-	0.013	-
HCM Control Delay (s)	9.5	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

No Build 2028 Weekday AM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	3	41	106	8	24
Future Vol, veh/h	97	3	41	106	8	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	93	93	85	85
Heavy Vehicles, %	5	0	3	4	5	4
Mvmt Flow	114	4	44	114	9	28

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	147	101	0
Stage 1	101	-	-
Stage 2	46	-	-
Critical Hdwy	6.45	6.2	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.3	-
Pot Cap-1 Maneuver	838	960	-
Stage 1	916	-	-
Stage 2	969	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	832	960	-
Mov Cap-2 Maneuver	832	-	-
Stage 1	916	-	-
Stage 2	962	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	1403
HCM Lane V/C Ratio	-	-	0.141	0.007
HCM Control Delay (s)	-	-	10	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

No Build 2028 Weekday PM
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	294	0	0	217	124	61	1	208	0	0	0
Future Vol, veh/h	36	294	0	0	217	124	61	1	208	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	97	97	97	88	88	88	94	94	94
Heavy Vehicles, %	7	1	0	0	1	5	0	0	1	2	2	2
Mvmt Flow	40	327	0	0	224	128	69	1	236	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	352	0	-	-	-	0	695	759	327	
Stage 1	-	-	-	-	-	-	407	407	-	
Stage 2	-	-	-	-	-	-	288	352	-	
Critical Hdwy	4.17	-	-	-	-	-	6.4	6.5	6.21	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-	
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4	3.309	
Pot Cap-1 Maneuver	1180	-	0	0	-	-	411	338	717	
Stage 1	-	-	0	0	-	-	676	601	-	
Stage 2	-	-	0	0	-	-	766	635	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1180	-	-	-	-	-	397	0	717	
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	0	-	
Stage 1	-	-	-	-	-	-	653	0	-	
Stage 2	-	-	-	-	-	-	766	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	606	1180	-	-	-
HCM Lane V/C Ratio	0.506	0.034	-	-	-
HCM Control Delay (s)	16.9	8.2	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	2.9	0.1	-	-	-

No Build 2028 Weekday PM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	21.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	98	70	130	197	0	0	0	0	250	3	45
Future Vol, veh/h	0	98	70	130	197	0	0	0	0	250	3	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	93	93	93	85	85	85
Heavy Vehicles, %	0	5	0	2	1	0	2	2	2	1	0	0
Mvmt Flow	0	115	82	153	232	0	0	0	0	294	4	53
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	197	0	0				694	735	232
Stage 1	-	-	-	-	-	-				538	538	-
Stage 2	-	-	-	-	-	-				156	197	-
Critical Hdwy	-	-	-	4.12	-	-				6.41	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.41	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.41	5.5	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.509	4	3.3
Pot Cap-1 Maneuver	0	-	-	1376	-	0				410	349	812
Stage 1	0	-	-	-	-	0				587	526	-
Stage 2	0	-	-	-	-	0				875	742	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1376	-	-				364	0	812
Mov Cap-2 Maneuver	-	-	-	-	-	-				364	0	-
Stage 1	-	-	-	-	-	-				587	0	-
Stage 2	-	-	-	-	-	-				778	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.2			53.3					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1376	-	397							
HCM Lane V/C Ratio	-	-	0.111	-	0.883							
HCM Control Delay (s)	-	-	7.9	-	53.3							
HCM Lane LOS	-	-	A	-	F							
HCM 95th %tile Q(veh)	-	-	0.4	-	8.9							

No Build 2028 Weekday PM
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	0	26	211	15	38
Future Vol, veh/h	129	0	26	211	15	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	0	0	1	0	7
Mvmt Flow	152	0	31	248	18	45
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	462	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1441	-	562	881
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	550	881
Mov Cap-2 Maneuver	-	-	-	-	550	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	732	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	753	-	-	1441	-	
HCM Lane V/C Ratio	0.083	-	-	0.021	-	
HCM Control Delay (s)	10.2	-	-	7.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

No Build 2028 Weekday PM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	219	9	45	92	13	63
Future Vol, veh/h	219	9	45	92	13	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	14	1	0	0
Mvmt Flow	258	11	53	108	15	74

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	211	107	0
Stage 1	107	-	-
Stage 2	104	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	782	953	-
Stage 1	922	-	-
Stage 2	925	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	773	953	-
Mov Cap-2 Maneuver	773	-	-
Stage 1	922	-	-
Stage 2	915	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	1430
HCM Lane V/C Ratio	-	-	0.344	0.011
HCM Control Delay (s)	-	-	12	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.5	0

No Build 2028 Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	182	0	0	167	145	74	0	110	0	0	0
Future Vol, veh/h	36	182	0	0	167	145	74	0	110	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	85	85	85	85	85	85	86	86	86
Heavy Vehicles, %	4	1	0	0	1	2	0	33	0	2	2	2
Mvmt Flow	40	202	0	0	196	171	87	0	129	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	367	0	-	-	-	0	564	649	202	
Stage 1	-	-	-	-	-	-	282	282	-	
Stage 2	-	-	-	-	-	-	282	367	-	
Critical Hdwy	4.14	-	-	-	-	-	6.4	6.83	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.83	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.83	-	
Follow-up Hdwy	2.236	-	-	-	-	-	3.5	4.297	3.3	
Pot Cap-1 Maneuver	1181	-	0	0	-	-	490	351	844	
Stage 1	-	-	0	0	-	-	770	625	-	
Stage 2	-	-	0	0	-	-	770	571	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1181	-	-	-	-	-	473	0	844	
Mov Cap-2 Maneuver	-	-	-	-	-	-	473	0	-	
Stage 1	-	-	-	-	-	-	744	0	-	
Stage 2	-	-	-	-	-	-	770	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	642	1181	-	-	-
HCM Lane V/C Ratio	0.337	0.034	-	-	-
HCM Control Delay (s)	13.4	8.2	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.5	0.1	-	-	-

No Build 2028 Weekend Midday
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	78	45	132	114	0	0	0	0	147	7	27
Future Vol, veh/h	0	78	45	132	114	0	0	0	0	147	7	27
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	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	90	90	90	85	85	85	89	89	89
Heavy Vehicles, %	0	0	0	3	1	0	2	2	2	1	0	0
Mvmt Flow	0	90	52	147	127	0	0	0	0	165	8	30
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	142	0	0				537	563	127
Stage 1	-	-	-	-	-	-				421	421	-
Stage 2	-	-	-	-	-	-				116	142	-
Critical Hdwy	-	-	-	4.13	-	-				6.41	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.41	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.41	5.5	-
Follow-up Hdwy	-	-	-	2.227	-	-				3.509	4	3.3
Pot Cap-1 Maneuver	0	-	-	1435	-	0				506	438	929
Stage 1	0	-	-	-	-	0				664	592	-
Stage 2	0	-	-	-	-	0				911	783	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1435	-	-				454	0	929
Mov Cap-2 Maneuver	-	-	-	-	-	-				454	0	-
Stage 1	-	-	-	-	-	-				664	0	-
Stage 2	-	-	-	-	-	-				818	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			4.2			17.3					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1435	-	493							
HCM Lane V/C Ratio	-	-	0.102	-	0.413							
HCM Control Delay (s)	-	-	7.8	-	17.3							
HCM Lane LOS	-	-	A	-	C							
HCM 95th %tile Q(veh)	-	-	0.3	-	2							

No Build 2028 Weekend Midday
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	4	22	118	0	26
Future Vol, veh/h	99	4	22	118	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	88	88	85	85
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	116	5	25	134	0	31
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	303	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1479	-	693	938
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	681	938
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	838	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	938	-	-	1479	-	
HCM Lane V/C Ratio	0.033	-	-	0.017	-	
HCM Control Delay (s)	9	-	-	7.5	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

No Build 2028 Weekend Midday
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	84	56	86	10	55
Future Vol, veh/h	19	84	56	86	10	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	22	99	66	101	12	65
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	206	117	0	0	167	0
Stage 1	117	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	787	930	-	-	1423	-
Stage 1	913	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	780	930	-	-	1423	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		1.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	898	1423	-	
HCM Lane V/C Ratio	-	-	0.135	0.008	-	
HCM Control Delay (s)	-	-	9.6	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

No Build 2045 Weekday AM
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	254	0	0	500	372	73	2	129	0	0	0
Future Vol, veh/h	70	254	0	0	500	372	73	2	129	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	4	0	0	1	3	2	0	3	2	2	2
Mvmt Flow	74	267	0	0	526	392	77	2	136	0	0	0

Major/Minor	Major1			Major2			Minor1			
Conflicting Flow All	918	0	-	-	-	-	0	1137	1333	267
Stage 1	-	-	-	-	-	-	-	415	415	-
Stage 2	-	-	-	-	-	-	-	722	918	-
Critical Hdwy	4.2	-	-	-	-	-	-	6.42	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.42	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.42	5.5	-
Follow-up Hdwy	2.29	-	-	-	-	-	-	3.518	4	3.327
Pot Cap-1 Maneuver	711	-	0	0	-	-	-	223	155	769
Stage 1	-	-	0	0	-	-	-	666	596	-
Stage 2	-	-	0	0	-	-	-	481	353	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	711	-	-	-	-	-	-	200	0	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	200	0	-
Stage 1	-	-	-	-	-	-	-	597	0	-
Stage 2	-	-	-	-	-	-	-	481	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.3	0	26.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	379	711	-	-	-
HCM Lane V/C Ratio	0.567	0.104	-	-	-
HCM Control Delay (s)	26.2	10.6	-	-	-
HCM Lane LOS	D	B	-	-	-
HCM 95th %tile Q(veh)	3.4	0.3	-	-	-

No Build 2045 Weekday AM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	36.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↑						↕	
Traffic Vol, veh/h	0	198	77	415	154	0	0	0	0	127	2	21
Future Vol, veh/h	0	198	77	415	154	0	0	0	0	127	2	21
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	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	2	1	0	2	2	2	13	0	17
Mvmt Flow	0	208	81	437	162	0	0	0	0	134	2	22
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	289	0	0				1285	1325	162
Stage 1	-	-	-	-	-	-				1036	1036	-
Stage 2	-	-	-	-	-	-				249	289	-
Critical Hdwy	-	-	-	4.12	-	-				6.53	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-				5.53	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.53	5.5	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.617	4	3.453
Pot Cap-1 Maneuver	0	-	-	1273	-	0				172	157	845
Stage 1	0	-	-	-	-	0				326	311	-
Stage 2	0	-	-	-	-	0				767	677	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1273	-	-				~ 113	0	845
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 113	0	-
Stage 1	-	-	-	-	-	-				326	0	-
Stage 2	-	-	-	-	-	-				504	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.8			217.1					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1273	-	129							
HCM Lane V/C Ratio	-	-	0.343	-	1.224							
HCM Control Delay (s)	-	-	9.3	-	217.1							
HCM Lane LOS	-	-	A	-	F							
HCM 95th %tile Q(veh)	-	-	1.5	-	9.7							
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

No Build 2045 Weekday AM
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	0	21	152	0	55
Future Vol, veh/h	218	0	21	152	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	0	3
Mvmt Flow	229	0	22	160	0	58
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	433	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1351	-	584	808
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1351	-	575	808
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	822	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		9.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	808	-	-	1351	-	
HCM Lane V/C Ratio	0.072	-	-	0.016	-	
HCM Control Delay (s)	9.8	-	-	7.7	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

