Transportation Impact Analysis
for
626 Lake Dillon Drive Branded Residence
Dillon, Colorado

February 16, 2024
Revised March 8, 2024

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Table of Contents

Figures and Tables

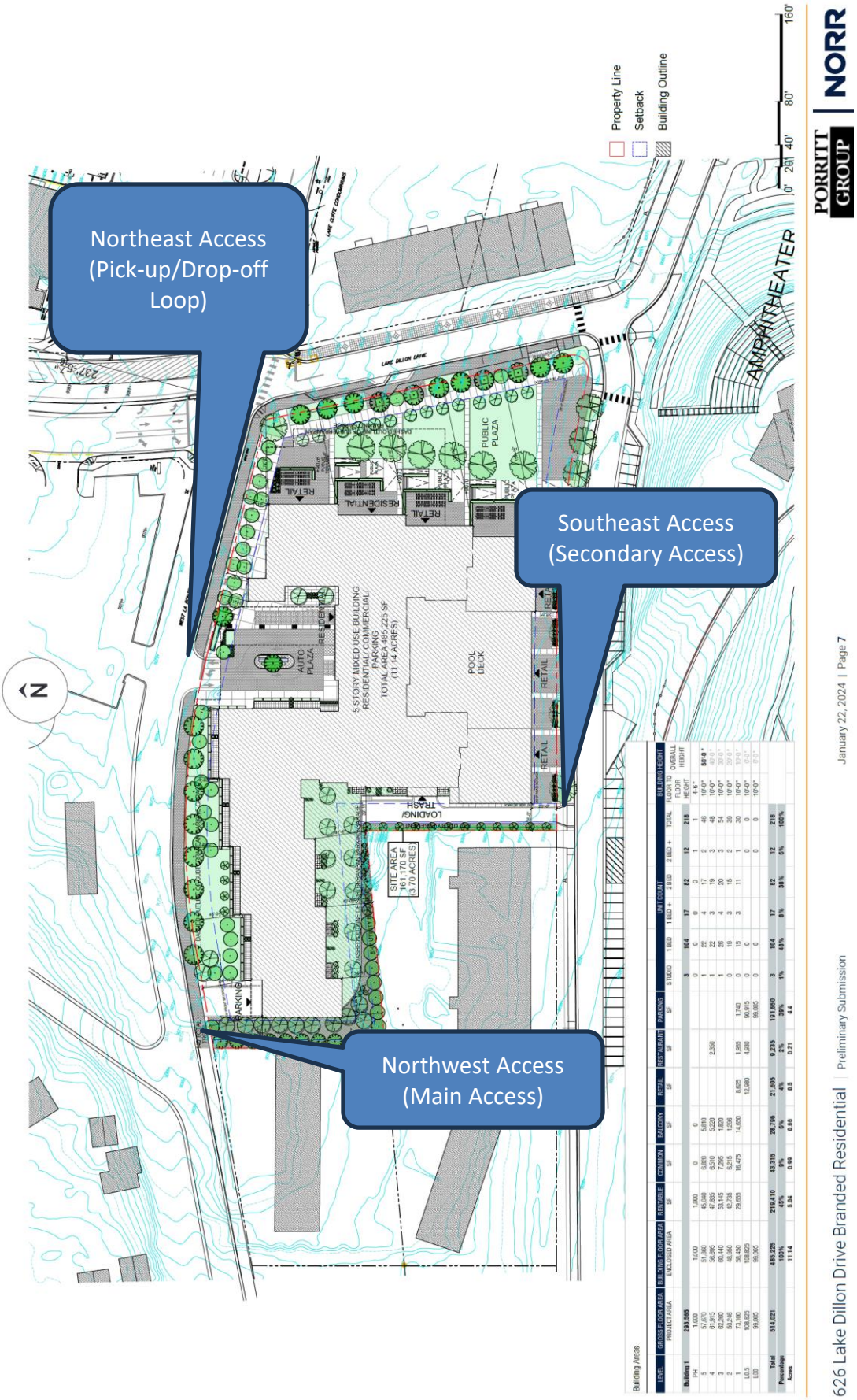
1.0 Project Description

McDowell Engineering has prepared this Level Three Auxiliary Traffic Impact Study for the proposed branded residence and restaurant/commercial development in Dillon, Colorado. The purpose of this study is to forecast and analyze the impacts of the additional traffic volumes associated with the residential and commercial development on the surrounding roadway network.

The development is located at 626 Lake Dillon Drive, Dillon, Co 80435. The property is currently occupied by the Best Western Ptarmigan Lodge Hotel and the Arapahoe Café and Pub. The client is proposing to remove the existing hotel and restaurant, and replace them with 200 residential dwelling units, 9,900sf restaurant space, and 20,300sf of commercial use.

The development proposes three accesses: Two of the accesses have direct connectivity to W La Bonte St and are located along the north side of the development. The third access is located on the south side of the development and has direct connectivity to W Lodgepole St. The northwest access along W La Bonte St will be the main access. The northeast access along W La Bonte St will serve as a pick-up/drop-off loop and will not have access to the parking garage. The proposed site plan is shown in **Figure 1**.

Figure 1: Site Plan



1.1 Project Phasing

The development is proposed to be constructed in one single buildout phase. This study analyzes the full buildout condition of the subdivision with an estimated completion in Year 2025. Analysis has been performed for both short-term buildout Year 2025 conditions as well as the long-range planning Year 2045.

1.2 Project Access Locations

The development proposes three accesses. Two of the accesses have direct connectivity to W La Bonte St. The third access will have direct connectivity to W Lodgepole St. Refer to the site plan in **Figure 1**.

- Northwest Access (Main Access) & W La Bonte St
- Northeast Access (pick-up/drop-off loop) & W La Bonte St
- Southeast Access (Secondary Access) & W Lodgepole St

1.3 Intersection Analysis Locations

In addition to the three site accesses, this report also studies four additional off-site intersections:

- US 6 and Dillon Dam Rd
- US 6 and Lake Dillon Dr
- La Bonte St and Lake Dillon Dr
- W Lodgepole St and Lake Dillon Dr

Figure 2 shows a layout of the three proposed accesses and the four off-site study intersections.

Figure 2: Study Intersections

2.0 Existing Conditions

2.1 Road Network

US 6: US 6 is a four lane, east-west, roadway that runs through the Town of Dillon. The paved roadway has a posted speed limit of 40mph near the Dillon Dam Rd and Lake Dillon Dr intersections. US 6 connects regional travelers to Dillon and Keystone before crossing the Continental Divide at Loveland Pass and meeting back up with I-70 near Loveland Ski Area. CDOT owns and maintains the highway. US 6 is categorized by Colorado Department of Transportation's (CDOT) *Online Transportation Information System*[1] *(OTIS)* as a Non-Rural Arterial (NR-B) west of Dillon Dam Rd and as a Non-Rural Principal highway (NR-A) east of Dillon Dam Rd.

