

TRAFFIC IMPACT STUDY

For

**2424 Garden of the Gods
Colorado Springs, Colorado**

November 2022

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22-101758

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I. Introduction

Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled 2424 Garden of the Gods.

This proposed PUD Concept Plan development considers a mixed-use (residential and office park) arrangement in a campus-like atmosphere. The development is located at the west corner of the Garden of the Gods Road intersection with 30th Street in Colorado Springs, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the Garden of the Gods Road intersections with 30th Street and Alpine Meadows Lane, and the Flying W Ranch Road intersections with 30th Street, existing site access, and Alpine Meadows Lane.

Figure 1 illustrates location of the site and study intersections.

Site Description

Land for the development is partially occupied by Garden of the Gods Business Park with associated parking and is surrounded by a mix of open space, commercial, and residential land uses.

The Concept Plan for the 125-acre 2424 Garden of the Gods Road property shows the existing buildings to remain in place but with a wider range of use options to reflect the proposed PUD zoning and to allow greater marketing flexibility. The Concept Plan also identifies two areas with future development/redevelopment potential, again with a wide range of use options reflecting the PUD zone permitted uses. The 15.19 acres of vacant land to the west of the main Garden of the Gods Road entrance to the property and the former overflow parking area has the greatest potential for redevelopment. This area is defined on the Concept Plan as Area C and hereinafter referred to as Phase One development. The second area with future development potential is the 11.05-acre portion of the existing parking lot that fronts 30th Street. This is defined as Area B on the Concept Plan and is hereinafter referred to as Phase Two development. While the ultimate land use mix for these redevelopment areas is not known and for the purposes of this traffic analysis, the land use assumed for each development area are described as:

Phase One development entails multifamily residential with an assumed yield of 200 units.

Phase Two development would entail the limit of either 220 multifamily units or 200,000 square feet of non-residential land use, but not both. However, the Concept Plan would allow some combination of land uses within these limits.

Potential traffic generation from allowed land uses within the Phase Two development area, as defined by the Concept Plan, was evaluated in their entirety or in combination to determine the land use most likely to generate the highest potential traffic volume. It was concluded that 200,000 square feet of office generates the highest traffic volume. Therefore, this traffic study assumes Phase Two development as 200,000 square feet of the office land use. This assumption provides a conservative analysis of potential vehicle trip generation from the new development area.

Proposed access to the development is existing and provided at the following locations:

- One full-movement access onto Garden of the Gods Road by way of Alpine Meadows Lane,
- One full-movement access onto Flying W Ranch Road (referred to as Site Access), and
- One full-movement access onto Flying W Ranch Road by way of Alpine Meadows Lane.

For purposes of this study, it is assumed that construction of each development phase would be completed by end of Year 2024.

General site and access locations are shown on Figure 1.

The PUD Concept Plan, as prepared by N.E.S. Inc., is shown on Figure 2. This concept plan is provided for illustrative purposes only.



North
Not to Scale



2424 GARDEN OF THE GODS
Traffic Impact Study

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Traffic and Transportation Consultants

Figure 1
SITE LOCATION

Existing and Committed Surface Transportation Network

Within the study area, 30th Street is the primary roadway that will accommodate traffic to and from the proposed development. Secondary roadways include Garden of the Gods Road, Flying W Ranch Road, and Alpine Meadows Lane. A brief description of each roadway, based on the City's Major Thoroughfare Plan (MTP)¹ and the City's Traffic Criteria Manual², is provided below:

30th Street is a northeast-southwest minor arterial roadway having four through lanes (two lanes in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. 30th Street provides a posted speed limit of 35 MPH.

Garden of the Gods Road is an east-west principal arterial roadway having six through lanes (three lanes in each direction) with a posted speed limit of 40 MPH east of 30th Street. West of 30th Street, Garden of the Gods Road is an unclassified roadway with two through lanes (one lane in each direction) that extends into private property and provides a posted speed limit of 15 MPH. Per Sections 15.0 and 16.0 of the City's Traffic Criteria Manual, the roadway's estimated right-of-way (ROW) width, and its connection to 30th Street, Garden of the Gods Road is assumed to be classified as a collector roadway west of 30th Street. Garden of the Gods Road provides a combination of shared and exclusive turn lanes at the intersections within the study area.

Flying W Ranch Road is a north-south minor arterial roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Flying W Ranch Road provides a posted speed limit of 30 MPH in the northbound direction and 35 MPH in the southbound direction.

Alpine Meadows Lane is an east-west roadway having two through lanes (one lane in each direction) with exclusive turn lanes at the intersections within the study area. Alpine Meadows Lane is unclassified in the City's MTP. However, per Sections 15.0 and 16.0 of the City's Traffic Criteria Manual and the roadway's approximate ROW width, Alpine Meadows Lane is assumed to be classified as a local roadway. Alpine Meadows Lane provides a posted speed limit of 15 MPH.

Table 16 of the City's Traffic Criteria Manual designates a minor arterial roadway (30th Street and Flying W Ranch Road) as having an average daily traffic volume design capacity range of 5,000 to 25,000 vehicles per day. The average daily traffic volume design capacity range of 25,000 to 60,000 vehicles per day is defined for a principal arterial roadway (Garden of the Gods Road).

The study intersection of 30th Street and Garden of the Gods Road is signalized. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

Expect for the 30th Street and Gateway Road improvements, no regional or specific improvements for the above-described roadways are known to be planned or committed at this time. The study area roadways appear to be built to their ultimate cross-sections.

¹ City of Colorado Springs Major Thoroughfare Plan, City of Colorado Springs, Department of Public Works, June 2, 2022.

² Engineering Criteria Manual, Section III: Traffic Criteria Manual, City of Colorado Springs City Engineering, July 2010.

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the Flying W Ranch Road intersections with Alpine Meadows Lane, Site Access, and 30th Street, as well as the Garden of the Gods Road intersections with 30th Street and Site Access. Average daily traffic (ADT) volumes were collected over a 24-hour period on 30th Street and Flying W Ranch Road. 24-hour traffic volumes along Garden of the Gods Road west of 30th Street (internal to proposed site development) were obtained from the previously submitted Alpine Meadows Apartments Traffic Impact Study³.

Weekday counts were collected on Tuesday, October 25, 2022, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m. Weekend counts were collected on Saturday, October 22, 2022, during the peak period of 1:00 p.m. to 3:00 p.m.

It was witnessed that at the time of count collection, 30th Street was closed from Fontanero Street to Gateway Road, south of the Garden of the Gods Park entrance, as part of the City's 30th Street Corridor Project. However, full access to Garden of the Gods Park, visitor and nature center is maintained from Garden of the Gods Road. With desired 30th Street improvements, collected peak hour volumes at the 30th Street with Garden of the Gods Road intersection are believed to accurately reflect traffic distribution patterns under normal conditions. For confirmation, previously collected traffic count data from the 2424 Garden of the Gods Traffic Study Review⁴ was reviewed. These traffic counts were collected over a 7-day period in July 2021 while 30th Street was open.

Newly collected traffic counts were then compared to referenced traffic counts. While the comparison indicates similar traffic volumes, it was determined that referenced counts represent more accurate distribution traffic patterns under normal conditions. Referenced counts were collected during the summer season when tourist traffic is at its peak. Therefore, peak hour traffic volumes at the 30th Street and Garden of the Gods Road intersection were adjusted to more accurately represent distribution patterns under normal conditions. Additionally, a seasonal adjustment to peak hour and 24-hour traffic volumes were applied along 30th Street, Garden of the Gods Road, and Flying W Ranch Road to account for peak periods of tourism.

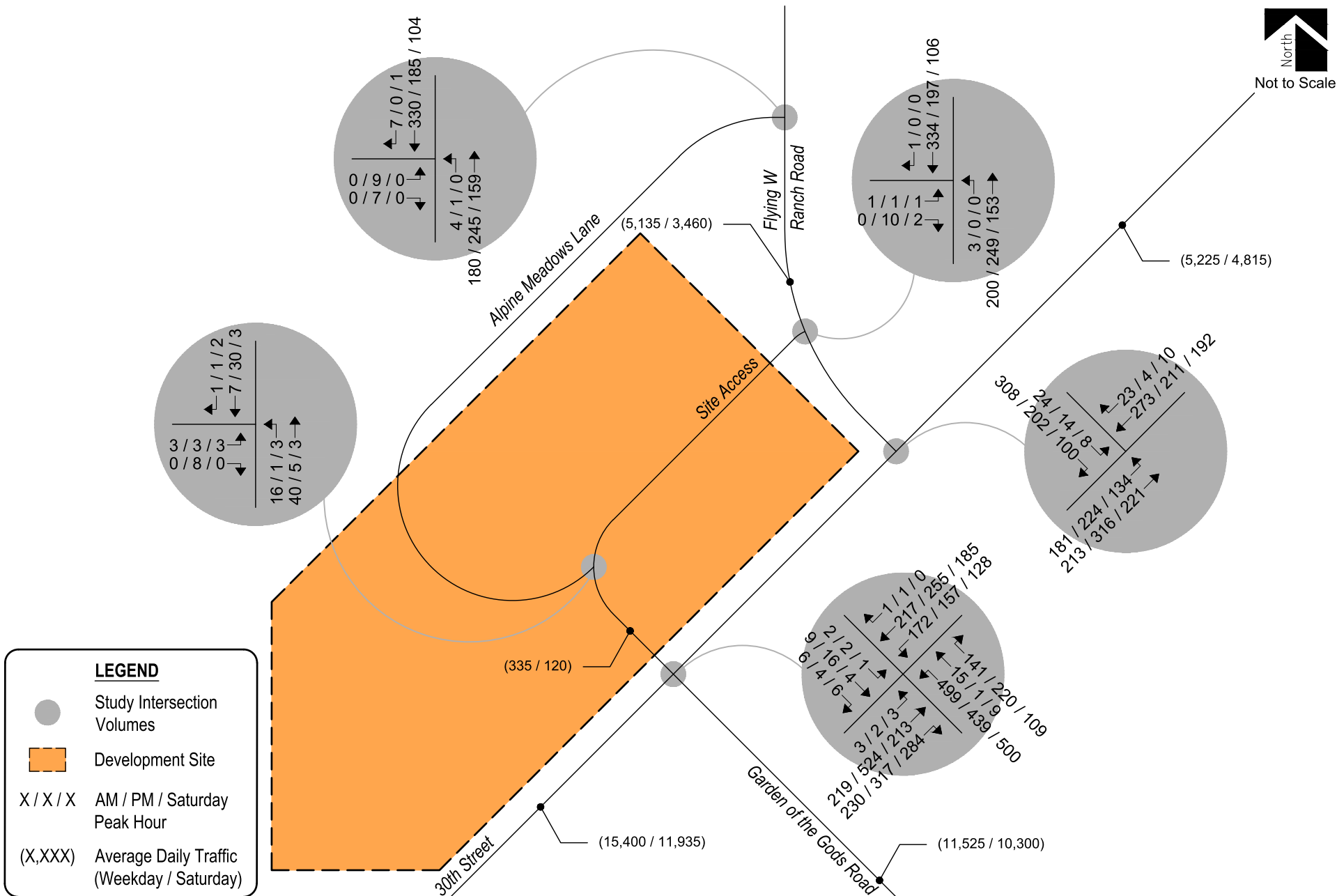
It is noted that other high-generating land uses within the area were open and operational during the time of new count collection mentioned above. These uses include, but may not be limited to, Chipeta Elementary School and Red Leg Brewery.

Newly collected and referenced counts representing existing traffic volumes are shown on Figure 3. Existing intersection geometry is shown on Figure 3a. Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for 30th Street and Garden of the Gods Road were obtained from City Staff and used throughout this study to the best extent possible to remain consistent with existing signal coordination plans. City signal timing information received is included for reference in Appendix A.

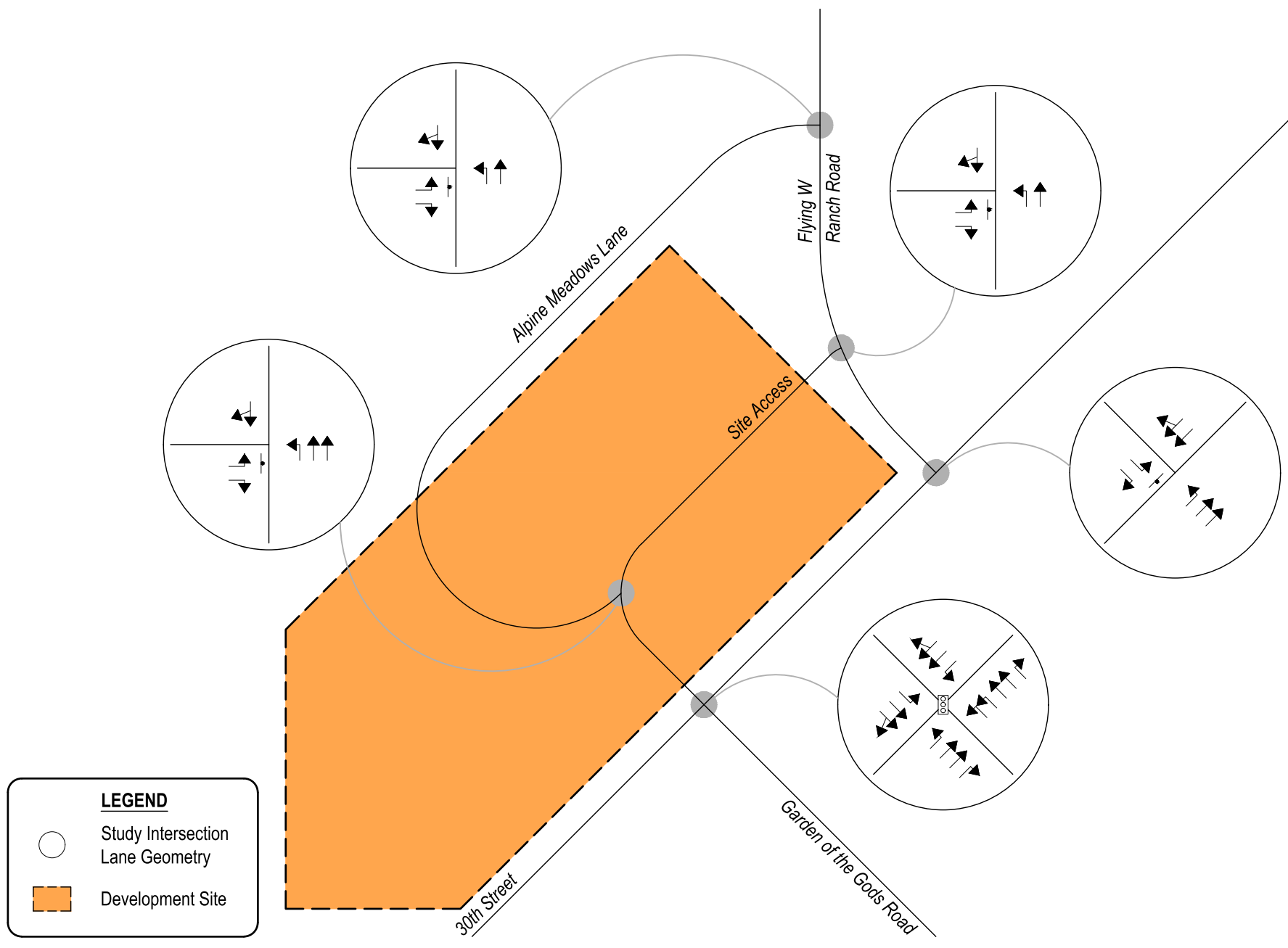
³ Alpine Meadows Apartments, SM ROCHA, LLC, February 2018.

⁴ 2424 Garden of the Gods Traffic Study Review, Kimley-Horn and Associates, Inc., August 18, 2021.





Not to Scale



LEGEND

- Study Intersection Lane Geometry
- Development Site



Figure 3a
EXISTING TRAFFIC
Intersection Geometry

Peak Hour Intersection Levels of Service – Existing Traffic

The Signalized and Unsignalized Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM), 6th Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing and future traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix C and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix D.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE		
	AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
Garden of the Gods Road / 30th Street (Signalized)	C (27.0)	C (25.4)	C (27.0)
Garden of the Gods Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	A	A	A
Eastbound Right	A	A	A
Northbound Left	A	A	A
Flying W Ranch Road / 30th Street (Stop-Controlled)			
Eastbound Left	A	A	A
Southbound Left	B	B	B
Southbound Right	B	B	A
Flying W Ranch Road / Site Access (Stop-Controlled)			
Eastbound Left	B	B	B
Eastbound Right	A	A	A
Northbound Left	A	A	A
Flying W Ranch Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	A	B	A
Eastbound Right	A	A	A
Northbound Left	A	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Existing Traffic Analysis Results

Under existing conditions and considering the earlier described traffic volume adjustments, operational analysis shows that the signalized intersection of Garden of the Gods Road with 30th Street has overall operations at LOS C during the morning, afternoon, and Saturday peak traffic hours.

The unsignalized intersection of Garden of the Gods Road with Alpine Meadows Lane has turn movement operations at LOS A during all peak traffic periods.

The stop-controlled intersection of Flying W Ranch Road with 30th Street has turn movement operations at or better than LOS B during all peak traffic periods.

The unsignalized intersection of Flying W Ranch Road with Site Access has turn movement operations at or better than LOS B during all peak traffic hours.

The unsignalized intersection of Flying W Ranch Road with Alpine Meadow Lane has turn movement operations at or better than LOS B during all peak traffic hours.

III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2024 and 2042, a compounded annual growth rate was determined using historical traffic data for the surrounding area provided by the City's GIS web mapping application⁵ and the Colorado Department of Transportation's (CDOT) Traffic Count Database System (TCDS)⁶, which anticipates 20-year growth rates between one and two percent. Therefore, in order to continue providing for a conservative analysis, a growth rate of two percent was applied to existing traffic volumes. This annual growth rate is also consistent with area development traffic studies previously submitted to the City.

Garden of the Gods Business Park

In order to account for projected traffic volumes from the existing Garden of the Gods Business Park (existing office building), Year 2024 and 2042 background traffic conditions also assume approximately 60 and 100 percent occupancy, respectively, as regional growth projected within the area occurs.

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were used for estimating average daily traffic (ADT), AM Peak Hour, PM Peak Hour, and Saturday Peak Hour vehicle trips for the overall existing business park office building. The overall vehicle trip rates and trip generation summary are provided for reference in Appendix B.

Area Tourist Traffic and High Traffic Venues

An evaluation of roadway and intersection operations during peak use of Garden of the Gods Park and area tourist attractions were assessed.

Garden of the Gods Park

According to a 30th Street Corridor Development public meeting presentation⁷, peak use of Garden of the Gods Park and area tourist sites typically occur in the month of June and on weekends. The weekend traffic volume on 30th Street near the park peaks around 12 noon, concurrent with Saturday peak traffic volumes used throughout this study. Conversely, weekday traffic volumes on 30th Street have a morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peaks. The 30th Street Corridor Development presentation further defines the weekday afternoon peak traffic volumes being greater than the weekend peak volumes.

⁵ City of Colorado Springs Traffic Counts, City of Colorado Springs GIS, 2022.

⁶ Transportation Data Management System, MS2, 2021.

⁷ 30th Street Corridor Development, City of Colorado Springs, Felsburg Holt & Ullegiv, June 2018.

No further roadway or intersection operational analysis was included in this study since traffic volumes used in this study coincide with and account for area tourist traffic volumes associated with Garden of the Gods Park, including impacts to weekday and Saturday peak hours of operations for the study intersections and adjacent roadways.

Flying W Ranch (Chuckwagon Supper)

The Flying W Ranch is a working ranch and large area tourism and entertainment venue open year-round for special events and gatherings with a featured outdoor chuckwagon style supper occurring nightly during the summer (May through September). The Ranch is approximately one mile north of the proposed concept plan being considered for development. The reported number of Chuckwagon Supper guests ranges from 800 to 1,200 per night with the Ranch opening at 3:30 p.m. for the 5:00 p.m. supper.

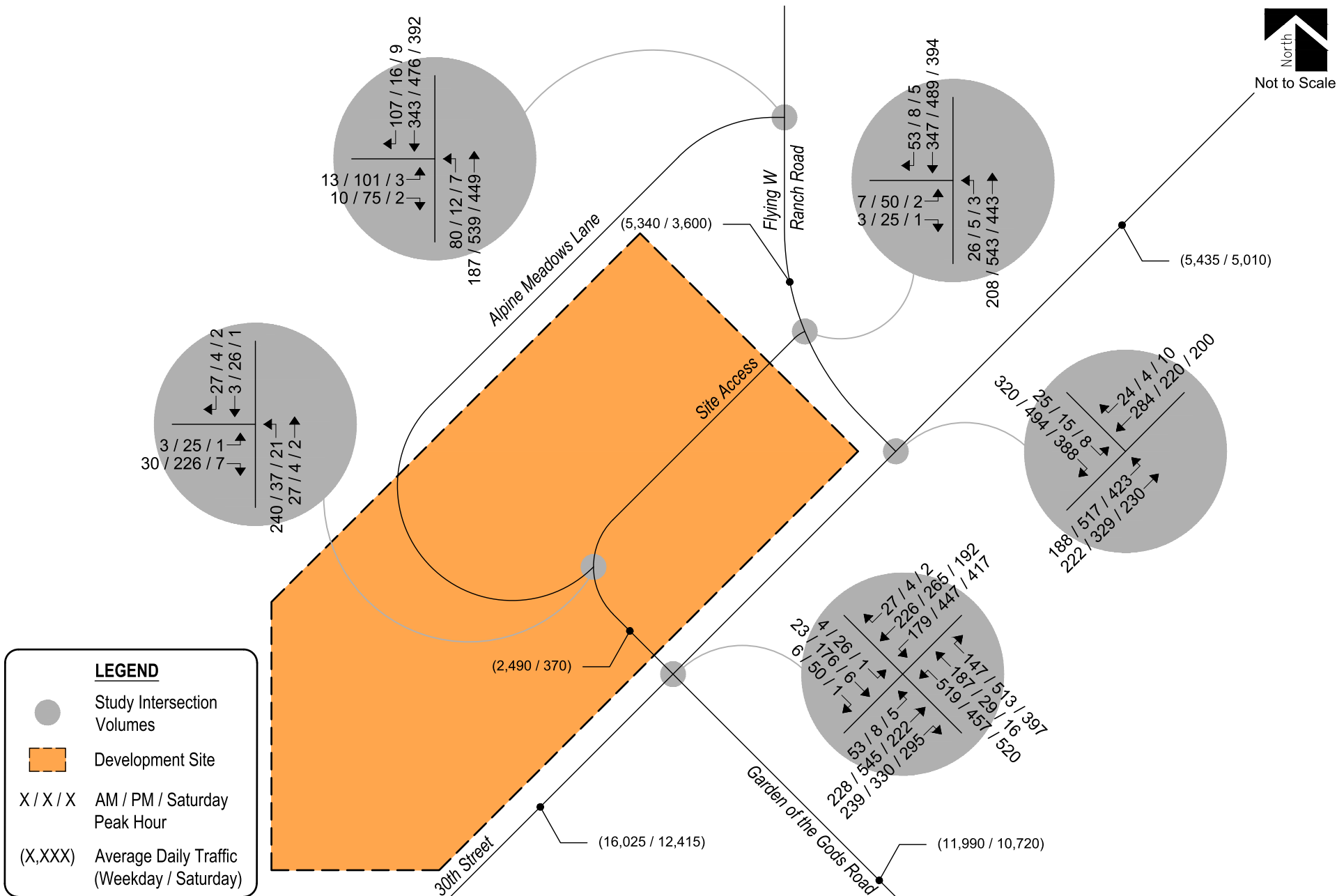
Vehicle traffic associated with the Ranch occur outside the afternoon and Saturday peak traffic periods. Therefore, to continue providing for a conservative analysis, vehicle trip generation for the Ranch and its chuckwagon supper were evaluated to account for projected increases in background traffic. ITE does not report trip generation rates for this type of event. Therefore, vehicle trips were estimated based on 1,200 attending guests and a quality restaurant vehicle occupancy rate of 1.9 guests per vehicle. Considering the Ranch website's posted driving directions for attendance, it was assumed that 45 percent of attending guests would travel along Garden of the Gods Road, 30th Street, and Flying W Ranch Road to the supper event. The estimated trips occurring during the weekday PM and Saturday peak hours is 285 vehicles. These trips were added to the background traffic growth projections for Years 2024 and 2042.

Any additional tourist attractions for high traffic-generating land uses not directly applied to background traffic volumes are expected to be accounted for within the conservative two percent growth rate applied to existing traffic volumes. Moreover, any additional traffic should not be further added to what is already included within this analysis in order to prevent an overly-conservative analysis.

Pursuant to the non-committed area roadway improvements discussed in Section I, Year 2024 and Year 2042 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. Year 2042 assumes existing signal timing parameters for Garden of the Gods Road and 30th Street with optimized intersection splits in effort to better long-term intersection performance. This assumption provides for a conservative analysis.

Projected background traffic volumes and intersection geometry for Year 2024 are shown on Figure 4 and Figure 4a, respectively.

Projected background traffic volumes and intersection geometry for Year 2042 are shown on Figure 5 and Figure 5a, respectively.