No Build 2045 Weekday AM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	136	4	57	148	11	34
Future Vol, veh/h	136	4	57	148	11	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	0	3	4	5	4
Mvmt Flow	143	4	60	156	12	36

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	198	138	0
Stage 1	138	-	-
Stage 2	60	-	-
Critical Hdwy	6.45	6.2	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.3	-
Pot Cap-1 Maneuver	784	916	-
Stage 1	881	-	-
Stage 2	955	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	777	916	-
Mov Cap-2 Maneuver	777	-	-
Stage 1	881	-	-
Stage 2	946	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	1336
HCM Lane V/C Ratio	-	-	0.189	0.009
HCM Control Delay (s)	-	-	10.7	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

No Build 2045 Weekday PM
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	11.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	411	0	0	304	173	86	2	291	0	0	0
Future Vol, veh/h	50	411	0	0	304	173	86	2	291	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	94	94	94
Heavy Vehicles, %	7	1	0	0	1	5	0	0	1	2	2	2
Mvmt Flow	53	433	0	0	320	182	91	2	306	0	0	0

Major/Minor	Major1		Major2		Minor1				
Conflicting Flow All	502	0	-	-	-	0	950	1041	433
Stage 1	-	-	-	-	-	-	539	539	-
Stage 2	-	-	-	-	-	-	411	502	-
Critical Hdwy	4.17	-	-	-	-	-	6.4	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4	3.309
Pot Cap-1 Maneuver	1037	-	0	0	-	-	291	232	625
Stage 1	-	-	0	0	-	-	589	525	-
Stage 2	-	-	0	0	-	-	674	545	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1037	-	-	-	-	-	276	0	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	0	-
Stage 1	-	-	-	-	-	-	559	0	-
Stage 2	-	-	-	-	-	-	674	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	38.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	485	1037	-	-	-
HCM Lane V/C Ratio	0.823	0.051	-	-	-
HCM Control Delay (s)	38.4	8.7	-	-	-
HCM Lane LOS	E	A	-	-	-
HCM 95th %tile Q(veh)	8	0.2	-	-	-

No Build 2045 Weekday PM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	93.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↲	
Traffic Vol, veh/h	0	138	98	182	275	0	0	0	0	350	4	63
Future Vol, veh/h	0	138	98	182	275	0	0	0	0	350	4	63
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	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	93	93	93	95	95	95
Heavy Vehicles, %	0	5	0	2	1	0	2	2	2	1	0	0
Mvmt Flow	0	145	103	192	289	0	0	0	0	368	4	66
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	248	0	0				870	921	289
Stage 1	-	-	-	-	-	-				673	673	-
Stage 2	-	-	-	-	-	-				197	248	-
Critical Hdwy	-	-	-	4.12	-	-				6.41	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.41	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.41	5.5	-
Follow-up Hdwy	-	-	-	2.218	-	-				3.509	4	3.3
Pot Cap-1 Maneuver	0	-	-	1318	-	0				~ 323	273	755
Stage 1	0	-	-	-	-	0				509	457	-
Stage 2	0	-	-	-	-	0				839	705	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1318	-	-				~ 276	0	755
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 276	0	-
Stage 1	-	-	-	-	-	-				509	0	-
Stage 2	-	-	-	-	-	-				717	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			3.3			245.5					
HCM LOS							F					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1318	-	306							
HCM Lane V/C Ratio	-	-	0.145	-	1.434							
HCM Control Delay (s)	-	-	8.2	-	245.5							
HCM Lane LOS	-	-	A	-	F							
HCM 95th %tile Q(veh)	-	-	0.5	-	23.6							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

No Build 2045 Weekday PM
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	0	36	295	21	54
Future Vol, veh/h	180	0	36	295	21	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	0	1	0	7
Mvmt Flow	189	0	38	311	22	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	576	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1397	-	482	840
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1397	-	469	840
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	672	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		10.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	688	-	-	1397	-	
HCM Lane V/C Ratio	0.115	-	-	0.027	-	
HCM Control Delay (s)	10.9	-	-	7.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

No Build 2045 Weekday PM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	8.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	307	13	63	129	18	88
Future Vol, veh/h	307	13	63	129	18	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	14	1	0	0
Mvmt Flow	361	15	74	152	21	104
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	296	150	0	0	226	0
Stage 1	150	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	699	902	-	-	1354	-
Stage 1	883	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	688	902	-	-	1354	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.1	0		1.3		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	695	1354	-
HCM Lane V/C Ratio		-	-	0.542	0.016	-
HCM Control Delay (s)		-	-	16.1	7.7	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	3.3	0	-

No Build 2045 Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	255	0	0	234	203	104	2	153	0	0	0
Future Vol, veh/h	50	255	0	0	234	203	104	2	153	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	275	-	-	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	86	86	86
Heavy Vehicles, %	4	1	0	0	1	2	0	33	0	2	2	2
Mvmt Flow	53	268	0	0	246	214	109	2	161	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	460	0	-	-	-	0	727	834	268	
Stage 1	-	-	-	-	-	-	374	374	-	
Stage 2	-	-	-	-	-	-	353	460	-	
Critical Hdwy	4.14	-	-	-	-	-	6.4	6.83	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.83	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.83	-	
Follow-up Hdwy	2.236	-	-	-	-	-	3.5	4.297	3.3	
Pot Cap-1 Maneuver	1091	-	0	0	-	-	394	272	776	
Stage 1	-	-	0	0	-	-	700	567	-	
Stage 2	-	-	0	0	-	-	716	517	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1091	-	-	-	-	-	375	0	776	
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	0	-	
Stage 1	-	-	-	-	-	-	666	0	-	
Stage 2	-	-	-	-	-	-	716	0	-	

Approach	EB	WB	NB
HCM Control Delay, s	1.4	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	542	1091	-	-	-
HCM Lane V/C Ratio	0.503	0.048	-	-	-
HCM Control Delay (s)	18.2	8.5	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	2.8	0.2	-	-	-

No Build 2045 Weekend Midday
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025

Intersection												
Int Delay, s/veh	14.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	109	63	184	159	0	0	0	0	205	10	38
Future Vol, veh/h	0	109	63	184	159	0	0	0	0	205	10	38
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	-	-	-	275	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	25	95	95	95	85	85	85	95	95	95
Heavy Vehicles, %	0	0	0	3	1	0	2	2	2	1	0	0
Mvmt Flow	0	115	252	194	167	0	0	0	0	216	11	40
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	367	0	0				796	922	167
Stage 1	-	-	-	-	-	-				555	555	-
Stage 2	-	-	-	-	-	-				241	367	-
Critical Hdwy	-	-	-	4.13	-	-				6.41	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.41	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.41	5.5	-
Follow-up Hdwy	-	-	-	2.227	-	-				3.509	4	3.3
Pot Cap-1 Maneuver	0	-	-	1186	-	0				357	272	882
Stage 1	0	-	-	-	-	0				577	516	-
Stage 2	0	-	-	-	-	0				801	626	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1186	-	-				298	0	882
Mov Cap-2 Maneuver	-	-	-	-	-	-				298	0	-
Stage 1	-	-	-	-	-	-				577	0	-
Stage 2	-	-	-	-	-	-				670	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			4.6			48.1					
HCM LOS							E					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1186	-	332							
HCM Lane V/C Ratio	-	-	0.163	-	0.802							
HCM Control Delay (s)	-	-	8.6	-	48.1							
HCM Lane LOS	-	-	A	-	E							
HCM 95th %tile Q(veh)	-	-	0.6	-	6.7							

No Build 2045 Weekend Midday
3: Beacon Lite Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	6	31	165	0	36
Future Vol, veh/h	138	6	31	165	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	145	6	33	174	0	38
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	388	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1442	-	619	904
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	605	904
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	786	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	904	-	-	1442	-	
HCM Lane V/C Ratio	0.042	-	-	0.023	-	
HCM Control Delay (s)	9.2	-	-	7.6	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

No Build 2045 Weekend Midday
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	117	79	121	13	77
Future Vol, veh/h	27	117	79	121	13	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	28	123	83	127	14	81
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	256	147	0	0	210	0
Stage 1	147	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	737	895	-	-	1373	-
Stage 1	885	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	729	895	-	-	1373	-
Mov Cap-2 Maneuver	729	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		1.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 858		1373	-	
HCM Lane V/C Ratio	-	- 0.177		0.01	-	
HCM Control Delay (s)	-	- 10.1		7.6	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.6		0	-	

Build 2028 Weekday AM

1: I-25 Northboun Off Ramp & County Line Rd

02/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 							
Traffic Volume (veh/h)	175	185	0	0	361	265	173	1	92	0	0	0
Future Volume (veh/h)	175	185	0	0	361	265	173	1	92	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1752	1841	0	0	1885	1856	1870	1900	1856			
Adj Flow Rate, veh/h	206	218	0	0	406	298	154	66	107			
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.86	0.86	0.86			
Percent Heavy Veh, %	10	4	0	0	1	3	2	0	3			
Cap, veh/h	591	1471	0	0	1397	1016	224	82	133			
Arrive On Green	0.11	1.00	0.00	0.00	0.71	0.71	0.13	0.13	0.13			
Sat Flow, veh/h	1668	1841	0	0	2073	1439	1781	652	1057			
Grp Volume(v), veh/h	206	218	0	0	367	337	154	0	173			
Grp Sat Flow(s),veh/h/ln	1668	1841	0	0	1791	1626	1781	0	1710			
Q Serve(g_s), s	4.1	0.0	0.0	0.0	9.1	9.2	9.9	0.0	11.8			
Cycle Q Clear(g_c), s	4.1	0.0	0.0	0.0	9.1	9.2	9.9	0.0	11.8			
Prop In Lane	1.00		0.00	0.00		0.88	1.00		0.62			
Lane Grp Cap(c), veh/h	591	1471	0	0	1265	1148	224	0	215			
V/C Ratio(X)	0.35	0.15	0.00	0.00	0.29	0.29	0.69	0.00	0.80			
Avail Cap(c_a), veh/h	894	1471	0	0	1265	1148	438	0	420			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.9	0.0	0.0	0.0	6.5	6.5	50.2	0.0	51.0			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.6	0.6	3.7	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.0	0.0	3.3	3.0	4.7	0.0	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.2	0.0	0.0	7.1	7.2	53.9	0.0	57.9			
LnGrp LOS	A	A	A	A	A	A	D	A	E			
Approach Vol, veh/h	424			704			327					
Approach Delay, s/veh	2.2			7.1			56.0					
Approach LOS	A			A			E					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	19.6			100.4			11.2			89.2		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	29.5			81.5			28.5			48.5		
Max Q Clear Time (g_c+l1), s	13.8			2.0			6.1			11.2		
Green Ext Time (p_c), s	1.3			1.3			0.6			5.0		
Intersection Summary												
HCM 6th Ctrl Delay	16.7											
HCM 6th LOS	B											
Notes												