Lake Dillon Drive: Lake Dillon Dr is a two lane, north-south, paved roadway that connects US 6 to downtown Dillon. This roadway has a posted speed limit of 20mph. Lake Dillon Dr serves traffic from and onto local, collector, and arterial roadways. Traffic control on this roadway is provided by stop controlled intersection. Lake Dillon Dr is owned and maintained by the Town of Dillon.

West La Bonte Street: W La Bonte St is a two lane, east-west, paved roadway. This roadway extends from Dillon Dam Rd (western limit) to Tenderfoot St (eastern limit). W La Bonte St serves traffic from and onto local roadways and has direct access to adjacent parcels of land. Traffic control on this roadway is provided by stop signs. W La Bonte St is owned and maintained by the Town of Dillon. This roadway has a posted speed limit of 20mph.

W Lodgepole St: W Lodgepole St is a two lane, east-west, paved roadway. This roadway extends from W La Bonte St (western limit) to Lake Dillon Rd (eastern limit). W Lodgepole St serves traffic from and onto local roadways and has direct access to adjacent parcels of land. Traffic control on this roadway is provided by stop signs. W Lodgepole St is owned and maintained by the Town of Dillon. This roadway has a posted speed limit of 20mph.

2.2 Traffic Data Collection

Current Year 2024 traffic data was collected at four intersections near the vicinity of the site. Weekday morning peak hour turning movement counts were taken on Thursday, February 1, 2024, from 7:00am – 9:00am and 4:00pm – 6:00pm. Saturday peak hour turning movement counts were taken on Saturday, February 3, 2024, from 10:00am – 2:00pm. The raw traffic data collected can be found in the **Appendix**.

The Arapahoe Café was closed when the traffic counts were taken. Therefore, the café is not included in the Year 2024 traffic counts.

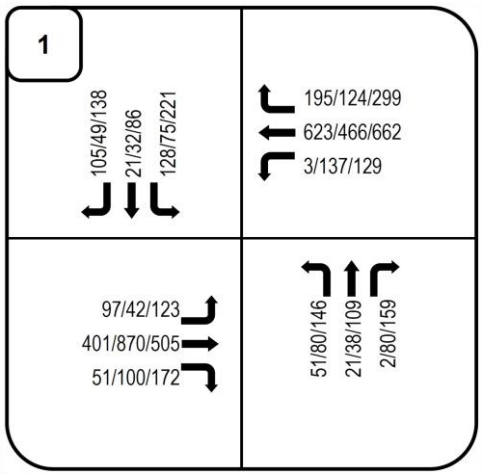
[1] Colorado Department of Transportation. Online Transportation Information System, February 2024.

Year 2024 traffic counts were not taken at the three proposed site accesses (intersections #3, #4, and #6). Therefore, traffic counts at intersections #5 and #7 were extrapolated to determine the traffic volume at intersections #3, #4, and #6.

Figure 3 shows Year 2024 traffic volumes.

TURNING MOVEMENT FIGURES

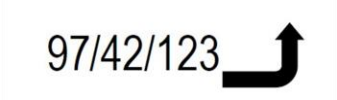
This TIS uses the following diagrams to illustrate traffic volumes and movement directions. The number in the upper left corner represent the intersection number and is shown on the study area.
There are three numbers separated with forward slashes ("/") for each movement direction:



The first number represents the weekday morning peak hour of operations (referred to as "AM Peak"). The next number represents the weekday afternoon or evening peak hour of operations (referred to as "PM Peak"). The last number is the Saturday peak hour of operations (referred to as "SAT Peak").

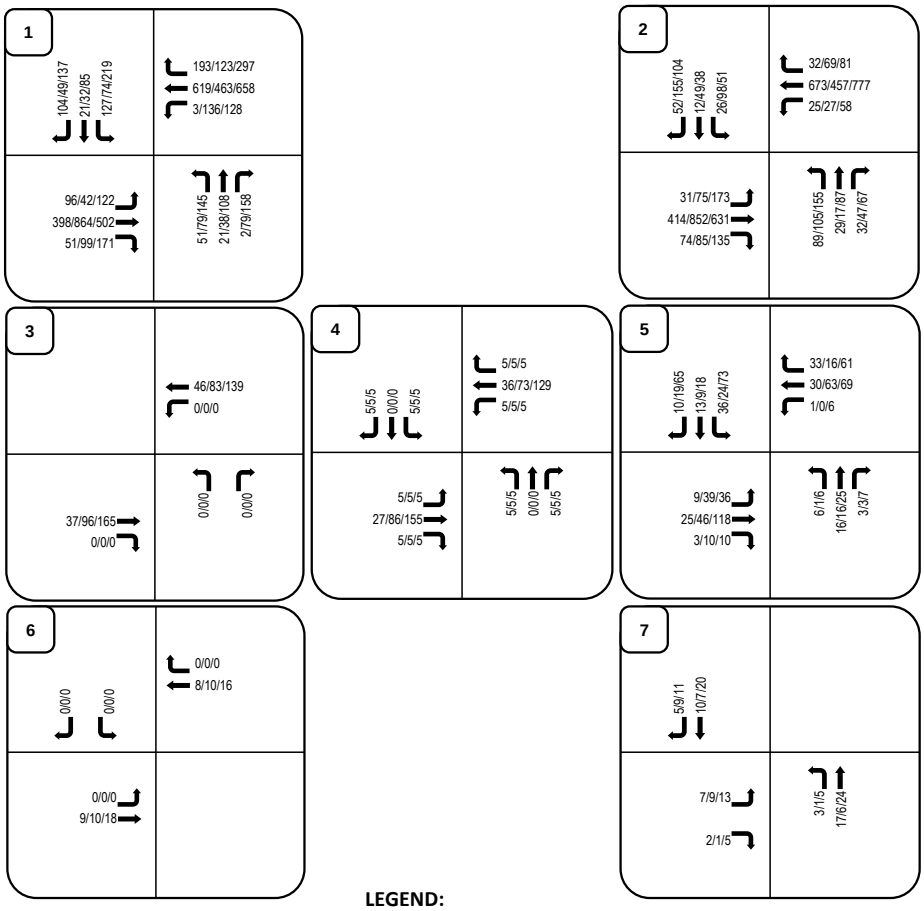
All numbers are shown as a rate in **V**ehicle Trips **p**er **H**our, abbreviated as "vph".

For example, from above, the eastbound left turning movement shows:



Which represents 97 Vehicle Trips per Hour during the morning peak hour of operations, 42 Vehicle Trips per Hour during the afternoon or evening peak hour of operations, and 123 Vehicle Trips per Hour during the Saturday peak hour of operations.