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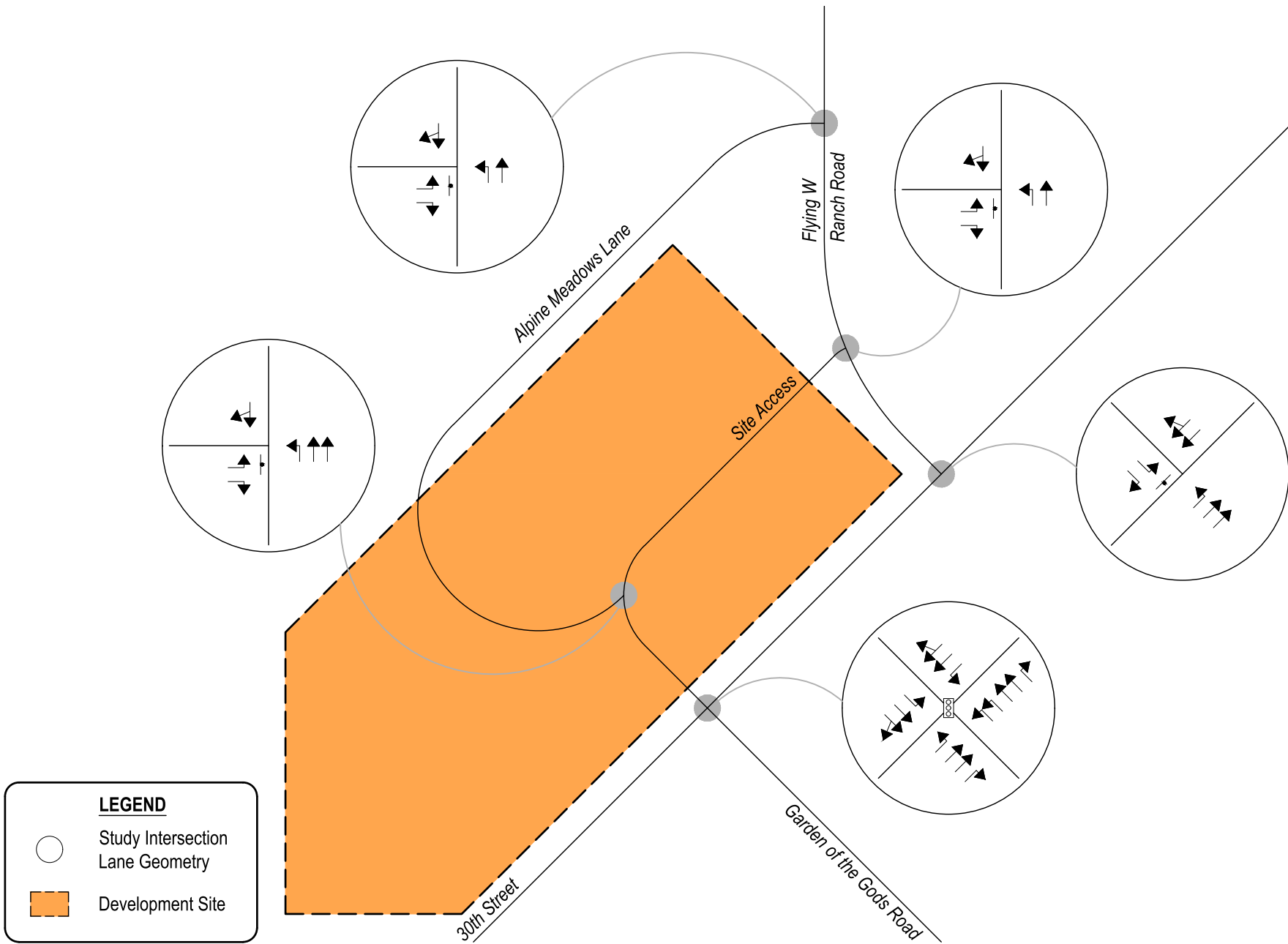
Garden of the Gods Business Park Occupancy: 60%

Figure 4
BACKGROUND TRAFFIC - YEAR 2024
Volumes





Not to Scale

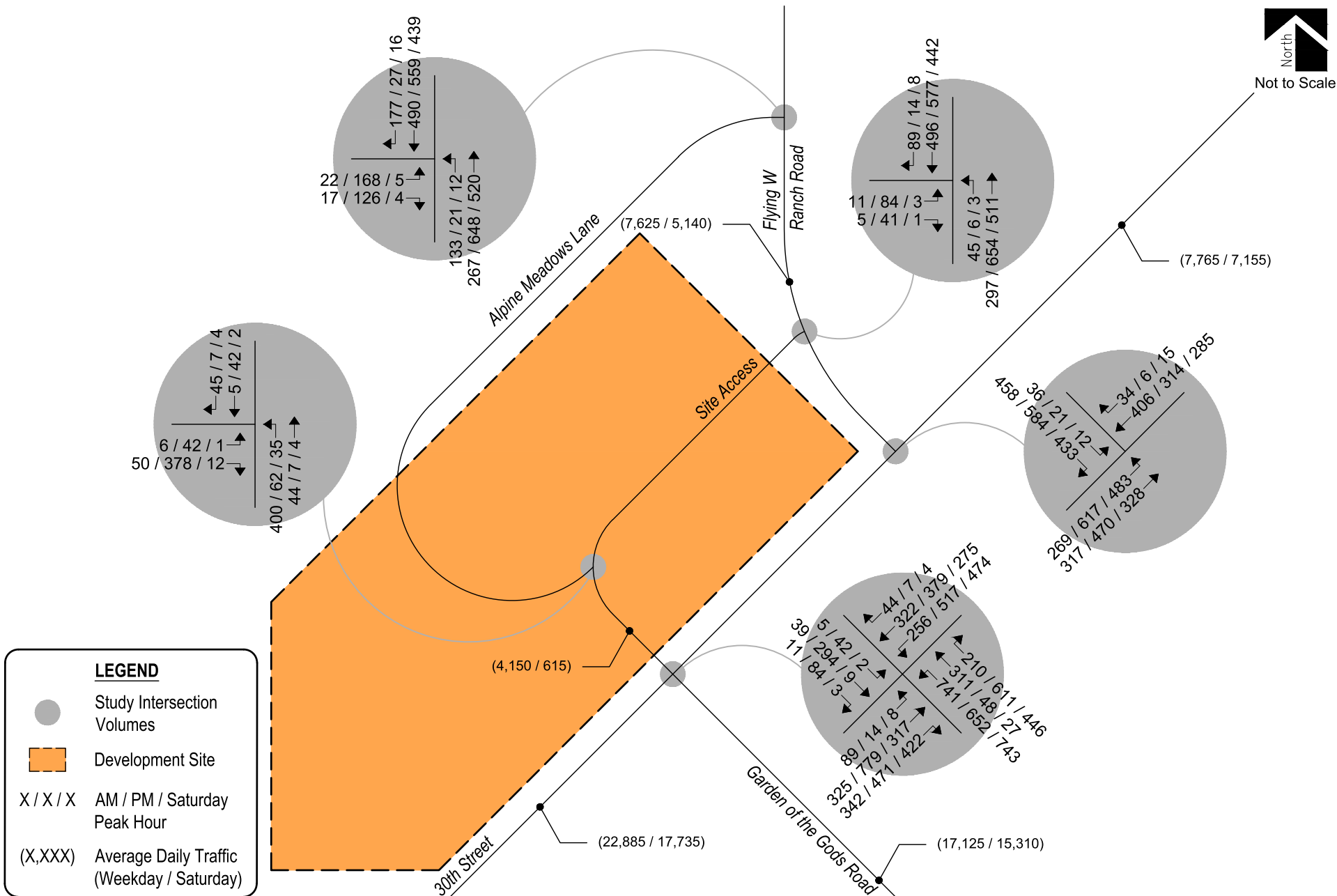


LEGEND

- Study Intersection Lane Geometry
- Development Site



Figure 4a
BACKGROUND TRAFFIC - YEAR 2024
 Intersection Geometry



Not to Scale



2424 GARDEN OF THE GODS
Traffic Impact Study

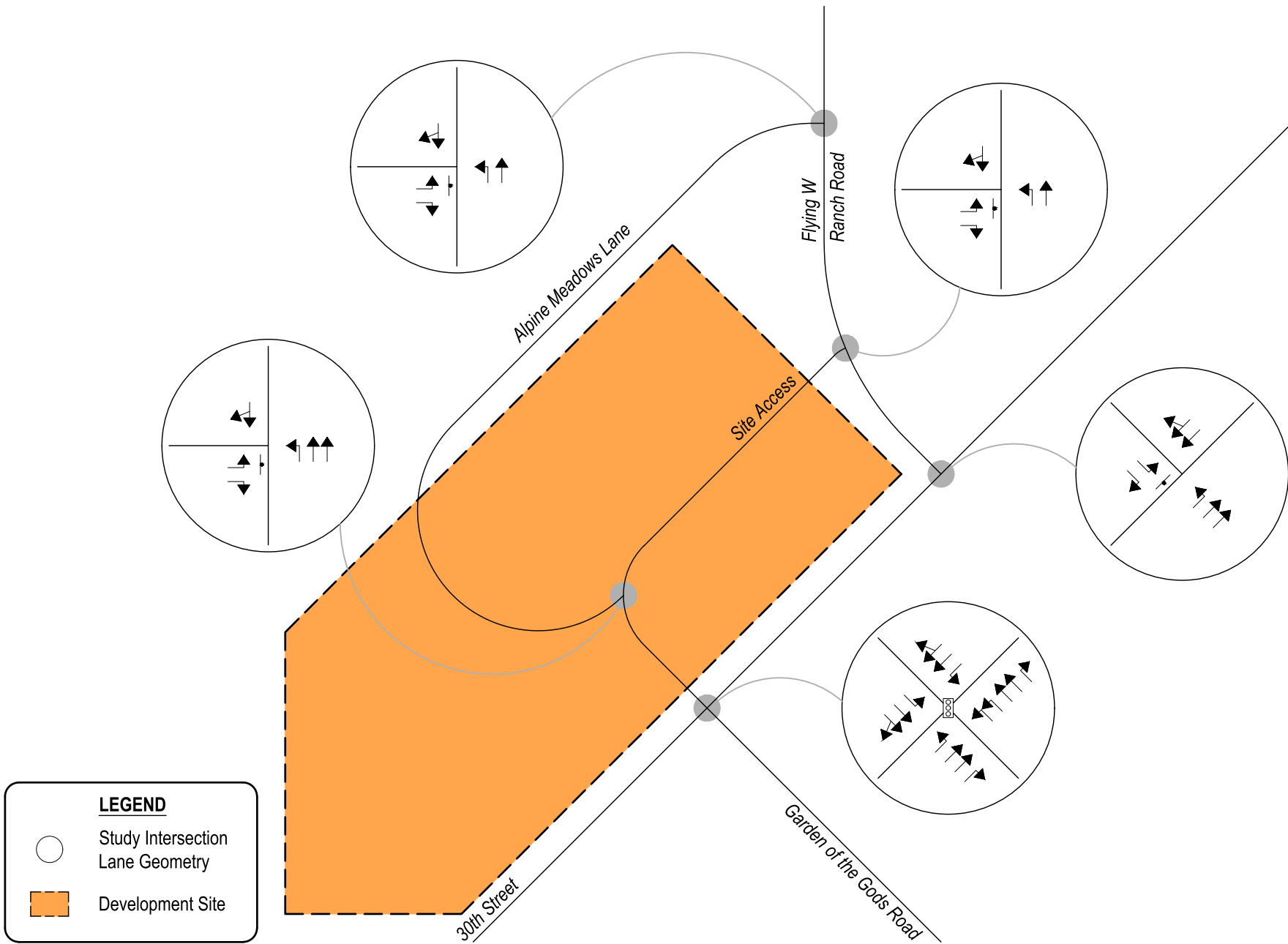
SM ROCHA, LLC
Traffic and Transportation Consultants

Garden of the Gods Business Park Occupancy: 100%

Figure 5
BACKGROUND TRAFFIC - YEAR 2042
Volumes



Not to Scale



LEGEND

- Study Intersection Lane Geometry
- Development Site



Figure 5a
BACKGROUND TRAFFIC - YEAR 2042
 Intersection Geometry

Peak Hour Intersection Levels of Service – Background Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2024 are listed in Table 2. Year 2024 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix C. Intersection capacity worksheets are provided in Appendix D.

It is emphasized that Tables 2 and 3 conservatively represent the Garden of the Gods Business Park (existing office building) at 60 and 100 percent occupancy, respectively.

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2024

INTERSECTION LANE GROUPS	LEVEL OF SERVICE		
	AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
Garden of the Gods Road / 30th Street (Signalized)	C (28.8)	D (37.2)	C (23.6)
Garden of the Gods Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	B	A	A
Eastbound Right	A	A	A
Northbound Left	A	A	A
Flying W Ranch Road / 30th Street (Stop-Controlled)			
Eastbound Left	A	A	A
Southbound Left	B	D	C
Southbound Right	B	B	B
Flying W Ranch Road / Site Access (Stop-Controlled)			
Eastbound Left	B	C	B
Eastbound Right	B	B	B
Northbound Left	A	A	A
Flying W Ranch Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	B	C	B
Eastbound Right	B	B	B
Northbound Left	A	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2024

Year 2024 background traffic analysis indicates that the signalized intersection of Garden of the Gods Road with 30th Street has overall operations at LOS C during both the morning and Saturday peak traffic hours, and LOS D operations during the afternoon peak traffic hour.

All stop-controlled intersections within the study area show turning movement operations at or better than LOS B during the morning peak traffic hour, LOS D or better during the afternoon peak traffic hour, and LOS C or better during the Saturday peak traffic hour.

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2042

INTERSECTION LANE GROUPS	LEVEL OF SERVICE		
	AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
Garden of the Gods Road / 30th Street (Signalized)	C (28.8)	E (64.8)	C (27.0)
Garden of the Gods Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	C	B	A
Eastbound Right	A	B	A
Northbound Left	A	A	A
Flying W Ranch Road / 30th Street (Stop-Controlled)			
Eastbound Left	A	B	B
Southbound Left	C	E	D
Southbound Right	C	C	B
Flying W Ranch Road / Site Access (Stop-Controlled)			
Eastbound Left	B	C	B
Eastbound Right	B	B	B
Northbound Left	A	A	A
Flying W Ranch Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	C	D	B
Eastbound Right	B	C	B
Northbound Left	A	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
 Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2042

By Year 2042 and without the proposed development, the study intersection of Garden of the Gods Road with 30th Street experiences LOS C operations during the morning and Saturday peak traffic hours, and LOS E during the afternoon peak traffic hour.

The unsignalized intersection of Garden of the Gods Road with Alpine Meadows Lane is anticipated to have turn movement operations at or better than LOS C all peak traffic hours.

The stop-controlled intersection of Flying W Ranch Road with 30th Street shows turn movement operations at or better than LOS C during the morning and afternoon peak traffic hours, and LOS D or better during the Saturday peak traffic hour. The exception includes the south-eastbound left turning movement on Flying W Ranch Road at 30th Street, which operates at LOS E during the afternoon peak traffic hour. The LOS E operation is attributed to the through traffic volume along 30th Street and the stop-controlled nature of the intersection. In order to mitigate the LOS E operation, implementation of traffic signal control is a potential solution, should it be determined by the City as necessary for intersection operation mitigation.

The unsignalized intersection of Flying W Ranch Road with Site Access is projected to have turn movement operations at or better than LOS B during both the morning and Saturday peak traffic hours, and LOS C or better during the afternoon peak traffic hour.

The unsignalized intersection of Flying W Ranch Road with Alpine Meadow Lane is expected to have turn movement operations at or better than LOS C during the morning peak traffic hour, LOS D or better during the afternoon peak traffic hour, and LOS B or better during the Saturday peak traffic hour.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two Way Stop Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along 30th Street at Garden of the Gods Road and Centennial Boulevard will tend to create additional gaps in the traffic stream for turning movements at Flying W Ranch Road and will most likely provide mitigation to the LOS E operation projected during the afternoon peak traffic hour.

It is also noted that analysis did not consider two-stage left turns at 30th Street and Flying W Ranch Road. Inclusion of this behavior will likely provide mitigation to the LOS E operation anticipated during the afternoon peak traffic hour, as assessed within the 2424 Garden of the Gods Traffic Study Review.

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 221 (Multifamily Housing (Mid-Rise)) was used for estimating trip generation because of its best fit to the proposed land use description.

As explained in Section I of this study, the development application is considering a maximum of 420 multifamily residential dwelling units. Additionally, the assumed yield for the two described development areas, based upon typical multifamily density, is 200 units in Phase One and 220 units in Phase Two. However, the Concept Plan also allows for 200,000 square feet of non-residential land uses within Phase Two, or some combination of residential and non-residential land uses. It was concluded that 200,000 square feet of non-residential (office) land use reflects the highest potential traffic generation. For purposes of this analysis, the more conservative trip generator (ITE land use code 710 (General Office Building)) was used for the entirety of Phase Two. The exact date for Phase Two construction is unknown but is assumed to occur before the end of Year 2042. However, to provide for a conservative analysis, both development phases are assumed to occur by end of Year 2024.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

ITE			TRIP GENERATION RATES									
			24	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
221	Multifamily Housing (Mid-Rise)	DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39	0.20	0.19	0.39
710	General Office Building	KSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44	0.10	0.04	0.14

Key: DU = Dwelling Unit KSF = Thousand Square Feet Gross Floor Area.
 Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, PM Peak Hour, and Saturday Peak Hour traffic volumes likely generated by the proposed development upon build-out.

Table 5 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED									
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Phase One</u>												
221	Multifamily Housing (Mid-Rise)	200 DU	908	17	57	74	48	30	78	40	38	78
<i>Phase One Total:</i>			<i>908</i>	<i>17</i>	<i>57</i>	<i>74</i>	<i>48</i>	<i>30</i>	<i>78</i>	<i>40</i>	<i>38</i>	<i>78</i>
<u>Site Development - Phase Two</u>												
710	General Office Building	200.0 KSF	2,168	268	36	304	49	239	288	21	7	28
<i>Phase Two Total:</i>			<i>2,168</i>	<i>268</i>	<i>36</i>	<i>304</i>	<i>49</i>	<i>239</i>	<i>288</i>	<i>21</i>	<i>7</i>	<i>28</i>
<i>Build-Out Total:</i>			<i>3,076</i>	<i>285</i>	<i>93</i>	<i>378</i>	<i>97</i>	<i>269</i>	<i>366</i>	<i>61</i>	<i>46</i>	<i>106</i>

Key: DU = Dwelling Unit. KSF = Thousand Square Feet Gross Floor Area.
 Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out (Phases One and Two) and without consideration of applicable trip reductions, Table 5 illustrates that the proposed development has the potential to generate approximately 3,076 daily vehicle trips with 378 of those occurring during the morning peak hour, 366 during the afternoon peak hour, and 106 during the Saturday peak hour.

Adjustments to Trip Generation Rates

It is considered likely that a mixed-use development of this type will attract trips from within area land uses. Based on the campus-like atmosphere being proposed with the existing office park area, it is anticipated that approximately ten percent of the proposed trips resulting from the multifamily development area will be captured internally. Pursuant to ITE's Trip Generation Manual, the existing Office Park land use already reflects internal trip capture and does not need to be considered. Additionally, no pass-by or diverted link trip reduction was taken in this analysis since this development is not likely to attract trips from the adjacent roadway system.

Table 6 illustrates projected ADT, AM Peak Hour, PM Peak Hour, and Saturday Peak Hour traffic volumes likely generated by the proposed development upon build-out with reductions applied due to internal capture.

Table 6 – Trip Generation Summary with Reductions

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED											
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR				
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL		
<u>Site Development - Phase One</u>														
221	Multifamily Housing (Mid-Rise)	200 DU	908	17	57	74	48	30	78	40	38	78		
		<i>Internal Capture:</i>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%		
		<i>Phase One Total:</i>	817	15	51	67	43	27	70	36	34	70		
<u>Site Development - Phase Two</u>														
710	General Office Building	200.0 KSF	2,168	268	36	304	49	239	288	21	7	28		
		<i>Internal Capture:</i>	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%		
		<i>Phase Two Total:</i>	1,951	241	33	274	44	215	259	19	7	25		
		<i>Build-Out Total:</i>	2,768	256	84	340	87	243	329	54	41	95		

Key: DU = Dwelling Unit. KSF = Thousand Square Feet Gross Floor Area.
 Note: All data and calculations above are subject to being rounded to nearest value.

Upon assumed development build-out (Phases One and Two) and with consideration for internal capture trip reductions, Table 6 illustrates that the proposed development has the potential to generate approximately 2,768 daily trips with 340 of those occurring during the morning peak hour, 329 during the afternoon peak hour, and 95 during the Saturday peak hour.

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the City, proposed and existing area land uses, allowed turning movements, and available roadway network.

Overall trip distribution patterns for the development are shown on Figure 6.

Trip Assignment

Trip assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.

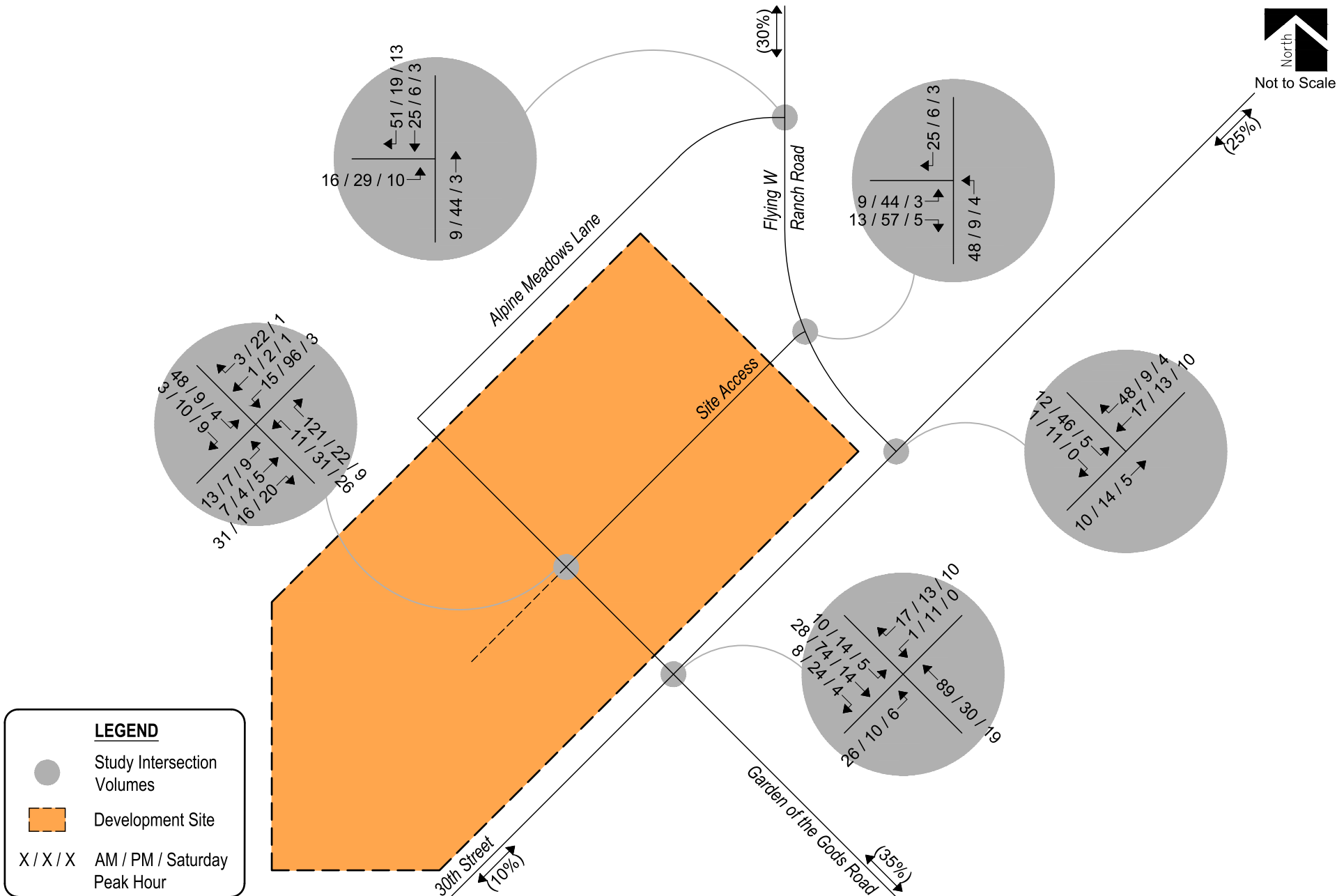


Figure 6
SITE DEVELOPMENT DISTRIBUTION
 (%): Overall
SITE-GENERATED ASSIGNMENT

V. Future Traffic Conditions With Proposed Developments

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2024 and 2042 with consideration of site-generated traffic.

For analysis purposes, it was assumed that development construction would be phased and be completed by end of Year 2024.

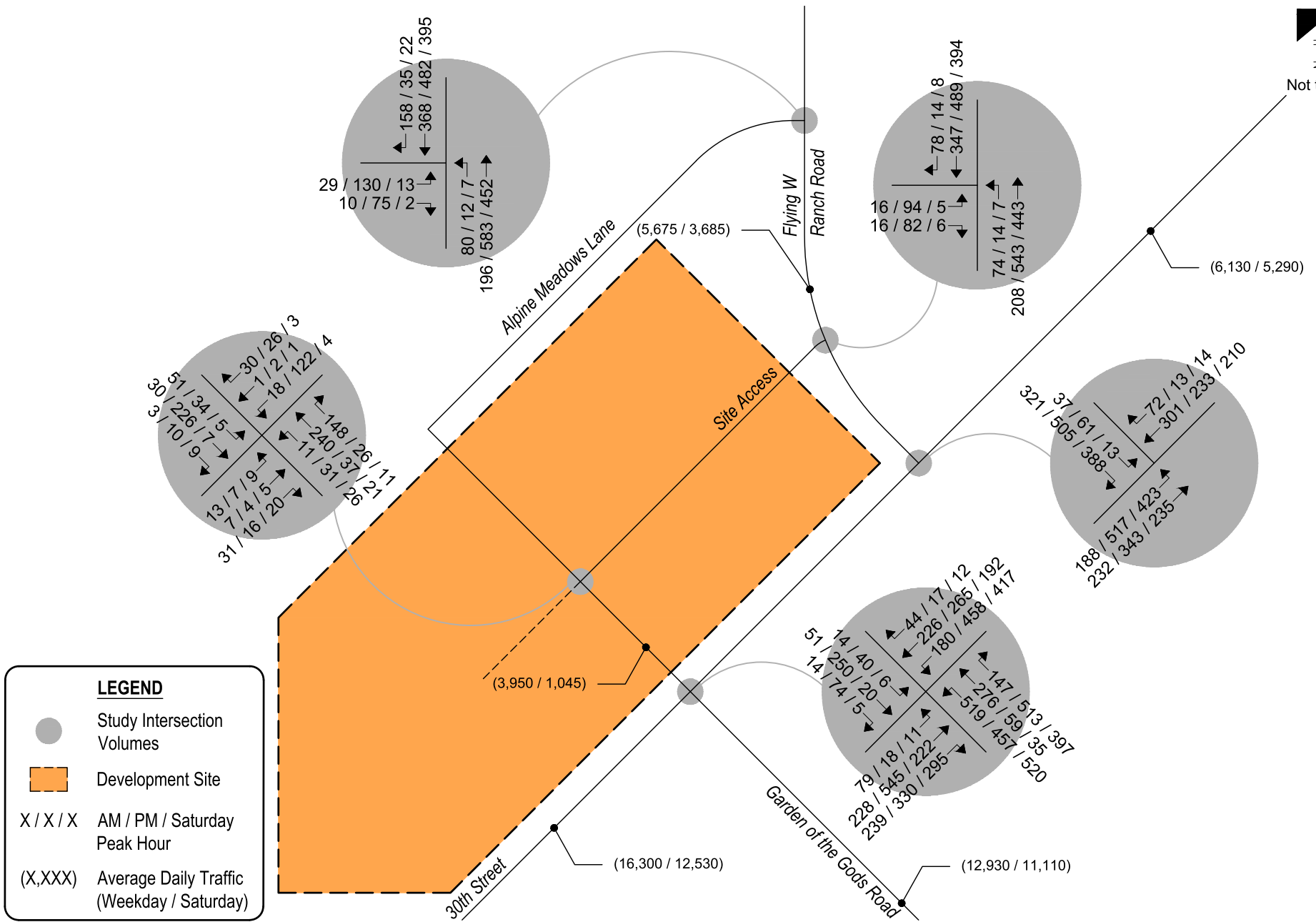
Pursuant to area roadway improvement discussions provided in Section III, Year 2024 and Year 2042 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Internal to the overall site, Garden of the Gods Road is planned to be realigned and extended further north to intersect Alpine Meadows Lane. Additional roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2024 total traffic volumes and intersection geometry are shown in Figure 7 and Figure 7a, respectively.

Figure 8 and Figure 8a shows projected total traffic volumes and intersection geometry for Year 2042, respectively.



Not to Scale



2424 GARDEN OF THE GODS

Traffic Impact Study

SM ROCHA, LLC

Traffic and Transportation Consultants

Garden of the Gods Business Park Occupancy: 60%

Figure 7
TOTAL TRAFFIC - YEAR 2024

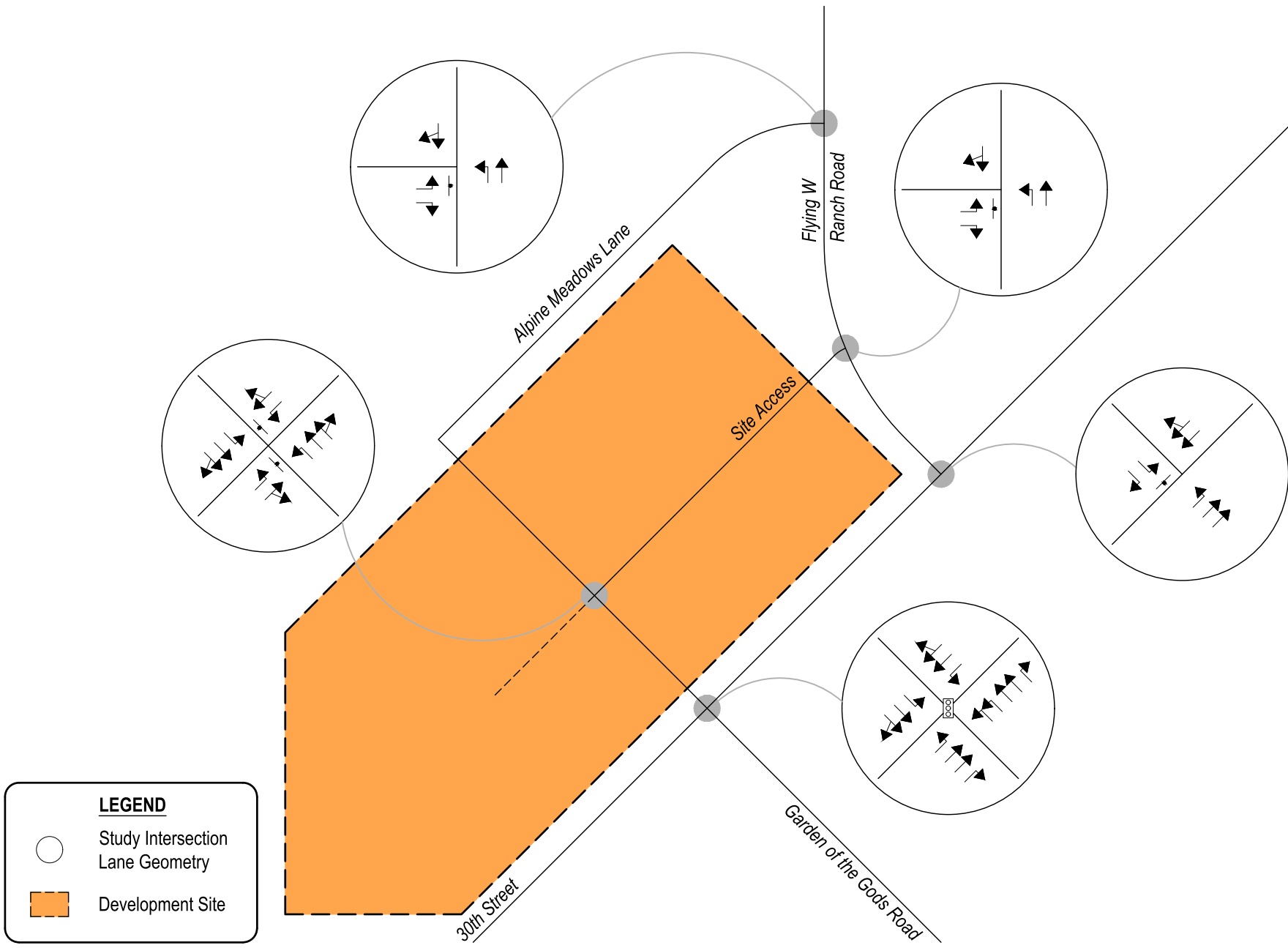
Volumes

November 2022

Page 25



Not to Scale



LEGEND

- Study Intersection Lane Geometry
- Development Site



2424 GARDEN OF THE GODS
Traffic Impact Study
SM ROCHA, LLC
Traffic and Transportation Consultants

Garden of the Gods Business Park Occupancy: 60%

Figure 7a
TOTAL TRAFFIC - YEAR 2024
Intersection Geometry



Not to Scale



2424 GARDEN OF THE GODS
Traffic Impact Study

SM ROCHA, LLC
Traffic and Transportation Consultants

Garden of the Gods Business Park Occupancy: 100%

Figure 8a
TOTAL TRAFFIC - YEAR 2042
Intersection Geometry

VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday and Saturday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday and Saturday operations only.

Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2024 and 2042 are summarized in Table 6 and Table 7, respectively.

It is emphasized that Tables 7 and 8 conservatively represent the Garden of the Gods Business Park (existing office building) at 60 and 100 percent occupancy, respectively, and the combined phase traffic generation of the assumed development at buildout.

Definitions of levels of service are given in Appendix C. Intersection capacity worksheets are provided in Appendix D.

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2024

INTERSECTION LANE GROUPS	LEVEL OF SERVICE		
	AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
Garden of the Gods Road / 30th Street (Signalized)	C (30.3)	D (40.1)	C (25.8)
Garden of the Gods Road / Site Access (Stop-Controlled)			
Eastbound Left	B	B	A
Eastbound Through and Right	A	A	A
Westbound Left	B	B	A
Westbound Through and Right	A	A	A
Northbound Left	A	A	A
Southbound Left	A	A	A
Flying W Ranch Road / 30th Street (Stop-Controlled)			
Eastbound Left	A	A	A
Southbound Left	C	E	C
Southbound Right	B	C	B
Flying W Ranch Road / Site Access (Stop-Controlled)			
Eastbound Left	B	C	B
Eastbound Right	B	B	B
Northbound Left	A	A	A
Flying W Ranch Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	B	C	B
Eastbound Right	B	B	B
Northbound Left	A	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
 Stop-Controlled Intersection: Level of Service

Table 8 – Intersection Capacity Analysis Summary – Total Traffic – Year 2042

INTERSECTION LANE GROUPS	LEVEL OF SERVICE		
	AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
Garden of the Gods Road / 30th Street (Signalized)	C (30.1)	E (77.8)	C (28.5)
Garden of the Gods Road / Site Access (Stop-Controlled)			
Eastbound Left	B	C	A
Eastbound Through and Right	B	B	A
Westbound Left	C	C	A
Westbound Through and Right	B	A	A
Northbound Left	A	A	A
Southbound Left	A	A	A
Flying W Ranch Road / 30th Street (Stop-Controlled)			
Eastbound Left	A	B	B
Southbound Left	C	F	D
Southbound Right	C	C	B
Flying W Ranch Road / Site Access (Stop-Controlled)			
Eastbound Left	C	D	B
Eastbound Right	B	B	B
Northbound Left	A	A	A
Flying W Ranch Road / Alpine Meadows Lane (Stop-Controlled)			
Eastbound Left	C	E	C
Eastbound Right	B	C	B
Northbound Left	B	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
 Stop-Controlled Intersection: Level of Service

Total Traffic Analysis Results Upon Development Build-Out

By Year 2042, upon assumed development build-out (Phases One and Two) traffic volumes defined in Table 6, and considering the existing office building operating at full-occupancy, Table 8 illustrates how the signalized intersection of Garden of the Gods Road with 30th Street operates overall at LOS C during the morning and Saturday peak traffic hours, and LOS E during the afternoon peak traffic hour. Compared to the background traffic analysis, the traffic generated by the proposed development is not expected to significantly change the operations of the study intersection. The LOS E operation anticipated during the afternoon peak traffic period is attributed to conflicting turning movements from all directions (southeast through movement along Garden of the Gods Road versus the conflicting northwest left, and northeast through movement along 30th Street versus the southwest left).

The unsignalized intersection of Garden of the Gods Road with Site Access is anticipated to have turn movement operations at or better than LOS C during all peak traffic periods.

The stop-controlled intersection of Flying W Ranch Road with 30th Street shows turn movement operations at or better than LOS C during the morning and afternoon peak traffic hours, and LOS D or better during the Saturday peak traffic hour. The exception remains the south-eastbound left turn movement which operates at LOS F during the afternoon peak traffic hour. The LOS F operation is attributed to the through traffic volume along 30th Street and the stop-controlled nature of the intersection.

The unsignalized intersection of Flying W Ranch Road with Site Access is projected to have turn movement operations at or better than LOS C during the morning peak traffic hour, LOS D or better during the afternoon peak traffic hour, and LOS B or better during the Saturday peak traffic hour.

The unsignalized intersection of Flying W Ranch Road with Alpine Meadow Lane is expected to have turn movement operations at or better than LOS C during the morning, afternoon, and Saturday peak traffic hours. The exception includes the eastbound left turn movement which has a projected operation at LOS E during the afternoon peak traffic hour. The LOS E operation is attributed to the through traffic volume along Flying W Ranch Road and the stop-controlled nature of the intersection. The LOS E operation is not expected to negatively impact Flying W Ranch Road operations.

As earlier explained in Section III (Future Traffic Conditions without Proposed Development), it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable vehicular delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two Way Stop Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along 30th Street or Flying W Ranch Road will tend to create additional gaps in the traffic stream for turning movements at Flying W Ranch Road or Alpine Meadows Lane and will most likely provide mitigation to the LOS E and F operations projected during the afternoon peak traffic hour.

Another potential mitigation measure to the LOS F operation at the Flying W Ranch Road and 30th Street intersection could be the City's future implementation of traffic signal control if deemed warranted. In coordination with City Staff, a traffic signal improvement would not be the responsibility of the proposed development analyzed in this study. It is recommended that the Flying W Ranch Road and 30th Street intersection be monitored further by City Staff to determine when or if signalization is appropriate.

It is emphasized that analysis did not consider two-stage left turns at 30th Street and Flying W Ranch Road. Inclusion of this behavior will likely provide mitigation to the LOS F operation anticipated during the afternoon peak traffic hour, as assessed within the 2424 Garden of the Gods Traffic Study Review.

Total Traffic Auxiliary Lane Analysis

Auxiliary lanes for study area intersections are to be based on the City's Traffic Criteria Manual during Year 2042 total traffic conditions (existing office building at 100 percent occupancy and proposed development at assumed buildout).

Considering the roadway classification of 30th Street, as mentioned in Section I, an evaluation of auxiliary lane requirements, an evaluation of auxiliary lane requirements, pursuant to Section 8.0 of the City's Traffic Criteria Manual, reveals that a south-westbound right turn deceleration lane along 30th Street at Garden of the Gods Road and Flying W Ranch Road may be required since projected peak hour right turn volumes are projected to exceed the City's threshold of 50 vehicles per hour.

However, considering how these turn lanes are not expected to improve intersection operations, and how this analysis conservatively grew existing traffic volumes at a rate greater than what City and CDOT report (described in Section III), south-westbound right turn deceleration lanes along 30th Street at Garden of the Gods Road and Flying W Ranch Road are not recommended. Moreover, a visual inspection of the existing intersection of 30th Street with Flying W Ranch Road concludes numerous design constraints (i.e., limited right-of-way, drainage channel, storm sewer, etc.) that could preclude implementation of a south-westbound right turn. These existing intersection conditions (turning volumes and design constraints) were previously discussed with City Staff. It is understood that City Staff will determine when or if the south-westbound right turn lane is needed.

Queue Length Analysis

Queue lengths for study intersections were analyzed using Year 2042 total traffic conditions represented in Figure 8. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. Queue lengths were modeled and are included with the Synchro worksheets in Appendix D.

At the 30th Street and Garden of the Gods Road intersection, the greatest on-site queue length anticipated occurs during the afternoon peak hour. The queue length is approximately sixteen vehicles for the south-eastbound through and right turn movements and can be accommodated on-site within the private road portion of Garden of the Gods Road. There are additional turn movements that are anticipated to exceed existing storage length capacities but are unrelated to the proposed development. These movements include the north-eastbound through and right turns, the south-westbound left turn along 30th Street, and the north-westbound left and right turn movements along Garden of the Gods Road at 30th Street.

On Flying W Ranch Road at the 30th Street intersection, the greatest queue length occurs for the south-eastbound right turn movement during the afternoon peak hour and is approximately eight vehicles.

Short-Term Construction Impacts

An assessment of site construction traffic from the assumed Concept Plan development was conducted to determine potential traffic impacts to area roadways and study intersections.

During each construction period (Phases One and Two), delivery trucks and construction workers are anticipated to enter/exit the project site during non-peak traffic hours and have ample room to park or stage equipment at various on-site locations. This would minimize or eliminate any negative impact to area roadways or intersections. Since project construction activities are yet to be defined, it is conservatively assumed that the portion of the project construction phase which generates the highest daily construction-related traffic equals the development generated traffic volumes analyzed in this study. Therefore, no construction impact is anticipated during site construction and no special mitigation should be required.

Construction traffic and mitigation for the City's 30th Street Corridor Project should be monitored by the City.

VII. Conclusion

This traffic impact study is provided as a planning document and addressed the capacity, geometric, and control requirements associated with the development entitled 2424 Garden of the Gods. This proposed PUD Concept Plan development considers a mixed-use (residential and office park) arrangement in a campus-like atmosphere. The development is located at the west corner of the Garden of the Gods Road intersection with 30th Street in Colorado Springs, Colorado.

The study area examined in this analysis encompassed the Garden of the Gods Road intersections with 30th Street and Alpine Meadows Lane, and the Flying W Ranch Road intersections with 30th Street, existing site access, and Alpine Meadows Lane.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2024 and Year 2042 background traffic conditions, and Year 2024 and Year 2042 total traffic conditions.

Analysis of existing traffic conditions indicates that the signalized intersection of 30th Street with Garden of the Gods Road has overall operations at LOS C during the morning, afternoon, and Saturday peak traffic hours. All stop-controlled intersections within the study area show turning movement operations at or better than LOS B during any peak traffic period.

Without the proposed development, Year 2024 background operational analysis shows that the signalized intersection of 30th Street with Garden of the Gods Road projects overall operations at LOS C and D during their respective peak traffic periods. All stop-controlled intersections within the study area show turning movement operations at or better than LOS B, D, and C during the morning, afternoon, and Saturday peak traffic hours, respectively.

By Year 2042 and without the proposed development, the signalized intersection of 30th Street with Garden of the Gods Road anticipates overall operations at LOS C during the morning and Saturday peak traffic periods, and LOS E during the afternoon peak traffic period. All stop-controlled intersections within the study area show turning movement operations at or better than LOS C and D during their respective peak traffic periods. The exception includes the south-eastbound left turning movement on Flying W Ranch Road at 30th Street, which operates at LOS E during the afternoon peak traffic hour. The LOS E operation is attributed to the through traffic volume along 30th Street and the stop-controlled nature of the intersection. In order to mitigate the LOS E operation, implementation of traffic signal control is a potential solution.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two Way Stop Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along 30th Street at Garden of the Gods Road and Centennial Boulevard will tend to create additional gaps in the traffic stream for turning movements at Flying W Ranch Road and will most likely provide mitigation to the LOS E operation projected during the afternoon peak traffic hour.

It is also noted that analysis did not consider two-stage left turns at 30th Street and Flying W Ranch Road. Inclusion of this behavior will likely provide mitigation to the LOS E operation anticipated during the afternoon peak traffic hour, as assessed within the 2424 Garden of the Gods Traffic Study Review.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2042 background traffic conditions. Except for the egress left turn movement along Alpine Meadows Lane (LOS E) approaching Flying W Ranch Road, existing site access drives have long-term operations at LOS D or better during peak traffic periods and upon assumed site development build-out.

All projected queue lengths indicate that existing turn lane lengths at the study intersections can accommodate anticipated vehicle queuing caused by the assumed site development.

APPENDIX A

Traffic Count Data

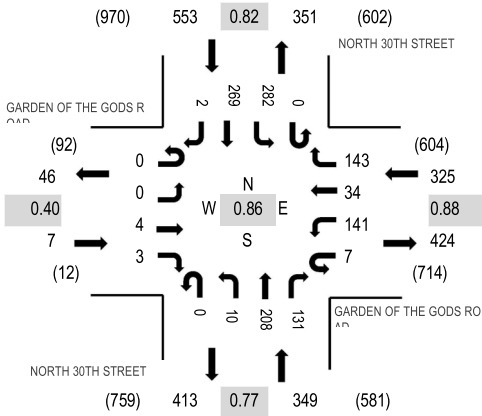
Location: 1 NORTH 30TH STREET & GARDEN OF THE GODS ROAD AM

Date: Tuesday, October 25, 2022

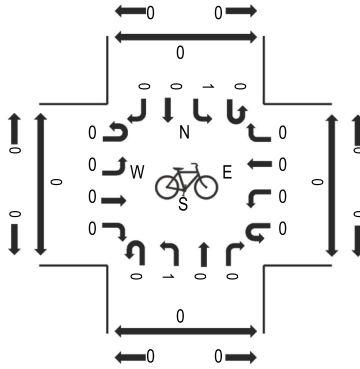
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

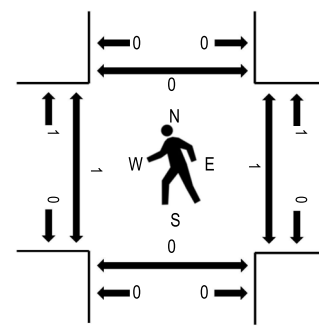
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN OF THE GODS ROAD Eastbound				GARDEN OF THE GODS ROAD Westbound				NORTH 30TH STREET Northbound				NORTH 30TH STREET Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	0	1	22	11	16	0	0	34	18	0	50	36	0	190	1,099	0	0	0	0
7:15 AM	0	0	0	0	1	16	10	32	0	0	27	14	0	61	77	0	238	1,171	0	0	0	0
7:30 AM	0	0	1	1	3	26	8	42	0	1	54	27	0	79	69	1	312	1,234	0	0	0	0
7:45 AM	0	0	0	0	2	32	3	37	0	2	58	53	0	91	81	0	359	1,174	0	1	0	0
8:00 AM	0	0	0	0	1	44	7	31	0	4	47	26	0	52	50	0	262	1,068	0	0	0	0
8:15 AM	0	0	3	2	1	39	16	33	0	3	49	25	0	60	69	1	301		1	0	0	0
8:30 AM	0	1	1	0	0	42	12	19	0	6	50	19	0	53	49	0	252		0	2	0	0
8:45 AM	0	0	0	1	3	54	6	34	0	1	38	25	0	42	49	0	253		0	0	0	0
Count Total	0	1	7	4	12	275	73	244	0	17	357	207	0	488	480	2	2,167		1	3	0	0
Peak Hour	0	0	4	3	7	141	34	143	0	10	208	131	0	282	269	2	1,234		1	1	0	0

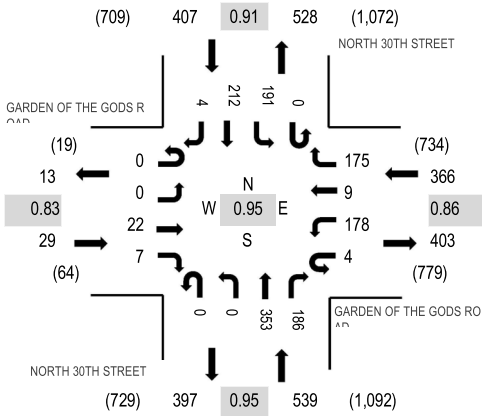
Location: 1 NORTH 30TH STREET & GARDEN OF THE GODS ROAD PM

Date: Tuesday, October 25, 2022

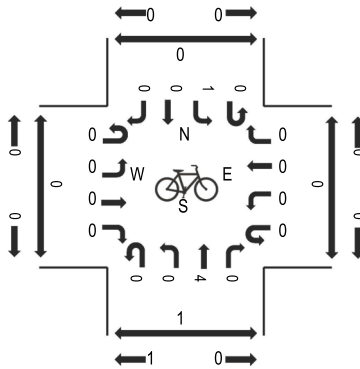
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

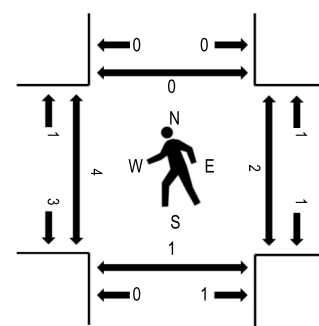
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN OF THE GODS ROAD Eastbound				GARDEN OF THE GODS ROAD Westbound				NORTH 30TH STREET Northbound				NORTH 30TH STREET Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	6	2	0	43	4	54	0	0	90	43	0	57	52	3	354	1,341	3	0	1	0
4:15 PM	0	0	4	0	2	51	3	39	0	0	85	54	0	39	56	1	334	1,333	0	0	0	0
4:30 PM	0	0	7	5	1	44	2	45	0	0	82	37	0	45	58	0	326	1,337	0	2	0	0
4:45 PM	0	0	5	0	1	40	0	37	0	0	96	52	0	50	46	0	327	1,302	1	0	0	0
5:00 PM	0	1	8	2	4	61	0	44	0	0	85	52	0	39	50	0	346	1,258	1	2	1	0
5:15 PM	0	1	9	2	3	45	2	47	0	1	97	50	0	35	46	0	338		0	1	0	0
5:30 PM	0	0	6	4	2	36	0	51	0	1	83	43	0	39	26	0	291		0	1	0	0
5:45 PM	0	0	0	2	5	31	1	36	0	1	99	41	0	40	27	0	283		0	0	0	0
Count Total	0	2	45	17	18	351	12	353	0	3	717	372	0	344	361	4	2,599		5	6	2	0
Peak Hour	0	0	22	7	4	178	9	175	0	0	353	186	0	191	212	4	1,341		4	2	1	0



(303) 216-2439
www.alltrafficdata.net

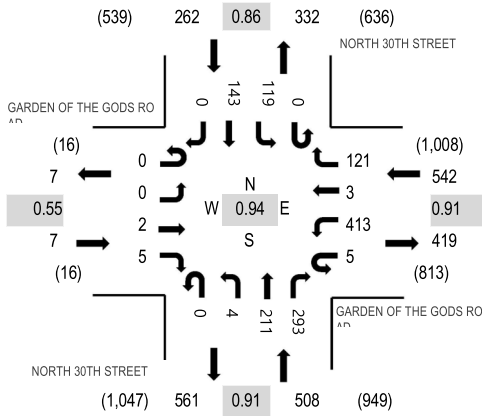
Location: 1 NORTH 30TH STREET & GARDEN OF THE GODS ROAD Noon

Date: Saturday, October 22, 2022

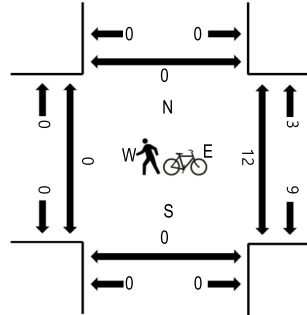
Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS ROAD Eastbound				GARDEN OF THE GODS ROAD Westbound				NORTH 30TH STREET Northbound				NORTH 30TH STREET Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	2	2	0	97	2	39	0	1	37	58	0	36	43	0	317	1,287	0	2	0	0
1:15 PM	0	0	0	1	1	100	0	27	0	2	65	72	0	24	48	0	340	1,319	0	1	0	0
1:30 PM	0	0	1	4	1	109	3	34	0	2	43	80	0	27	34	0	338	1,268	0	1	0	0
1:45 PM	0	0	1	0	1	93	0	24	0	0	48	66	0	34	25	0	292	1,215	0	1	0	0
2:00 PM	0	0	0	0	2	111	0	36	0	0	55	75	0	34	36	0	349	1,225	0	1	0	0
2:15 PM	0	0	0	1	0	75	0	35	0	1	47	72	0	21	37	0	289		0	0	0	0
2:30 PM	0	0	1	0	1	77	1	16	0	0	42	71	0	39	36	1	285		0	2	0	0
2:45 PM	0	0	1	2	1	85	3	34	0	0	54	58	0	33	31	0	302		0	0	0	0
Count Total	0	0	6	10	7	747	9	245	0	6	391	552	0	248	290	1	2,512		0	8	0	0
Peak Hour	0	0	2	5	5	413	3	121	0	4	211	293	0	119	143	0	1,319		0	4	0	0

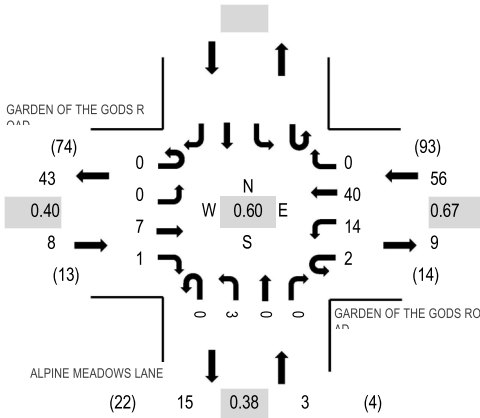
Location: 2 ALPINE MEADOWS LANE & GARDEN OF THE GODS ROAD AM

Date: Tuesday, October 25, 2022

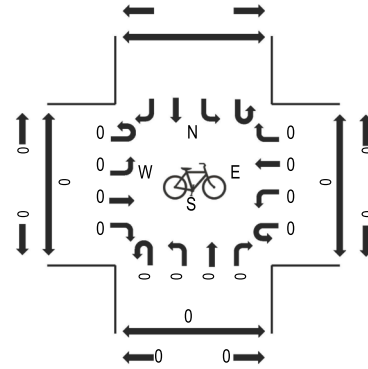
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

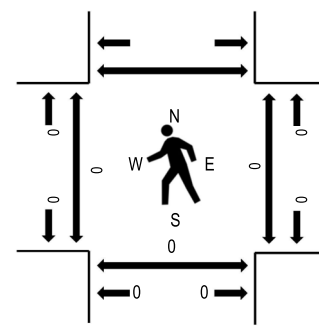
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN OF THE GODS ROAD Eastbound				GARDEN OF THE GODS ROAD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	1	0	1	10	0	0	0	0	1	0	0	0	0	15	43	0	0	0	
7:15 AM	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	12	38	0	0	0	
7:30 AM	0	0	2	0	0	1	8	0	0	0	0	0	0	0	0	0	11	54	0	0	0	
7:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	64	0	0	0	
8:00 AM	0	0	0	0	0	4	5	0	0	0	1	0	0	0	0	0	10	67	0	0	0	
8:15 AM	0	0	5	0	0	3	18	0	0	0	2	0	0	0	0	0	28	0	0	0	0	
8:30 AM	0	0	1	1	1	7	11	0	0	0	0	0	0	0	0	0	21	0	0	0	0	
8:45 AM	0	0	1	0	1	0	6	0	0	0	0	0	0	0	0	0	8	0	0	0	0	
Count Total	0	0	11	2	2	20	71	0	0	0	3	0	1	0	0	0	110	0	0	0	0	
Peak Hour	0	0	7	1	2	14	40	0	0	0	3	0	0	0	0	0	67	0	0	0	0	



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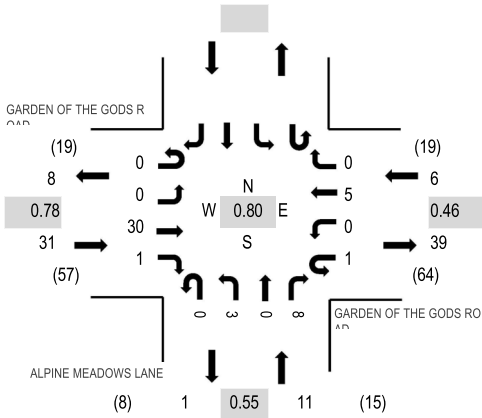
Location: 2 ALPINE MEADOWS LANE & GARDEN OF THE GODS ROAD PM

Date: Tuesday, October 25, 2022

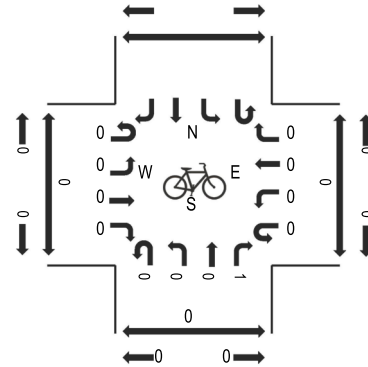
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

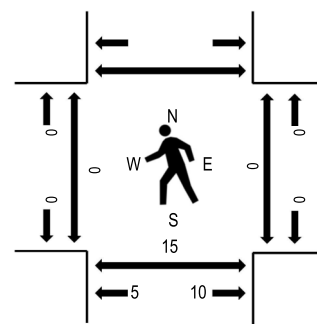
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN OF THE GODS ROAD Eastbound				GARDEN OF THE GODS ROAD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	8	0	1	1	5	0	0	0	0	1	0	0	0	0	16	46	0	0	0	
4:15 PM	0	0	4	3	0	0	4	0	0	0	0	0	0	0	0	0	11	45	0	0	3	
4:30 PM	0	0	10	0	0	0	2	0	0	0	0	2	0	0	0	2	14	48	0	0	5	
4:45 PM	0	0	3	0	0	0	0	0	0	1	0	1	0	0	0	1	5	44	0	0	3	
5:00 PM	0	0	9	0	0	0	1	0	0	2	0	3	0	0	0	3	15	45	0	0	7	
5:15 PM	0	0	8	1	1	0	2	0	0	0	0	2	0	0	0	2	14	0	0	0	0	
5:30 PM	0	0	8	0	1	0	0	0	0	0	0	1	0	0	0	1	10	0	0	0	0	
5:45 PM	0	0	0	3	0	0	1	0	0	1	0	1	0	0	0	1	6	0	0	0	0	
Count Total	0	0	50	7	3	1	15	0	0	4	0	11	0	0	0	11	91	0	0	18	0	
Peak Hour	0	0	30	1	1	0	5	0	0	3	0	8	0	0	0	8	48	0	0	15	0	



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Location: 2 ALPINE MEADOWS LANE & GARDEN OF THE GODS ROAD Noon

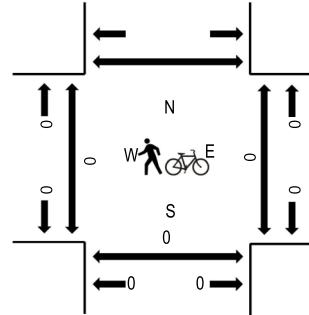
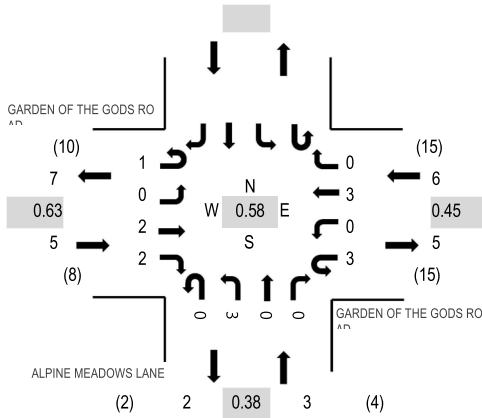
Date: Saturday, October 22, 2022

Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:45 PM - 03:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN OF THE GODS ROAD Eastbound				GARDEN OF THE GODS ROAD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	0	
1:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	0	
1:30 PM	0	0	1	0	3	0	2	0	0	0	1	0	0	0	0	0	7	13	0	0	0	
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	
2:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	14	0	0	0	
2:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2		0	0	0	
2:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3		0	0	0	
2:45 PM	0	0	1	1	2	0	1	0	0	0	1	0	0	0	0	0	6		0	0	0	
Count Total	1	0	5	2	10	0	5	0	0	0	4	0	0	0	0	0	27		0	0	0	
Peak Hour	1	0	2	2	3	0	3	0	0	0	3	0	0	0	0	0	14		0	0	0	

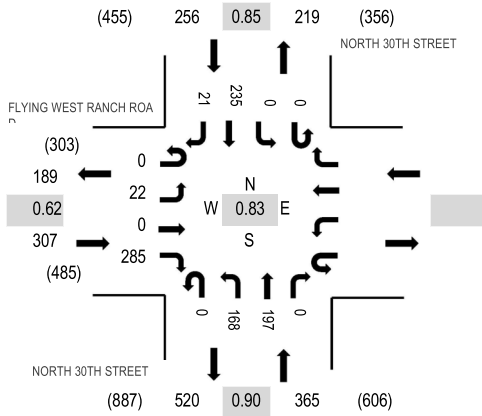
Location: 3 NORTH 30TH STREET & FLYING WEST RANCH ROAD AM

Date: Tuesday, October 25, 2022

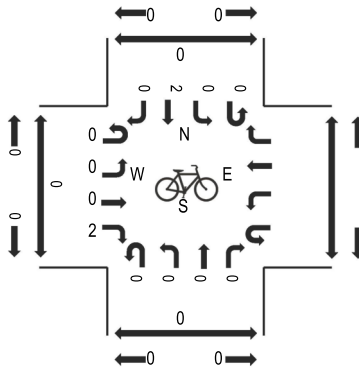
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

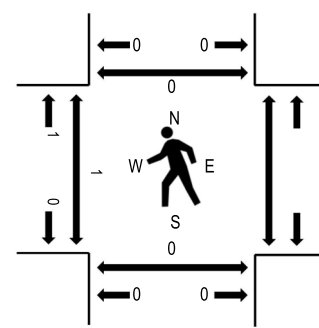
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLYING WEST RANCH ROAD				NORTH 30TH STREET						Total	Rolling Hour	Pedestrian Crossings				
	Eastbound		Westbound		Northbound			Southbound					West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
7:00 AM	0	1	0	35	0	10	26	0	0	0	49	2	123	829	0	0	0
7:15 AM	0	0	0	49	0	31	33	0	0	0	66	0	180	892	0	0	0
7:30 AM	0	2	0	68	0	38	63	0	0	0	69	7	247	928	0	0	0
7:45 AM	0	14	0	110	0	51	48	0	0	0	49	7	279	840	0	0	0
8:00 AM	0	4	0	45	0	37	41	0	0	0	53	6	186	717	1	0	0
8:15 AM	0	2	0	62	0	42	45	0	0	0	64	1	216		0	0	0
8:30 AM	0	3	0	47	0	31	37	0	0	0	40	1	159		0	0	1
8:45 AM	0	2	0	41	0	37	35	0	0	0	39	2	156		1	0	0
Count Total	0	28	0	457	1	277	328	0	0	0	429	26	1,546		2	0	1
Peak Hour	0	22	0	285	0	168	197	0	0	0	235	21	928		1	0	0

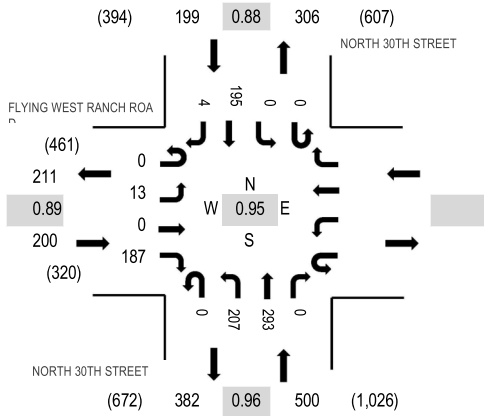
Location: 3 NORTH 30TH STREET & FLYING WEST RANCH ROAD PM

Date: Tuesday, October 25, 2022

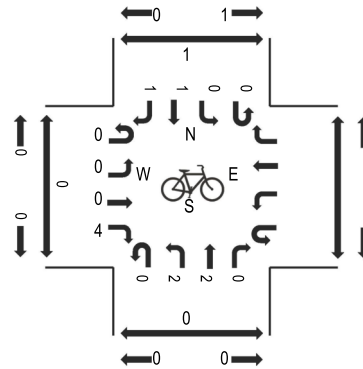
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

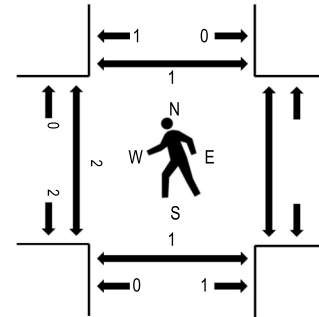
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLYING WEST RANCH ROAD				NORTH 30TH STREET						Total	Rolling Hour	Pedestrian Crossings						
	Eastbound				Westbound			Northbound					Southbound			West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	U-Turn				
4:00 PM	0	2	0	48	0	0	0	0	0	0	0	54	1	236	899	2	1	0	
4:15 PM	0	6	0	44	0	0	0	0	0	0	0	49	0	218	885	0	0	0	
4:30 PM	0	3	0	53	0	0	0	0	0	0	0	41	3	223	889	0	0	1	
4:45 PM	0	2	0	42	0	0	0	0	0	0	0	51	0	222	862	0	0	0	
5:00 PM	0	2	0	40	0	0	0	0	0	0	0	48	4	222	841	0	0	0	
5:15 PM	0	2	0	25	0	0	0	0	0	0	0	51	7	222		0	0	0	
5:30 PM	0	1	0	22	0	0	0	0	0	0	0	40	3	196		1	0	0	
5:45 PM	0	3	0	25	0	0	0	0	0	0	0	39	3	201		0	0	0	
Count Total	0	21	0	299	0	0	0	0	0	0	0	373	21	1,740		3	1	1	
Peak Hour	0	13	0	187	0	0	0	0	0	0	0	195	4	899		2	1	1	



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Location: 3 NORTH 30TH STREET & FLYING WEST RANCH ROAD Noon

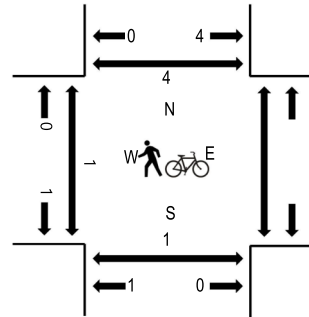
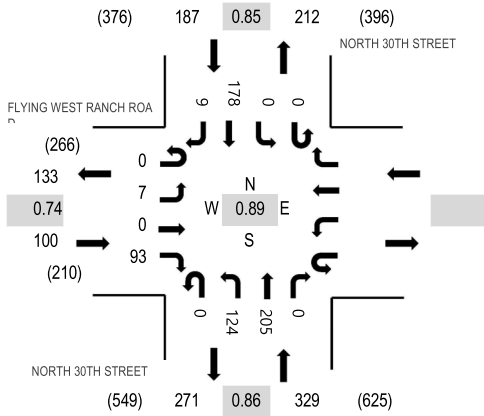
Date: Saturday, October 22, 2022

Peak Hour: 01:15 PM - 02:15 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FLYING WEST RANCH ROAD				Westbound			NORTH 30TH STREET Northbound				NORTH 30TH STREET Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
1:00 PM	0	5	0	32					1	32	41	0	0	0	54	3	168	610	1	0	0
1:15 PM	0	0	0	29					0	22	58	0	0	0	48	3	160	616	0	0	4
1:30 PM	0	3	0	18					0	36	43	0	0	0	44	1	145	600	0	0	0
1:45 PM	0	3	0	20					0	25	49	0	0	0	38	2	137	590	1	0	0
2:00 PM	0	1	0	26					0	41	55	0	0	0	48	3	174	601	0	1	0
2:15 PM	0	0	0	23					0	30	47	0	0	0	38	6	144		0	0	0
2:30 PM	0	1	0	35					0	19	43	0	0	0	35	2	135		0	0	0
2:45 PM	0	2	0	12					0	38	45	0	0	0	48	3	148		9	0	0
Count Total	0	15	0	195					1	243	381	0	0	0	353	23	1,211		11	1	4
Peak Hour	0	7	0	93					0	124	205	0	0	0	178	9	616		1	1	4

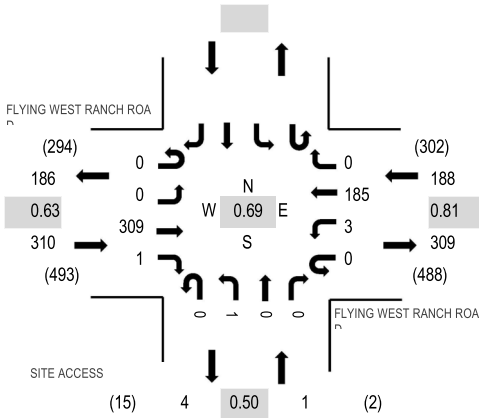
Location: 4 SITE ACCESS & FLYING WEST RANCH ROAD AM

Date: Tuesday, October 25, 2022

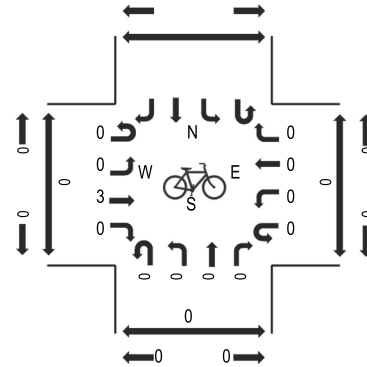
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

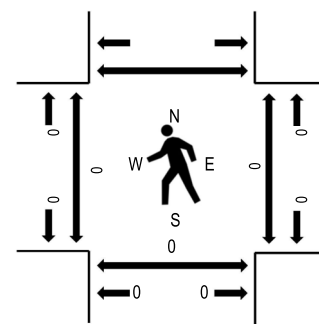
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLYING WEST RANCH ROAD Eastbound				FLYING WEST RANCH ROAD Westbound				SITE ACCESS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	37	2	0	2	10	0	0	0	0	0	0	0	0	0	51	434	0	0	0	
7:15 AM	0	0	50	2	0	0	30	0	0	1	0	0	0	0	0	0	83	473	0	0	2	
7:30 AM	0	0	71	1	0	0	46	0	0	1	0	0	0	0	0	0	119	499	0	0	0	
7:45 AM	0	0	123	0	0	1	57	0	0	0	0	0	0	0	0	0	181	462	0	0	0	
8:00 AM	0	0	48	0	0	1	41	0	0	0	0	0	0	0	0	0	90	363	0	0	0	
8:15 AM	0	0	67	0	0	1	41	0	0	0	0	0	0	0	0	0	109		0	0	0	
8:30 AM	0	0	48	0	0	2	32	0	0	0	0	0	0	0	0	0	82		0	0	0	
8:45 AM	0	0	44	0	0	3	35	0	0	0	0	0	0	0	0	0	82		0	0	0	
Count Total	0	0	488	5	0	10	292	0	0	2	0	0	0	0	0	0	797		0	0	2	
Peak Hour	0	0	309	1	0	3	185	0	0	1	0	0	0	0	0	0	499		0	0	0	

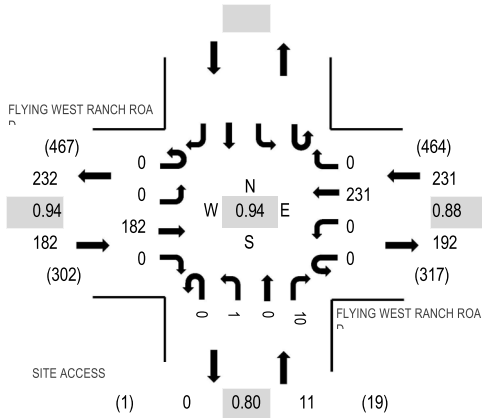
Location: 4 SITE ACCESS & FLYING WEST RANCH ROAD PM

Date: Tuesday, October 25, 2022

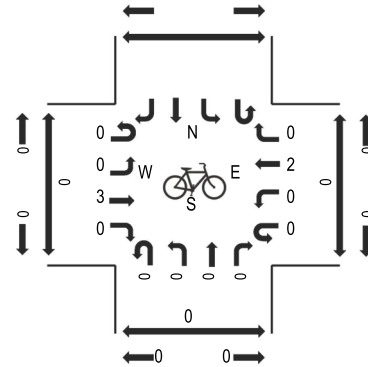
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

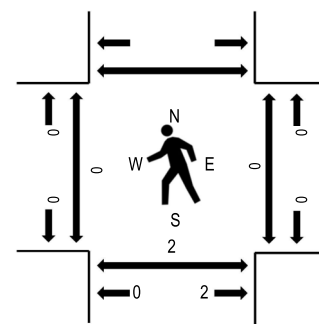
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLYING WEST RANCH ROAD Eastbound				FLYING WEST RANCH ROAD Westbound				SITE ACCESS Northbound				SITE ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	45	0	0	0	55	0	0	2	0	3	0	0	0	0	105	416	0	0	1	
4:15 PM	0	0	46	0	0	0	55	0	0	1	0	4	0	0	0	0	106	424	0	0	0	
4:30 PM	0	0	49	0	0	0	59	0	0	0	0	5	0	0	0	0	113	409	0	0	0	
4:45 PM	0	0	45	0	0	0	46	0	0	0	0	1	0	0	0	0	92	377	0	0	1	
5:00 PM	0	0	42	0	0	0	71	0	0	0	0	0	0	0	0	0	113	369	0	0	1	
5:15 PM	0	0	28	0	0	0	62	0	0	1	0	0	0	0	0	0	91		0	0	0	
5:30 PM	0	0	21	0	0	1	57	0	0	0	0	2	0	0	0	0	81		0	0	0	
5:45 PM	0	0	26	0	0	0	58	0	0	0	0	0	0	0	0	0	84		0	0	0	
Count Total	0	0	302	0	0	1	463	0	0	4	0	15	0	0	0	0	785		0	0	3	
Peak Hour	0	0	182	0	0	0	231	0	0	1	0	10	0	0	0	0	424		0	0	2	



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Location: 4 SITE ACCESS & FLYING WEST RANCH ROAD Noon

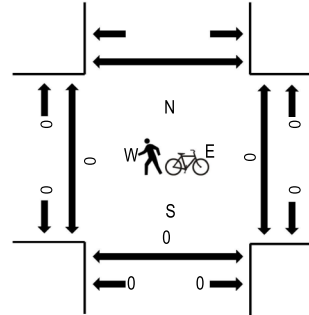
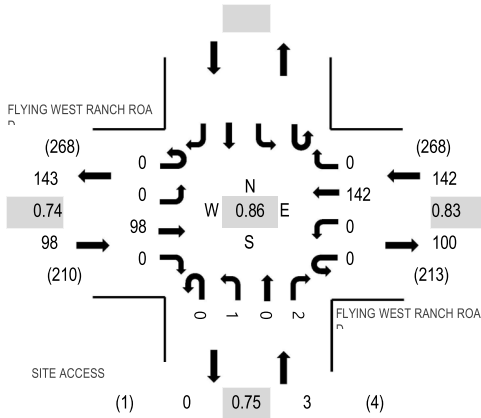
Date: Saturday, October 22, 2022

Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FLYING WEST RANCH ROAD Eastbound				FLYING WEST RANCH ROAD Westbound				SITE ACCESS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	38	0	0	0	35	0	0	0	0	0	0	0	0	0	73	239	0	0	0	
1:15 PM	0	0	30	0	0	0	25	0	0	0	0	0	0	0	0	0	55	237	0	0	0	
1:30 PM	0	0	21	0	1	0	37	0	0	0	0	0	0	0	0	0	59	241	0	0	0	
1:45 PM	0	0	23	0	0	1	27	0	0	1	0	0	0	0	0	0	52	239	0	0	0	
2:00 PM	0	0	26	0	0	0	44	0	0	0	0	1	0	0	0	0	71	243	0	0	0	
2:15 PM	0	0	23	0	0	0	36	0	0	0	0	0	0	0	0	0	59		0	0	0	
2:30 PM	0	0	35	0	0	0	21	0	0	0	0	1	0	0	0	0	57		0	0	0	
2:45 PM	0	0	14	0	0	0	41	0	0	1	0	0	0	0	0	0	56		0	0	0	
Count Total	0	0	210	0	1	1	266	0	0	2	0	2	0	0	0	0	482		0	0	0	
Peak Hour	0	0	98	0	0	0	142	0	0	1	0	2	0	0	0	0	243		0	0	0	

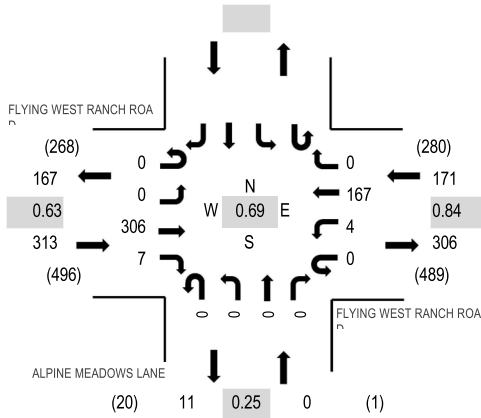
Location: 5 ALPINE MEADOWS LANE & FLYING WEST RANCH ROAD AM

Date: Tuesday, October 25, 2022

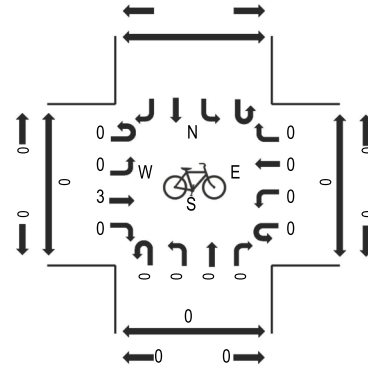
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

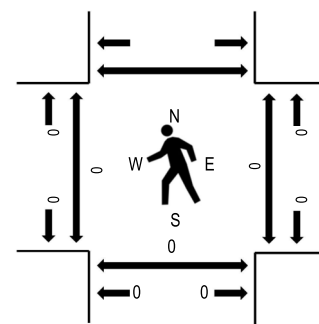
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLYING WEST RANCH ROAD Eastbound				FLYING WEST RANCH ROAD Westbound				ALPINE MEADOWS LANE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	38	0	0	1	11	0	0	0	0	0	0	0	0	0	50	420	0	0	2	
7:15 AM	0	0	52	0	0	4	25	0	0	0	0	0	0	0	0	0	81	458	0	0	4	
7:30 AM	0	0	71	3	0	0	40	0	0	0	0	0	0	0	0	0	114	484	0	0	0	
7:45 AM	0	0	123	1	0	2	49	0	0	0	0	0	0	0	0	0	175	455	0	0	0	
8:00 AM	0	0	45	2	0	1	40	0	0	0	0	0	0	0	0	0	88	357	0	0	0	
8:15 AM	0	0	67	1	0	1	38	0	0	0	0	0	0	0	0	0	107		0	0	0	
8:30 AM	0	0	48	1	0	2	33	0	0	0	0	0	0	1	0	0	85		0	0	0	
8:45 AM	0	0	44	0	0	1	32	0	0	0	0	0	0	0	0	0	77		0	0	0	
Count Total	0	0	488	8	0	12	268	0	0	0	0	1	0	0	0	0	777		0	0	6	
Peak Hour	0	0	306	7	0	4	167	0	0	0	0	0	0	0	0	0	484		0	0	0	

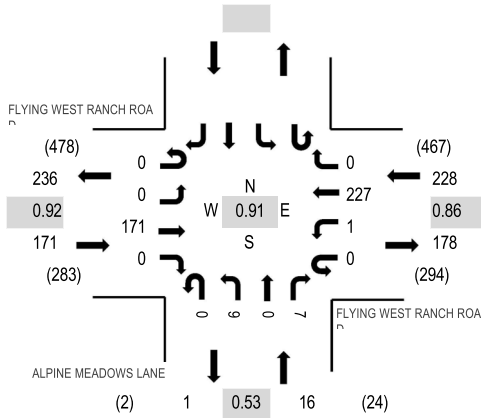
Location: 5 ALPINE MEADOWS LANE & FLYING WEST RANCH ROAD PM

Date: Tuesday, October 25, 2022

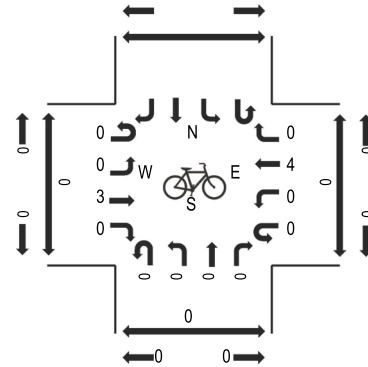
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

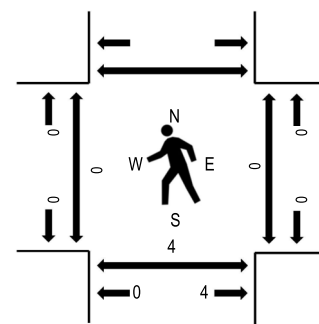
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FLYING WEST RANCH ROAD Eastbound				FLYING WEST RANCH ROAD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	43	0	0	0	61	0	0	1	0	1	0	0	0	0	106	407	0	0	1	
4:15 PM	0	0	45	0	0	0	50	0	0	0	0	2	0	0	0	0	97	415	0	0	0	
4:30 PM	0	0	48	0	0	0	60	0	0	1	0	1	0	0	0	0	110	406	0	0	2	
4:45 PM	0	0	41	0	0	0	45	0	0	5	0	3	0	0	0	0	94	377	0	0	1	
5:00 PM	0	0	37	0	0	1	72	0	0	3	0	1	0	0	0	0	114	367	0	0	1	
5:15 PM	0	0	27	0	0	0	59	0	0	2	0	0	0	0	0	0	88		0	0	0	
5:30 PM	0	0	17	0	0	1	60	0	0	1	0	2	0	0	0	0	81		0	0	0	
5:45 PM	0	0	25	0	0	0	58	0	0	0	0	1	0	0	0	0	84		0	0	0	
Count Total	0	0	283	0	0	2	465	0	0	13	0	11	0	0	0	0	774		0	0	5	
Peak Hour	0	0	171	0	0	1	227	0	0	9	0	7	0	0	0	0	415		0	0	4	



ALL TRAFFIC DATA SERVICES

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Location: 5 ALPINE MEADOWS LANE & FLYING WEST RANCH ROAD Noon

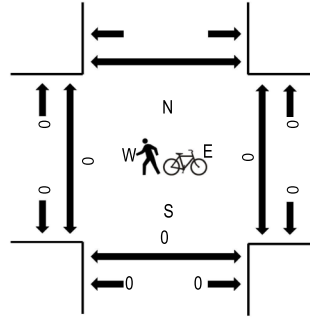
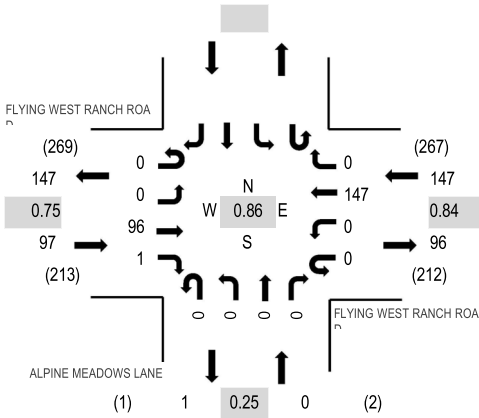
Date: Saturday, October 22, 2022

Peak Hour: 01:30 PM - 02:30 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FLYING WEST RANCH ROAD Eastbound				FLYING WEST RANCH ROAD Westbound				ALPINE MEADOWS LANE Northbound				ALPINE MEADOWS LANE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	38	0	0	0	0	35	0	0	1	0	0	0	0	0	74	239	0	0	0	
1:15 PM	0	0	29	0	0	0	0	24	0	0	0	0	0	0	0	0	53	236	0	0	0	
1:30 PM	0	0	22	0	0	0	0	37	0	0	0	0	0	0	0	0	59	244	0	0	0	
1:45 PM	0	0	25	0	0	0	0	28	0	0	0	0	0	0	0	0	53	242	0	0	0	
2:00 PM	0	0	26	1	0	0	0	44	0	0	0	0	0	0	0	0	71	243	0	0	0	
2:15 PM	0	0	23	0	0	0	0	38	0	0	0	0	0	0	0	0	61		0	0	0	
2:30 PM	0	0	36	0	0	0	0	21	0	0	0	0	0	0	0	0	57		0	0	0	
2:45 PM	0	0	13	0	0	0	0	40	0	0	1	0	0	0	0	0	54		0	0	2	
Count Total	0	0	212	1	0	0	0	267	0	0	2	0	0	0	0	0	482		0	0	2	
Peak Hour	0	0	96	1	0	0	0	147	0	0	0	0	0	0	0	0	244		0	0	0	



All Traffic Data Services

: 1_W - GARDEN OF THE GODS ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/25/2022	0	0	0
10/25/2022 12:15:00 AM	0	0	0
10/25/2022 12:30:00 AM	0	0	0
10/25/2022 12:45:00 AM	0	0	0
10/25/2022 1:00:00 AM	0	0	0
10/25/2022 1:15:00 AM	0	0	0
10/25/2022 1:30:00 AM	0	0	0
10/25/2022 1:45:00 AM	0	0	0
10/25/2022 2:00:00 AM	0	0	0
10/25/2022 2:15:00 AM	0	0	0
10/25/2022 2:30:00 AM	0	0	0
10/25/2022 2:45:00 AM	0	0	0
10/25/2022 3:00:00 AM	0	0	0
10/25/2022 3:15:00 AM	0	0	0
10/25/2022 3:30:00 AM	0	0	0
10/25/2022 3:45:00 AM	0	0	0
10/25/2022 4:00:00 AM	0	0	0
10/25/2022 4:15:00 AM	0	0	0
10/25/2022 4:30:00 AM	0	0	0
10/25/2022 4:45:00 AM	0	0	0
10/25/2022 5:00:00 AM	1	0	1
10/25/2022 5:15:00 AM	0	1	1
10/25/2022 5:30:00 AM	0	0	0
10/25/2022 5:45:00 AM	0	6	6
10/25/2022 6:00:00 AM	0	3	3
10/25/2022 6:15:00 AM	0	2	2
10/25/2022 6:30:00 AM	1	3	4
10/25/2022 6:45:00 AM	0	20	20
10/25/2022 7:00:00 AM	2	11	13
10/25/2022 7:15:00 AM	0	10	10
10/25/2022 7:30:00 AM	2	10	12
10/25/2022 7:45:00 AM	0	5	5
10/25/2022 8:00:00 AM	0	11	11
10/25/2022 8:15:00 AM	5	20	25
10/25/2022 8:30:00 AM	2	18	20
10/25/2022 8:45:00 AM	1	7	8
10/25/2022 9:00:00 AM	3	7	10
10/25/2022 9:15:00 AM	1	3	4
10/25/2022 9:30:00 AM	4	2	6
10/25/2022 9:45:00 AM	1	5	6
10/25/2022 10:00:00 AM	1	5	6
10/25/2022 10:15:00 AM	1	6	7
10/25/2022 10:30:00 AM	2	3	5
10/25/2022 10:45:00 AM	3	4	7
10/25/2022 11:00:00 AM	8	2	10
10/25/2022 11:15:00 AM	8	4	12
10/25/2022 11:30:00 AM	7	10	17
10/25/2022 11:45:00 AM	8	7	15
Total	61	185	246
Percentage	24.8%	75.2%	
Peak Hour	11:00 AM	8:00 AM	8:00 AM
Volume	31	56	64
PHF	0.969	0.700	0.640