Build 2028 Weekday AM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (veh/h)	0	271	180	296	235	0	0	0	0	91	3	136
Future Volume (veh/h)	0	271	180	296	235	0	0	0	0	91	3	136
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1885	1870	1870	1885	0				1707	1900	1648
Adj Flow Rate, veh/h	0	319	0	348	276	0				107	41	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	0	1	2	2	1	0				13	0	17
Cap, veh/h	0	2534		921	2952	0				134	51	
Arrive On Green	0.00	0.71	0.00	0.13	1.00	0.00				0.10	0.10	0.00
Sat Flow, veh/h	0	3676	1585	1781	3676	0				1326	508	1397
Grp Volume(v), veh/h	0	319	0	348	276	0				148	0	0
Grp Sat Flow(s),veh/h/ln	0	1791	1585	1781	1791	0				1834	0	1397
Q Serve(g_s), s	0.0	3.4	0.0	6.5	0.0	0.0				9.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.4	0.0	6.5	0.0	0.0				9.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.72		1.00
Lane Grp Cap(c), veh/h	0	2534		921	2952	0				185	0	
V/C Ratio(X)	0.00	0.13		0.38	0.09	0.00				0.80	0.00	
Avail Cap(c_a), veh/h	0	2534		1381	2952	0				481	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.93	0.93	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	5.6	0.0	3.0	0.0	0.0				52.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.1	0.0				7.7	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
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	1.4	0.0	0.0				4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.7	0.0	3.2	0.1	0.0				60.5	0.0	0.0
LnGrp LOS	A	A		A	A	A				E	A	
Approach Vol, veh/h		319			624						148	
Approach Delay, s/veh		5.7			1.8						60.5	
Approach LOS		A			A						E	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			14.0	89.4		16.6		103.4				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			40.5	34.5		31.5		79.5				
Max Q Clear Time (g_c+l1), s			8.5	5.4		11.5		2.0				
Green Ext Time (p_c), s			1.1	2.1		0.7		1.9				
Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Build 2028 Weekday AM
3: Beacon Lite Rd & County Line Rd

02/02/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	8	8	218	267	103
Future Volume (veh/h)	150	8	8	218	267	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	176	9	9	256	314	121
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	0	0	3	0	1
Cap, veh/h	210	188	874	2850	2196	972
Arrive On Green	0.12	0.12	0.32	1.00	0.20	0.20
Sat Flow, veh/h	1795	1610	1810	3618	3705	1598
Grp Volume(v), veh/h	176	9	9	256	314	121
Grp Sat Flow(s), veh/h/ln	1795	1610	1810	1763	1805	1598
Q Serve(g_s), s	11.5	0.6	0.1	0.0	8.6	7.5
Cycle Q Clear(g_c), s	11.5	0.6	0.1	0.0	8.6	7.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	210	188	874	2850	2196	972
V/C Ratio(X)	0.84	0.05	0.01	0.09	0.14	0.12
Avail Cap(c_a), veh/h	696	624	874	2850	2196	972
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	47.1	2.6	0.0	22.2	21.8
Incr Delay (d2), s/veh	8.7	0.1	0.0	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.6	0.0	0.0	3.9	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.6	47.2	2.6	0.1	22.4	22.0
LnGrp LOS	E	D	A	A	C	C
Approach Vol, veh/h	185			265	435	
Approach Delay, s/veh	59.9			0.1	22.3	
Approach LOS	E			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	101.5			18.5	24.0	77.5
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	64.5			46.5	19.5	40.5
Max Q Clear Time (g_c+l1), s	2.0			13.5	2.1	10.6
Green Ext Time (p_c), s	2.0			0.5	0.0	2.4
Intersection Summary						
HCM 6th Ctrl Delay			23.5			
HCM 6th LOS			C			

Build 2028 Weekday AM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	99	3	41	108	8	24
Future Vol, veh/h	99	3	41	108	8	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	93	93	85	85
Heavy Vehicles, %	5	0	3	4	5	4
Mvmt Flow	116	4	44	116	9	28

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	148	102	0
Stage 1	102	-	-
Stage 2	46	-	-
Critical Hdwy	6.45	6.2	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.3	-
Pot Cap-1 Maneuver	837	959	-
Stage 1	915	-	-
Stage 2	969	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	831	959	-
Mov Cap-2 Maneuver	831	-	-
Stage 1	915	-	-
Stage 2	962	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1401
HCM Lane V/C Ratio	-	-	0.144	0.007
HCM Control Delay (s)	-	-	10	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Build 2028 Weekday AM
5: North Site Access & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Traffic Vol, veh/h	368	0	0	369	0	81
Future Vol, veh/h	368	0	0	369	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	9
Mvmt Flow	400	0	0	401	0	88
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	200
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.39
Pot Cap-1 Maneuver	-	0	0	-	0	786
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	786
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1		EBT	WBT		
Capacity (veh/h)	786		-	-		
HCM Lane V/C Ratio	0.112		-	-		
HCM Control Delay (s)	10.2		-	-		
HCM Lane LOS	B		-	-		
HCM 95th %tile Q(veh)	0.4		-	-		

Build 2028 Weekday AM
6: Beacon Lite Rd & Middle Site Access

02/02/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	136	91	0	157	117
Future Volume (veh/h)	0	136	91	0	157	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1767	1767	1870	1767	1767
Adj Flow Rate, veh/h	0	148	99	0	171	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	9	9	2	9	9
Cap, veh/h	207	174	1236	0	234	1429
Arrive On Green	0.00	0.12	0.70	0.00	0.12	1.00
Sat Flow, veh/h	1781	1497	1767	0	3264	1767
Grp Volume(v), veh/h	0	148	99	0	171	127
Grp Sat Flow(s),veh/h/ln	1781	1497	1767	0	1632	1767
Q Serve(g_s), s	0.0	11.6	2.1	0.0	6.1	0.0
Cycle Q Clear(g_c), s	0.0	11.6	2.1	0.0	6.1	0.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	207	174	1236	0	234	1429
V/C Ratio(X)	0.00	0.85	0.08	0.00	0.73	0.09
Avail Cap(c_a), veh/h	512	430	1236	0	857	1429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	52.0	5.7	0.0	51.7	0.0
Incr Delay (d2), s/veh	0.0	10.8	0.1	0.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	0.8	0.0	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	62.8	5.9	0.0	56.0	0.1
LnGrp LOS	A	E	A	A	E	A
Approach Vol, veh/h	148		99			298
Approach Delay, s/veh	62.8		5.9			32.2
Approach LOS	E		A			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.1	88.4			101.5	18.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	31.5	40.5			76.5	34.5
Max Q Clear Time (g_c+I1), s	8.1	4.1			2.0	13.6
Green Ext Time (p_c), s	0.6	0.6			0.8	0.4
Intersection Summary						
HCM 6th Ctrl Delay			35.7			
HCM 6th LOS			D			

Build 2028 Weekday AM
7: Beacon Lite Rd & South Site Access

02/02/2025

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	54	38	3	102	15
Future Vol, veh/h	1	54	38	3	102	15
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	-	-	-	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	3	9	9	0
Mvmt Flow	1	59	41	3	111	16

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	281	43	0	0	44
Stage 1	43	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281
Pot Cap-1 Maneuver	694	1008	-	-	1520
Stage 1	962	-	-	-	-
Stage 2	785	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	643	1008	-	-	1520
Mov Cap-2 Maneuver	643	-	-	-	-
Stage 1	962	-	-	-	-
Stage 2	728	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	6.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	998	1520
HCM Lane V/C Ratio	-	-	0.06	0.073
HCM Control Delay (s)	-	-	8.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

Build 2028 Weekday PM

1: I-25 Northboun Off Ramp & County Line Rd

02/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 							
Traffic Volume (veh/h)	191	299	0	0	222	124	211	1	208	0	0	0
Future Volume (veh/h)	191	299	0	0	222	124	211	1	208	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1796	1885	0	0	1885	1826	1900	1900	1885			
Adj Flow Rate, veh/h	212	332	0	0	229	128	238	3	236			
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.88	0.88	0.88			
Percent Heavy Veh, %	7	1	0	0	1	5	0	0	1			
Cap, veh/h	762	1407	0	0	1451	781	323	4	284			
Arrive On Green	0.13	1.00	0.00	0.00	0.65	0.65	0.18	0.18	0.18			
Sat Flow, veh/h	1711	1885	0	0	2342	1210	1810	20	1593			
Grp Volume(v), veh/h	212	332	0	0	181	176	238	0	239			
Grp Sat Flow(s),veh/h/ln	1711	1885	0	0	1791	1667	1810	0	1613			
Q Serve(g_s), s	5.1	0.0	0.0	0.0	4.8	5.0	14.9	0.0	17.1			
Cycle Q Clear(g_c), s	5.1	0.0	0.0	0.0	4.8	5.0	14.9	0.0	17.1			
Prop In Lane	1.00		0.00	0.00		0.73	1.00		0.99			
Lane Grp Cap(c), veh/h	762	1407	0	0	1156	1076	323	0	288			
V/C Ratio(X)	0.28	0.24	0.00	0.00	0.16	0.16	0.74	0.00	0.83			
Avail Cap(c_a), veh/h	1088	1407	0	0	1156	1076	656	0	585			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.1	0.0	0.0	0.0	8.4	8.4	46.6	0.0	47.5			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.3	0.3	3.3	0.0	6.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.2	0.0	0.0	1.8	1.8	7.0	0.0	7.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.4	0.0	0.0	8.7	8.8	49.9	0.0	53.6			
LnGrp LOS	A	A	A	A	A	A	D	A	D			
Approach Vol, veh/h	544			357			477					
Approach Delay, s/veh	2.3			8.7			51.8					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	25.9			94.1			12.1			82.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	43.5			67.5			30.5			32.5		
Max Q Clear Time (g_c+I1), s	19.1			2.0			7.1			7.0		
Green Ext Time (p_c), s	2.3			2.1			0.6			2.1		
Intersection Summary												
HCM 6th Ctrl Delay	21.1											
HCM 6th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

Build 2028 Weekday PM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (veh/h)	0	259	226	130	351	0	0	0	0	250	3	194
Future Volume (veh/h)	0	259	226	130	351	0	0	0	0	250	3	194
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1826	1900	1870	1885	0				1885	1900	1900
Adj Flow Rate, veh/h	0	305	0	153	413	0				294	4	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	0	5	0	2	1	0				1	0	0
Cap, veh/h	0	1383		547	1806	0				752	10	
Arrive On Green	0.00	0.40	0.00	0.14	1.00	0.00				0.42	0.42	0.00
Sat Flow, veh/h	0	3561	1610	1781	3676	0				1786	24	1610
Grp Volume(v), veh/h	0	305	0	153	413	0				298	0	0
Grp Sat Flow(s),veh/h/ln	0	1735	1610	1781	1791	0				1811	0	1610
Q Serve(g_s), s	0.0	7.0	0.0	6.0	0.0	0.0				13.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.0	0.0	6.0	0.0	0.0				13.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1383		547	1806	0				762	0	
V/C Ratio(X)	0.00	0.22		0.28	0.23	0.00				0.39	0.00	
Avail Cap(c_a), veh/h	0	1383		671	1806	0				762	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.94	0.94	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	23.8	0.0	16.6	0.0	0.0				24.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.3	0.3	0.0				1.5	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
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	2.2	0.1	0.0				6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.1	0.0	16.9	0.3	0.0				25.6	0.0	0.0
LnGrp LOS	A	C		B	A	A				C	A	
Approach Vol, veh/h		305			566						298	
Approach Delay, s/veh		24.1			4.8						25.6	
Approach LOS		C			A						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			12.6	52.4		55.0		65.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			16.5	39.5		50.5		60.5				
Max Q Clear Time (g_c+l1), s			8.0	9.0		15.7		2.0				
Green Ext Time (p_c), s			0.2	2.0		2.0		2.9				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Build 2028 Weekday PM
3: Beacon Lite Rd & County Line Rd