Figure 3: Year 2024 Existing Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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3.0 Infrastructure Assumptions

3.1 Existing & Committed Capital Improvement Projects

There are no proposed Capital Improvement projects near the project site.

3.2 Planned or Existing Land Development Projects

There are no proposed land development projects near the project site.

3.3 Background Traffic Growth

CDOT's *OTIS* published 20-year growth factors for every segment of State Highway in Colorado. For the segment of Highway 6 near the Dillon Dam Rd and Lake Dillon Dr intersections, the 20-year factor of 1.14. This is equivalent to an annual growth rate of 0.66%. This growth rate was applied to through traffic volumes on Highway 6.

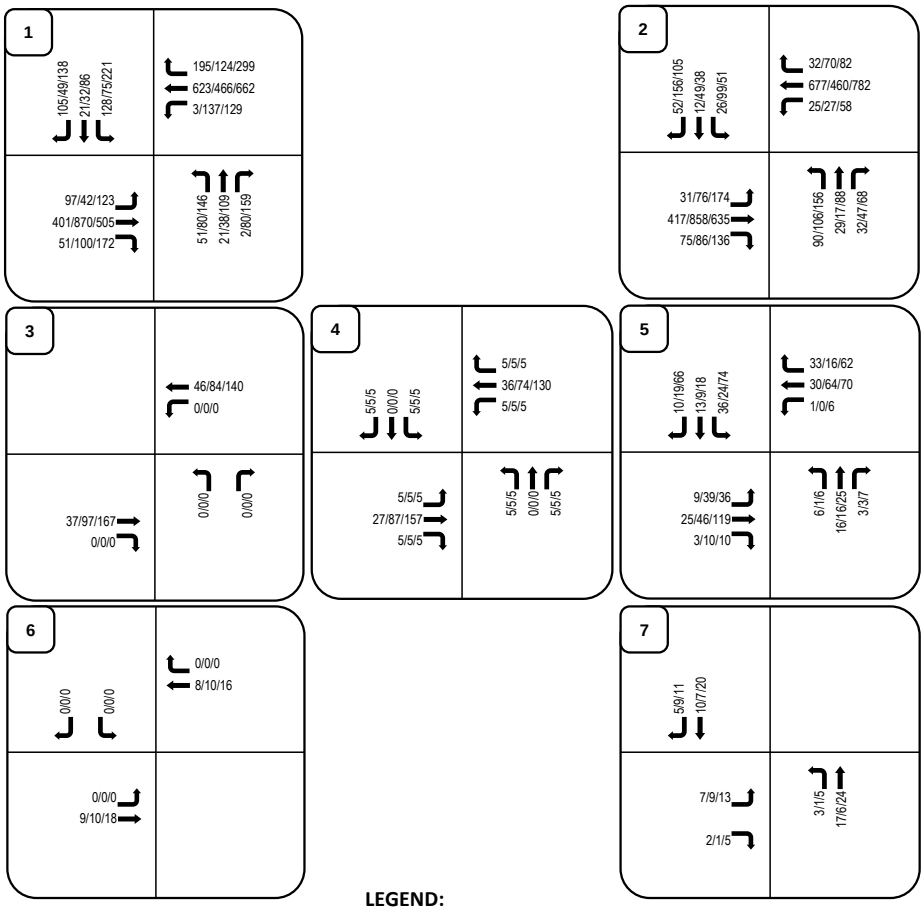
A growth rate of 1% growth rate was applied to the Town of Dillon roadways. Most of the land parcels near the study intersections are fully developed, leaving little room for growth. Therefore a 1% growth rate was applied to be conservative.

3.4 Seasonal Adjustment Factor

A seasonal adjustment factor (SAF) was used to convert the February 2024 counts to March 2024 traffic volumes. Seasonal adjustment factors convert the acquired traffic to the highest observed month of March. CDOT's *OTIS* has continuous traffic count data on US 6 near the project site. This continuous traffic data was used to determine a seasonal adjustment factor on US 6 of 1.01. This SAF was applied to both CDOT roads and local Town of Dillon Roads. The SAF calculations are included in the **Appendix**.

Projected Year 2025 and 2045 background traffic volumes can be seen in **Figure 4** and **Figure 5**.

Figure 4: Year 2025 Background Traffic



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Turning Movements

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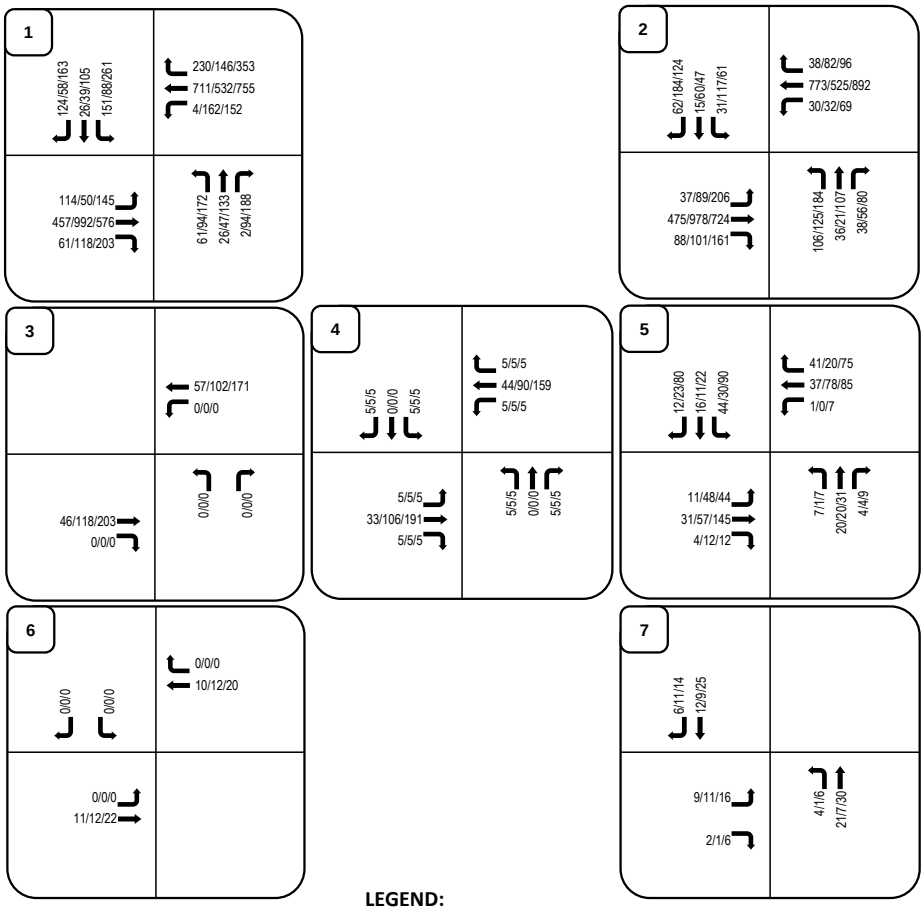
Figure 5: Year 2045 Background Traffic



LEGEND:
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AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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3.5 Background Traffic Level of Service

Using *Highway Capacity Manual 6th Edition 2016*[2] *(HCM)* methodology, Synchro software was used to develop a traffic model and determine the delay (in seconds) and Level of Service (LOS.) *HCM* LOS is defined by the following criteria:

Table 1: Year HCM Level of Service Criteria

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (Seconds/Vehicle)	Average Stop-Controlled Delay (Seconds/Vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>35-50
F	When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>80	>50

The associated Synchro reports can be found in the **Appendix**. **Table 2** shown below details the resulting LOS as determined by *HCM* analysis:

[2] Highway Capacity Manual, 6th Edition. Transportation Research Boar, 2016.