All Traffic Data Services

: 1_W - GARDEN OF THE GODS ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/25/2022 12:00:00 PM	7	10	17
10/25/2022 12:15:00 PM	9	12	21
10/25/2022 12:30:00 PM	5	12	17
10/25/2022 12:45:00 PM	0	2	2
10/25/2022 1:00:00 PM	1	5	6
10/25/2022 1:15:00 PM	5	4	9
10/25/2022 1:30:00 PM	1	5	6
10/25/2022 1:45:00 PM	4	1	5
10/25/2022 2:00:00 PM	5	2	7
10/25/2022 2:15:00 PM	5	1	6
10/25/2022 2:30:00 PM	8	1	9
10/25/2022 2:45:00 PM	3	1	4
10/25/2022 3:00:00 PM	12	2	14
10/25/2022 3:15:00 PM	6	2	8
10/25/2022 3:30:00 PM	10	0	10
10/25/2022 3:45:00 PM	17	0	17
10/25/2022 4:00:00 PM	8	7	15
10/25/2022 4:15:00 PM	4	4	8
10/25/2022 4:30:00 PM	12	2	14
10/25/2022 4:45:00 PM	5	0	5
10/25/2022 5:00:00 PM	11	0	11
10/25/2022 5:15:00 PM	12	3	15
10/25/2022 5:30:00 PM	10	1	11
10/25/2022 5:45:00 PM	2	2	4
10/25/2022 6:00:00 PM	4	0	4
10/25/2022 6:15:00 PM	3	1	4
10/25/2022 6:30:00 PM	1	0	1
10/25/2022 6:45:00 PM	0	0	0
10/25/2022 7:00:00 PM	0	0	0
10/25/2022 7:15:00 PM	1	0	1
10/25/2022 7:30:00 PM	1	0	1
10/25/2022 7:45:00 PM	0	1	1
10/25/2022 8:00:00 PM	1	1	2
10/25/2022 8:15:00 PM	0	0	0
10/25/2022 8:30:00 PM	2	0	2
10/25/2022 8:45:00 PM	1	0	1
10/25/2022 9:00:00 PM	0	0	0
10/25/2022 9:15:00 PM	1	0	1
10/25/2022 9:30:00 PM	0	0	0
10/25/2022 9:45:00 PM	1	0	1
10/25/2022 10:00:00 PM	0	0	0
10/25/2022 10:15:00 PM	0	0	0
10/25/2022 10:30:00 PM	0	0	0
10/25/2022 10:45:00 PM	0	1	1
10/25/2022 11:00:00 PM	1	0	1
10/25/2022 11:15:00 PM	0	0	0
10/25/2022 11:30:00 PM	0	0	0
10/25/2022 11:45:00 PM	0	0	0
Total	179	83	262
Percentage	68.3%	31.7%	
Peak Hour	3:00 PM	12:00 PM	12:00 PM
Volume	45	37	58
PHF	0.662	0.771	0.690
Grand Total	240	268	508
Percentage	47.2%	52.8%	



All Traffic Data Services

: 1_W - GARDEN OF THE GODS ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/22/2022	0	0	0
10/22/2022 12:15:00 AM	0	0	0
10/22/2022 12:30:00 AM	1	1	2
10/22/2022 12:45:00 AM	0	0	0
10/22/2022 1:00:00 AM	0	0	0
10/22/2022 1:15:00 AM	0	0	0
10/22/2022 1:30:00 AM	0	0	0
10/22/2022 1:45:00 AM	0	0	0
10/22/2022 2:00:00 AM	0	0	0
10/22/2022 2:15:00 AM	0	0	0
10/22/2022 2:30:00 AM	0	0	0
10/22/2022 2:45:00 AM	0	0	0
10/22/2022 3:00:00 AM	0	0	0
10/22/2022 3:15:00 AM	0	0	0
10/22/2022 3:30:00 AM	0	0	0
10/22/2022 3:45:00 AM	0	0	0
10/22/2022 4:00:00 AM	0	0	0
10/22/2022 4:15:00 AM	0	0	0
10/22/2022 4:30:00 AM	0	0	0
10/22/2022 4:45:00 AM	0	0	0
10/22/2022 5:00:00 AM	0	0	0
10/22/2022 5:15:00 AM	0	0	0
10/22/2022 5:30:00 AM	0	0	0
10/22/2022 5:45:00 AM	2	1	3
10/22/2022 6:00:00 AM	0	0	0
10/22/2022 6:15:00 AM	0	0	0
10/22/2022 6:30:00 AM	0	1	1
10/22/2022 6:45:00 AM	0	0	0
10/22/2022 7:00:00 AM	2	2	4
10/22/2022 7:15:00 AM	0	0	0
10/22/2022 7:30:00 AM	0	0	0
10/22/2022 7:45:00 AM	0	0	0
10/22/2022 8:00:00 AM	0	0	0
10/22/2022 8:15:00 AM	1	1	2
10/22/2022 8:30:00 AM	1	0	1
10/22/2022 8:45:00 AM	2	1	3
10/22/2022 9:00:00 AM	0	1	1
10/22/2022 9:15:00 AM	1	1	2
10/22/2022 9:30:00 AM	3	1	4
10/22/2022 9:45:00 AM	0	2	2
10/22/2022 10:00:00 AM	1	1	2
10/22/2022 10:15:00 AM	0	1	1
10/22/2022 10:30:00 AM	0	0	0
10/22/2022 10:45:00 AM	1	6	7
10/22/2022 11:00:00 AM	2	4	6
10/22/2022 11:15:00 AM	0	1	1
10/22/2022 11:30:00 AM	1	1	2
10/22/2022 11:45:00 AM	3	3	6
Total	21	29	50
Percentage	42.0%	58.0%	
Peak Hour	11:00 AM	10:15 AM	11:00 AM
Volume	8	12	17
PHF	0.667	0.500	0.708



All Traffic Data Services

: 1_W - GARDEN OF THE GODS ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/22/2022 12:00:00 PM	1	1	2
10/22/2022 12:15:00 PM	1	1	2
10/22/2022 12:30:00 PM	2	3	5
10/22/2022 12:45:00 PM	4	2	6
10/22/2022 1:00:00 PM	4	3	7
10/22/2022 1:15:00 PM	1	2	3
10/22/2022 1:30:00 PM	5	5	10
10/22/2022 1:45:00 PM	1	0	1
10/22/2022 2:00:00 PM	0	0	0
10/22/2022 2:15:00 PM	1	1	2
10/22/2022 2:30:00 PM	1	2	3
10/22/2022 2:45:00 PM	3	3	6
10/22/2022 3:00:00 PM	2	3	5
10/22/2022 3:15:00 PM	1	1	2
10/22/2022 3:30:00 PM	0	0	0
10/22/2022 3:45:00 PM	3	3	6
10/22/2022 4:00:00 PM	1	1	2
10/22/2022 4:15:00 PM	4	1	5
10/22/2022 4:30:00 PM	0	1	1
10/22/2022 4:45:00 PM	1	1	2
10/22/2022 5:00:00 PM	1	1	2
10/22/2022 5:15:00 PM	0	0	0
10/22/2022 5:30:00 PM	0	1	1
10/22/2022 5:45:00 PM	1	1	2
10/22/2022 6:00:00 PM	1	0	1
10/22/2022 6:15:00 PM	0	0	0
10/22/2022 6:30:00 PM	1	1	2
10/22/2022 6:45:00 PM	0	0	0
10/22/2022 7:00:00 PM	0	0	0
10/22/2022 7:15:00 PM	0	0	0
10/22/2022 7:30:00 PM	0	0	0
10/22/2022 7:45:00 PM	0	0	0
10/22/2022 8:00:00 PM	0	0	0
10/22/2022 8:15:00 PM	1	2	3
10/22/2022 8:30:00 PM	0	0	0
10/22/2022 8:45:00 PM	2	2	4
10/22/2022 9:00:00 PM	0	0	0
10/22/2022 9:15:00 PM	0	0	0
10/22/2022 9:30:00 PM	0	0	0
10/22/2022 9:45:00 PM	1	1	2
10/22/2022 10:00:00 PM	0	0	0
10/22/2022 10:15:00 PM	0	0	0
10/22/2022 10:30:00 PM	0	0	0
10/22/2022 10:45:00 PM	0	1	1
10/22/2022 11:00:00 PM	2	0	2
10/22/2022 11:15:00 PM	0	0	0
10/22/2022 11:30:00 PM	0	0	0
10/22/2022 11:45:00 PM	0	0	0
Total	46	44	90
Percentage	51.1%	48.9%	
Peak Hour	12:45 PM	2:15 PM	12:45 PM
Volume	15	14	27
PHF	0.750	1.167	0.675
Grand Total	67	73	140
Percentage	47.9%	52.1%	



All Traffic Data Services

TE 3_W - FLYING WEST RANCH ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/25/2022	0	1	1
10/25/2022 12:15:00 AM	2	1	3
10/25/2022 12:30:00 AM	1	2	3
10/25/2022 12:45:00 AM	1	2	3
10/25/2022 1:00:00 AM	0	0	0
10/25/2022 1:15:00 AM	0	0	0
10/25/2022 1:30:00 AM	0	0	0
10/25/2022 1:45:00 AM	0	0	0
10/25/2022 2:00:00 AM	0	1	1
10/25/2022 2:15:00 AM	0	0	0
10/25/2022 2:30:00 AM	0	0	0
10/25/2022 2:45:00 AM	1	0	1
10/25/2022 3:00:00 AM	1	0	1
10/25/2022 3:15:00 AM	1	0	1
10/25/2022 3:30:00 AM	1	0	1
10/25/2022 3:45:00 AM	1	1	2
10/25/2022 4:00:00 AM	0	0	0
10/25/2022 4:15:00 AM	0	0	0
10/25/2022 4:30:00 AM	3	0	3
10/25/2022 4:45:00 AM	4	2	6
10/25/2022 5:00:00 AM	9	2	11
10/25/2022 5:15:00 AM	12	0	12
10/25/2022 5:30:00 AM	10	4	14
10/25/2022 5:45:00 AM	16	6	22
10/25/2022 6:00:00 AM	14	7	21
10/25/2022 6:15:00 AM	16	7	23
10/25/2022 6:30:00 AM	23	12	35
10/25/2022 6:45:00 AM	30	20	50
10/25/2022 7:00:00 AM	36	12	48
10/25/2022 7:15:00 AM	49	31	80
10/25/2022 7:30:00 AM	70	45	115
10/25/2022 7:45:00 AM	124	58	182
10/25/2022 8:00:00 AM	49	43	92
10/25/2022 8:15:00 AM	64	43	107
10/25/2022 8:30:00 AM	50	32	82
10/25/2022 8:45:00 AM	43	39	82
10/25/2022 9:00:00 AM	41	27	68
10/25/2022 9:15:00 AM	49	25	74
10/25/2022 9:30:00 AM	33	27	60
10/25/2022 9:45:00 AM	22	31	53
10/25/2022 10:00:00 AM	41	19	60
10/25/2022 10:15:00 AM	29	29	58
10/25/2022 10:30:00 AM	32	21	53
10/25/2022 10:45:00 AM	36	38	74
10/25/2022 11:00:00 AM	46	33	79
10/25/2022 11:15:00 AM	44	44	88
10/25/2022 11:30:00 AM	34	33	67
10/25/2022 11:45:00 AM	40	40	80
Total	1,078	738	1,816
Percentage	59.4%	40.6%	
Peak Hour	7:30 AM	7:30 AM	7:30 AM
Volume	309	189	498
PHF	0.623	0.815	0.684



All Traffic Data Services

FE 3_W - FLYING WEST RANCH ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/25/2022 12:00:00 PM	39	35	74
10/25/2022 12:15:00 PM	43	43	86
10/25/2022 12:30:00 PM	36	47	83
10/25/2022 12:45:00 PM	35	48	83
10/25/2022 1:00:00 PM	40	36	76
10/25/2022 1:15:00 PM	38	33	71
10/25/2022 1:30:00 PM	37	40	77
10/25/2022 1:45:00 PM	51	37	88
10/25/2022 2:00:00 PM	39	48	87
10/25/2022 2:15:00 PM	30	38	68
10/25/2022 2:30:00 PM	39	67	106
10/25/2022 2:45:00 PM	78	51	129
10/25/2022 3:00:00 PM	75	50	125
10/25/2022 3:15:00 PM	55	67	122
10/25/2022 3:30:00 PM	58	61	119
10/25/2022 3:45:00 PM	56	68	124
10/25/2022 4:00:00 PM	50	54	104
10/25/2022 4:15:00 PM	50	51	101
10/25/2022 4:30:00 PM	56	59	115
10/25/2022 4:45:00 PM	44	47	91
10/25/2022 5:00:00 PM	42	71	113
10/25/2022 5:15:00 PM	27	64	91
10/25/2022 5:30:00 PM	23	57	80
10/25/2022 5:45:00 PM	28	58	86
10/25/2022 6:00:00 PM	27	37	64
10/25/2022 6:15:00 PM	33	46	79
10/25/2022 6:30:00 PM	20	41	61
10/25/2022 6:45:00 PM	15	28	43
10/25/2022 7:00:00 PM	14	19	33
10/25/2022 7:15:00 PM	22	31	53
10/25/2022 7:30:00 PM	16	16	32
10/25/2022 7:45:00 PM	14	23	37
10/25/2022 8:00:00 PM	9	23	32
10/25/2022 8:15:00 PM	12	34	46
10/25/2022 8:30:00 PM	8	16	24
10/25/2022 8:45:00 PM	13	18	31
10/25/2022 9:00:00 PM	5	19	24
10/25/2022 9:15:00 PM	6	15	21
10/25/2022 9:30:00 PM	3	4	7
10/25/2022 9:45:00 PM	1	7	8
10/25/2022 10:00:00 PM	0	4	4
10/25/2022 10:15:00 PM	3	4	7
10/25/2022 10:30:00 PM	2	8	10
10/25/2022 10:45:00 PM	1	2	3
10/25/2022 11:00:00 PM	0	4	4
10/25/2022 11:15:00 PM	2	3	5
10/25/2022 11:30:00 PM	0	3	3
10/25/2022 11:45:00 PM	0	7	7
Total	1,295	1,642	2,937
Percentage	44.1%	55.9%	
Peak Hour	2:45 PM	3:15 PM	2:45 PM
Volume	266	252	497
PHF	0.853	0.926	0.963
Grand Total	2,373	2,380	4,753
Percentage	49.9%	50.1%	



All Traffic Data Services

TE 3_W - FLYING WEST RANCH ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/22/2022	3	3	6
10/22/2022 12:15:00 AM	0	0	0
10/22/2022 12:30:00 AM	3	2	5
10/22/2022 12:45:00 AM	2	2	4
10/22/2022 1:00:00 AM	2	4	6
10/22/2022 1:15:00 AM	1	1	2
10/22/2022 1:30:00 AM	0	1	1
10/22/2022 1:45:00 AM	0	0	0
10/22/2022 2:00:00 AM	0	0	0
10/22/2022 2:15:00 AM	1	2	3
10/22/2022 2:30:00 AM	0	0	0
10/22/2022 2:45:00 AM	0	0	0
10/22/2022 3:00:00 AM	0	0	0
10/22/2022 3:15:00 AM	1	2	3
10/22/2022 3:30:00 AM	1	0	1
10/22/2022 3:45:00 AM	0	0	0
10/22/2022 4:00:00 AM	1	1	2
10/22/2022 4:15:00 AM	1	0	1
10/22/2022 4:30:00 AM	1	0	1
10/22/2022 4:45:00 AM	0	0	0
10/22/2022 5:00:00 AM	3	1	4
10/22/2022 5:15:00 AM	3	0	3
10/22/2022 5:30:00 AM	1	2	3
10/22/2022 5:45:00 AM	2	1	3
10/22/2022 6:00:00 AM	7	2	9
10/22/2022 6:15:00 AM	7	2	9
10/22/2022 6:30:00 AM	7	0	7
10/22/2022 6:45:00 AM	13	6	19
10/22/2022 7:00:00 AM	13	7	20
10/22/2022 7:15:00 AM	9	8	17
10/22/2022 7:30:00 AM	22	3	25
10/22/2022 7:45:00 AM	24	5	29
10/22/2022 8:00:00 AM	26	11	37
10/22/2022 8:15:00 AM	24	12	36
10/22/2022 8:30:00 AM	30	8	38
10/22/2022 8:45:00 AM	37	13	50
10/22/2022 9:00:00 AM	34	22	56
10/22/2022 9:15:00 AM	32	18	50
10/22/2022 9:30:00 AM	41	18	59
10/22/2022 9:45:00 AM	39	17	56
10/22/2022 10:00:00 AM	28	24	52
10/22/2022 10:15:00 AM	43	26	69
10/22/2022 10:30:00 AM	29	27	56
10/22/2022 10:45:00 AM	35	29	64
10/22/2022 11:00:00 AM	22	22	44
10/22/2022 11:15:00 AM	33	24	57
10/22/2022 11:30:00 AM	38	34	72
10/22/2022 11:45:00 AM	45	29	74
Total	664	389	1,053
Percentage	63.1%	36.9%	
Peak Hour	9:30 AM	11:00 AM	11:00 AM
Volume	154	117	256
PHF	0.895	0.860	0.865



All Traffic Data Services

TE 3_W - FLYING WEST RANCH ROAD WEST OF NORTH 30TH STREET

Time	EB	WB	Total
10/22/2022 12:00:00 PM	33	34	67
10/22/2022 12:15:00 PM	23	30	53
10/22/2022 12:30:00 PM	38	41	79
10/22/2022 12:45:00 PM	29	34	63
10/22/2022 1:00:00 PM	37	35	72
10/22/2022 1:15:00 PM	29	25	54
10/22/2022 1:30:00 PM	21	37	58
10/22/2022 1:45:00 PM	23	27	50
10/22/2022 2:00:00 PM	27	44	71
10/22/2022 2:15:00 PM	23	36	59
10/22/2022 2:30:00 PM	36	21	57
10/22/2022 2:45:00 PM	14	41	55
10/22/2022 3:00:00 PM	28	33	61
10/22/2022 3:15:00 PM	40	36	76
10/22/2022 3:30:00 PM	40	43	83
10/22/2022 3:45:00 PM	24	42	66
10/22/2022 4:00:00 PM	21	47	68
10/22/2022 4:15:00 PM	32	43	75
10/22/2022 4:30:00 PM	27	33	60
10/22/2022 4:45:00 PM	23	34	57
10/22/2022 5:00:00 PM	27	38	65
10/22/2022 5:15:00 PM	28	41	69
10/22/2022 5:30:00 PM	27	46	73
10/22/2022 5:45:00 PM	20	29	49
10/22/2022 6:00:00 PM	34	24	58
10/22/2022 6:15:00 PM	32	30	62
10/22/2022 6:30:00 PM	20	20	40
10/22/2022 6:45:00 PM	14	19	33
10/22/2022 7:00:00 PM	22	22	44
10/22/2022 7:15:00 PM	16	19	35
10/22/2022 7:30:00 PM	20	17	37
10/22/2022 7:45:00 PM	16	12	28
10/22/2022 8:00:00 PM	5	18	23
10/22/2022 8:15:00 PM	8	15	23
10/22/2022 8:30:00 PM	7	21	28
10/22/2022 8:45:00 PM	8	10	18
10/22/2022 9:00:00 PM	3	17	20
10/22/2022 9:15:00 PM	7	13	20
10/22/2022 9:30:00 PM	10	12	22
10/22/2022 9:45:00 PM	7	15	22
10/22/2022 10:00:00 PM	4	11	15
10/22/2022 10:15:00 PM	12	9	21
10/22/2022 10:30:00 PM	2	12	14
10/22/2022 10:45:00 PM	2	14	16
10/22/2022 11:00:00 PM	4	4	8
10/22/2022 11:15:00 PM	4	3	7
10/22/2022 11:30:00 PM	4	5	9
10/22/2022 11:45:00 PM	3	4	7
Total	934	1,216	2,150
Percentage	43.4%	56.6%	
Peak Hour	12:30 PM	3:30 PM	3:15 PM
Volume	135	178	296
PHF	0.888	0.947	0.892
Grand Total	1,598	1,605	3,203
Percentage	49.9%	50.1%	



All Traffic Data Services

E 3_N - NORTH 30TH STREET NORTH OF FLYING WEST RANCH ROAD

Time	NB	SB	Total
10/25/2022	0	2	2
10/25/2022 12:15:00 AM	1	0	1
10/25/2022 12:30:00 AM	0	1	1
10/25/2022 12:45:00 AM	1	1	2
10/25/2022 1:00:00 AM	0	0	0
10/25/2022 1:15:00 AM	0	0	0
10/25/2022 1:30:00 AM	0	0	0
10/25/2022 1:45:00 AM	1	1	2
10/25/2022 2:00:00 AM	1	0	1
10/25/2022 2:15:00 AM	0	0	0
10/25/2022 2:30:00 AM	0	1	1
10/25/2022 2:45:00 AM	0	0	0
10/25/2022 3:00:00 AM	1	0	1
10/25/2022 3:15:00 AM	0	0	0
10/25/2022 3:30:00 AM	1	1	2
10/25/2022 3:45:00 AM	1	1	2
10/25/2022 4:00:00 AM	0	1	1
10/25/2022 4:15:00 AM	1	2	3
10/25/2022 4:30:00 AM	1	0	1
10/25/2022 4:45:00 AM	2	8	10
10/25/2022 5:00:00 AM	4	11	15
10/25/2022 5:15:00 AM	4	8	12
10/25/2022 5:30:00 AM	6	13	19
10/25/2022 5:45:00 AM	11	17	28
10/25/2022 6:00:00 AM	5	10	15
10/25/2022 6:15:00 AM	5	16	21
10/25/2022 6:30:00 AM	8	27	35
10/25/2022 6:45:00 AM	19	39	58
10/25/2022 7:00:00 AM	27	51	78
10/25/2022 7:15:00 AM	33	66	99
10/25/2022 7:30:00 AM	65	76	141
10/25/2022 7:45:00 AM	62	56	118
10/25/2022 8:00:00 AM	45	59	104
10/25/2022 8:15:00 AM	47	65	112
10/25/2022 8:30:00 AM	40	41	81
10/25/2022 8:45:00 AM	37	41	78
10/25/2022 9:00:00 AM	26	41	67
10/25/2022 9:15:00 AM	27	44	71
10/25/2022 9:30:00 AM	35	51	86
10/25/2022 9:45:00 AM	38	36	74
10/25/2022 10:00:00 AM	31	28	59
10/25/2022 10:15:00 AM	27	30	57
10/25/2022 10:30:00 AM	26	28	54
10/25/2022 10:45:00 AM	37	27	64
10/25/2022 11:00:00 AM	30	49	79
10/25/2022 11:15:00 AM	30	21	51
10/25/2022 11:30:00 AM	34	42	76
10/25/2022 11:45:00 AM	34	52	86
Total	804	1,064	1,868
Percentage	43.0%	57.0%	
Peak Hour	7:30 AM	7:15 AM	7:30 AM
Volume	219	258	477
PHF	0.842	0.849	0.846



All Traffic Data Services

E 3_N - NORTH 30TH STREET NORTH OF FLYING WEST RANCH ROAD

Time	NB	SB	Total
10/25/2022 12:00:00 PM	44	36	80
10/25/2022 12:15:00 PM	48	33	81
10/25/2022 12:30:00 PM	29	34	63
10/25/2022 12:45:00 PM	33	37	70
10/25/2022 1:00:00 PM	30	29	59
10/25/2022 1:15:00 PM	32	35	67
10/25/2022 1:30:00 PM	38	24	62
10/25/2022 1:45:00 PM	36	27	63
10/25/2022 2:00:00 PM	31	31	62
10/25/2022 2:15:00 PM	36	38	74
10/25/2022 2:30:00 PM	62	37	99
10/25/2022 2:45:00 PM	58	59	117
10/25/2022 3:00:00 PM	64	37	101
10/25/2022 3:15:00 PM	54	36	90
10/25/2022 3:30:00 PM	57	45	102
10/25/2022 3:45:00 PM	66	49	115
10/25/2022 4:00:00 PM	80	55	135
10/25/2022 4:15:00 PM	74	49	123
10/25/2022 4:30:00 PM	70	44	114
10/25/2022 4:45:00 PM	82	51	133
10/25/2022 5:00:00 PM	63	52	115
10/25/2022 5:15:00 PM	82	58	140
10/25/2022 5:30:00 PM	77	43	120
10/25/2022 5:45:00 PM	79	42	121
10/25/2022 6:00:00 PM	58	50	108
10/25/2022 6:15:00 PM	41	38	79
10/25/2022 6:30:00 PM	32	30	62
10/25/2022 6:45:00 PM	28	22	50
10/25/2022 7:00:00 PM	24	19	43
10/25/2022 7:15:00 PM	25	19	44
10/25/2022 7:30:00 PM	26	11	37
10/25/2022 7:45:00 PM	13	8	21
10/25/2022 8:00:00 PM	31	12	43
10/25/2022 8:15:00 PM	21	4	25
10/25/2022 8:30:00 PM	21	11	32
10/25/2022 8:45:00 PM	18	4	22
10/25/2022 9:00:00 PM	13	5	18
10/25/2022 9:15:00 PM	12	7	19
10/25/2022 9:30:00 PM	5	5	10
10/25/2022 9:45:00 PM	5	2	7
10/25/2022 10:00:00 PM	9	3	12
10/25/2022 10:15:00 PM	6	1	7
10/25/2022 10:30:00 PM	4	3	7
10/25/2022 10:45:00 PM	2	0	2
10/25/2022 11:00:00 PM	2	3	5
10/25/2022 11:15:00 PM	4	1	5
10/25/2022 11:30:00 PM	2	0	2
10/25/2022 11:45:00 PM	2	2	4
Total	1,729	1,241	2,970
Percentage	58.2%	41.8%	
Peak Hour	4:00 PM	4:30 PM	4:45 PM
Volume	308	206	510
PHF	0.939	0.888	0.911
Grand Total	2,533	2,305	4,838
Percentage	52.4%	47.6%	



All Traffic Data Services

E 3_N - NORTH 30TH STREET NORTH OF FLYING WEST RANCH ROAD

Time	NB	SB	Total
10/22/2022	2	2	4
10/22/2022 12:15:00 AM	3	1	4
10/22/2022 12:30:00 AM	3	2	5
10/22/2022 12:45:00 AM	1	2	3
10/22/2022 1:00:00 AM	2	2	4
10/22/2022 1:15:00 AM	1	0	1
10/22/2022 1:30:00 AM	0	0	0
10/22/2022 1:45:00 AM	2	1	3
10/22/2022 2:00:00 AM	0	0	0
10/22/2022 2:15:00 AM	1	1	2
10/22/2022 2:30:00 AM	0	1	1
10/22/2022 2:45:00 AM	0	0	0
10/22/2022 3:00:00 AM	3	0	3
10/22/2022 3:15:00 AM	1	0	1
10/22/2022 3:30:00 AM	0	1	1
10/22/2022 3:45:00 AM	0	1	1
10/22/2022 4:00:00 AM	1	1	2
10/22/2022 4:15:00 AM	2	1	3
10/22/2022 4:30:00 AM	0	0	0
10/22/2022 4:45:00 AM	2	1	3
10/22/2022 5:00:00 AM	0	1	1
10/22/2022 5:15:00 AM	1	3	4
10/22/2022 5:30:00 AM	1	4	5
10/22/2022 5:45:00 AM	1	3	4
10/22/2022 6:00:00 AM	2	5	7
10/22/2022 6:15:00 AM	1	10	11
10/22/2022 6:30:00 AM	3	6	9
10/22/2022 6:45:00 AM	2	16	18
10/22/2022 7:00:00 AM	5	16	21
10/22/2022 7:15:00 AM	6	23	29
10/22/2022 7:30:00 AM	11	26	37
10/22/2022 7:45:00 AM	14	24	38
10/22/2022 8:00:00 AM	19	31	50
10/22/2022 8:15:00 AM	18	33	51
10/22/2022 8:30:00 AM	14	55	69
10/22/2022 8:45:00 AM	17	39	56
10/22/2022 9:00:00 AM	17	59	76
10/22/2022 9:15:00 AM	16	49	65
10/22/2022 9:30:00 AM	19	51	70
10/22/2022 9:45:00 AM	28	56	84
10/22/2022 10:00:00 AM	29	29	58
10/22/2022 10:15:00 AM	32	36	68
10/22/2022 10:30:00 AM	41	63	104
10/22/2022 10:45:00 AM	35	60	95
10/22/2022 11:00:00 AM	45	40	85
10/22/2022 11:15:00 AM	37	75	112
10/22/2022 11:30:00 AM	34	52	86
10/22/2022 11:45:00 AM	39	71	110
Total	511	953	1,464
Percentage	34.9%	65.1%	
Peak Hour	10:30 AM	10:30 AM	10:30 AM
Volume	162	241	403
PHF	0.900	0.803	0.900