02/02/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	10	25	261	337	203
Future Volume (veh/h)	122	10	25	261	337	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	144	12	29	307	396	239
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	0	0	1	0	7
Cap, veh/h	176	159	794	2960	2231	941
Arrive On Green	0.10	0.10	0.34	1.00	0.20	0.20
Sat Flow, veh/h	1781	1610	1810	3676	3705	1522
Grp Volume(v), veh/h	144	12	29	307	396	239
Grp Sat Flow(s),veh/h/ln	1781	1610	1810	1791	1805	1522
Q Serve(g_s), s	9.5	0.8	0.3	0.0	10.9	15.8
Cycle Q Clear(g_c), s	9.5	0.8	0.3	0.0	10.9	15.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	176	159	794	2960	2231	941
V/C Ratio(X)	0.82	0.08	0.04	0.10	0.18	0.25
Avail Cap(c_a), veh/h	512	463	794	2960	2231	941
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	53.0	49.1	2.4	0.0	22.6	24.5
Incr Delay (d2), s/veh	9.0	0.2	0.1	0.1	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.8	0.1	0.0	5.2	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.0	49.3	2.5	0.1	22.7	25.2
LnGrp LOS	E	D	A	A	C	C
Approach Vol, veh/h	156			336	635	
Approach Delay, s/veh	61.1			0.3	23.7	
Approach LOS	E			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	103.7			16.3	25.0	78.7
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	76.5			34.5	20.5	51.5
Max Q Clear Time (g_c+I1), s	2.0			11.5	2.3	17.8
Green Ext Time (p_c), s	2.1			0.4	0.0	3.6
Intersection Summary						
HCM 6th Ctrl Delay			21.9			
HCM 6th LOS			C			

Build 2028 Weekday PM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	222	9	45	94	13	63
Future Vol, veh/h	222	9	45	94	13	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	14	1	0	0
Mvmt Flow	261	11	53	111	15	74
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	213	109	0	0	164	0
Stage 1	109	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	780	950	-	-	1427	-
Stage 1	921	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	771	950	-	-	1427	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.1	0		1.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		777	1427	
HCM Lane V/C Ratio	-	-		0.35	0.011	
HCM Control Delay (s)	-	-		12.1	7.5	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		1.6	0	

Build 2028 Weekday PM
5: North Site Access & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	382	0	0	540	0	101
Future Vol, veh/h	382	0	0	540	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	415	0	0	587	0	110
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	208
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	798
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	798
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	798	-	-			
HCM Lane V/C Ratio	0.138	-	-			
HCM Control Delay (s)	10.2	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.5	-	-			

Build 2028 Weekday PM
6: Beacon Lite Rd & Middle Site Access

02/02/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	169	118	0	194	152
Future Volume (veh/h)	0	169	118	0	194	152
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	184	128	0	211	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	240	213	1257	0	280	1478
Arrive On Green	0.00	0.13	0.67	0.00	0.14	1.00
Sat Flow, veh/h	1781	1585	1870	0	3456	1870
Grp Volume(v), veh/h	0	184	128	0	211	165
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	0	1728	1870
Q Serve(g_s), s	0.0	13.6	2.9	0.0	7.1	0.0
Cycle Q Clear(g_c), s	0.0	13.6	2.9	0.0	7.1	0.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	240	213	1257	0	280	1478
V/C Ratio(X)	0.00	0.86	0.10	0.00	0.75	0.11
Avail Cap(c_a), veh/h	527	469	1257	0	878	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	50.8	6.9	0.0	50.7	0.0
Incr Delay (d2), s/veh	0.0	9.9	0.2	0.0	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	1.2	0.0	3.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	60.7	7.1	0.0	54.8	0.1
LnGrp LOS	A	E	A	A	D	A
Approach Vol, veh/h	184		128			376
Approach Delay, s/veh	60.7		7.1			30.8
Approach LOS	E		A			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.2	85.1			99.4	20.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	30.5	40.5			75.5	35.5
Max Q Clear Time (g_c+I1), s	9.1	4.9			2.0	15.6
Green Ext Time (p_c), s	0.7	0.7			1.0	0.5
Intersection Summary						
HCM 6th Ctrl Delay			34.4			
HCM 6th LOS			C			

Build 2028 Weekday PM
7: Beacon Lite Rd & South Site Access

02/02/2025

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	67	51	3	126	26
Future Vol, veh/h	1	67	51	3	126	26
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	-	-	-	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	73	55	3	137	28

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	359	57	0	0	58
Stage 1	57	-	-	-	-
Stage 2	302	-	-	-	-
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	640	1009	-	-	1546
Stage 1	966	-	-	-	-
Stage 2	750	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	583	1009	-	-	1546
Mov Cap-2 Maneuver	583	-	-	-	-
Stage 1	966	-	-	-	-
Stage 2	683	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	998	1546
HCM Lane V/C Ratio	-	-	0.074	0.089
HCM Control Delay (s)	-	-	8.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3

Build 2028 Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Volume (veh/h)	129	185	0	0	179	145	426	1	110	0	0	0
Future Volume (veh/h)	129	185	0	0	179	145	426	1	110	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1885	0	0	1885	1870	1900	1411	1900			
Adj Flow Rate, veh/h	143	206	0	0	211	171	316	261	129			
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	4	1	0	0	1	2	0	33	0			
Cap, veh/h	594	1131	0	0	974	751	588	290	143			
Arrive On Green	0.07	0.80	0.00	0.00	0.51	0.51	0.33	0.33	0.33			
Sat Flow, veh/h	1753	1885	0	0	2019	1484	1810	891	440			
Grp Volume(v), veh/h	143	206	0	0	196	186	316	0	390			
Grp Sat Flow(s),veh/h/ln	1753	1885	0	0	1791	1618	1810	0	1332			
Q Serve(g_s), s	4.5	3.1	0.0	0.0	7.3	7.7	17.1	0.0	33.5			
Cycle Q Clear(g_c), s	4.5	3.1	0.0	0.0	7.3	7.7	17.1	0.0	33.5			
Prop In Lane	1.00		0.00	0.00		0.92	1.00		0.33			
Lane Grp Cap(c), veh/h	594	1131	0	0	906	819	588	0	433			
V/C Ratio(X)	0.24	0.18	0.00	0.00	0.22	0.23	0.54	0.00	0.90			
Avail Cap(c_a), veh/h	780	1131	0	0	906	819	822	0	605			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.99	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.8	5.2	0.0	0.0	16.4	16.5	33.1	0.0	38.6			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.5	0.6	0.8	0.0	13.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	1.2	0.0	0.0	3.1	3.0	7.6	0.0	12.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	5.5	0.0	0.0	17.0	17.2	33.9	0.0	51.6			
LnGrp LOS	B	A	A	A	B	B	C	A	D			
Approach Vol, veh/h	349			382			706					
Approach Delay, s/veh	8.2			17.1			43.7					
Approach LOS	A			B			D					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	43.5			76.5			11.2			65.2		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	54.5			56.5			19.5			32.5		
Max Q Clear Time (g_c+l1), s	35.5			5.1			6.5			9.7		
Green Ext Time (p_c), s	3.5			1.2			0.3			2.2		
Intersection Summary												
HCM 6th Ctrl Delay	28.0											
HCM 6th LOS	C											
Notes												

Build 2028 Weekend Middyay
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (veh/h)	0	175	139	132	478	0	0	0	0	147	7	380
Future Volume (veh/h)	0	175	139	132	478	0	0	0	0	147	7	380
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1900	1900	1856	1885	0				1885	1900	1900
Adj Flow Rate, veh/h	0	201	0	147	531	0				165	198	0
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90				0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	3	1	0				1	0	0
Cap, veh/h	0	1282		555	1657	0				391	469	
Arrive On Green	0.00	0.36	0.00	0.14	0.93	0.00				0.46	0.46	0.00
Sat Flow, veh/h	0	3705	1610	1767	3676	0				844	1013	1610
Grp Volume(v), veh/h	0	201	0	147	531	0				363	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1767	1791	0				1858	0	1610
Q Serve(g_s), s	0.0	4.6	0.0	6.2	1.9	0.0				15.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.6	0.0	6.2	1.9	0.0				15.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	1282		555	1657	0				859	0	
V/C Ratio(X)	0.00	0.16		0.26	0.32	0.00				0.42	0.00	
Avail Cap(c_a), veh/h	0	1282		704	1657	0				859	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.89	0.89	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.4	0.0	19.1	2.5	0.0				21.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.2	0.5	0.0				1.5	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
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.0	2.3	0.7	0.0				7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.7	0.0	19.3	2.9	0.0				23.1	0.0	0.0
LnGrp LOS	A	C		B	A	A				C	A	
Approach Vol, veh/h		201			678						363	
Approach Delay, s/veh		26.7			6.5						23.1	
Approach LOS		C			A						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			12.9	47.1		60.0		60.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			18.5	32.5		55.5		55.5				
Max Q Clear Time (g_c+I1), s			8.2	6.6		17.7		3.9				
Green Ext Time (p_c), s			0.3	1.2		2.5		3.9				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Build 2028 Weekend Midday
3: Beacon Lite Rd & County Line Rd

02/02/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	27	6	160	755	101
Future Volume (veh/h)	81	27	6	160	755	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	95	32	7	188	858	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	1
Cap, veh/h	126	112	610	3088	2396	1061
Arrive On Green	0.07	0.07	0.05	0.28	0.22	0.22
Sat Flow, veh/h	1810	1610	1810	3705	3705	1598
Grp Volume(v), veh/h	95	32	7	188	858	115
Grp Sat Flow(s), veh/h/ln	1810	1610	1810	1805	1805	1598
Q Serve(g_s), s	6.2	2.3	0.1	4.6	24.2	6.9
Cycle Q Clear(g_c), s	6.2	2.3	0.1	4.6	24.2	6.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	126	112	610	3088	2396	1061
V/C Ratio(X)	0.76	0.29	0.01	0.06	0.36	0.11
Avail Cap(c_a), veh/h	385	342	610	3088	2396	1061
HCM Platoon Ratio	1.00	1.00	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	53.0	5.1	7.9	25.2	18.5
Incr Delay (d2), s/veh	8.8	1.4	0.0	0.0	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.1	2.1	0.0	1.1	11.8	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.7	54.4	5.1	7.9	25.6	18.7
LnGrp LOS	E	D	A	A	C	B
Approach Vol, veh/h	127			195	973	
Approach Delay, s/veh	61.3			7.8	24.8	
Approach LOS	E			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	107.2			12.8	23.0	84.2
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	85.5			25.5	18.5	62.5
Max Q Clear Time (g_c+l1), s	6.6			8.2	2.1	26.2
Green Ext Time (p_c), s	1.3			0.3	0.0	7.4
Intersection Summary						
HCM 6th Ctrl Delay			25.8			
HCM 6th LOS			C			

Build 2028 Weekend Midday
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	84	56	92	10	55
Future Vol, veh/h	21	84	56	92	10	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	25	99	66	108	12	65
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	209	120	0	0	174	0
Stage 1	120	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	784	926	-	-	1415	-
Stage 1	910	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	926	-	-	1415	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.7	0		1.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		892	1415	
HCM Lane V/C Ratio	-	-		0.138	0.008	
HCM Control Delay (s)	-	-		9.7	7.6	
HCM Lane LOS	-	-		A	A	
HCM 95th %tile Q(veh)	-	-		0.5	0	