Table 2: Background Traffic Level of Service

#	Int.	Traffic Control	Approach	Year 2024 Existing W/SAF Level of Service (Delay in Seconds)			Year 2025 Background Level of Service (Delay in Seconds)			Year 2045 Background Level of Service (Delay in Seconds)		
				AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1	Dillon Dam Rd & US 6	Signal	EB	C (21.6)	D (41.5)	C (32.6)	C (20.5)	D (40.3)	C (32.5)	C (21.7)	D (47.7)	C (33.7)
			WB	A (6.7)	B (13.1)	B (19.4)	A (6.8)	B (13.3)	B (19.4)	A (6.1)	B (15.0)	C (22.0)
			NB	E (60.4)	D (41.6)	E (64.4)	E (64.6)	D (45.2)	E (68.7)	E (66.5)	D (47.1)	F (89.1)
			SB	F (196.9)	F (86.8)	F (1061.4)	F (198.2)	F (90.5)	F (1075.5)	F (262.9)	F (123.9)	F (1345.2)
2	Lake Dillon Dr & US 6	Signal	EB	B (11.3)	A (7.1)	C (31.1)	B (10.8)	A (6.5)	C (31.3)	B (11.9)	A (8.8)	D (48.1)
			WB	C (22.7)	C (33.1)	C (26.1)	C (21.5)	C (30.8)	C (25.6)	C (26.9)	C (33.0)	C (27.9)
			NB	D (47.4)	D (44.8)	E (69.4)	E (65.5)	D (53.9)	E (76.1)	D (54.8)	D (54.9)	F (88.0)
			SB	D (42.4)	F (565.5)	F (348.8)	D (42.4)	F (568.3)	F (347.2)	E (71.5)	F (717.2)	F (478.8)
3	Northwest Acc & W La Bonte St	NB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			NB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
4	Northeast Acc & W La Bonte St	NB/SB Stop	EB	A (1.0)	A (0.4)	A (0.2)	A (1.0)	A (0.4)	A (0.2)	A (0.9)	A (0.3)	A (0.2)
			WB	A (0.8)	A (0.4)	A (0.3)	A (0.8)	A (0.4)	A (0.3)	A (0.7)	A (0.4)	A (0.2)
			NB	A (8.8)	A (9.3)	B (10.1)	A (8.8)	A (9.3)	B (10.1)	A (8.9)	A (9.5)	B (10.6)
			SB	A (8.8)	A (9.3)	A (10.0)	A (8.8)	A (9.3)	A (10.0)	A (8.9)	A (9.5)	B (10.5)
5	Lake Dillon Dr & W La Bonte St	All Way Stop	EB	A (7.9)	A (8.1)	A (9.5)	A (7.9)	A (8.1)	A (9.5)	A (8.0)	A (8.4)	B (10.4)
			WB	A (7.7)	A (8.2)	A (9.4)	A (7.7)	A (8.2)	A (9.5)	A (7.9)	A (8.5)	B (10.5)
			NB	A (7.9)	A (8.0)	A (9.0)	A (7.9)	A (8.0)	A (9.0)	A (8.1)	A (8.2)	A (9.6)
			SB	A (8.0)	A (7.9)	A (8.8)	A (8.0)	A (7.9)	A (8.8)	A (8.1)	A (8.1)	A (9.4)
6	Southeast Acc & W Lodgepole St	SB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
7	W Lodgepole St & Lake Dillon Dr	EB Stop	EB	A (8.7)	A (8.6)	A (8.8)	A (8.7)	A (8.6)	A (8.8)	A (8.7)	A (8.7)	A (8.9)
			NB	A (1.1)	A (1.0)	A (1.3)	A (1.1)	A (1.0)	A (1.3)	A (1.2)	A (0.9)	A (1.2)
			SB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)

Observations from **Table 2** show that five of the seven intersections are anticipated to operate at an acceptable LOS through long-term Year 2045 background traffic conditions.

Dillon Dam Rd & US 6: The east and west legs are anticipated to operate at an acceptable LOS through Year 2045 background traffic conditions. However, the north and south legs are anticipated to operate at a failing LOS E or worse with Year 2024 existing traffic conditions.

This intersection is signal controlled. The east and west legs are the main legs of this intersection. The south and north legs are side streets. Therefore, the east and west legs get most of the green time in each cycle length. This leads to traffic on the north and south legs not being able to flush out in one cycle length due to the small amount of green time they receive per each cycle length. This causes long delays and a failing LOS.

Lake Dillon Dr & US 6: The east and west legs are anticipated to operate at an acceptable LOS through Year 2045 background traffic conditions. However, the north and south legs are anticipated to operate at a failing LOS E or worse with Year 2024 existing traffic conditions.

This intersection is signal controlled. The east and west legs are the main legs of this intersection. The south and north legs are side streets. Therefore, the east and west legs get most of the green time in each cycle length. This leads to traffic on the north

and south legs not being able to flush out in one cycle length due to the small amount of green time they receive per each cycle length. This causes long delays and a failing LOS.

Northwest Access & W La Bonte St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

Northeast Access & W La Bonte St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

Lake Dillon Dr & W La Bonte St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

Southeast Access & W Lodgepole St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

W Lodgepole St & Lake Dillon Dr: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

The Synchro reports are included in the **Appendix**.

4.0 Project Traffic

Project traffic refers to the analysis of the proposed development's impact on the roadway network.

4.1 Trip Generation

Existing: The property currently contains a 73-room hotel and a 5,000 sf café.

The existing land uses fall under two land use codes (LUC) per the Institute of Transportation Engineers' 11th *Edition of the Trip Generation Manual*[3] *(Trip Generation Manual)*, #310 – Hotel, #932 – High-Turnover (sit-down) restaurant.

As per *ITE's Trip Generation Handbook*[4] methodology, the trip generation regression equations and average rates were utilized as part of this analysis.