All Traffic Data Services

E 3_N - NORTH 30TH STREET NORTH OF FLYING WEST RANCH ROAD

Time	NB	SB	Total
10/22/2022 12:00:00 PM	35	70	105
10/22/2022 12:15:00 PM	56	83	139
10/22/2022 12:30:00 PM	54	67	121
10/22/2022 12:45:00 PM	49	89	138
10/22/2022 1:00:00 PM	46	57	103
10/22/2022 1:15:00 PM	58	51	109
10/22/2022 1:30:00 PM	46	45	91
10/22/2022 1:45:00 PM	52	40	92
10/22/2022 2:00:00 PM	56	51	107
10/22/2022 2:15:00 PM	47	44	91
10/22/2022 2:30:00 PM	44	37	81
10/22/2022 2:45:00 PM	47	51	98
10/22/2022 3:00:00 PM	61	47	108
10/22/2022 3:15:00 PM	33	47	80
10/22/2022 3:30:00 PM	50	44	94
10/22/2022 3:45:00 PM	45	38	83
10/22/2022 4:00:00 PM	39	36	75
10/22/2022 4:15:00 PM	43	41	84
10/22/2022 4:30:00 PM	54	33	87
10/22/2022 4:45:00 PM	51	23	74
10/22/2022 5:00:00 PM	63	45	108
10/22/2022 5:15:00 PM	58	38	96
10/22/2022 5:30:00 PM	43	31	74
10/22/2022 5:45:00 PM	32	41	73
10/22/2022 6:00:00 PM	30	27	57
10/22/2022 6:15:00 PM	38	21	59
10/22/2022 6:30:00 PM	29	42	71
10/22/2022 6:45:00 PM	36	24	60
10/22/2022 7:00:00 PM	29	17	46
10/22/2022 7:15:00 PM	19	23	42
10/22/2022 7:30:00 PM	12	18	30
10/22/2022 7:45:00 PM	26	19	45
10/22/2022 8:00:00 PM	11	14	25
10/22/2022 8:15:00 PM	20	11	31
10/22/2022 8:30:00 PM	12	5	17
10/22/2022 8:45:00 PM	12	5	17
10/22/2022 9:00:00 PM	8	7	15
10/22/2022 9:15:00 PM	14	6	20
10/22/2022 9:30:00 PM	18	11	29
10/22/2022 9:45:00 PM	13	8	21
10/22/2022 10:00:00 PM	13	4	17
10/22/2022 10:15:00 PM	11	7	18
10/22/2022 10:30:00 PM	9	4	13
10/22/2022 10:45:00 PM	9	7	16
10/22/2022 11:00:00 PM	6	5	11
10/22/2022 11:15:00 PM	2	5	7
10/22/2022 11:30:00 PM	7	4	11
10/22/2022 11:45:00 PM	3	1	4
Total	1,549	1,444	2,993
Percentage	51.8%	48.2%	
Peak Hour	4:30 PM	12:00 PM	12:00 PM
Volume	228	317	517
PHF	0.905	0.890	0.930
Grand Total	2,060	2,397	4,457
Percentage	46.2%	53.8%	



All Traffic Data Services

1_S - NORTH 30TH STREET SOUTH OF GARDEN OF THE GODS ROAD

Time	NB	SB	Total
10/25/2022	1	3	4
10/25/2022 12:15:00 AM	2	2	4
10/25/2022 12:30:00 AM	1	1	2
10/25/2022 12:45:00 AM	1	0	1
10/25/2022 1:00:00 AM	0	0	0
10/25/2022 1:15:00 AM	0	1	1
10/25/2022 1:30:00 AM	0	2	2
10/25/2022 1:45:00 AM	1	0	1
10/25/2022 2:00:00 AM	1	0	1
10/25/2022 2:15:00 AM	0	0	0
10/25/2022 2:30:00 AM	0	1	1
10/25/2022 2:45:00 AM	2	0	2
10/25/2022 3:00:00 AM	1	0	1
10/25/2022 3:15:00 AM	0	0	0
10/25/2022 3:30:00 AM	1	1	2
10/25/2022 3:45:00 AM	1	1	2
10/25/2022 4:00:00 AM	0	2	2
10/25/2022 4:15:00 AM	3	0	3
10/25/2022 4:30:00 AM	1	3	4
10/25/2022 4:45:00 AM	3	7	10
10/25/2022 5:00:00 AM	5	4	9
10/25/2022 5:15:00 AM	4	11	15
10/25/2022 5:30:00 AM	10	10	20
10/25/2022 5:45:00 AM	12	15	27
10/25/2022 6:00:00 AM	8	17	25
10/25/2022 6:15:00 AM	12	26	38
10/25/2022 6:30:00 AM	16	30	46
10/25/2022 6:45:00 AM	23	54	77
10/25/2022 7:00:00 AM	52	58	110
10/25/2022 7:15:00 AM	41	93	134
10/25/2022 7:30:00 AM	82	96	178
10/25/2022 7:45:00 AM	113	113	226
10/25/2022 8:00:00 AM	77	94	171
10/25/2022 8:15:00 AM	77	110	187
10/25/2022 8:30:00 AM	75	91	166
10/25/2022 8:45:00 AM	64	104	168
10/25/2022 9:00:00 AM	52	84	136
10/25/2022 9:15:00 AM	41	81	122
10/25/2022 9:30:00 AM	53	76	129
10/25/2022 9:45:00 AM	54	69	123
10/25/2022 10:00:00 AM	56	72	128
10/25/2022 10:15:00 AM	47	65	112
10/25/2022 10:30:00 AM	54	81	135
10/25/2022 10:45:00 AM	53	72	125
10/25/2022 11:00:00 AM	61	86	147
10/25/2022 11:15:00 AM	72	93	165
10/25/2022 11:30:00 AM	87	91	178
10/25/2022 11:45:00 AM	67	88	155
Total	1,387	1,908	3,295
Percentage	42.1%	57.9%	
Peak Hour	7:30 AM	7:30 AM	7:30 AM
Volume	350	413	763
PHF	0.774	0.914	0.844



All Traffic Data Services

1_S - NORTH 30TH STREET SOUTH OF GARDEN OF THE GODS ROAD

Time	NB	SB	Total
10/25/2022 12:00:00 PM	86	91	177
10/25/2022 12:15:00 PM	92	95	187
10/25/2022 12:30:00 PM	69	102	171
10/25/2022 12:45:00 PM	73	92	165
10/25/2022 1:00:00 PM	73	95	168
10/25/2022 1:15:00 PM	57	98	155
10/25/2022 1:30:00 PM	92	77	169
10/25/2022 1:45:00 PM	92	92	184
10/25/2022 2:00:00 PM	76	85	161
10/25/2022 2:15:00 PM	75	76	151
10/25/2022 2:30:00 PM	109	87	196
10/25/2022 2:45:00 PM	81	95	176
10/25/2022 3:00:00 PM	114	90	204
10/25/2022 3:15:00 PM	130	89	219
10/25/2022 3:30:00 PM	111	94	205
10/25/2022 3:45:00 PM	118	96	214
10/25/2022 4:00:00 PM	133	97	230
10/25/2022 4:15:00 PM	139	107	246
10/25/2022 4:30:00 PM	119	107	226
10/25/2022 4:45:00 PM	148	86	234
10/25/2022 5:00:00 PM	137	113	250
10/25/2022 5:15:00 PM	148	93	241
10/25/2022 5:30:00 PM	127	66	193
10/25/2022 5:45:00 PM	141	60	201
10/25/2022 6:00:00 PM	88	68	156
10/25/2022 6:15:00 PM	71	69	140
10/25/2022 6:30:00 PM	69	48	117
10/25/2022 6:45:00 PM	48	31	79
10/25/2022 7:00:00 PM	34	28	62
10/25/2022 7:15:00 PM	40	17	57
10/25/2022 7:30:00 PM	21	25	46
10/25/2022 7:45:00 PM	24	17	41
10/25/2022 8:00:00 PM	55	22	77
10/25/2022 8:15:00 PM	40	14	54
10/25/2022 8:30:00 PM	23	14	37
10/25/2022 8:45:00 PM	28	13	41
10/25/2022 9:00:00 PM	19	9	28
10/25/2022 9:15:00 PM	13	19	32
10/25/2022 9:30:00 PM	6	4	10
10/25/2022 9:45:00 PM	9	11	20
10/25/2022 10:00:00 PM	17	3	20
10/25/2022 10:15:00 PM	7	4	11
10/25/2022 10:30:00 PM	7	4	11
10/25/2022 10:45:00 PM	6	3	9
10/25/2022 11:00:00 PM	4	4	8
10/25/2022 11:15:00 PM	7	2	9
10/25/2022 11:30:00 PM	5	5	10
10/25/2022 11:45:00 PM	3	1	4
Total	3,184	2,618	5,802
Percentage	54.9%	45.1%	
Peak Hour	4:45 PM	4:15 PM	4:15 PM
Volume	567	413	961
PHF	0.958	0.914	0.961
Grand Total	4,571	4,526	9,097
Percentage	50.2%	49.8%	



All Traffic Data Services

1_S - NORTH 30TH STREET SOUTH OF GARDEN OF THE GODS ROAD

Time	NB	SB	Total
10/22/2022	5	2	7
10/22/2022 12:15:00 AM	4	3	7
10/22/2022 12:30:00 AM	2	3	5
10/22/2022 12:45:00 AM	5	3	8
10/22/2022 1:00:00 AM	2	4	6
10/22/2022 1:15:00 AM	2	1	3
10/22/2022 1:30:00 AM	2	2	4
10/22/2022 1:45:00 AM	1	0	1
10/22/2022 2:00:00 AM	2	0	2
10/22/2022 2:15:00 AM	2	0	2
10/22/2022 2:30:00 AM	3	0	3
10/22/2022 2:45:00 AM	0	0	0
10/22/2022 3:00:00 AM	0	1	1
10/22/2022 3:15:00 AM	1	1	2
10/22/2022 3:30:00 AM	0	0	0
10/22/2022 3:45:00 AM	0	2	2
10/22/2022 4:00:00 AM	1	0	1
10/22/2022 4:15:00 AM	1	1	2
10/22/2022 4:30:00 AM	1	2	3
10/22/2022 4:45:00 AM	2	3	5
10/22/2022 5:00:00 AM	2	5	7
10/22/2022 5:15:00 AM	1	3	4
10/22/2022 5:30:00 AM	7	5	12
10/22/2022 5:45:00 AM	2	8	10
10/22/2022 6:00:00 AM	2	11	13
10/22/2022 6:15:00 AM	3	15	18
10/22/2022 6:30:00 AM	3	22	25
10/22/2022 6:45:00 AM	5	29	34
10/22/2022 7:00:00 AM	7	22	29
10/22/2022 7:15:00 AM	11	36	47
10/22/2022 7:30:00 AM	14	33	47
10/22/2022 7:45:00 AM	18	43	61
10/22/2022 8:00:00 AM	22	49	71
10/22/2022 8:15:00 AM	30	63	93
10/22/2022 8:30:00 AM	24	84	108
10/22/2022 8:45:00 AM	31	100	131
10/22/2022 9:00:00 AM	30	92	122
10/22/2022 9:15:00 AM	45	121	166
10/22/2022 9:30:00 AM	46	115	161
10/22/2022 9:45:00 AM	57	143	200
10/22/2022 10:00:00 AM	67	99	166
10/22/2022 10:15:00 AM	75	138	213
10/22/2022 10:30:00 AM	76	161	237
10/22/2022 10:45:00 AM	75	167	242
10/22/2022 11:00:00 AM	88	147	235
10/22/2022 11:15:00 AM	77	156	233
10/22/2022 11:30:00 AM	90	132	222
10/22/2022 11:45:00 AM	107	163	270
Total	1,051	2,190	3,241
Percentage	32.4%	67.6%	
Peak Hour	11:00 AM	10:30 AM	11:00 AM
Volume	364	651	984
PHF	0.850	0.975	0.911



All Traffic Data Services

1_S - NORTH 30TH STREET SOUTH OF GARDEN OF THE GODS ROAD

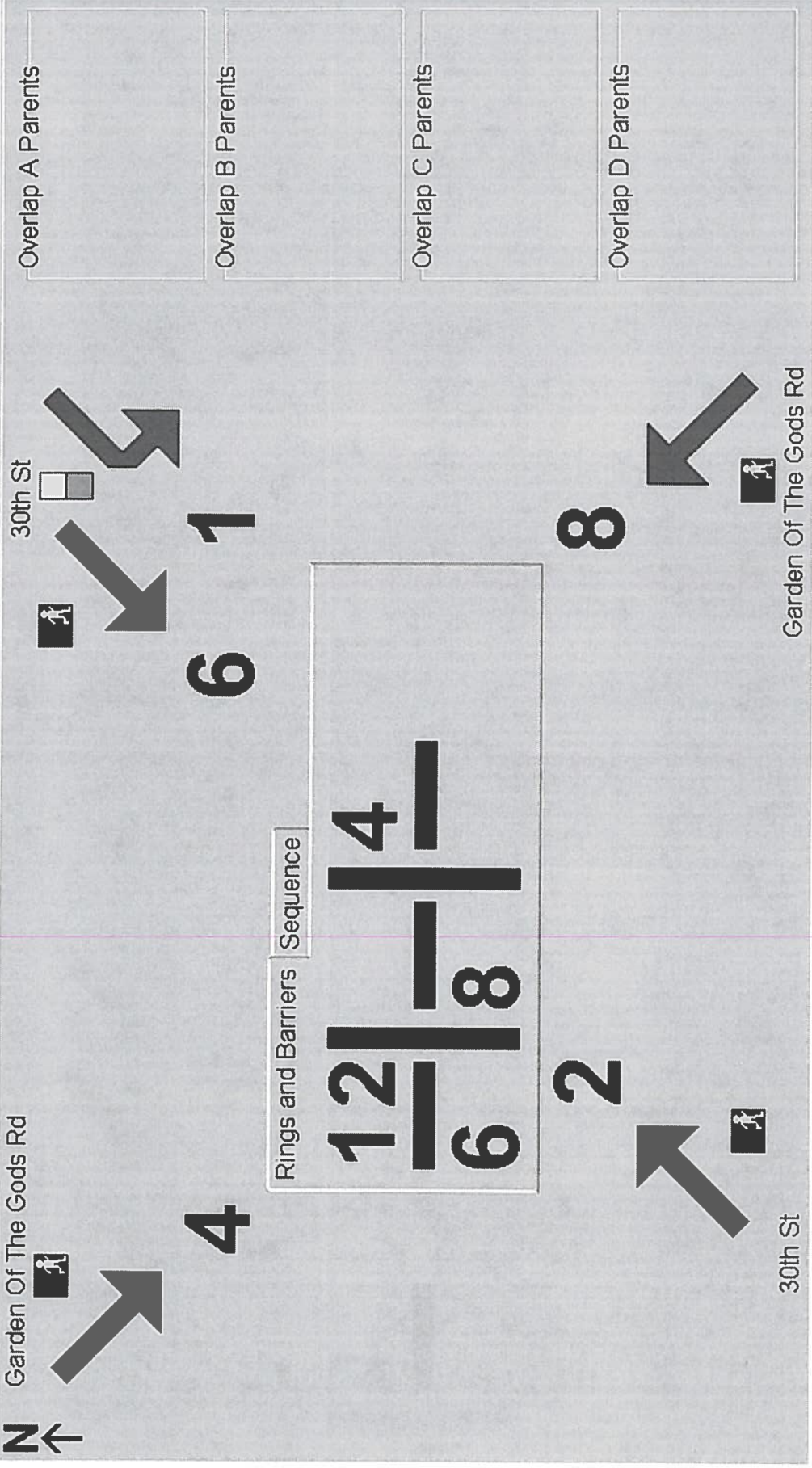
Time	NB	SB	Total
10/22/2022 12:00:00 PM	110	149	259
10/22/2022 12:15:00 PM	94	151	245
10/22/2022 12:30:00 PM	121	138	259
10/22/2022 12:45:00 PM	108	159	267
10/22/2022 1:00:00 PM	96	142	238
10/22/2022 1:15:00 PM	139	149	288
10/22/2022 1:30:00 PM	125	147	272
10/22/2022 1:45:00 PM	114	118	232
10/22/2022 2:00:00 PM	130	147	277
10/22/2022 2:15:00 PM	120	113	233
10/22/2022 2:30:00 PM	113	113	226
10/22/2022 2:45:00 PM	112	118	230
10/22/2022 3:00:00 PM	127	130	257
10/22/2022 3:15:00 PM	127	131	258
10/22/2022 3:30:00 PM	114	114	228
10/22/2022 3:45:00 PM	117	129	246
10/22/2022 4:00:00 PM	116	90	206
10/22/2022 4:15:00 PM	114	104	218
10/22/2022 4:30:00 PM	144	82	226
10/22/2022 4:45:00 PM	132	93	225
10/22/2022 5:00:00 PM	140	83	223
10/22/2022 5:15:00 PM	125	77	202
10/22/2022 5:30:00 PM	127	66	193
10/22/2022 5:45:00 PM	118	60	178
10/22/2022 6:00:00 PM	90	57	147
10/22/2022 6:15:00 PM	93	49	142
10/22/2022 6:30:00 PM	81	41	122
10/22/2022 6:45:00 PM	86	32	118
10/22/2022 7:00:00 PM	43	23	66
10/22/2022 7:15:00 PM	39	26	65
10/22/2022 7:30:00 PM	31	18	49
10/22/2022 7:45:00 PM	30	25	55
10/22/2022 8:00:00 PM	29	21	50
10/22/2022 8:15:00 PM	18	18	36
10/22/2022 8:30:00 PM	20	11	31
10/22/2022 8:45:00 PM	20	25	45
10/22/2022 9:00:00 PM	19	24	43
10/22/2022 9:15:00 PM	20	15	35
10/22/2022 9:30:00 PM	25	14	39
10/22/2022 9:45:00 PM	20	14	34
10/22/2022 10:00:00 PM	28	9	37
10/22/2022 10:15:00 PM	27	15	42
10/22/2022 10:30:00 PM	17	8	25
10/22/2022 10:45:00 PM	7	2	9
10/22/2022 11:00:00 PM	11	12	23
10/22/2022 11:15:00 PM	16	5	21
10/22/2022 11:30:00 PM	4	4	8
10/22/2022 11:45:00 PM	9	1	10
Total	3,666	3,272	6,938
Percentage	52.8%	47.2%	
Peak Hour	4:30 PM	12:00 PM	1:15 PM
Volume	541	614	1,078
PHF	0.939	0.965	0.936
Grand Total	4,717	5,462	10,179
Percentage	46.3%	53.7%	

APPENDIX B

Signal Timing Information Office Park Trip Generation

2/27/2018 2:01:06 PM

Intersection 226 at 30th St and Garden Of The Gods Rd - Phases and overlaps



Intersection 226 at 30th St and Garden Of The Gods Rd - Plans schedule

2/27/2018 2:01:16 PM

Plan Changes

Page Changes

Week of

2/26/2018

12:00am	Mon 02/26	Tue 02/27	Wed 02/28	Thu 03/01	Fri 03/02
Cycle len.offset	Free	Free	Free	Free	Free

12:00am	Sat 03/03	Sun 03/04
Cycle len.offset	Free	Free

Intersection 226 at 30th St and Garden Of The Gods Rd - Timing table

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	10	0	10	0	10	0	10	0	0	0	0
Passage Time I	3.0	5.0	0.0	3.0	0.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	15	32	0	30	0	32	0	30	0	0	0	0
Max Green II	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clearance	3.0	4.0	0.0	4.5	0.0	4.0	0.0	4.5	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0
Pedestrian Clearance	0	27	0	18	0	27	0	18	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
30th St	X	X				X						
Garden Of The Gods Rd				X				X				
Compass Direction	SW	NE		SE		SW		NW				
Through, Turn or XPed	Left, p/p	Thru		Thru		Thru		Thru				

ITE CODE LAND USE UNIT			TRIP GENERATION RATES									
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
750	Office Park	KSF	11.07	1.18	0.15	1.33	0.18	1.12	1.30	0.10	0.04	0.14

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

ITE CODE LAND USE SIZE				TOTAL TRIPS GENERATED									
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
750	Office Park	750.0	KSF	8,303	888	110	998	137	839	975	78	27	105
			<i>Total:</i>	8,303	888	110	998	137	839	975	78	27	105

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

APPENDIX C

Level of Service Definitions

The following information can be found in the Highway Capacity Manual, Transportation Research Board, 2016: Chapter 19 – Signalized Intersections and Chapter 20 – Two-Way Stop Controlled Intersections.

Automobile Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

LOS A

Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B

Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C

Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D

Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E

Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F

Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Level of Service (LOS) for Unsignalized TWSC Intersections
























Level of Service (v/c ≤ 1.0)	Average Control Delay (s/veh)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

APPENDIX D

Capacity Worksheets

Timings
1: 30th Street & Garden of the Gods Road

Existing Traffic Conditions
AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	9	6	499	15	141	3	219	230	172	217	1
Future Volume (vph)	2	9	6	499	15	141	3	219	230	172	217	1
Satd. Flow (prot)	1770	3320	0	3433	3539	1583	1770	3539	1583	1770	3536	0
Flt Permitted	0.950			0.950			0.604			0.561		
Satd. Flow (perm)	1770	3320	0	3433	3539	1583	1125	3539	1583	1045	3536	0
Satd. Flow (RTOR)		7				153			250			
Lane Group Flow (vph)	2	17	0	542	16	153	3	238	250	187	237	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effect Green (s)	10.0	10.0		26.4	26.4	26.4	69.2	69.2	69.2	86.5	85.5	
Actuated g/C Ratio	0.08	0.08		0.20	0.20	0.20	0.53	0.53	0.53	0.66	0.65	
v/c Ratio	0.01	0.07		0.78	0.02	0.35	0.01	0.13	0.26	0.25	0.10	
Control Delay	56.5	41.0		57.8	39.3	8.2	24.0	19.3	3.9	11.7	10.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.5	41.0		57.8	39.3	8.2	24.0	19.3	3.9	11.7	10.6	
LOS	E	D		E	D	A	C	B	A	B	B	
Approach Delay		42.6			46.7			11.5			11.1	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	2	4		226	5	0	1	44	0	47	31	
Queue Length 95th (ft)	11	17		274	15	55	9	104	56	124	75	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	765		801	826	486	594	1870	954	775	2308	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.02		0.68	0.02	0.31	0.01	0.13	0.26	0.24	0.10	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Existing Traffic Conditions
 AM Peak Hour

Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
2: Alpine Meadows Lane & Site Access

Existing Traffic Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑	
Traffic Vol, veh/h	3	0	16	40	7	1
Future Vol, veh/h	3	0	16	40	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	3	0	17	43	8	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	65	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	56	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	937	1072	1610	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1072	1610	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1610	-	927	-	-	-
HCM Lane V/C Ratio	0.011	-	0.004	-	-	-
HCM Control Delay (s)	7.3	-	8.9	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection						
Int Delay, s/veh	5.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	24	308	181	213	273	23
Future Vol, veh/h	24	308	181	213	273	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	26	335	197	232	297	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	820	161	322	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	371	855	1235	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	312	855	1235	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1235	-	429	855	-	-
HCM Lane V/C Ratio	0.159	-	0.061	0.392	-	-
HCM Control Delay (s)	8.5	-	13.9	11.9	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	1.9	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Existing Traffic Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	1	0	3	200	334	1
Future Vol, veh/h	1	0	3	200	334	1
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	35	150	-	-	-
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	0	3	217	363	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	587	364	364	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	223	-	-	-	-	-
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	472	681	1195	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	471	681	1195	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1195	-	556	-	-	-
HCM Lane V/C Ratio	0.003	-	0.002	-	-	-
HCM Control Delay (s)	8	-	11.5	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Existing Traffic Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	0	0	4	180	330	7
Future Vol, veh/h	0	0	4	180	330	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	0	0	4	196	359	8























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	567	363	367	0	-	0
Stage 1	363	-	-	-	-	-
Stage 2	204	-	-	-	-	-
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	485	682	1192	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	484	682	1192	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	830	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1192	-	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-	-
HCM Control Delay (s)	8	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Timings
1: 30th Street & Garden of the Gods Road

Existing Traffic Conditions
PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	16	4	439	9	109	2	524	317	157	255	1
Future Volume (vph)	2	16	4	439	9	109	2	524	317	157	255	1
Satd. Flow (prot)	1770	3437	0	3433	3539	1583	1770	3539	1583	1770	3536	0
Flt Permitted	0.950			0.950			0.581			0.365		
Satd. Flow (perm)	1770	3437	0	3433	3539	1583	1082	3539	1583	680	3536	0
Satd. Flow (RTOR)		4				121			251			
Lane Group Flow (vph)	2	21	0	477	10	118	2	570	345	171	278	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		23.7	23.7	23.7	69.1	69.1	69.1	85.9	84.9	
Actuated g/C Ratio	0.08	0.08		0.18	0.18	0.18	0.53	0.53	0.53	0.66	0.65	
v/c Ratio	0.01	0.08		0.77	0.02	0.31	0.00	0.31	0.36	0.32	0.12	
Control Delay	56.5	49.2		59.4	41.2	8.9	22.5	20.7	7.9	12.4	10.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.5	49.2		59.4	41.2	8.9	22.5	20.7	7.9	12.4	10.7	
LOS	E	D		E	D	A	C	C	A	B	B	
Approach Delay		49.8			49.2			15.9			11.4	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	2	7		201	3	0	1	154	43	60	51	
Queue Length 95th (ft)	11	21		247	11	48	7	231	130	107	82	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	790		786	810	455	570	1866	953	571	2291	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.03		0.61	0.01	0.26	0.00	0.31	0.36	0.30	0.12	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Existing Traffic Conditions
 PM Peak Hour

Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶↶	↷	
Traffic Vol, veh/h	3	8	1	5	30	1
Future Vol, veh/h	3	8	1	5	30	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	3	9	1	5	33	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	39	34	34	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	970	1039	1577	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1039	1577	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1577	-	969	1039	-	-
HCM Lane V/C Ratio	0.001	-	0.003	0.008	-	-
HCM Control Delay (s)	7.3	-	8.7	8.5	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	14	202	224	316	211	4
Future Vol, veh/h	14	202	224	316	211	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	15	220	243	343	229	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	889	117	233	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	373	913	1332	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	305	913	1332	-	-	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.4	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1332	-	423	913	-	-
HCM Lane V/C Ratio	0.183	-	0.036	0.24	-	-
HCM Control Delay (s)	8.3	-	13.8	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.1	0.9	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Existing Traffic Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	1	10	0	249	197	0
Future Vol, veh/h	1	10	0	249	197	0
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	35	150	-	-	-
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	11	0	271	214	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	485	214	214	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	541	826	1356	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	541	826	1356	-	-	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	775	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1356	-	610	826	-	-
HCM Lane V/C Ratio	-	-	0.002	0.013	-	-
HCM Control Delay (s)	0	-	10.9	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Existing Traffic Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	9	7	1	245	185	0
Future Vol, veh/h	9	7	1	245	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	10	8	1	266	201	0























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	469	201	201	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	268	-	-	-	-	-
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	553	840	1371	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	552	840	1371	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	777	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1371	-	618	840	-	-
HCM Lane V/C Ratio	0.001	-	0.016	0.009	-	-
HCM Control Delay (s)	7.6	-	10.9	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Timings
1: 30th Street & Garden of the Gods Road

Existing Traffic Conditions
Saturday Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	4	6	500	9	109	3	213	284	128	185	0
Future Volume (vph)	1	4	6	500	9	109	3	213	284	128	185	0
Satd. Flow (prot)	1770	3203	0	3433	3539	1583	1770	3539	1583	1770	3539	0
Flt Permitted	0.950			0.950			0.626			0.565		
Satd. Flow (perm)	1770	3203	0	3433	3539	1583	1166	3539	1583	1052	3539	0
Satd. Flow (RTOR)		365				121			309			
Lane Group Flow (vph)	1	11	0	543	10	118	3	232	309	139	201	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		26.1	26.1	26.1	71.1	71.1	71.1	86.8	85.8	
Actuated g/C Ratio	0.08	0.08		0.20	0.20	0.20	0.54	0.54	0.54	0.66	0.65	
v/c Ratio	0.01	0.02		0.79	0.01	0.29	0.00	0.12	0.31	0.19	0.09	
Control Delay	56.0	0.1		58.7	39.2	8.2	22.0	18.0	3.5	11.1	10.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.0	0.1		58.7	39.2	8.2	22.0	18.0	3.5	11.1	10.4	
LOS	E	A		E	D	A	C	B	A	B	B	
Approach Delay		4.8			49.5			9.8			10.7	
Approach LOS		A			D			A			B	
Queue Length 50th (ft)	1	0		228	3	0	1	41	0	33	25	
Queue Length 95th (ft)	7	0		276	11	47	8	97	59	93	64	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	1014		797	822	460	633	1921	1000	779	2317	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.01		0.68	0.01	0.26	0.00	0.12	0.31	0.18	0.09	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Existing Traffic Conditions
 Saturday Peak Hour

Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
 2: Alpine Meadows Lane & Site Access

Existing Traffic Conditions
 Saturday Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑	
Traffic Vol, veh/h	3	0	3	3	3	2
Future Vol, veh/h	3	0	3	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	3	0	3	3	3	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	12	4	5	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	1007	1079	1616	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1005	1079	1616	-	-	-
Mov Cap-2 Maneuver	1005	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1616	-	1005	-	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-	-
HCM Control Delay (s)	7.2	-	8.6	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	8	100	134	221	192	10
Future Vol, veh/h	8	100	134	221	192	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	109	146	240	209	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	627	110	220	0	-	0
Stage 1	215	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	502	922	1346	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	448	922	1346	-	-	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.6	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1346	-	537	922	-	-
HCM Lane V/C Ratio	0.108	-	0.016	0.118	-	-
HCM Control Delay (s)	8	-	11.8	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0	0.4	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Existing Traffic Conditions
Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↷	↷	
Traffic Vol, veh/h	1	2	0	153	106	0
Future Vol, veh/h	1	2	0	153	106	0
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	35	150	-	-	-
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	2	0	166	115	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	281	115	115	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	166	-	-	-	-	-
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	709	937	1474	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	937	1474	-	-	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	863	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1474	-	727	937	-	-
HCM Lane V/C Ratio	-	-	0.001	0.002	-	-
HCM Control Delay (s)	0	-	10	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Existing Traffic Conditions
Saturday Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶	↷	
Traffic Vol, veh/h	0	0	0	159	104	1
Future Vol, veh/h	0	0	0	159	104	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	0	0	0	173	113	1
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	287	114	114	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	173	-	-	-	-	-
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	703	939	1475	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	703	939	1475	-	-	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	857	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1475	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Timings
1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
Year 2024 - AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	23	6	519	187	147	53	228	239	179	226	27
Future Volume (vph)	4	23	6	519	187	147	53	228	239	179	226	27
Satd. Flow (prot)	1770	3422	0	3433	3539	1583	1770	3539	1583	1770	3483	0
Flt Permitted	0.950			0.950			0.583			0.553		
Satd. Flow (perm)	1770	3422	0	3433	3539	1583	1086	3539	1583	1030	3483	0
Satd. Flow (RTOR)		7				160			260		11	
Lane Group Flow (vph)	4	32	0	564	203	160	58	248	260	195	275	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		27.8	27.8	27.8	63.7	63.7	63.7	81.8	80.8	
Actuated g/C Ratio	0.08	0.08		0.21	0.21	0.21	0.49	0.49	0.49	0.62	0.62	
v/c Ratio	0.03	0.12		0.77	0.27	0.35	0.11	0.14	0.29	0.27	0.13	
Control Delay	56.8	48.0		56.0	43.0	7.8	25.2	22.5	4.2	13.9	12.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.8	48.0		56.0	43.0	7.8	25.2	22.5	4.2	13.9	12.2	
LOS	E	D		E	D	A	C	C	A	B	B	
Approach Delay		48.9			44.8			14.4			12.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	3	10		234	76	0	29	66	0	76	53	
Queue Length 95th (ft)	15	28		280	105	54	70	112	59	133	85	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	789		812	837	496	527	1719	902	730	2152	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.04		0.69	0.24	0.32	0.11	0.14	0.29	0.27	0.13	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
 Year 2024 - AM Peak Hour

Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
2: Alpine Meadows Lane & Site Access

Background Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑	
Traffic Vol, veh/h	3	30	240	27	3	27
Future Vol, veh/h	3	30	240	27	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	3	33	261	29	3	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	555	18	32	0	0
Stage 1	18	-	-	-	-
Stage 2	537	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	477	1060	1579	-	-
Stage 1	1004	-	-	-	-
Stage 2	551	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	398	1060	1579	-	-
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	838	-	-	-	-
Stage 2	551	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	6.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1579	-	398	1060	-	-
HCM Lane V/C Ratio	0.165	-	0.008	0.031	-	-
HCM Control Delay (s)	7.7	-	14.1	8.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0	0.1	-	-

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Background Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	25	320	188	222	284	24
Future Vol, veh/h	25	320	188	222	284	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	125	0	160	-	-	-
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	27	348	204	241	309	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	851	168	335	0	-	0
Stage 1	322	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	353	847	1221	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	294	847	1221	-	-	-
Mov Cap-2 Maneuver	414	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.4	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1221	-	414	847	-	-
HCM Lane V/C Ratio	0.167	-	0.066	0.411	-	-
HCM Control Delay (s)	8.5	-	14.3	12.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	2	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Background Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	7	3	26	208	347	53
Future Vol, veh/h	7	3	26	208	347	53
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	35	150	-	-	-
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	8	3	28	226	377	58

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	688	406	435	0	-	0
Stage 1	406	-	-	-	-	-
Stage 2	282	-	-	-	-	-
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	412	645	1125	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	402	645	1125	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1125	-	503	645	-	-
HCM Lane V/C Ratio	0.025	-	0.015	0.005	-	-
HCM Control Delay (s)	8.3	-	12.3	10.6	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Background Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	13	10	80	187	343	107
Future Vol, veh/h	13	10	80	187	343	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	14	11	87	203	373	116
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	808	431	489	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	377	-	-	-	-	-
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	350	624	1074	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	624	1074	-	-	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1074	-	440	624	-	-
HCM Lane V/C Ratio	0.081	-	0.032	0.017	-	-
HCM Control Delay (s)	8.6	-	13.5	10.9	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.1	-	-

Timings
1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
Year 2024 - PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	26	176	50	457	29	513	8	545	330	447	265	4
Future Volume (vph)	26	176	50	457	29	513	8	545	330	447	265	4
Satd. Flow (prot)	1770	3422	0	3433	3539	1583	1770	3539	1583	1770	3532	0
Flt Permitted	0.950			0.950			0.573			0.159		
Satd. Flow (perm)	1770	3422	0	3433	3539	1583	1067	3539	1583	296	3532	0
Satd. Flow (RTOR)		26				558			251		1	
Lane Group Flow (vph)	28	245	0	497	32	558	9	592	359	486	292	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	13.8	13.8		26.1	26.1	26.1	27.8	27.8	27.8	73.1	72.1	
Actuated g/C Ratio	0.11	0.11		0.20	0.20	0.20	0.21	0.21	0.21	0.56	0.55	
v/c Ratio	0.15	0.64		0.73	0.05	0.73	0.04	0.79	0.67	0.80	0.15	
Control Delay	53.7	57.6		55.3	40.1	9.7	39.2	56.6	20.4	40.6	15.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.7	57.6		55.3	40.1	9.7	39.2	56.6	20.4	40.6	15.9	
LOS	D	E		E	D	A	D	E	C	D	B	
Approach Delay		57.2			31.4			42.9			31.3	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	22	95		206	11	0	6	250	80	303	61	
Queue Length 95th (ft)	52	136		250	25	104	21	308	186	#632	103	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	803		800	825	796	260	864	576	607	1944	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.31		0.62	0.04	0.70	0.03	0.69	0.62	0.80	0.15	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
 Year 2024 - PM Peak Hour

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 37.2 Intersection LOS: D
 Intersection Capacity Utilization 81.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
2: Alpine Meadows Lane & Site Access

Background Traffic Conditions
Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑	
Traffic Vol, veh/h	25	226	37	4	26	4
Future Vol, veh/h	25	226	37	4	26	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	27	246	40	4	28	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	112	30	32	0	0
Stage 1	30	-	-	-	-
Stage 2	82	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	879	1044	1579	-	-
Stage 1	992	-	-	-	-
Stage 2	932	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	857	1044	1579	-	-
Mov Cap-2 Maneuver	857	-	-	-	-
Stage 1	967	-	-	-	-
Stage 2	932	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	6.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1579	-	857	1044	-	-
HCM Lane V/C Ratio	0.025	-	0.032	0.235	-	-
HCM Control Delay (s)	7.3	-	9.3	9.5	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.9	-	-

HCM 6th TWSC
 3: 30th Street & Flying W Ranch Road

Background Traffic Conditions
 Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	15	494	517	329	220	4
Future Vol, veh/h	15	494	517	329	220	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	16	537	562	358	239	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1544	122	243	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	1303	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	124	906	1320	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	71	906	1320	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	253	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	15	5.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1320	-	177	906	-	-
HCM Lane V/C Ratio	0.426	-	0.092	0.593	-	-
HCM Control Delay (s)	9.7	-	27.4	14.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	2.2	-	0.3	4	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Background Traffic Conditions
Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	50	25	5	543	489	8
Future Vol, veh/h	50	25	5	543	489	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	35	150	-	-	-
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	54	27	5	590	532	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1137	537	541	0	-	0
Stage 1	537	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	223	544	1028	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	544	1028	-	-	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1028	-	359	544	-	-
HCM Lane V/C Ratio	0.005	-	0.151	0.05	-	-
HCM Control Delay (s)	8.5	-	16.8	12	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.2	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Background Traffic Conditions
Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	101	75	12	539	476	16
Future Vol, veh/h	101	75	12	539	476	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	100	150	-	-	-
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	110	82	13	586	517	17























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1138	526	534	0	-	0
Stage 1	526	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	223	552	1034	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	552	1034	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1034	-	357	552	-	-
HCM Lane V/C Ratio	0.013	-	0.308	0.148	-	-
HCM Control Delay (s)	8.5	-	19.5	12.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	1.3	0.5	-	-

Timings
1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
Year 2024 - Saturday Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	6	1	520	16	397	5	222	295	417	192	2
Future Volume (vph)	1	6	1	520	16	397	5	222	295	417	192	2
Satd. Flow (prot)	1770	3472	0	3433	3539	1583	1770	3539	1583	1770	3536	0
Flt Permitted	0.950			0.950			0.620			0.543		
Satd. Flow (perm)	1770	3472	0	3433	3539	1583	1155	3539	1583	1011	3536	0
Satd. Flow (RTOR)		1				432			321		1	
Lane Group Flow (vph)	1	8	0	565	17	432	5	241	321	453	211	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		28.3	28.3	28.3	53.7	53.7	53.7	87.9	86.9	
Actuated g/C Ratio	0.08	0.08		0.22	0.22	0.22	0.41	0.41	0.41	0.67	0.66	
v/c Ratio	0.01	0.03		0.76	0.02	0.64	0.01	0.17	0.38	0.54	0.09	
Control Delay	56.0	53.1		55.0	37.7	8.1	35.0	29.3	5.7	14.2	9.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.0	53.1		55.0	37.7	8.1	35.0	29.3	5.7	14.2	9.7	
LOS	E	D		D	D	A	C	C	A	B	A	
Approach Delay		53.5			34.7			16.0			12.8	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	1	3		234	5	0	2	64	0	143	28	
Queue Length 95th (ft)	7	12		279	15	85	16	137	84	337	70	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	795		820	845	707	486	1491	852	841	2346	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.01		0.69	0.02	0.61	0.01	0.16	0.38	0.54	0.09	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
 Year 2024 - Saturday Peak Hour

Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
 2: Alpine Meadows Lane & Site Access

Background Traffic Conditions
 Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑	
Traffic Vol, veh/h	1	7	21	2	1	2
Future Vol, veh/h	1	7	21	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	8	23	2	1	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	49	2	3	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	957	1082	1618	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	944	1082	1618	-	-	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1618	-	944	1082	-	-
HCM Lane V/C Ratio	0.014	-	0.001	0.007	-	-
HCM Control Delay (s)	7.3	-	8.8	8.4	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Background Traffic Conditions
Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	8	388	423	230	200	10
Future Vol, veh/h	8	388	423	230	200	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	422	460	250	217	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1268	114	228	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	1045	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	181	917	1337	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	119	917	1337	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.4	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1337	-	236	917	-	-
HCM Lane V/C Ratio	0.344	-	0.037	0.46	-	-
HCM Control Delay (s)	9.1	-	20.8	12.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	1.6	-	0.1	2.5	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Background Traffic Conditions
Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶	↷	
Traffic Vol, veh/h	5	2	3	443	394	5
Future Vol, veh/h	5	2	3	443	394	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	35	150	-	-	-
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	2	3	482	428	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	919	431	433	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	488	-	-	-	-	-
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	301	624	1127	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	300	624	1127	-	-	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1127	-	426	624	-	-
HCM Lane V/C Ratio	0.003	-	0.013	0.003	-	-
HCM Control Delay (s)	8.2	-	13.6	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
 5: Flying W Ranch Road & Alpine Meadows Lane

Background Traffic Conditions
 Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	3	2	7	449	392	9
Future Vol, veh/h	3	2	7	449	392	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	3	2	8	488	426	10
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	935	431	436	0	-	0
Stage 1	431	-	-	-	-	-
Stage 2	504	-	-	-	-	-
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	295	624	1124	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	624	1124	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1124	-	420	624	-	-
HCM Lane V/C Ratio	0.007	-	0.008	0.003	-	-
HCM Control Delay (s)	8.2	-	13.6	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Timings
1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
Year 2042 - AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	39	11	741	311	210	89	325	342	256	322	44
Future Volume (vph)	5	39	11	741	311	210	89	325	342	256	322	44
Satd. Flow (prot)	1770	3422	0	3433	3539	1583	1770	3539	1583	1770	3476	0
Flt Permitted	0.950			0.950			0.517			0.429		
Satd. Flow (perm)	1770	3422	0	3433	3539	1583	963	3539	1583	799	3476	0
Satd. Flow (RTOR)		12				228			372		16	
Lane Group Flow (vph)	5	54	0	805	338	228	97	353	372	278	398	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	16.6	16.6		46.0	46.0	46.0	34.4	34.4	34.4	23.0	57.4	
Total Split (%)	13.8%	13.8%		38.3%	38.3%	38.3%	28.7%	28.7%	28.7%	19.2%	47.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		35.4	35.4	35.4	37.9	37.9	37.9	59.9	58.9	
Actuated g/C Ratio	0.08	0.08		0.30	0.30	0.30	0.32	0.32	0.32	0.50	0.49	
v/c Ratio	0.03	0.18		0.80	0.32	0.36	0.32	0.32	0.49	0.53	0.23	
Control Delay	51.2	43.3		45.1	33.2	5.4	40.4	35.5	6.3	24.1	19.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.2	43.3		45.1	33.2	5.4	40.4	35.5	6.3	24.1	19.0	
LOS	D	D		D	C	A	D	D	A	C	B	
Approach Delay		43.9			35.6			22.9			21.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	4	16		292	106	0	61	117	0	134	93	
Queue Length 95th (ft)	17	37		351	141	55	121	170	81	212	135	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	148	299		1132	1166	675	308	1134	759	548	1716	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.18		0.71	0.29	0.34	0.31	0.31	0.49	0.51	0.23	

Intersection Summary







Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
 Year 2042 - AM Peak Hour

Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	34.4 s	16.6 s	46 s
 Ø5 (R)			
57.4 s			

HCM 6th TWSC
2: Alpine Meadows Lane & Site Access

Background Traffic Conditions
Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↗	
Traffic Vol, veh/h	6	50	400	44	5	45
Future Vol, veh/h	6	50	400	44	5	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	7	54	435	48	5	49

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	924	30	54	0	0
Stage 1	30	-	-	-	-
Stage 2	894	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	283	1044	1550	-	-
Stage 1	992	-	-	-	-
Stage 2	361	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	203	1044	1550	-	-
Mov Cap-2 Maneuver	203	-	-	-	-
Stage 1	713	-	-	-	-
Stage 2	361	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	7.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1550	-	203	1044	-	-
HCM Lane V/C Ratio	0.281	-	0.032	0.052	-	-
HCM Control Delay (s)	8.2	-	23.3	8.6	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	1.2	-	0.1	0.2	-	-

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Background Traffic Conditions
Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	7.6					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	36	458	269	317	406	34
Future Vol, veh/h	36	458	269	317	406	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	125	0	160	-	-	-
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	39	498	292	345	441	37

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1217	239	478	0	-	0
Stage 1	460	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	210	762	1081	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	154	762	1081	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.3	4.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1081	-	286	762	-	-
HCM Lane V/C Ratio	0.27	-	0.137	0.653	-	-
HCM Control Delay (s)	9.6	-	19.6	18.2	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	1.1	-	0.5	4.9	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Background Traffic Conditions
Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	11	5	45	297	496	89
Future Vol, veh/h	11	5	45	297	496	89
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	35	150	-	-	-
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	12	5	49	323	539	97

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1009	588	636	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	421	-	-	-	-	-
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	266	509	947	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	252	509	947	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	947	-	380	509	-	-
HCM Lane V/C Ratio	0.052	-	0.031	0.011	-	-
HCM Control Delay (s)	9	-	14.8	12.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Background Traffic Conditions
Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	22	17	133	267	490	177
Future Vol, veh/h	22	17	133	267	490	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	24	18	145	290	533	192

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1209	629	725	0	-	0
Stage 1	629	-	-	-	-	-
Stage 2	580	-	-	-	-	-
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	202	482	878	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	482	878	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	3.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	878	-	301	482	-	-
HCM Lane V/C Ratio	0.165	-	0.079	0.038	-	-
HCM Control Delay (s)	9.9	-	18	12.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	0.1	-	-

Timings
1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
Year 2042 - PM Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	42	294	84	652	45	611	14	779	471	517	379	7
Future Volume (vph)	42	294	84	652	45	611	14	779	471	517	379	7
Satd. Flow (prot)	1770	3422	0	3433	3539	1583	1770	3539	1583	1770	3529	0
Flt Permitted	0.950			0.950			0.506			0.114		
Satd. Flow (perm)	1770	3422	0	3433	3539	1583	943	3539	1583	212	3529	0
Satd. Flow (RTOR)		25				559			276		2	
Lane Group Flow (vph)	46	411	0	709	49	664	15	847	512	562	420	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	19.6	19.6		30.4	30.4	30.4	36.0	36.0	36.0	34.0	70.0	
Total Split (%)	16.3%	16.3%		25.3%	25.3%	25.3%	30.0%	30.0%	30.0%	28.3%	58.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	13.1	13.1		23.9	23.9	23.9	30.0	30.0	30.0	65.0	64.0	
Actuated g/C Ratio	0.11	0.11		0.20	0.20	0.20	0.25	0.25	0.25	0.54	0.53	
v/c Ratio	0.24	1.04		1.04	0.07	0.87	0.06	0.96	0.85	1.14	0.22	
Control Delay	52.4	104.8		91.5	39.5	21.7	35.4	66.4	34.0	119.6	15.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.4	104.8		91.5	39.5	21.7	35.4	66.4	34.0	119.6	15.1	
LOS	D	F		F	D	C	D	E	C	F	B	
Approach Delay		99.5			57.1			54.0			74.9	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	33	~171		~305	16	73	9	342	187	~459	86	
Queue Length 95th (ft)	71	#278		#425	34	#312	28	#471	#381	#682	117	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	193	395		683	704	762	235	884	602	491	1883	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.24	1.04		1.04	0.07	0.87	0.06	0.96	0.85	1.14	0.22	

Intersection Summary







Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
 Year 2042 - PM Peak Hour

Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 64.8 Intersection LOS: E
 Intersection Capacity Utilization 99.6% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
34 s	36 s	19.6 s	30.4 s
 Ø5 (R)			
70 s			

HCM 6th TWSC
2: Alpine Meadows Lane & Site Access

Background Traffic Conditions
Year 2042 - PM Peak Hour

Intersection						
Int Delay, s/veh	9.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑	
Traffic Vol, veh/h	42	378	62	7	42	7
Future Vol, veh/h	42	378	62	7	42	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	46	411	67	8	46	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	188	50	54	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	792	1018	1550	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	1018	1550	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	6.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1550	-	758	1018	-	-
HCM Lane V/C Ratio	0.043	-	0.06	0.404	-	-
HCM Control Delay (s)	7.4	-	10.1	10.9	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	2	-	-

Intersection						
Int Delay, s/veh	10.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	21	584	617	470	314	6
Future Vol, veh/h	21	584	617	470	314	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	23	635	671	511	341	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1943	174	348	0	-	0
Stage 1	345	-	-	-	-	-
Stage 2	1598	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	66	839	1208	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	29	839	1208	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	180	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22.1	6.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1208	-	116	839	-	-
HCM Lane V/C Ratio	0.555	-	0.197	0.757	-	-
HCM Control Delay (s)	11.6	-	43.5	21.3	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	3.6	-	0.7	7.3	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Background Traffic Conditions
Year 2042 - PM Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	84	41	6	654	577	14
Future Vol, veh/h	84	41	6	654	577	14
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	35	150	-	-	-
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	91	45	7	711	627	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1360	635	642	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	725	-	-	-	-	-
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	164	478	943	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	163	478	943	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	943	-	303	478	-	-
HCM Lane V/C Ratio	0.007	-	0.301	0.093	-	-
HCM Control Delay (s)	8.8	-	21.9	13.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	0.3	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Background Traffic Conditions
Year 2042 - PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	168	126	21	648	559	27
Future Vol, veh/h	168	126	21	648	559	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	183	137	23	704	608	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1373	623	637	0	-	0
Stage 1	623	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 161	486	947	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 157	486	947	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	467	-	-	-	-	-
























Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	947	-	296	486	-	-
HCM Lane V/C Ratio	0.024	-	0.617	0.282	-	-
HCM Control Delay (s)	8.9	-	34.9	15.3	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	3.8	1.1	-	-

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

Timings
1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
Year 2042 - Saturday Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	9	3	743	27	446	8	317	422	474	275	4
Future Volume (vph)	2	9	3	743	27	446	8	317	422	474	275	4
Satd. Flow (prot)	1770	3415	0	3433	3539	1583	1770	3539	1583	1770	3532	0
Flt Permitted	0.950			0.950			0.567			0.421		
Satd. Flow (perm)	1770	3415	0	3433	3539	1583	1056	3539	1583	784	3532	0
Satd. Flow (RTOR)		3				485			459		1	
Lane Group Flow (vph)	2	13	0	808	29	485	9	345	459	515	303	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	16.5	16.5		40.0	40.0	40.0	29.5	29.5	29.5	34.0	63.5	
Total Split (%)	13.8%	13.8%		33.3%	33.3%	33.3%	24.6%	24.6%	24.6%	28.3%	52.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		33.4	33.4	33.4	37.4	37.4	37.4	68.5	67.5	
Actuated g/C Ratio	0.08	0.08		0.28	0.28	0.28	0.31	0.31	0.31	0.57	0.56	
v/c Ratio	0.01	0.05		0.85	0.03	0.61	0.03	0.31	0.57	0.79	0.15	
Control Delay	51.0	43.2		50.0	30.8	6.7	38.8	36.1	7.0	28.2	14.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.0	43.2		50.0	30.8	6.7	38.8	36.1	7.0	28.2	14.5	
LOS	D	D		D	C	A	D	D	A	C	B	
Approach Delay		44.2			33.7			19.7			23.1	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	1	3		297	8	0	5	103	0	207	50	
Queue Length 95th (ft)	10	14		382	21	86	21	175	98	#425	96	
Internal Link Dist (ft)		403			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	147	287		987	1017	800	334	1121	815	685	2004	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.01	0.05		0.82	0.03	0.61	0.03	0.31	0.56	0.75	0.15	
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Timings
 1: 30th Street & Garden of the Gods Road

Background Traffic Conditions
 Year 2042 - Saturday Peak Hour

Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 27.0 Intersection LOS: C
 Intersection Capacity Utilization 77.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
34 s	29.5 s	16.5 s	40 s
 Ø5 (R)			
63.5 s			

HCM 6th TWSC
2: Alpine Meadows Lane & Site Access

Background Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶↶	↷	
Traffic Vol, veh/h	1	12	35	4	2	4
Future Vol, veh/h	1	12	35	4	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	95	0	110	-	-	-
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	13	38	4	2	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	82	4	6	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	915	1079	1614	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	893	1079	1614	-	-	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	6.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1614	-	893	1079	-	-
HCM Lane V/C Ratio	0.024	-	0.001	0.012	-	-
HCM Control Delay (s)	7.3	-	9	8.4	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0	-	-

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Background Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	7.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	12	433	483	328	285	15
Future Vol, veh/h	12	433	483	328	285	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	125	0	160	-	-	-
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	13	471	525	357	310	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1547	163	326	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	1229	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	121	853	1230	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	69	853	1230	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	274	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	14.6	6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1230	-	179	853	-	-
HCM Lane V/C Ratio	0.427	-	0.073	0.552	-	-
HCM Control Delay (s)	10.1	-	26.7	14.3	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	2.2	-	0.2	3.4	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Background Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↶	↷	
Traffic Vol, veh/h	3	1	3	511	442	8
Future Vol, veh/h	3	1	3	511	442	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	35	150	-	-	-
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	3	1	3	555	480	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1046	485	489	0	-	0
Stage 1	485	-	-	-	-	-
Stage 2	561	-	-	-	-	-
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	253	582	1074	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	252	582	1074	-	-	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1074	-	385	582	-	-
HCM Lane V/C Ratio	0.003	-	0.008	0.002	-	-
HCM Control Delay (s)	8.4	-	14.4	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Background Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	5	4	12	520	439	16
Future Vol, veh/h	5	4	12	520	439	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	100	150	-	-	-
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	4	13	565	477	17
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1077	486	494	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	591	-	-	-	-	-
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	242	581	1070	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	581	1070	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1070	-	374	581	-	-
HCM Lane V/C Ratio	0.012	-	0.015	0.007	-	-
HCM Control Delay (s)	8.4	-	14.8	11.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Timings
1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
Year 2024 - AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	51	14	519	276	147	79	228	239	180	226	44
Future Volume (vph)	14	51	14	519	276	147	79	228	239	180	226	44
Satd. Flow (prot)	1770	3426	0	3433	3539	1583	1770	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.572			0.551		
Satd. Flow (perm)	1770	3426	0	3433	3539	1583	1065	3539	1583	1026	3454	0
Satd. Flow (RTOR)		15				160			260		20	
Lane Group Flow (vph)	15	70	0	564	300	160	86	248	260	196	294	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		28.1	28.1	28.1	59.7	59.7	59.7	78.2	77.2	
Actuated g/C Ratio	0.08	0.08		0.21	0.21	0.21	0.46	0.46	0.46	0.60	0.59	
v/c Ratio	0.11	0.25		0.77	0.40	0.34	0.18	0.15	0.30	0.29	0.14	
Control Delay	58.5	47.3		55.3	44.9	7.7	27.2	24.3	4.4	15.2	13.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.5	47.3		55.3	44.9	7.7	27.2	24.3	4.4	15.2	13.0	
LOS	E	D		E	D	A	C	C	A	B	B	
Approach Delay		49.3			44.8			16.0			13.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	12	23		234	116	0	45	66	0	77	55	
Queue Length 95th (ft)	35	48		278	149	54	97	113	59	135	90	
Internal Link Dist (ft)		457			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	796		820	845	499	485	1611	862	700	2043	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.09		0.69	0.36	0.32	0.18	0.15	0.30	0.28	0.14	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
 Year 2024 - AM Peak Hour

Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
2: Site Access & Garden of the Gods Road

Total Traffic Conditions
Year 2024 - AM Peak Hour

Intersection												
Int Delay, s/veh	2.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↕↗		↖	↕↗		↖	↗		↖	↗	
Traffic Vol, veh/h	51	30	3	11	240	148	13	7	31	18	1	30
Future Vol, veh/h	51	30	3	11	240	148	13	7	31	18	1	30
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	115	-	-	110	-	-	115	-	-	95	-	-
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	55	33	3	12	261	161	14	8	34	20	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	36	0	0	300	591	18	497	512	211
Stage 1	-	-	-	-	-	-	145	145	-	366	366	-
Stage 2	-	-	-	-	-	-	155	446	-	131	146	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1134	-	-	1573	-	-	630	418	1056	456	464	794
Stage 1	-	-	-	-	-	-	843	776	-	626	621	-
Stage 2	-	-	-	-	-	-	832	572	-	859	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1134	-	-	1573	-	-	577	394	1056	416	438	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	394	-	416	438	-
Stage 1	-	-	-	-	-	-	802	738	-	595	616	-
Stage 2	-	-	-	-	-	-	790	567	-	783	737	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	5.1	0.2	10.1	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2	
Capacity (veh/h)	577	806	1573	-	-	1134	-	-	416	774
HCM Lane V/C Ratio	0.024	0.051	0.008	-	-	0.049	-	-	0.047	0.044
HCM Control Delay (s)	11.4	9.7	7.3	-	-	8.3	-	-	14.1	9.9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0.2	-	-	0.1	0.1