Build 2028 Weekend Midday
5: North Site Access & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	241	0	0	856	0	61
Future Vol, veh/h	241	0	0	856	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	262	0	0	930	0	66
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	131
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	0	0	-	0	897
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	897
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		9.3		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	897	-	-			
HCM Lane V/C Ratio	0.074	-	-			
HCM Control Delay (s)	9.3	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Build 2028 Weekend Midday
6: Beacon Lite Rd & Middle Site Access

02/02/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	102	63	0	458	322
Future Volume (veh/h)	0	102	63	0	458	322
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	111	68	0	498	350
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	152	136	1197	0	584	1584
Arrive On Green	0.00	0.08	0.64	0.00	0.28	1.00
Sat Flow, veh/h	1795	1598	1885	0	3483	1885
Grp Volume(v), veh/h	0	111	68	0	498	350
Grp Sat Flow(s),veh/h/ln	1795	1598	1885	0	1742	1885
Q Serve(g_s), s	0.0	8.2	1.6	0.0	16.2	0.0
Cycle Q Clear(g_c), s	0.0	8.2	1.6	0.0	16.2	0.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	152	136	1197	0	584	1584
V/C Ratio(X)	0.00	0.82	0.06	0.00	0.85	0.22
Avail Cap(c_a), veh/h	367	326	1197	0	1495	1584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.90	0.90
Uniform Delay (d), s/veh	0.0	54.0	8.3	0.0	41.8	0.0
Incr Delay (d2), s/veh	0.0	11.4	0.1	0.0	3.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.7	0.0	6.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	65.4	8.4	0.0	45.1	0.3
LnGrp LOS	A	E	A	A	D	A
Approach Vol, veh/h	111		68			848
Approach Delay, s/veh	65.4		8.4			26.6
Approach LOS	E		A			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	24.6	80.7			105.3	14.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	51.5	30.5			86.5	24.5
Max Q Clear Time (g_c+I1), s	18.2	3.6			2.0	10.2
Green Ext Time (p_c), s	1.9	0.3			2.4	0.2
Intersection Summary						
HCM 6th Ctrl Delay			29.6			
HCM 6th LOS			C			

Build 2028 Weekend Midday
7: Beacon Lite Rd & South Site Access

02/02/2025

Intersection						
Int Delay, s/veh	7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	40	19	8	298	24
Future Vol, veh/h	1	40	19	8	298	24
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	-	-	-	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	43	21	9	324	26

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	700	26	0	0	30
Stage 1	26	-	-	-	-
Stage 2	674	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	407	1053	-	-	1589
Stage 1	999	-	-	-	-
Stage 2	508	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	324	1053	-	-	1589
Mov Cap-2 Maneuver	324	-	-	-	-
Stage 1	999	-	-	-	-
Stage 2	404	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	7.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	998	1589
HCM Lane V/C Ratio	-	-	0.045	0.204
HCM Control Delay (s)	-	-	8.8	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.8

Build 2045 Weekday AM

1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Volume (veh/h)	195	258	0	0	504	372	194	2	129	0	0	0
Future Volume (veh/h)	195	258	0	0	504	372	194	2	129	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1752	1841	0	0	1885	1856	1870	1900	1856			
Adj Flow Rate, veh/h	205	272	0	0	531	392	171	48	136			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	10	4	0	0	1	3	2	0	3			
Cap, veh/h	485	1455	0	0	1369	1010	240	59	167			
Arrive On Green	0.11	1.00	0.00	0.00	0.70	0.70	0.13	0.13	0.13			
Sat Flow, veh/h	1668	1841	0	0	2059	1450	1781	437	1239			
Grp Volume(v), veh/h	205	272	0	0	484	439	171	0	184			
Grp Sat Flow(s),veh/h/ln	1668	1841	0	0	1791	1624	1781	0	1677			
Q Serve(g_s), s	4.2	0.0	0.0	0.0	13.5	13.5	11.0	0.0	12.8			
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	13.5	13.5	11.0	0.0	12.8			
Prop In Lane	1.00		0.00	0.00		0.89	1.00		0.74			
Lane Grp Cap(c), veh/h	485	1455	0	0	1248	1132	240	0	226			
V/C Ratio(X)	0.42	0.19	0.00	0.00	0.39	0.39	0.71	0.00	0.82			
Avail Cap(c_a), veh/h	732	1455	0	0	1248	1132	423	0	398			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.99	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	4.9	0.0	0.0	0.0	7.6	7.6	49.7	0.0	50.5			
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.0	0.9	1.0	3.9	0.0	7.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.1	0.0	0.0	5.0	4.5	5.2	0.0	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	0.3	0.0	0.0	8.5	8.6	53.6	0.0	57.5			
LnGrp LOS	A	A	A	A	A	A	D	A	E			
Approach Vol, veh/h	477			923			355					
Approach Delay, s/veh	2.5			8.5			55.6					
Approach LOS	A			A			E					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	20.6			99.4			11.2			88.1		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	28.5			82.5			24.5			53.5		
Max Q Clear Time (g_c+I1), s	14.8			2.0			6.2			15.5		
Green Ext Time (p_c), s	1.3			1.7			0.5			7.2		
Intersection Summary												
HCM 6th Ctrl Delay	16.4											
HCM 6th LOS	B											
Notes												

Build 2045 Weekday AM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (veh/h)	0	327	202	415	278	0	0	0	0	127	4	142
Future Volume (veh/h)	0	327	202	415	278	0	0	0	0	127	4	142
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1885	1870	1870	1885	0				1707	1900	1648
Adj Flow Rate, veh/h	0	344	0	437	293	0				134	12	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	1	2	2	1	0				13	0	17
Cap, veh/h	0	2449		918	2954	0				167	15	
Arrive On Green	0.00	0.68	0.00	0.17	1.00	0.00				0.10	0.10	0.00
Sat Flow, veh/h	0	3676	1585	1781	3676	0				1667	149	1397
Grp Volume(v), veh/h	0	344	0	437	293	0				146	0	0
Grp Sat Flow(s),veh/h/ln	0	1791	1585	1781	1791	0				1817	0	1397
Q Serve(g_s), s	0.0	4.0	0.0	9.0	0.0	0.0				9.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.0	0.0	9.0	0.0	0.0				9.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.92		1.00
Lane Grp Cap(c), veh/h	0	2449		918	2954	0				182	0	
V/C Ratio(X)	0.00	0.14		0.48	0.10	0.00				0.80	0.00	
Avail Cap(c_a), veh/h	0	2449		1409	2954	0				447	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.89	0.89	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.6	0.0	3.2	0.0	0.0				52.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.1	0.0				8.0	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
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	1.8	0.0	0.0				4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	0.0	3.5	0.1	0.0				60.8	0.0	0.0
LnGrp LOS	A	A		A	A	A				E	A	
Approach Vol, veh/h		344			730						146	
Approach Delay, s/veh		6.8			2.1						60.8	
Approach LOS		A			A						E	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			16.9	86.6		16.5		103.5				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			45.5	31.5		29.5		81.5				
Max Q Clear Time (g_c+I1), s			11.0	6.0		11.4		2.0				
Green Ext Time (p_c), s			1.4	2.2		0.7		2.0				

Intersection Summary

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Build 2045 Weekday AM
3: Beacon Lite Rd & County Line Rd

02/02/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	212	8	8	234	273	146
Future Volume (veh/h)	212	8	8	234	273	146
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1856	1900	1885
Adj Flow Rate, veh/h	223	8	8	246	287	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	0	0	3	0	1
Cap, veh/h	258	231	851	2755	2099	929
Arrive On Green	0.14	0.14	0.32	1.00	0.19	0.19
Sat Flow, veh/h	1795	1610	1810	3618	3705	1598
Grp Volume(v), veh/h	223	8	8	246	287	154
Grp Sat Flow(s), veh/h/ln	1795	1610	1810	1763	1805	1598
Q Serve(g_s), s	14.6	0.5	0.1	0.0	7.9	9.7
Cycle Q Clear(g_c), s	14.6	0.5	0.1	0.0	7.9	9.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	258	231	851	2755	2099	929
V/C Ratio(X)	0.86	0.03	0.01	0.09	0.14	0.17
Avail Cap(c_a), veh/h	726	651	851	2755	2099	929
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	44.2	3.1	0.0	23.5	24.2
Incr Delay (d2), s/veh	8.5	0.1	0.0	0.1	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	7.1	0.5	0.0	0.0	3.6	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	58.7	44.3	3.1	0.1	23.6	24.6
LnGrp LOS	E	D	A	A	C	C
Approach Vol, veh/h	231			254	441	
Approach Delay, s/veh	58.2			0.2	24.0	
Approach LOS	E			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	98.3			21.7	24.0	74.3
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	62.5			48.5	19.5	38.5
Max Q Clear Time (g_c+I1), s	2.0			16.6	2.1	11.7
Green Ext Time (p_c), s	1.9			0.7	0.0	2.3
Intersection Summary						
HCM 6th Ctrl Delay			26.0			
HCM 6th LOS			C			

Build 2045 Weekday AM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection

Int Delay, s/veh 4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	138	4	57	150	11	34
Future Vol, veh/h	138	4	57	150	11	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	0	3	4	5	4
Mvmt Flow	145	4	60	158	12	36

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	199	139	0
Stage 1	139	-	-
Stage 2	60	-	-
Critical Hdwy	6.45	6.2	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.3	-
Pot Cap-1 Maneuver	783	915	-
Stage 1	880	-	-
Stage 2	955	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	776	915	-
Mov Cap-2 Maneuver	776	-	-
Stage 1	880	-	-
Stage 2	946	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	1334
HCM Lane V/C Ratio	-	-	0.192	0.009
HCM Control Delay (s)	-	-	10.7	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0

Build 2045 Weekday AM
5: North Site Access & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	446	0	0	419	0	81
Future Vol, veh/h	446	0	0	419	0	81
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	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	9
Mvmt Flow	469	0	0	441	0	85
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	235
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.39
Pot Cap-1 Maneuver	-	0	0	-	0	746
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	746
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	746	-	-			
HCM Lane V/C Ratio	0.114	-	-			
HCM Control Delay (s)	10.4	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Build 2045 Weekday AM
6: Beacon Lite Rd & Middle Site Access

02/02/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	136	107	0	157	124
Future Volume (veh/h)	0	136	107	0	157	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1767	1767	1870	1767	1767
Adj Flow Rate, veh/h	0	143	113	0	165	131
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	9	9	2	9	9
Cap, veh/h	201	169	1243	0	232	1435
Arrive On Green	0.00	0.11	0.70	0.00	0.02	0.27
Sat Flow, veh/h	1781	1497	1767	0	3264	1767
Grp Volume(v), veh/h	0	143	113	0	165	131
Grp Sat Flow(s),veh/h/ln	1781	1497	1767	0	1632	1767
Q Serve(g_s), s	0.0	11.2	2.4	0.0	6.0	6.7
Cycle Q Clear(g_c), s	0.0	11.2	2.4	0.0	6.0	6.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	201	169	1243	0	232	1435
V/C Ratio(X)	0.00	0.85	0.09	0.00	0.71	0.09
Avail Cap(c_a), veh/h	497	418	1243	0	830	1435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	52.2	5.6	0.0	57.4	10.7
Incr Delay (d2), s/veh	0.0	11.0	0.1	0.0	3.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	0.9	0.0	2.7	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	63.2	5.8	0.0	61.3	10.8
LnGrp LOS	A	E	A	A	E	B
Approach Vol, veh/h	143		113			296
Approach Delay, s/veh	63.2		5.8			39.0
Approach LOS	E		A			D
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	88.9			102.0	18.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	30.5	42.5			77.5	33.5
Max Q Clear Time (g_c+I1), s	8.0	4.4			8.7	13.2
Green Ext Time (p_c), s	0.5	0.7			0.9	0.4
Intersection Summary						
HCM 6th Ctrl Delay			38.4			
HCM 6th LOS			D			