Proposed Residential Development: The development is proposing to remove the existing hotel and restaurant, and replace them with 200 residential dwelling units, 9,900 sf restaurant space, and 20,300 sf of commercial use.

The proposed land uses fall under three LUCs per the *Trip Generation Manual*, #221 – Multifamily Housing (Mid-Rise), #822 – Strip Retail Plaza (<40k), #932 – High-Turnover (Sit-Down) Restaurant.

The *Trip Generation Handbook's* trip generation regression equations and average rates were utilized as part of this analysis.

Multimodal Reduction: A 5% multimodal reduction was applied. There are pedestrian sidewalks along W La Bonte St, Lake Dillon Dr, and W Lodgepole St. The posted speed limit on these streets is low (less than 25mph). These two conditions make it possible for pedestrians to walk/bike to the proposed commercial development and restaurant.

Project Trip Generation: The development is anticipated to generate 2,902 vehicle trips per day (vpd). This includes 341 vehicles per hour (vph) during the weekday morning peak hour, 485vph during the weekday evening peak hour, and 307vph during the Saturday peak hour.

In total, the proposed land use conversion is anticipated to result in 2,534vph more than the current site. This includes an additional 296vph during the average weekday morning peak hour, 440vph during the average weekday evening peak hour, and 250vph during the average Saturday peak hour. The traffic generated by the existing café was not included in this calculation due to the café not being open during the traffic counts taken in February 2024.

[3] Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, 2021.
[4] Trip Generation Handbook, An ITE Recommended Practice. Institute of Transportation Engineers, 2001.

Refer to **Table 3** for trip generation calculations and further breakdown of these trips.

Table 3: Trip Generation Table

			ITE Trip Generation Equation[3]				Average Weekday	Morning Peak Hour Inbound		Morning Peak Hour Outbound		Evening Peak Hour Inbound		Evening Peak Hour Outbound		Saturday Peak Hour Inbound		Saturday Peak Hour Outbound	
ITE Code	Units [2]	Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (vpd)	% Trips	Trips (vph)	% Trips	Trips (vph)	% Trips	Trips (vph)	% Trips	Trips (vph)	% Trips	Trips (vph)	% Trips	Trips (vph)
Existing Land Use																			
Best Western Hotel and Arapahoe Café																			
#310 - Hotel	73 Rooms	Type a= b=	A 10.84 -423.51	A 0.86 0.12	B 0.95 -0.27	A 0.69 5.95	368	53%	24	47%	21	58%	26	42%	19	56%	32	44%	25
#932 - High-Turnover (Sit Down) Restaurant[4]	5 kSF	Type a= b=	Rate 107.20	Rate 13.68	Rate 16.35	Rate 11.19	536	57%	39	43%	29	51%	42	49%	40	51%	29	49%	27
Multi-Modal Reduction	*-5%*						*-18*		*-1*		*-1*		*-1*		*-1*		*-2*		*-1*
Previoius Site Trips							**886**		**62**		**49**		**67**		**58**		**59**		**51**
Proposed Land Use																			
Branded Residential & Commercial																			
#221 - Multifamily Housing (Mid-Rise)	200 DU	Type a= b=	A 4.77 -46.46	A 0.32 5.84	A 0.32 15.57	B 1.00 -0.91	908	26%	18	74%	52	60%	48	40%	32	51%	41	49%	39
#822 - Strip Retail Plaza (<40k)	20.3 kSF	Type a= b=	A 42.2 229.68	Rate 7.60	Rate 13.24	Rate 6.57	1,086	50%	77	50%	77	54%	145	46%	124	51%	68	49%	65
#932 - High-Turnover (Sit Down) Restaurant	9.9 kSF	Type a= b=	Rate 107.20	Rate 13.68	Rate 16.35	Rate 11.19	1,061	57%	77	43%	58	51%	83	49%	79	51%	56	49%	54
Multi-Modal Reduction	*-5%*						*-153*		*-9*		*-9*		*-14*		*-12*		*-8*		*-8*
Proposed New Trips							**2,902**		**163**		**178**		**262**		**223**		**157**		**150**
Difference (Without Exisitng Café Use)[4]							**2,534**		**139**		**157**		**236**		**204**		**125**		**125**

Notes:

[1] Values obtained from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

[2] DU = Dwelling Units, kSF = 1,000 Square Feet

[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

[4]The Arapahoe Cafe was closed when traffic counts were taken. The hotel was in operation during counts. Therefore, the café is not included in background counts.

4.2 Trip Distribution

The anticipated arrival and departure routes of project-generated traffic is influenced by several factors including the following:

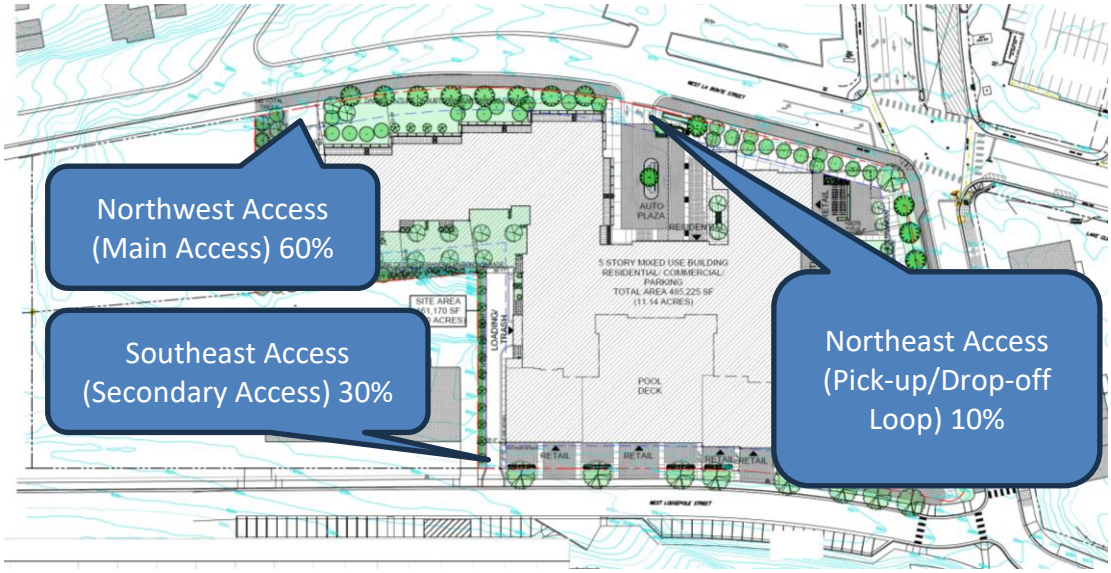
- The location of the site relative to other facilities and the roadway network.
- The configuration of the existing and proposed adjacent roadway network.
- Relative location of neighboring population, commercial, and retail areas.