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Total Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	37	321	188	232	301	72
Future Vol, veh/h	37	321	188	232	301	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	40	349	204	252	327	78

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	900	203	405	0	0
Stage 1	366	-	-	-	-
Stage 2	534	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	327	804	1150	-	-
Stage 1	672	-	-	-	-
Stage 2	639	-	-	-	-
Platoon blocked, %	1	-	-	-	-
Mov Cap-1 Maneuver	269	804	1150	-	-
Mov Cap-2 Maneuver	392	-	-	-	-
Stage 1	553	-	-	-	-
Stage 2	639	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	13.1	3.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1150	-	392	804	-	-
HCM Lane V/C Ratio	0.178	-	0.103	0.434	-	-
HCM Control Delay (s)	8.8	-	15.2	12.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	2.2	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Total Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	16	16	74	208	347	78
Future Vol, veh/h	16	16	74	208	347	78
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	35	150	-	-	-
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	17	17	80	226	377	85

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	806	420	462	0	-	0
Stage 1	420	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	351	633	1099	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	325	633	1099	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1099	-	444	633	-	-
HCM Lane V/C Ratio	0.073	-	0.039	0.027	-	-
HCM Control Delay (s)	8.5	-	13.4	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.1	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Total Traffic Conditions
Year 2024 - AM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	29	10	80	196	368	158
Future Vol, veh/h	29	10	80	196	368	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	32	11	87	213	400	172
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	873	486	572	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	387	-	-	-	-	-
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	321	581	1001	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	581	1001	-	-	-
Mov Cap-2 Maneuver	414	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1001	-	414	581	-	-
HCM Lane V/C Ratio	0.087	-	0.076	0.019	-	-
HCM Control Delay (s)	8.9	-	14.4	11.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.1	-	-

Timings
1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
Year 2024 - PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	40	250	74	457	59	513	18	545	330	458	265	17
Future Volume (vph)	40	250	74	457	59	513	18	545	330	458	265	17
Satd. Flow (prot)	1770	3419	0	3433	3539	1583	1770	3539	1583	1770	3507	0
Flt Permitted	0.950			0.950			0.565			0.160		
Satd. Flow (perm)	1770	3419	0	3433	3539	1583	1052	3539	1583	298	3507	0
Satd. Flow (RTOR)		27				558			251		6	
Lane Group Flow (vph)	43	352	0	497	64	558	20	592	359	498	306	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	18.0	18.0		26.2	26.2	26.2	27.8	27.8	27.8	68.8	67.8	
Actuated g/C Ratio	0.14	0.14		0.20	0.20	0.20	0.21	0.21	0.21	0.53	0.52	
v/c Ratio	0.18	0.71		0.72	0.09	0.73	0.09	0.79	0.67	0.91	0.17	
Control Delay	50.0	57.8		55.0	41.0	9.6	40.6	56.6	20.4	54.0	18.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.0	57.8		55.0	41.0	9.6	40.6	56.6	20.4	54.0	18.2	
LOS	D	E		D	D	A	D	E	C	D	B	
Approach Delay		57.0			31.5			42.9			40.4	
Approach LOS		E			C			D			D	
Queue Length 50th (ft)	33	141		206	23	0	14	250	80	335	67	
Queue Length 95th (ft)	67	186		248	41	103	36	308	186	#733	116	
Internal Link Dist (ft)		455			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	803		804	828	797	256	864	576	549	1817	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.44		0.62	0.08	0.70	0.08	0.69	0.62	0.91	0.17	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
 Year 2024 - PM Peak Hour

Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 40.1 Intersection LOS: D
 Intersection Capacity Utilization 82.8% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
2: Site Access & Garden of the Gods Road

Total Traffic Conditions
Year 2024 - PM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	
Traffic Vol, veh/h	34	226	10	31	37	26	7	4	16	122	2	26
Future Vol, veh/h	34	226	10	31	37	26	7	4	16	122	2	26
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	115	-	-	110	-	-	115	-	-	95	-	-
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	37	246	11	34	40	28	8	4	17	133	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	257	0	0	415	462	129	321	453	34
Stage 1	-	-	-	-	-	-	326	326	-	122	122	-
Stage 2	-	-	-	-	-	-	89	136	-	199	331	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1531	-	-	1305	-	-	522	495	897	608	501	1032
Stage 1	-	-	-	-	-	-	661	647	-	869	794	-
Stage 2	-	-	-	-	-	-	908	783	-	784	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1305	-	-	487	471	897	570	476	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	471	-	570	476	-
Stage 1	-	-	-	-	-	-	645	631	-	848	773	-
Stage 2	-	-	-	-	-	-	858	763	-	745	629	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.9			2.6			10.6			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	487	760	1305	-	-	1531	-	-	570	953
HCM Lane V/C Ratio	0.016	0.029	0.026	-	-	0.024	-	-	0.233	0.032
HCM Control Delay (s)	12.5	9.9	7.8	-	-	7.4	-	-	13.2	8.9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	0.1	-	-	0.1	-	-	0.9	0.1

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Total Traffic Conditions
Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	9.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	61	505	517	343	233	13
Future Vol, veh/h	61	505	517	343	233	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	66	549	562	373	253	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1571	134	267	0	-	0
Stage 1	260	-	-	-	-	-
Stage 2	1311	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	119	890	1294	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	67	890	1294	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	250	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	17.8	6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1294	-	172	890	-	-
HCM Lane V/C Ratio	0.434	-	0.385	0.617	-	-
HCM Control Delay (s)	9.9	-	38.5	15.3	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	2.2	-	1.7	4.4	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Total Traffic Conditions
Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	94	82	14	543	489	14
Future Vol, veh/h	94	82	14	543	489	14
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	35	150	-	-	-
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	102	89	15	590	532	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1160	540	547	0	-	0
Stage 1	540	-	-	-	-	-
Stage 2	620	-	-	-	-	-
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	216	542	1022	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	542	1022	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1022	-	350	542	-	-
HCM Lane V/C Ratio	0.015	-	0.292	0.164	-	-
HCM Control Delay (s)	8.6	-	19.5	12.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	0.6	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Total Traffic Conditions
Year 2024 - PM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	130	75	12	583	482	35
Future Vol, veh/h	130	75	12	583	482	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	141	82	13	634	524	38
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1203	543	562	0	-	0
Stage 1	543	-	-	-	-	-
Stage 2	660	-	-	-	-	-
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	204	540	1009	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	201	540	1009	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	514	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1009	-	339	540	-	-
HCM Lane V/C Ratio	0.013	-	0.417	0.151	-	-
HCM Control Delay (s)	8.6	-	23	12.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	2	0.5	-	-

Timings
1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
Year 2024 - Saturday Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	20	5	520	35	397	11	222	295	417	192	12
Future Volume (vph)	6	20	5	520	35	397	11	222	295	417	192	12
Satd. Flow (prot)	1770	3440	0	3433	3539	1583	1770	3539	1583	1770	3507	0
Flt Permitted	0.950			0.950			0.613			0.532		
Satd. Flow (perm)	1770	3440	0	3433	3539	1583	1142	3539	1583	991	3507	0
Satd. Flow (RTOR)		5				432			321		6	
Lane Group Flow (vph)	7	27	0	565	38	432	12	241	321	453	222	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	36.5	36.5		36.5	36.5	36.5	38.0	38.0	38.0	20.0	58.0	
Total Split (%)	27.9%	27.9%		27.9%	27.9%	27.9%	29.0%	29.0%	29.0%	15.3%	44.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		28.3	28.3	28.3	46.2	46.2	46.2	81.3	80.3	
Actuated g/C Ratio	0.08	0.08		0.22	0.22	0.22	0.35	0.35	0.35	0.62	0.61	
v/c Ratio	0.05	0.10		0.76	0.05	0.64	0.03	0.19	0.42	0.58	0.10	
Control Delay	57.2	49.4		55.0	38.5	8.1	39.9	35.2	6.4	18.4	12.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.2	49.4		55.0	38.5	8.1	39.9	35.2	6.4	18.4	12.4	
LOS	E	D		D	D	A	D	D	A	B	B	
Approach Delay		51.0			34.8			19.2			16.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	6	9		234	13	0	7	82	0	213	43	
Queue Length 95th (ft)	22	25		279	27	85	28	137	84	337	72	
Internal Link Dist (ft)		460			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	405	791		820	845	707	416	1290	781	787	2152	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.03		0.69	0.04	0.61	0.03	0.19	0.41	0.58	0.10	

Intersection Summary







Cycle Length: 131
 Actuated Cycle Length: 131
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
 Year 2024 - Saturday Peak Hour

Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	38 s	36.5 s	36.5 s
 Ø5 (R)			
58 s			

HCM 6th TWSC
 2: Site Access & Garden of the Gods Road

Total Traffic Conditions
 Year 2024 - Saturday Peak Hour

Intersection												
Int Delay, s/veh	6.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	
Traffic Vol, veh/h	5	7	9	26	21	11	13	7	31	18	1	30
Future Vol, veh/h	5	7	9	26	21	11	13	7	31	18	1	30
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	115	-	-	110	-	-	115	-	-	95	-	-
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	5	8	10	28	23	12	14	8	34	20	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	18	0	0	91	114	9	103	113	18
Stage 1	-	-	-	-	-	-	23	23	-	85	85	-
Stage 2	-	-	-	-	-	-	68	91	-	18	28	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1575	-	-	1597	-	-	883	775	1070	866	776	1056
Stage 1	-	-	-	-	-	-	992	876	-	913	824	-
Stage 2	-	-	-	-	-	-	934	819	-	999	871	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1575	-	-	1597	-	-	841	759	1070	819	760	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	759	-	819	760	-
Stage 1	-	-	-	-	-	-	989	873	-	910	809	-
Stage 2	-	-	-	-	-	-	888	804	-	956	868	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.7	3.3	9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	841	995	1597	-	-	1575	-	-	819 1043
HCM Lane V/C Ratio	0.017	0.042	0.018	-	-	0.003	-	-	0.024 0.032
HCM Control Delay (s)	9.4	8.8	7.3	-	-	7.3	-	-	9.5 8.6
HCM Lane LOS	A	A	A	-	-	A	-	-	A A
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.1 0.1

HCM 6th TWSC
 3: 30th Street & Flying W Ranch Road

Total Traffic Conditions
 Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	13	388	423	235	210	14
Future Vol, veh/h	13	388	423	235	210	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	14	422	460	255	228	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1284	122	243	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	177	906	1320	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	115	906	1320	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.7	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1320	-	233	906	-	-
HCM Lane V/C Ratio	0.348	-	0.061	0.465	-	-
HCM Control Delay (s)	9.2	-	21.4	12.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	1.6	-	0.2	2.5	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Total Traffic Conditions
Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	5	6	7	443	394	8
Future Vol, veh/h	5	6	7	443	394	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	35	150	-	-	-
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	7	8	482	428	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	931	433	437	0	-	0
Stage 1	433	-	-	-	-	-
Stage 2	498	-	-	-	-	-
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	296	623	1123	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	623	1123	-	-	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1123	-	421	623	-	-
HCM Lane V/C Ratio	0.007	-	0.013	0.01	-	-
HCM Control Delay (s)	8.2	-	13.7	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
 5: Flying W Ranch Road & Alpine Meadows Lane

Total Traffic Conditions
 Year 2024 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	13	2	7	452	395	22
Future Vol, veh/h	13	2	7	452	395	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	100	150	-	-	-
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	14	2	8	491	429	24
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	948	441	453	0	-	0
Stage 1	441	-	-	-	-	-
Stage 2	507	-	-	-	-	-
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	289	616	1108	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	287	616	1108	-	-	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1108	-	415	616	-	-
HCM Lane V/C Ratio	0.007	-	0.034	0.004	-	-
HCM Control Delay (s)	8.3	-	14	10.9	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Timings
1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
Year 2042 - AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	67	19	741	400	210	115	325	342	257	322	61
Future Volume (vph)	15	67	19	741	400	210	115	325	342	257	322	61
Satd. Flow (prot)	1770	3419	0	3433	3539	1583	1770	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.508			0.419		
Satd. Flow (perm)	1770	3419	0	3433	3539	1583	946	3539	1583	780	3454	0
Satd. Flow (RTOR)		21				228			372		23	
Lane Group Flow (vph)	16	94	0	805	435	228	125	353	372	279	416	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	16.6	16.6		46.0	46.0	46.0	34.4	34.4	34.4	23.0	57.4	
Total Split (%)	13.8%	13.8%		38.3%	38.3%	38.3%	28.7%	28.7%	28.7%	19.2%	47.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		35.4	35.4	35.4	34.4	34.4	34.4	56.5	55.5	
Actuated g/C Ratio	0.08	0.08		0.30	0.30	0.30	0.29	0.29	0.29	0.47	0.46	
v/c Ratio	0.11	0.31		0.79	0.42	0.36	0.46	0.35	0.52	0.56	0.26	
Control Delay	52.8	43.0		45.0	34.7	5.4	44.9	36.9	6.6	25.7	19.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.8	43.0		45.0	34.7	5.4	44.9	36.9	6.6	25.7	19.8	
LOS	D	D		D	C	A	D	D	A	C	B	
Approach Delay		44.4			35.8			24.8			22.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	12	28		292	141	0	82	117	0	134	96	
Queue Length 95th (ft)	35	56		353	181	55	154	169	80	211	139	
Internal Link Dist (ft)		466			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	148	306		1133	1168	675	274	1026	723	518	1613	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.31		0.71	0.37	0.34	0.46	0.34	0.51	0.54	0.26	

Intersection Summary







Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
 Year 2042 - AM Peak Hour

Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 30.1	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
23 s	34.4 s	16.6 s	46 s
 Ø5 (R)			
57.4 s			

HCM 6th TWSC
2: Site Access & Garden of the Gods Road

Total Traffic Conditions
Year 2042 - AM Peak Hour

Intersection												
Int Delay, s/veh	2.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↕↗		↖	↕↗		↖	↗		↖	↗	
Traffic Vol, veh/h	54	50	3	11	400	165	13	7	31	20	1	48
Future Vol, veh/h	54	50	3	11	400	165	13	7	31	20	1	48
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	115	-	-	110	-	-	115	-	-	95	-	-
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	59	54	3	12	435	179	14	8	34	22	1	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	614	0	0	57	0	0	416	812	29	698	724	307
Stage 1	-	-	-	-	-	-	174	174	-	549	549	-
Stage 2	-	-	-	-	-	-	242	638	-	149	175	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	961	-	-	1546	-	-	521	312	1039	327	350	689
Stage 1	-	-	-	-	-	-	811	754	-	488	515	-
Stage 2	-	-	-	-	-	-	740	469	-	838	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	961	-	-	1546	-	-	455	290	1039	294	326	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	290	-	294	326	-
Stage 1	-	-	-	-	-	-	762	708	-	458	511	-
Stage 2	-	-	-	-	-	-	677	465	-	753	707	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	4.5	0.1	11.1	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2	
Capacity (veh/h)	455	704	1546	-	-	961	-	-	294	674
HCM Lane V/C Ratio	0.031	0.059	0.008	-	-	0.061	-	-	0.074	0.079
HCM Control Delay (s)	13.2	10.4	7.3	-	-	9	-	-	18.2	10.8
HCM Lane LOS	B	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0.2	-	-	0.2	0.3

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Total Traffic Conditions
Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	8.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	48	459	269	327	423	82
Future Vol, veh/h	48	459	269	327	423	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	52	499	292	355	460	89

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1267	275	549	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	193	722	1017	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	138	722	1017	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	20.5	4.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1017	-	268	722	-	-
HCM Lane V/C Ratio	0.288	-	0.195	0.691	-	-
HCM Control Delay (s)	10	-	21.7	20.4	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	1.2	-	0.7	5.6	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Total Traffic Conditions
Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	20	18	93	297	496	114
Future Vol, veh/h	20	18	93	297	496	114
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	35	150	-	-	-
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	22	20	101	323	539	124

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1126	601	663	0	-	0
Stage 1	601	-	-	-	-	-
Stage 2	525	-	-	-	-	-
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	227	500	926	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	500	926	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	926	-	335	500	-	-
HCM Lane V/C Ratio	0.109	-	0.065	0.039	-	-
HCM Control Delay (s)	9.4	-	16.5	12.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	0.1	-	-

HCM 6th TWSC
 5: Flying W Ranch Road & Alpine Meadows Lane

Total Traffic Conditions
 Year 2042 - AM Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	38	17	133	276	515	228
Future Vol, veh/h	38	17	133	276	515	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	41	18	145	300	560	248























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1274	684	808	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	590	-	-	-	-	-
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	184	449	817	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	449	817	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	3.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	817	-	282	449	-	-
HCM Lane V/C Ratio	0.177	-	0.146	0.041	-	-
HCM Control Delay (s)	10.4	-	19.9	13.4	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	0.1	-	-

Timings
1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
Year 2042 - PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	368	108	652	78	611	24	779	471	528	379	20
Future Volume (vph)	56	368	108	652	78	611	24	779	471	528	379	20
Satd. Flow (prot)	1770	3419	0	3433	3539	1583	1770	3539	1583	1770	3511	0
Flt Permitted	0.950			0.950			0.500			0.114		
Satd. Flow (perm)	1770	3419	0	3433	3539	1583	931	3539	1583	212	3511	0
Satd. Flow (RTOR)		25				540			276		7	
Lane Group Flow (vph)	61	517	0	709	85	664	26	847	512	574	434	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	19.6	19.6		30.4	30.4	30.4	36.0	36.0	36.0	34.0	70.0	
Total Split (%)	16.3%	16.3%		25.3%	25.3%	25.3%	30.0%	30.0%	30.0%	28.3%	58.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	13.1	13.1		23.9	23.9	23.9	30.0	30.0	30.0	65.0	64.0	
Actuated g/C Ratio	0.11	0.11		0.20	0.20	0.20	0.25	0.25	0.25	0.54	0.53	
v/c Ratio	0.32	1.31		1.04	0.12	0.89	0.11	0.96	0.85	1.17	0.23	
Control Delay	54.2	196.2		91.5	40.0	24.7	36.5	66.4	34.0	128.6	15.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.2	196.2		91.5	40.0	24.7	36.5	66.4	34.0	128.6	15.0	
LOS	D	F		F	D	C	D	E	C	F	B	
Approach Delay		181.2			58.1			53.8			79.7	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	44	~262		~305	28	95	16	342	187	~479	88	
Queue Length 95th (ft)	89	#377		#425	52	#338	41	#471	#381	#703	120	
Internal Link Dist (ft)		461			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	193	395		683	704	747	232	884	602	491	1875	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.32	1.31		1.04	0.12	0.89	0.11	0.96	0.85	1.17	0.23	

Intersection Summary







Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Timings
 1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
 Year 2042 - PM Peak Hour

Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 77.8 Intersection LOS: E
 Intersection Capacity Utilization 103.0% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
34 s	36 s	19.6 s	30.4 s
 Ø5 (R)			
70 s			

HCM 6th TWSC
2: Site Access & Garden of the Gods Road

Total Traffic Conditions
Year 2042 - PM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	
Traffic Vol, veh/h	51	378	10	31	62	29	7	4	16	138	2	29
Future Vol, veh/h	51	378	10	31	62	29	7	4	16	138	2	29
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	115	-	-	110	-	-	115	-	-	95	-	-
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	55	411	11	34	67	32	8	4	17	150	2	32

Major/Minor	Major1		Major2			Minor1		Minor2				
Conflicting Flow All	99	0	0	422	0	0	630	694	211	469	683	50
Stage 1	-	-	-	-	-	-	527	527	-	151	151	-
Stage 2	-	-	-	-	-	-	103	167	-	318	532	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1492	-	-	1134	-	-	366	365	794	477	370	1008
Stage 1	-	-	-	-	-	-	502	527	-	836	771	-
Stage 2	-	-	-	-	-	-	892	759	-	668	524	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1492	-	-	1134	-	-	335	341	794	439	346	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	341	-	439	346	-
Stage 1	-	-	-	-	-	-	483	508	-	805	748	-
Stage 2	-	-	-	-	-	-	836	736	-	624	505	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.9	2.1	12.2	15.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	335	627	1134	-	-	1492	-	-	439 897
HCM Lane V/C Ratio	0.023	0.035	0.03	-	-	0.037	-	-	0.342 0.038
HCM Control Delay (s)	16	10.9	8.3	-	-	7.5	-	-	17.4 9.2
HCM Lane LOS	C	B	A	-	-	A	-	-	C A
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0.1	-	-	1.5 0.1

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Total Traffic Conditions
Year 2042 - PM Peak Hour

Intersection

Int Delay, s/veh 12.8

Movement SEL SER NEL NET SWT SWR

Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	67	595	617	484	327	15
Future Vol, veh/h	67	595	617	484	327	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	125	0	160	-	-	-
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	73	647	671	526	355	16

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	1968	186	371	0	-	0
Stage 1	363	-	-	-	-	-
Stage 2	1605	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 63	824	1184	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	~ 27	824	1184	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	178	-	-	-	-	-

Approach SE NE SW

HCM Control Delay, s	29.4	6.7	0
HCM LOS	D		

Minor Lane/Major Mvmt NEL NET SELn1 SELn2 SWT SWR

Capacity (veh/h)	1184	-	112	824	-	-
HCM Lane V/C Ratio	0.566	-	0.65	0.785	-	-
HCM Control Delay (s)	11.9	-	83.3	23.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	3.7	-	3.3	8	-	-

Notes

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

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Total Traffic Conditions
Year 2042 - PM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	128	98	15	654	577	20
Future Vol, veh/h	128	98	15	654	577	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	35	150	-	-	-
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	139	107	16	711	627	22

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1381	638	649	0	-	0
Stage 1	638	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	159	477	937	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	156	477	937	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	937	-	296	477	-	-
HCM Lane V/C Ratio	0.017	-	0.47	0.223	-	-
HCM Control Delay (s)	8.9	-	27.5	14.7	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	0.8	-	-

HCM 6th TWSC
 5: Flying W Ranch Road & Alpine Meadows Lane

Total Traffic Conditions
 Year 2042 - PM Peak Hour

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	197	126	21	692	565	46
Future Vol, veh/h	197	126	21	692	565	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	214	137	23	752	614	50

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1437	639	664	0	-	0
Stage 1	639	-	-	-	-	-
Stage 2	798	-	-	-	-	-
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	~ 147	476	925	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 143	476	925	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	443	-	-	-	-	-























Approach	EB	NB	SB
HCM Control Delay, s	36	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	925	-	282	476	-	-
HCM Lane V/C Ratio	0.025	-	0.759	0.288	-	-
HCM Control Delay (s)	9	-	49	15.6	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	5.7	1.2	-	-

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

Timings
1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
Year 2042 - Saturday Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	23	7	743	46	446	14	317	422	474	275	14
Future Volume (vph)	7	23	7	743	46	446	14	317	422	474	275	14
Satd. Flow (prot)	1770	3412	0	3433	3539	1583	1770	3539	1583	1770	3514	0
Flt Permitted	0.950			0.950			0.561			0.405		
Satd. Flow (perm)	1770	3412	0	3433	3539	1583	1045	3539	1583	754	3514	0
Satd. Flow (RTOR)		8				485			459		6	
Lane Group Flow (vph)	8	33	0	808	50	485	15	345	459	515	314	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	16.5	16.5		16.5	16.5	16.5	16.0	16.0	16.0	9.0	16.0	
Total Split (s)	16.5	16.5		40.0	40.0	40.0	29.5	29.5	29.5	34.0	63.5	
Total Split (%)	13.8%	13.8%		33.3%	33.3%	33.3%	24.6%	24.6%	24.6%	28.3%	52.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	5.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	10.0	10.0		33.6	33.6	33.6	33.0	33.0	33.0	65.0	64.0	
Actuated g/C Ratio	0.08	0.08		0.28	0.28	0.28	0.28	0.28	0.28	0.54	0.53	
v/c Ratio	0.05	0.11		0.84	0.05	0.61	0.05	0.35	0.60	0.82	0.17	
Control Delay	51.7	42.4		49.7	31.0	6.6	41.1	40.1	7.5	32.5	16.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.7	42.4		49.7	31.0	6.6	41.1	40.1	7.5	32.5	16.0	
LOS	D	D		D	C	A	D	D	A	C	B	
Approach Delay		44.2			33.4			21.9			26.3	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	6	9		294	14	0	10	134	0	293	73	
Queue Length 95th (ft)	22	26		382	31	86	30	175	98	#395	98	
Internal Link Dist (ft)		464			1183			454			1006	
Turn Bay Length (ft)	150			335		210	170		125	115		
Base Capacity (vph)	147	291		991	1021	802	302	1024	784	659	1911	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.11		0.82	0.05	0.60	0.05	0.34	0.59	0.78	0.16	
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWTL, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												

Timings
 1: 30th Street & Garden of the Gods Road

Total Traffic Conditions
 Year 2042 - Saturday Peak Hour

Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 28.5 Intersection LOS: C
 Intersection Capacity Utilization 77.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: 30th Street & Garden of the Gods Road

 Ø1	 Ø2 (R)	 Ø4	 Ø8
34 s	29.5 s	16.5 s	40 s
 Ø5 (R)			
63.5 s			

HCM 6th TWSC
2: Site Access & Garden of the Gods Road

Total Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection												
Int Delay, s/veh	4.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↕↗		↖	↕↗		↖	↗		↖	↗	
Traffic Vol, veh/h	5	12	9	26	35	13	9	5	20	5	1	5
Future Vol, veh/h	5	12	9	26	35	13	9	5	20	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	110	-	-	115	-	-	95	-	-
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	5	13	10	28	38	14	10	5	22	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	23	0	0	104	136	12	120	134	26
Stage 1	-	-	-	-	-	-	28	28	-	101	101	-
Stage 2	-	-	-	-	-	-	76	108	-	19	33	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1552	-	-	1591	-	-	865	754	1065	843	756	1044
Stage 1	-	-	-	-	-	-	985	871	-	894	811	-
Stage 2	-	-	-	-	-	-	924	805	-	997	867	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1552	-	-	1591	-	-	846	738	1065	808	740	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	846	738	-	808	740	-
Stage 1	-	-	-	-	-	-	982	868	-	891	796	-
Stage 2	-	-	-	-	-	-	902	791	-	967	864	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	1.4			2.6			8.9			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2	
Capacity (veh/h)	846	978	1591	-	-	1552	-	-	808	977
HCM Lane V/C Ratio	0.012	0.028	0.018	-	-	0.004	-	-	0.007	0.007
HCM Control Delay (s)	9.3	8.8	7.3	-	-	7.3	-	-	9.5	8.7
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	0.1	-	-	0	-	-	0	0

HCM 6th TWSC
3: 30th Street & Flying W Ranch Road

Total Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	7.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	17	433	483	333	295	19
Future Vol, veh/h	17	433	483	333	295	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	125	0	160	-	-	-
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	18	471	525	362	321	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1563	171	342	0	-	0
Stage 1	332	-	-	-	-	-
Stage 2	1231	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	123	843	1214	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	70	843	1214	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	284	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	15	6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1214	-	182	843	-	-
HCM Lane V/C Ratio	0.432	-	0.102	0.558	-	-
HCM Control Delay (s)	10.2	-	27	14.5	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	2.2	-	0.3	3.5	-	-

HCM 6th TWSC
4: Flying W Ranch Road & Site Access

Total Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	6	6	7	511	442	11
Future Vol, veh/h	6	6	7	511	442	11
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	35	150	-	-	-
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	7	7	8	555	480	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1057	486	492	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	571	-	-	-	-	-
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	249	581	1071	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	581	1071	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1071	-	381	581	-	-
HCM Lane V/C Ratio	0.007	-	0.017	0.011	-	-
HCM Control Delay (s)	8.4	-	14.6	11.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
5: Flying W Ranch Road & Alpine Meadows Lane

Total Traffic Conditions
Year 2042 - Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	15	4	12	523	442	29
Future Vol, veh/h	15	4	12	523	442	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	150	-	-	-
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	16	4	13	568	480	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1090	496	512	0	-	0
Stage 1	496	-	-	-	-	-
Stage 2	594	-	-	-	-	-
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	238	574	1053	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	235	574	1053	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1053	-	370	574	-	-
HCM Lane V/C Ratio	0.012	-	0.044	0.008	-	-
HCM Control Delay (s)	8.5	-	15.2	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-