Build 2045 Weekday AM
7: Beacon Lite Rd & South Site Access

02/02/2025

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	54	53	3	102	21
Future Vol, veh/h	1	54	53	3	102	21
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	-	-	-	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	9	3	9	9	0
Mvmt Flow	1	57	56	3	107	22

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	294	58	0	0	59
Stage 1	58	-	-	-	-
Stage 2	236	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281
Pot Cap-1 Maneuver	682	989	-	-	1501
Stage 1	947	-	-	-	-
Stage 2	787	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	634	989	-	-	1501
Mov Cap-2 Maneuver	634	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	731	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	979	1501
HCM Lane V/C Ratio	-	-	0.059	0.072
HCM Control Delay (s)	-	-	8.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

Build 2045 Weekday PM

1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 							
Traffic Volume (veh/h)	205	416	0	0	309	173	235	2	291	0	0	0
Future Volume (veh/h)	205	416	0	0	309	173	235	2	291	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1796	1885	0	0	1885	1826	1900	1900	1885			
Adj Flow Rate, veh/h	216	438	0	0	319	178	247	2	306			
Peak Hour Factor	0.95	0.95	0.95	0.97	0.97	0.97	0.95	0.95	0.95			
Percent Heavy Veh, %	7	1	0	0	1	5	0	0	1			
Cap, veh/h	635	1324	0	0	1329	725	403	2	356			
Arrive On Green	0.14	1.00	0.00	0.00	0.59	0.59	0.22	0.22	0.22			
Sat Flow, veh/h	1711	1885	0	0	2331	1220	1810	10	1601			
Grp Volume(v), veh/h	216	438	0	0	254	243	247	0	308			
Grp Sat Flow(s),veh/h/ln	1711	1885	0	0	1791	1666	1810	0	1612			
Q Serve(g_s), s	6.0	0.0	0.0	0.0	8.0	8.3	14.7	0.0	22.0			
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	8.0	8.3	14.7	0.0	22.0			
Prop In Lane	1.00		0.00	0.00		0.73	1.00		0.99			
Lane Grp Cap(c), veh/h	635	1324	0	0	1064	990	403	0	359			
V/C Ratio(X)	0.34	0.33	0.00	0.00	0.24	0.25	0.61	0.00	0.86			
Avail Cap(c_a), veh/h	892	1324	0	0	1064	990	641	0	571			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	11.5	11.6	42.0	0.0	44.8			
Incr Delay (d2), s/veh	0.3	0.7	0.0	0.0	0.5	0.6	1.5	0.0	7.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.2	0.0	0.0	3.2	3.1	6.8	0.0	9.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.7	0.0	0.0	12.0	12.2	43.5	0.0	52.4			
LnGrp LOS	A	A	A	A	B	B	D	A	D			
Approach Vol, veh/h	654			497			555					
Approach Delay, s/veh	2.9			12.1			48.5					
Approach LOS	A			B			D					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	31.2			88.8			13.0			75.8		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	42.5			68.5			26.5			37.5		
Max Q Clear Time (g_c+l1), s	24.0			2.0			8.0			10.3		
Green Ext Time (p_c), s	2.7			3.0			0.6			3.1		
Intersection Summary												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								
Notes												

Build 2045 Weekday PM
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (veh/h)	0	298	254	182	429	0	0	0	0	350	4	212
Future Volume (veh/h)	0	298	254	182	429	0	0	0	0	350	4	212
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1826	1900	1870	1885	0				1885	1900	1900
Adj Flow Rate, veh/h	0	314	0	192	452	0				368	4	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	5	0	2	1	0				1	0	0
Cap, veh/h	0	1236		523	1716	0				798	9	
Arrive On Green	0.00	0.36	0.00	0.11	0.64	0.00				0.45	0.45	0.00
Sat Flow, veh/h	0	3561	1610	1781	3676	0				1791	19	1610
Grp Volume(v), veh/h	0	314	0	192	452	0				372	0	0
Grp Sat Flow(s),veh/h/ln	0	1735	1610	1781	1791	0				1810	0	1610
Q Serve(g_s), s	0.0	7.7	0.0	7.9	6.6	0.0				17.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.7	0.0	7.9	6.6	0.0				17.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1236		523	1716	0				807	0	
V/C Ratio(X)	0.00	0.25		0.37	0.26	0.00				0.46	0.00	
Avail Cap(c_a), veh/h	0	1236		646	1716	0				807	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.93	0.93	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	27.3	0.0	19.6	12.5	0.0				23.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.4	0.3	0.0				1.9	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
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	3.2	2.5	0.0				7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.8	0.0	20.0	12.9	0.0				25.1	0.0	0.0
LnGrp LOS	A	C		C	B	A				C	A	
Approach Vol, veh/h		314			644						372	
Approach Delay, s/veh		27.8			15.0						25.1	
Approach LOS		C			B						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			14.7	47.3		58.0		62.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			18.5	34.5		53.5		57.5				
Max Q Clear Time (g_c+I1), s			9.9	9.7		19.2		8.6				
Green Ext Time (p_c), s			0.3	2.0		2.6		3.2				

Intersection Summary

HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Build 2045 Weekday PM
3: Beacon Lite Rd & County Line Rd

02/02/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	173	10	32	276	347	288
Future Volume (veh/h)	173	10	32	276	347	288
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1900	1796
Adj Flow Rate, veh/h	182	11	34	291	365	303
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	1	0	7
Cap, veh/h	215	194	761	2881	2181	920
Arrive On Green	0.12	0.12	0.32	1.00	0.20	0.20
Sat Flow, veh/h	1781	1610	1810	3676	3705	1522
Grp Volume(v), veh/h	182	11	34	291	365	303
Grp Sat Flow(s), veh/h/ln	1781	1610	1810	1791	1805	1522
Q Serve(g_s), s	12.0	0.7	0.4	0.0	10.0	20.5
Cycle Q Clear(g_c), s	12.0	0.7	0.4	0.0	10.0	20.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	215	194	761	2881	2181	920
V/C Ratio(X)	0.85	0.06	0.04	0.10	0.17	0.33
Avail Cap(c_a), veh/h	527	476	761	2881	2181	920
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	51.7	46.7	2.8	0.0	23.0	27.2
Incr Delay (d2), s/veh	8.8	0.1	0.1	0.1	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.7	0.1	0.0	4.7	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.5	46.8	2.9	0.1	23.2	28.2
LnGrp LOS	E	D	A	A	C	C
Approach Vol, veh/h	193			325	668	
Approach Delay, s/veh	59.7			0.4	25.4	
Approach LOS	E			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	101.0			19.0	24.0	77.0
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	75.5			35.5	19.5	51.5
Max Q Clear Time (g_c+l1), s	2.0			14.0	2.4	22.5
Green Ext Time (p_c), s	2.0			0.5	0.0	3.6
Intersection Summary						
HCM 6th Ctrl Delay			24.2			
HCM 6th LOS			C			

Build 2045 Weekday PM
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	310	13	63	131	18	88
Future Vol, veh/h	310	13	63	131	18	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	14	1	0	0
Mvmt Flow	326	14	66	138	19	93
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	266	135	0	0	204	0
Stage 1	135	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	727	919	-	-	1380	-
Stage 1	896	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	919	-	-	1380	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.3	0		1.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	722	1380	-	
HCM Lane V/C Ratio	-	-	0.471	0.014	-	
HCM Control Delay (s)	-	-	14.3	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	2.5	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Traffic Vol, veh/h	449	0	0	634	0	101
Future Vol, veh/h	449	0	0	634	0	101
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	1	2	2
Mvmt Flow	473	0	0	667	0	106
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	237
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	764
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	764
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	764	-	-			
HCM Lane V/C Ratio	0.139	-	-			
HCM Control Delay (s)	10.5	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.5	-	-			

Build 2045 Weekday PM
6: Beacon Lite Rd & Middle Site Access

02/02/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	169	139	0	194	162
Future Volume (veh/h)	0	169	139	0	194	162
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	178	146	0	204	171
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	233	207	1268	0	272	1486
Arrive On Green	0.00	0.13	0.68	0.00	0.13	1.00
Sat Flow, veh/h	1781	1585	1870	0	3456	1870
Grp Volume(v), veh/h	0	178	146	0	204	171
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	0	1728	1870
Q Serve(g_s), s	0.0	13.2	3.3	0.0	6.8	0.0
Cycle Q Clear(g_c), s	0.0	13.2	3.3	0.0	6.8	0.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	233	207	1268	0	272	1486
V/C Ratio(X)	0.00	0.86	0.12	0.00	0.75	0.12
Avail Cap(c_a), veh/h	527	469	1268	0	878	1486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	51.1	6.7	0.0	51.0	0.0
Incr Delay (d2), s/veh	0.0	9.9	0.2	0.0	4.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	1.3	0.0	3.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	61.0	6.9	0.0	55.0	0.2
LnGrp LOS	A	E	A	A	D	A
Approach Vol, veh/h	178		146			375
Approach Delay, s/veh	61.0		6.9			30.0
Approach LOS	E		A			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	85.9			99.8	20.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	30.5	40.5			75.5	35.5
Max Q Clear Time (g_c+I1), s	8.8	5.3			2.0	15.2
Green Ext Time (p_c), s	0.6	0.8			1.1	0.5
Intersection Summary						
HCM 6th Ctrl Delay			33.1			
HCM 6th LOS			C			

Build 2045 Weekday PM
7: Beacon Lite Rd & South Site Access

02/02/2025

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	67	73	3	126	36
Future Vol, veh/h	1	67	73	3	126	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	-	-	-	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	71	77	3	133	38
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	383	79	0	0	80	0
Stage 1	79	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	620	981	-	-	1518	-
Stage 1	944	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	565	981	-	-	1518	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		5.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	970	1518	-	
HCM Lane V/C Ratio	-	-	0.074	0.087	-	
HCM Control Delay (s)	-	-	9	7.6	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-	