Directional Distribution: Approximately 30% of the trips generated by the development are anticipated to originate from locations east of the proposed development. The remaining 70% of the trips generated were anticipated to originate from locations west of the proposed development.

Of the estimated 30%, 15% is anticipated to originate from Highway 6 east of Lake Dillon Dr. Of the estimated 70%, 60% is anticipated to originate from Highway 6 west of Dillon Dam Rd.

Figure 6 shows the site plan with the accesses and the percentage of traffic that will utilize each of these accesses.

Figure 6: Site Plan with Traffic Distribution Percentages

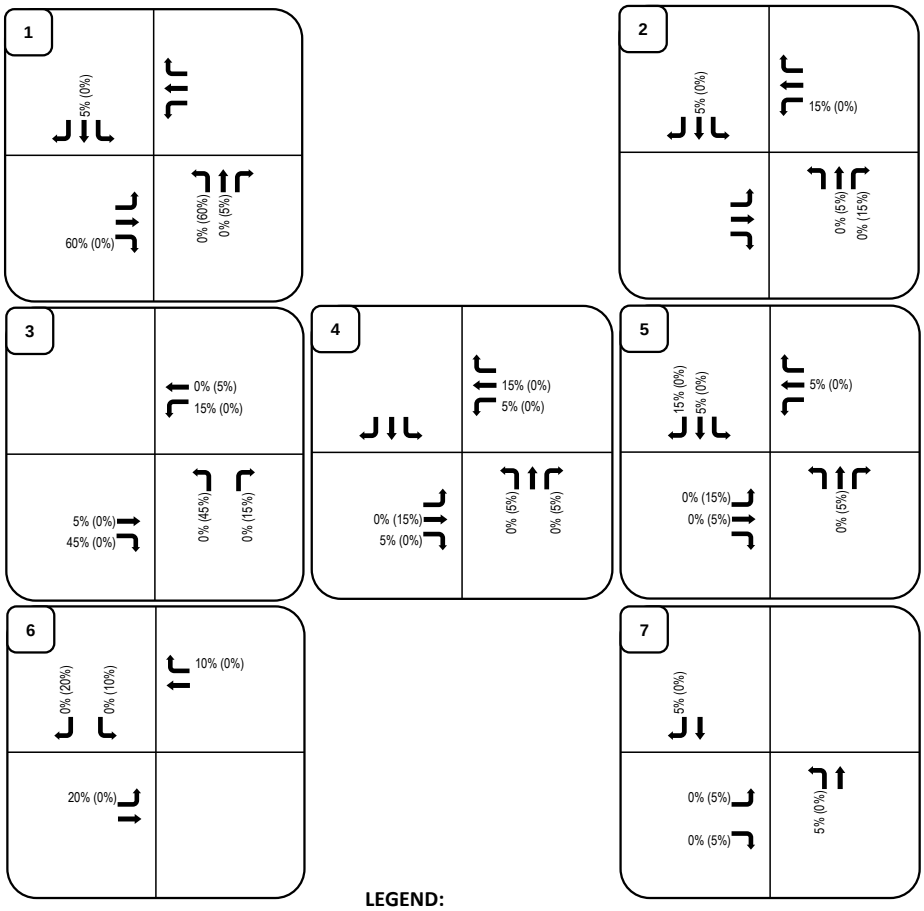


Refer to **Figure 7** for directional distribution breakdown.

4.3 Site-Generated Traffic

When the trip generation expected for the residential development (**Table 3**) is applied to the estimated trip distribution (**Figure 7**), the result is the anticipated assignment of trips on the roadway system. **Figure 8** depicts the new vehicle trips that are anticipated from the proposed development.

Figure 7: Project Generated Traffic Distribution (Branded Residential & Commercial)



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Turning Movements

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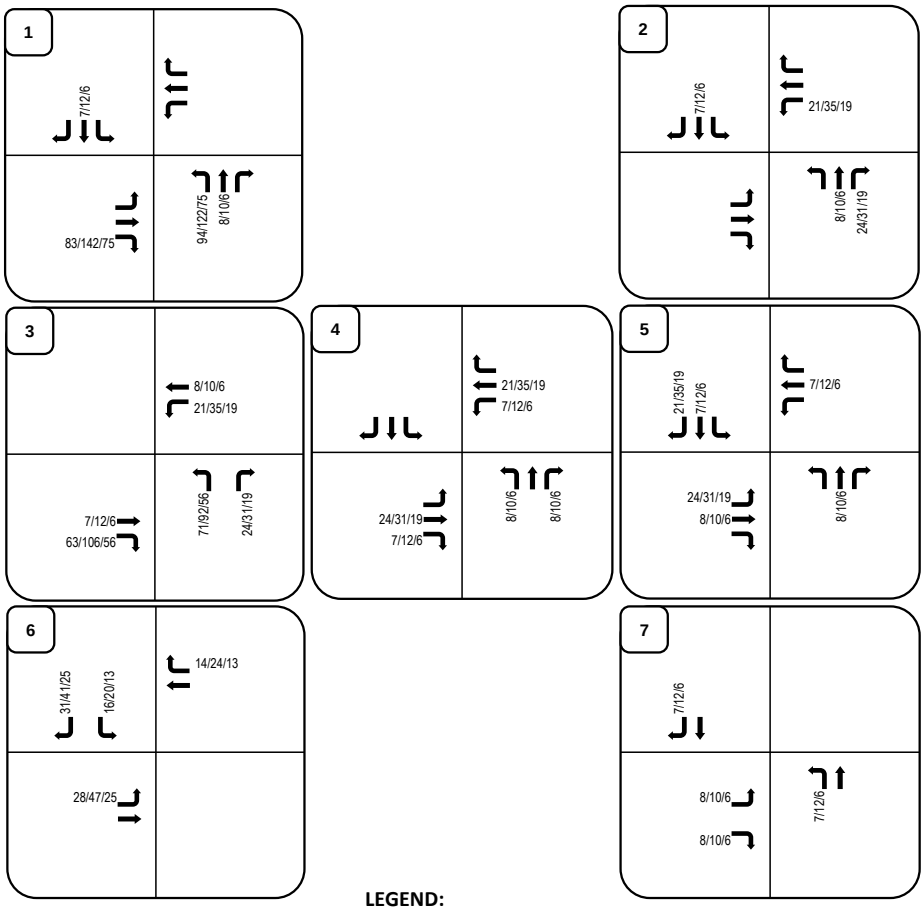
Figure 8: Project Generated Traffic Assignment (Branded Residential & Commercial)