Build 2045 Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Volume (veh/h)	144	258	0	0	245	203	456	2	153	0	0	0
Future Volume (veh/h)	144	258	0	0	245	203	456	2	153	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1885	0	0	1885	1870	1900	1411	1900			
Adj Flow Rate, veh/h	152	272	0	0	258	214	322	224	161			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	4	1	0	0	1	2	0	33	0			
Cap, veh/h	547	1132	0	0	951	761	587	248	178			
Arrive On Green	0.12	1.00	0.00	0.00	0.50	0.50	0.32	0.32	0.32			
Sat Flow, veh/h	1753	1885	0	0	1986	1512	1810	763	549			
Grp Volume(v), veh/h	152	272	0	0	244	228	322	0	385			
Grp Sat Flow(s),veh/h/ln	1753	1885	0	0	1791	1613	1810	0	1312			
Q Serve(g_s), s	5.0	0.0	0.0	0.0	9.4	9.8	17.5	0.0	33.7			
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	9.4	9.8	17.5	0.0	33.7			
Prop In Lane	1.00		0.00	0.00		0.94	1.00		0.42			
Lane Grp Cap(c), veh/h	547	1132	0	0	901	811	587	0	426			
V/C Ratio(X)	0.28	0.24	0.00	0.00	0.27	0.28	0.55	0.00	0.90			
Avail Cap(c_a), veh/h	741	1132	0	0	901	811	777	0	563			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.99	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.5	0.0	0.0	0.0	17.2	17.3	33.3	0.0	38.8			
Incr Delay (d2), s/veh	0.3	0.5	0.0	0.0	0.7	0.9	0.8	0.0	14.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.2	0.0	0.0	4.0	3.8	7.8	0.0	12.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	0.5	0.0	0.0	17.9	18.1	34.1	0.0	53.7			
LnGrp LOS	B	A	A	A	B	B	C	A	D			
Approach Vol, veh/h	424					472		707				
Approach Delay, s/veh	4.6					18.0		44.8				
Approach LOS	A					B		D				
Timer - Assigned Phs	2		4			7		8				
Phs Duration (G+Y+Rc), s	43.4		76.6			11.7		64.9				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	51.5		59.5			20.5		34.5				
Max Q Clear Time (g_c+l1), s	35.7		2.0			7.0		11.8				
Green Ext Time (p_c), s	3.3		1.7			0.3		2.8				
Intersection Summary												
HCM 6th Ctrl Delay	26.3											
HCM 6th LOS	C											
Notes												

Build 2045 Weekend Midday
2: County Line Rd & I-25 Southbound Off Ramp

02/02/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑↓	↑
Traffic Volume (veh/h)	0	206	157	184	523	0	0	0	0	205	10	391
Future Volume (veh/h)	0	206	157	184	523	0	0	0	0	205	10	391
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1900	1900	1856	1885	0				1885	1900	1900
Adj Flow Rate, veh/h	0	217	0	194	551	0				216	150	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	3	1	0				1	0	0
Cap, veh/h	0	1274		577	1716	0				486	337	
Arrive On Green	0.00	0.35	0.00	0.18	0.96	0.00				0.45	0.45	0.00
Sat Flow, veh/h	0	3705	1610	1767	3676	0				1089	756	1610
Grp Volume(v), veh/h	0	217	0	194	551	0				366	0	0
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1767	1791	0				1846	0	1610
Q Serve(g_s), s	0.0	5.0	0.0	8.3	1.1	0.0				16.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.0	0.0	8.3	1.1	0.0				16.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.59		1.00
Lane Grp Cap(c), veh/h	0	1274		577	1716	0				823	0	
V/C Ratio(X)	0.00	0.17		0.34	0.32	0.00				0.44	0.00	
Avail Cap(c_a), veh/h	0	1274		766	1716	0				823	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.89	0.89	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.7	0.0	18.1	1.3	0.0				23.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.4	0.0				1.7	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
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.0	2.9	0.4	0.0				7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.0	0.0	18.4	1.8	0.0				24.7	0.0	0.0
LnGrp LOS	A	C		B	A	A				C	A	
Approach Vol, veh/h		217			745						366	
Approach Delay, s/veh		27.0			6.1						24.7	
Approach LOS		C			A						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			15.2	46.8		58.0		62.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			23.5	29.5		53.5		57.5				
Max Q Clear Time (g_c+l1), s			10.3	7.0		18.5		3.1				
Green Ext Time (p_c), s			0.4	1.2		2.5		4.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Build 2045 Weekend Midday
3: Beacon Lite Rd & County Line Rd

02/02/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	29	6	170	764	148
Future Volume (veh/h)	121	29	6	170	764	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	127	31	6	179	804	156
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	1
Cap, veh/h	160	142	610	3021	2329	1031
Arrive On Green	0.09	0.09	0.05	0.28	0.21	0.21
Sat Flow, veh/h	1810	1610	1810	3705	3705	1598
Grp Volume(v), veh/h	127	31	6	179	804	156
Grp Sat Flow(s), veh/h/ln	1810	1610	1810	1805	1805	1598
Q Serve(g_s), s	8.3	2.1	0.1	4.4	22.7	9.5
Cycle Q Clear(g_c), s	8.3	2.1	0.1	4.4	22.7	9.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	160	142	610	3021	2329	1031
V/C Ratio(X)	0.80	0.22	0.01	0.06	0.35	0.15
Avail Cap(c_a), veh/h	430	382	610	3021	2329	1031
HCM Platoon Ratio	1.00	1.00	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	50.9	5.2	8.7	25.7	20.5
Incr Delay (d2), s/veh	8.7	0.8	0.0	0.0	0.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.1	2.0	0.0	1.2	11.1	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	62.4	51.6	5.2	8.7	26.1	20.8
LnGrp LOS	E	D	A	A	C	C
Approach Vol, veh/h	158			185	960	
Approach Delay, s/veh	60.3			8.6	25.2	
Approach LOS	E			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	104.9			15.1	23.0	81.9
Change Period (Y+Rc), s	4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s	82.5			28.5	18.5	59.5
Max Q Clear Time (g_c+I1), s	6.4			10.3	2.1	24.7
Green Ext Time (p_c), s	1.2			0.4	0.0	6.9
Intersection Summary						
HCM 6th Ctrl Delay			27.1			
HCM 6th LOS			C			

Build 2045 Weekend Midday
4: Spruce Mountain Rd & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	117	79	127	13	77
Future Vol, veh/h	28	117	79	127	13	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Stop
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	29	123	83	134	14	81
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	259	150	0	0	217	0
Stage 1	150	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	734	891	-	-	1365	-
Stage 1	883	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	891	-	-	1365	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		1.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	854		1365	-	
HCM Lane V/C Ratio	-	0.179		0.01	-	
HCM Control Delay (s)	-	10.1		7.7	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.6		0	-	

Build 2045 Weekend Midday
5: North Site Access & County Line Rd

02/02/2025

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Vol, veh/h	291	0	0	912	0	61
Future Vol, veh/h	291	0	0	912	0	61
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	306	0	0	960	0	64
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	153
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	0	0	-	0	869
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	869
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	869	-	-			
HCM Lane V/C Ratio	0.074	-	-			
HCM Control Delay (s)	9.5	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

Build 2045 Weekend Midday
6: Beacon Lite Rd & Middle Site Access

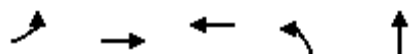
02/02/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	102	73	0	458	322
Future Volume (veh/h)	0	102	73	0	458	322
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	107	77	0	482	339
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	147	131	1211	0	567	1589
Arrive On Green	0.00	0.08	0.64	0.00	0.27	1.00
Sat Flow, veh/h	1795	1598	1885	0	3483	1885
Grp Volume(v), veh/h	0	107	77	0	482	339
Grp Sat Flow(s),veh/h/ln	1795	1598	1885	0	1742	1885
Q Serve(g_s), s	0.0	7.9	1.8	0.0	15.7	0.0
Cycle Q Clear(g_c), s	0.0	7.9	1.8	0.0	15.7	0.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	147	131	1211	0	567	1589
V/C Ratio(X)	0.00	0.82	0.06	0.00	0.85	0.21
Avail Cap(c_a), veh/h	367	326	1211	0	1437	1589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.90	0.90
Uniform Delay (d), s/veh	0.0	54.2	8.0	0.0	42.3	0.0
Incr Delay (d2), s/veh	0.0	11.5	0.1	0.0	3.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.8	0.0	6.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	65.7	8.1	0.0	45.6	0.3
LnGrp LOS	A	E	A	A	D	A
Approach Vol, veh/h	107		77			821
Approach Delay, s/veh	65.7		8.1			26.9
Approach LOS	E		A			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	24.0	81.6			105.6	14.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	49.5	32.5			86.5	24.5
Max Q Clear Time (g_c+I1), s	17.7	3.8			2.0	9.9
Green Ext Time (p_c), s	1.8	0.4			2.3	0.2
Intersection Summary						
HCM 6th Ctrl Delay			29.6			
HCM 6th LOS			C			

Build 2045 Weekend Midday
7: Beacon Lite Rd & South Site Access

02/02/2025

Intersection						
Int Delay, s/veh	6.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	40	28	8	298	34
Future Vol, veh/h	1	40	28	8	298	34
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	-	-	-	270	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	42	29	8	314	36
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	697	33	0	0	37	0
Stage 1	33	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	409	1043	-	-	1580	-
Stage 1	992	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	1043	-	-	1580	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.8	0	7			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	990	1580	-	
HCM Lane V/C Ratio	-	-	0.044	0.199	-	
HCM Control Delay (s)	-	-	8.8	7.8	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.7	-	



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	206	218	704	161	148
v/c Ratio	0.38	0.15	0.31	0.68	0.48
Control Delay	7.0	4.2	7.1	62.6	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	4.2	7.1	62.6	20.7
Queue Length 50th (ft)	49	51	75	126	32
Queue Length 95th (ft)	72	75	136	182	85
Internal Link Dist (ft)		322	595		875
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	707	1432	2276	413	458
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.15	0.31	0.39	0.32
Intersection Summary					



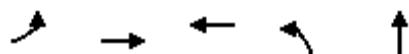
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	319	212	348	276	141	130
v/c Ratio	0.14	0.19	0.41	0.10	0.68	0.45
Control Delay	6.9	1.1	4.6	2.4	61.6	12.6
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	6.9	1.1	4.8	2.4	61.6	12.6
Queue Length 50th (ft)	30	0	74	28	102	0
Queue Length 95th (ft)	59	0	80	17	154	48
Internal Link Dist (ft)	460			322	922	
Turn Bay Length (ft)		300	275			
Base Capacity (vph)	2338	1108	1045	2831	397	440
Starvation Cap Reductn	0	0	150	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.19	0.39	0.10	0.36	0.30
Intersection Summary						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	176	9	9	256	314	121
v/c Ratio	0.68	0.04	0.01	0.09	0.26	0.20
Control Delay	61.6	21.2	4.1	3.6	24.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	21.2	4.1	3.6	24.9	3.4
Queue Length 50th (ft)	131	0	1	20	84	6
Queue Length 95th (ft)	184	14	6	36	111	15
Internal Link Dist (ft)	594			508	298	
Turn Bay Length (ft)	270		270			310
Base Capacity (vph)	692	631	1060	2734	1218	619
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.01	0.01	0.09	0.26	0.20
Intersection Summary						



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	148	99	171	127
v/c Ratio	0.16	0.08	0.54	0.08
Control Delay	0.4	4.7	95.6	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.4	4.7	95.6	0.1
Queue Length 50th (ft)	0	18	73	0
Queue Length 95th (ft)	0	37	111	0
Internal Link Dist (ft)		570		508
Turn Bay Length (ft)			200	
Base Capacity (vph)	1067	1296	843	1532
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.20	0.08
Intersection Summary				



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	212	332	357	216	261
v/c Ratio	0.29	0.24	0.17	0.71	0.56
Control Delay	9.6	9.0	8.3	58.5	11.8
Queue Delay	0.0	0.5	0.0	0.0	0.0
Total Delay	9.6	9.5	8.3	58.5	11.8
Queue Length 50th (ft)	74	118	41	167	16
Queue Length 95th (ft)	117	174	82	229	84
Internal Link Dist (ft)		322	595		875
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	869	1405	2116	621	707
Starvation Cap Reductn	0	667	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.45	0.17	0.35	0.37
Intersection Summary					

2028 Build PM
2: County Line Rd & I-25 Southbound Off Ramp

02/05/2025



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	305	266	153	413	321	205
v/c Ratio	0.24	0.35	0.29	0.23	0.45	0.27
Control Delay	30.1	9.0	23.5	23.3	27.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	9.0	23.5	23.3	27.0	3.8
Queue Length 50th (ft)	80	0	87	128	181	0
Queue Length 95th (ft)	122	59	106	127	248	38
Internal Link Dist (ft)	460			322	922	
Turn Bay Length (ft)		300	275			
Base Capacity (vph)	1283	769	571	1801	713	764
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.35	0.27	0.23	0.45	0.27
Intersection Summary						



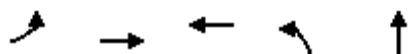
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	144	12	29	307	396	239
v/c Ratio	0.65	0.06	0.03	0.11	0.26	0.30
Control Delay	62.7	20.5	5.5	5.2	23.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	20.5	5.5	5.2	23.3	6.4
Queue Length 50th (ft)	108	0	6	36	85	0
Queue Length 95th (ft)	158	16	17	57	127	42
Internal Link Dist (ft)	594			508	298	
Turn Bay Length (ft)	270		270			310
Base Capacity (vph)	508	472	984	2855	1549	784
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.03	0.03	0.11	0.26	0.30
Intersection Summary						



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	184	128	211	165
v/c Ratio	0.21	0.09	0.58	0.10
Control Delay	0.5	5.0	48.9	5.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.5	5.0	48.9	5.5
Queue Length 50th (ft)	0	25	87	71
Queue Length 95th (ft)	0	48	127	131
Internal Link Dist (ft)		570		508
Turn Bay Length (ft)			200	
Base Capacity (vph)	1068	1370	872	1637
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.09	0.24	0.10
Intersection Summary				

2028 Build Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/05/2025



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	143	206	382	326	305
v/c Ratio	0.22	0.16	0.20	0.76	0.69
Control Delay	11.5	10.7	8.7	52.2	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	10.7	8.7	52.2	42.5
Queue Length 50th (ft)	43	63	38	247	197
Queue Length 95th (ft)	80	108	75	294	246
Internal Link Dist (ft)		322	595		875
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	727	1267	1929	778	767
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.16	0.20	0.42	0.40
Intersection Summary					

2028 Build Weekend Midday
2: County Line Rd & I-25 Southbound Off Ramp

02/05/2025



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	201	160	147	531	310	290
v/c Ratio	0.17	0.25	0.27	0.32	0.40	0.35
Control Delay	24.7	4.0	32.4	34.8	19.8	5.2
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay	24.7	4.0	32.4	35.6	19.8	5.2
Queue Length 50th (ft)	43	0	101	203	137	20
Queue Length 95th (ft)	72	23	148	226	211	71
Internal Link Dist (ft)	460			322	922	
Turn Bay Length (ft)		300	275			
Base Capacity (vph)	1189	639	585	1652	778	840
Starvation Cap Reductn	0	0	0	779	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.25	0.25	0.61	0.40	0.35
Intersection Summary						

2028 Build Weekend Midday
3: Beacon Lite Rd & County Line Rd

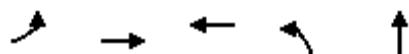
02/05/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	95	32	7	188	858	115
v/c Ratio	0.54	0.17	0.01	0.06	0.46	0.13
Control Delay	62.4	17.5	1.7	1.4	31.8	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	17.5	1.7	1.4	31.8	13.3
Queue Length 50th (ft)	71	0	1	6	287	29
Queue Length 95th (ft)	116	27	2	12	323	64
Internal Link Dist (ft)	594			508	298	
Turn Bay Length (ft)	270		270			310
Base Capacity (vph)	383	368	735	2988	1880	887
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.09	0.01	0.06	0.46	0.13
Intersection Summary						



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	111	68	498	350
v/c Ratio	0.11	0.06	0.75	0.21
Control Delay	0.2	8.8	36.3	3.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.2	8.8	36.3	3.0
Queue Length 50th (ft)	0	18	203	51
Queue Length 95th (ft)	0	40	256	128
Internal Link Dist (ft)		570		508
Turn Bay Length (ft)			200	
Base Capacity (vph)	1101	1221	1487	1653
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.06	0.33	0.21
Intersection Summary				



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	205	272	923	180	162
v/c Ratio	0.47	0.19	0.41	0.70	0.47
Control Delay	11.9	4.9	8.9	62.5	15.0
Queue Delay	0.0	0.6	0.0	0.0	0.0
Total Delay	11.9	5.5	8.9	62.5	15.0
Queue Length 50th (ft)	55	74	121	141	18
Queue Length 95th (ft)	124	107	214	209	80
Internal Link Dist (ft)		322	595		875
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	582	1411	2240	399	465
Starvation Cap Reductn	0	782	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.43	0.41	0.45	0.35
Intersection Summary					



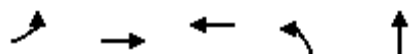
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	344	213	437	293	153	134
v/c Ratio	0.15	0.20	0.52	0.10	0.70	0.44
Control Delay	8.7	2.3	5.7	2.2	63.7	11.7
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	8.7	2.3	5.7	2.2	63.7	11.7
Queue Length 50th (ft)	30	0	112	25	116	0
Queue Length 95th (ft)	79	0	91	14	183	55
Internal Link Dist (ft)	460			322	922	
Turn Bay Length (ft)		300	275			
Base Capacity (vph)	2222	1064	1053	2794	373	423
Starvation Cap Reductn	0	0	55	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.20	0.44	0.10	0.41	0.32
Intersection Summary						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	223	8	8	246	287	154
v/c Ratio	0.73	0.03	0.01	0.09	0.25	0.25
Control Delay	60.1	19.9	5.2	4.6	25.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	19.9	5.2	4.6	25.7	3.2
Queue Length 50th (ft)	165	0	1	23	75	8
Queue Length 95th (ft)	235	13	7	44	107	17
Internal Link Dist (ft)	594			508	298	
Turn Bay Length (ft)	270		270			310
Base Capacity (vph)	722	657	1036	2638	1158	617
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.01	0.01	0.09	0.25	0.25
Intersection Summary						



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	143	113	165	131
v/c Ratio	0.16	0.09	0.54	0.09
Control Delay	0.4	4.7	93.3	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.4	4.7	93.3	0.2
Queue Length 50th (ft)	0	21	70	0
Queue Length 95th (ft)	0	41	108	2
Internal Link Dist (ft)		570		508
Turn Bay Length (ft)			200	
Base Capacity (vph)	1047	1299	816	1532
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.09	0.20	0.09
Intersection Summary				



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	216	438	497	222	333
v/c Ratio	0.34	0.31	0.24	0.71	0.63
Control Delay	10.6	10.7	9.8	57.4	11.6
Queue Delay	0.0	0.6	0.0	0.0	0.0
Total Delay	10.6	11.3	9.8	57.4	11.6
Queue Length 50th (ft)	80	174	66	171	18
Queue Length 95th (ft)	128	249	125	238	102
Internal Link Dist (ft)		322	595		875
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	763	1394	2091	607	741
Starvation Cap Reductn	0	583	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.54	0.24	0.37	0.45
Intersection Summary					



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	314	267	192	452	394	201
v/c Ratio	0.28	0.37	0.38	0.26	0.52	0.25
Control Delay	35.4	11.1	24.7	23.6	26.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	11.1	24.7	23.6	26.9	3.5
Queue Length 50th (ft)	88	0	113	141	225	0
Queue Length 95th (ft)	142	85	124	132	326	45
Internal Link Dist (ft)	460			322	922	
Turn Bay Length (ft)		300	275			
Base Capacity (vph)	1140	714	550	1712	756	795
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.37	0.35	0.26	0.52	0.25
Intersection Summary						



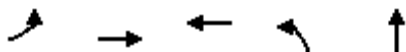
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	182	11	34	291	365	303
v/c Ratio	0.70	0.04	0.04	0.10	0.24	0.37
Control Delay	62.1	19.8	7.0	6.5	33.9	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	19.8	7.0	6.5	33.9	15.8
Queue Length 50th (ft)	136	0	8	40	104	71
Queue Length 95th (ft)	202	16	23	67	152	124
Internal Link Dist (ft)	594			508	298	
Turn Bay Length (ft)	270		270			310
Base Capacity (vph)	523	485	964	2777	1549	820
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.02	0.04	0.10	0.24	0.37
Intersection Summary						



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	178	146	204	171
v/c Ratio	0.21	0.11	0.57	0.10
Control Delay	0.5	5.0	38.6	7.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.5	5.0	38.6	7.1
Queue Length 50th (ft)	0	28	84	95
Queue Length 95th (ft)	0	53	124	159
Internal Link Dist (ft)		570		508
Turn Bay Length (ft)			200	
Base Capacity (vph)	1049	1373	872	1637
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.11	0.23	0.10
Intersection Summary				

2045 Build Weekend Midday
1: I-25 Northbound Off Ramp & County Line Rd

02/05/2025



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	152	272	472	331	312
v/c Ratio	0.26	0.22	0.25	0.76	0.68
Control Delay	12.9	12.5	10.2	51.8	39.7
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay	12.9	12.9	10.2	51.8	39.7
Queue Length 50th (ft)	53	97	56	249	189
Queue Length 95th (ft)	89	147	113	320	261
Internal Link Dist (ft)		322	595		875
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	682	1259	1910	736	728
Starvation Cap Reductn	0	590	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.41	0.25	0.45	0.43
Intersection Summary					

2045 Build Weekend Midday
2: County Line Rd & I-25 Southbound Off Ramp

02/05/2025



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	217	165	194	551	330	309
v/c Ratio	0.18	0.26	0.35	0.32	0.44	0.38
Control Delay	23.8	4.7	30.2	30.9	23.3	6.5
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0
Total Delay	23.8	4.7	30.2	31.6	23.3	6.5
Queue Length 50th (ft)	41	0	118	204	167	30
Queue Length 95th (ft)	82	31	173	218	252	92
Internal Link Dist (ft)	460			322	922	
Turn Bay Length (ft)		300	275			
Base Capacity (vph)	1191	643	625	1712	751	819
Starvation Cap Reductn	0	0	0	787	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.26	0.31	0.60	0.44	0.38
Intersection Summary						

2045 Build Weekend Midday
3: Beacon Lite Rd & County Line Rd

02/05/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	127	31	6	179	804	156
v/c Ratio	0.61	0.15	0.01	0.06	0.45	0.18
Control Delay	62.6	16.3	1.8	1.5	35.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	16.3	1.8	1.5	35.3	15.2
Queue Length 50th (ft)	95	0	0	6	284	45
Queue Length 95th (ft)	153	28	2	13	336	83
Internal Link Dist (ft)	594			508	298	
Turn Bay Length (ft)	270		270			310
Base Capacity (vph)	428	407	749	2924	1789	871
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.08	0.01	0.06	0.45	0.18
Intersection Summary						



Lane Group	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	107	77	482	339
v/c Ratio	0.11	0.06	0.74	0.21
Control Delay	0.2	8.5	34.6	3.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.2	8.5	34.6	3.9
Queue Length 50th (ft)	0	20	197	71
Queue Length 95th (ft)	0	43	250	150
Internal Link Dist (ft)		570		508
Turn Bay Length (ft)			200	
Base Capacity (vph)	1089	1230	1430	1653
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.06	0.34	0.21
Intersection Summary				