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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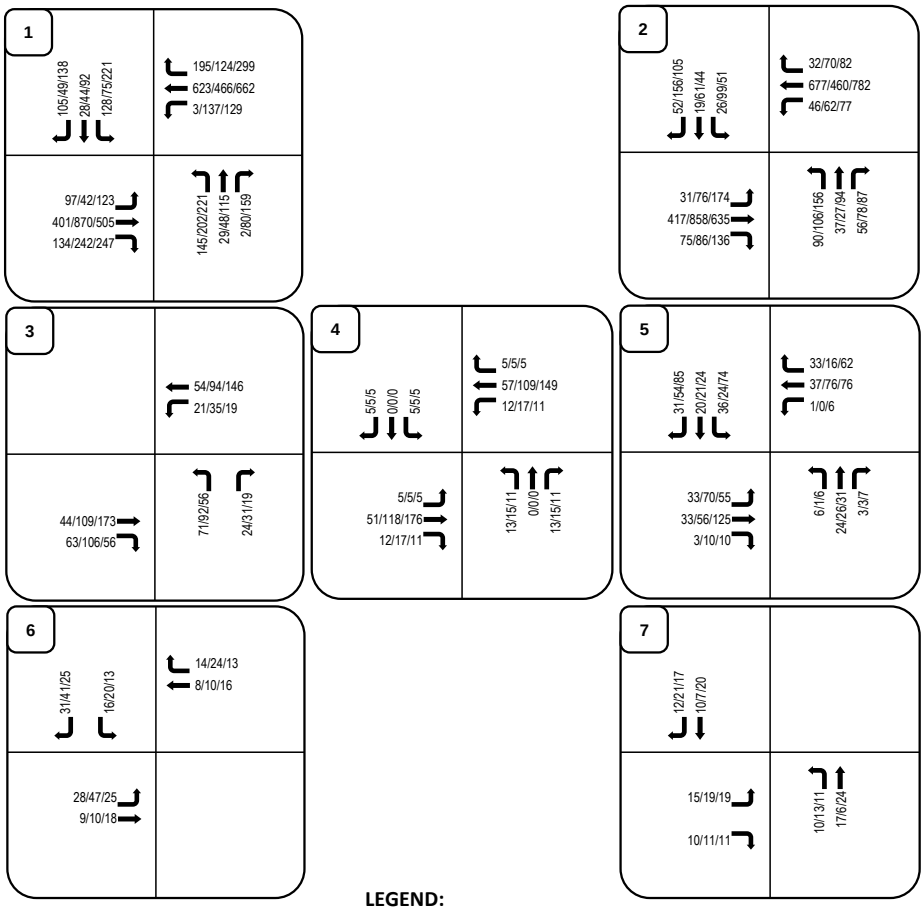
4.4 Total Traffic

The total traffic anticipated is the sum of background traffic with the anticipated site-generated traffic.

For Year 2025, the background traffic (**Figure 4**) added to the site-generated traffic (**Figure 8**) yields the total Year 2024 traffic in **Figure 9**.

For Year 2045, the background traffic (**Figure 5**) added to the site-generated traffic (**Figure 8**) yields the total Year 2045 traffic in **Figure 10**.

Figure 9: Year 2025 Total Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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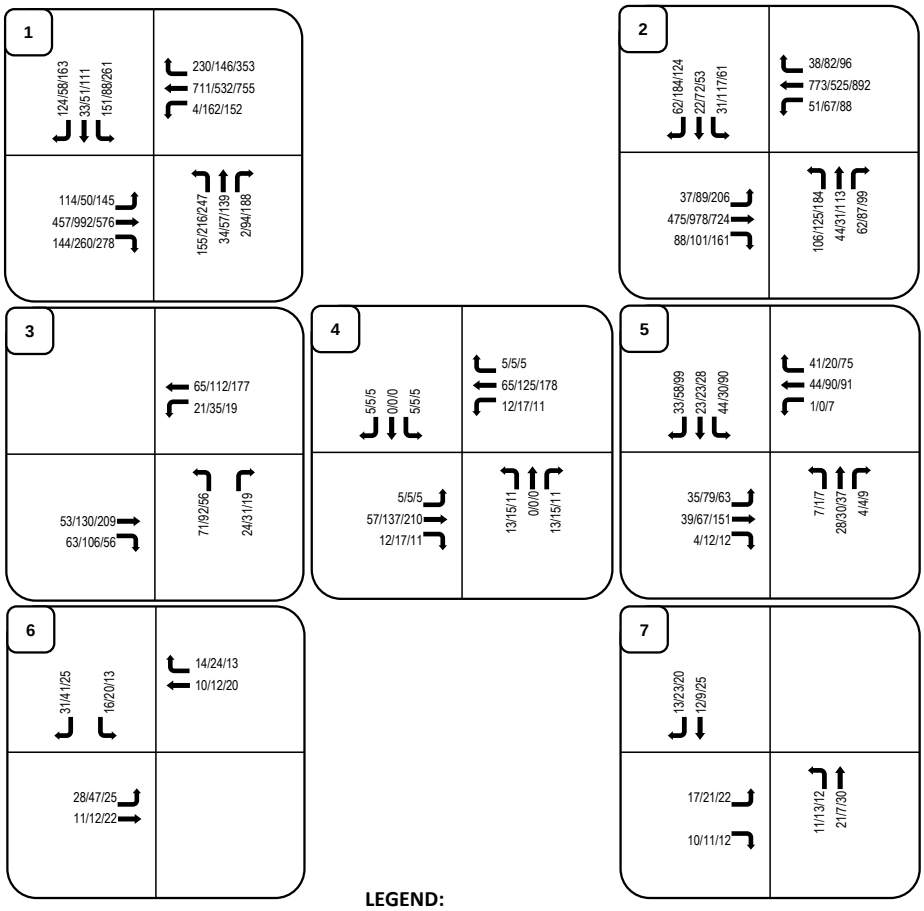
Project Number M1651
Prepared By EP

Figure 10: Year 2045 Total Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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5.0 Traffic Analysis

5.1 Auxiliary Turn Lane Analysis

The State of Colorado *State Highway Access Code*[5] *(Access Code)* was referenced to determine auxiliary turn lane requirements. The *Access Code* establishes the need for auxiliary turn lanes on Colorado's highway network. The *Access Code* standards were applied to the Town of Dillon's local roadways, as the Town does not have specific turn lane requirements. Therefore, the turn lane analysis for the Town's roads is provided herein as guidance and for reference only. Several criteria apply when determining the traffic volume thresholds such as roadway classification, posted speed limit, turning traffic volumes, and safety/operations.

Table 4 and **Table 5** summarizes the auxiliary turn lane requirements for the site access according to the *Access Code.*

For the purposes of this section, the type of auxiliary lane is described as deceleration or acceleration which refers to the lane location. Per the *Access Code*, if a turning movement volume is met, then an auxiliary turn lane is warranted. If the road is a CDOT roadway, then the lane may be required by CDOT. If the road is a Town road, then the analysis is provided for reference only.

[5] State of Colorado State Highway Access Code, March 2002.

Table 4: Auxiliary Turn Lane Requirements (Intersections 1 -2)

#	Int.	Movement	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	SHAC Trigger Volume (VPH)	Year 2024 Existing W/SAF			Year 2025 Background			Year 2045 Background			Year 2025 Total			Year 2045 Total			Existing Turn Lane	*Access Code* Required Turn Lane	Trigger Year & Condition
							AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT			
1	Dillon Dam Rd & US 6	EBL	Decel	40	NR-B	> 25	96	42	122	97	42	123	114	50	145	97	42	123	114	50	145	490' Decel Length + 175' Taper Length	144' Taper Length (@12:1 Ratio) + 145' Storage Length	Year 2024 Existing
		EBR	Decel	40	NR-B	> 50	51	99	171	51	100	172	61	118	203	134	242	247	144	260	278	490' Decel Length + 975' Transitiion Length	144' Taper Length (@12:1 Ratio) + 280' Storage Length	Year 2024 Existing
		WBL	Decel	40	NR-A	> 10	3	136	128	3	137	129	4	162	152	3	137	129	4	162	152	145' Storage Length + 110' Taper Length	370' Decel Length (Includes 12:1 Taper Length) + 165' Storage	Year 2024 Existing
		WBR	Decel	40	NR-A	> 25	193	123	297	195	124	299	230	146	353	195	124	299	230	146	353	400' Storage Length + 270' Taper Length	370' Decel Length (Includes 12:1 Taper Length) + 355' Storage	Year 2024 Existing
		NBL	Decel	20	NR-C	> 25	51	79	145	51	80	146	61	94	172	145	202	221	155	216	247	165' Storage Length + 65' Taper Length	90' Taper Length (@ 7.5:1 Ratio) + 250' Storage Length	Year 2024 Existing
		NBR	Decel	20	NR-C	> 50	2	79	158	2	80	159	2	94	188	2	80	159	2	94	188	65' Storage Length	90' Taper Length (@ 7.5:1 Ratio) + 190' Storage Length	Year 2024 Existing
		NBR	Accel	40	NR-A	> 50	2	79	158	2	80	159	2	94	188	2	80	159	2	94	188	200' Accel Length	380' Accel Length (Includes 12:1 Taper Ratio)	Year 2024 Existing
		SBL	Decel	20	NR-C	> 25	127	74	219	128	75	221	151	88	261	128	75	221	151	88	261	110' Storage Length + 65' Taper Length	90' Taper Length (@ 7.5:1 Ratio) + 265' Storage Length	Year 2024 Existing
		SBR	Decel	20	NR-C	> 50	104	49	137	105	49	138	124	58	163	105	49	138	124	58	163	140' Storage Length	90' Taper Length (@ 7.5:1 Ratio) + 165' Storage Length	Year 2024 Existing
		SBR	Accel	40	NR-B	> 50	104	49	137	105	49	138	124	58	163	105	49	138	124	58	163	180' Accel Length + 1,000' Transition Length	380' Accel Length (Includes 12:1 Taper Ratio)	Year 2024 Existing
2	Lake Dillon Dr & US 6	EBL	Decel	40	NR-A	> 10	31	75	173	31	76	174	37	89	206	31	76	174	37	89	206	245' Storage Length + 135' Taper Length	370' Decel Length (Includes 12:1 Taper Length) + 210' Storage	Year 2024 Existing
		EBR	Decel	40	NR-A	> 25	74	85	135	75	86	136	88	101	161	75	86	136	88	101	161	390' Storage Length + 200' Taper Length	370' Decel Length (Includes 12:1 Taper Length)	Year 2024 Existing
		WBL	Decel	40	NR-A	> 10	25	27	58	25	27	58	30	32	69	46	62	77	51	67	88	485' Storage Length + 215' Taper Length	370' Decel Length (Includes 12:1 Taper Length) + 85' Storage	Year 2024 Existing
		WBR	Decel	40	NR-A	> 25	32	69	81	32	70	82	38	82	96	32	70	82	38	82	96	390' Storage length + 260' Taper Length	370' Decel Length (Includes 12:1 Taper Length)	Year 2024 Existing
		NBL	Decel	20	NR-C	> 25	89	105	155	90	106	156	106	125	184	90	106	156	106	125	184	115' Storage Length + 60' Taper Length	90' Taper Length (@ 7.5:1 Ratio) + 185' Storage Length	Year 2024 Existing
		NBR	Decel	20	NR-C	> 50	32	47	67	32	47	68	38	56	80	56	78	87	62	87	99	120' Storage Length	90' Taper Length (@ 7.5:1 Ratio) + 100' Storage Length	Year 2024 Existing
		NBR	Accel	40	NR-A	> 50	32	47	67	32	47	68	38	56	80	56	78	87	62	87	99	800' Accel Length	380' Accel Length (Includes 12:1 Taper Ratio)	Year 2024 Existing
		SBL	Decel	20	NR-C	> 25	26	98	51	26	99	51	31	117	61	26	99	51	31	117	61	None	90' Taper Length (@ 7.5:1 Ratio) + 120' Storage Length	Year 2024 Existing
		SBR	Decel	20	NR-C	> 50	52	155	104	52	156	105	62	184	124	52	156	105	62	184	124	35' Storage Length	90' Taper Length (@ 7.5:1 Ratio) + 185' Storage Length	Year 2024 Existing
		SBR	Accel	40	NR-A	> 50	52	155	104	52	156	105	62	184	124	52	156	105	62	184	124	240' Accel Length	380' Accel Length (Includes 12:1 Taper Ratio)	Year 2024 Existing

Table 5: Auxiliary Turn Lane Requirements (Intersections 3 – 7)

#	Int.	Movement	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	SHAC Trigger Volume (VPH)	Year 2024 Existing W/SAF			Year 2025 Background			Year 2045 Background			Year 2025 Total			Year 2045 Total			Existing Turn Lane	*Access Code* Required Turn Lane	Trigger Year & Condition
							AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT			
3	Northwest Acc & W La Bonte St	EBR	Decel	20	NR-C	> 50	0	0	0	0	0	0	0	0	0	63	106	56	63	106	56	None	90' Taper Length (@ 7.5:1 Ratio) + 110' Storage Length	Year 2025 Total
		WBL	Decel	20	NR-C	> 25	0	0	0	0	0	0	0	0	0	21	35	19	21	35	19	None	90' Taper Length (@ 7.5:1 Ratio) + 40' Storage Length	Year 2025 Total
		NBL	Decel	10	NR-C	> 25	0	0	0	0	0	0	0	0	0	71	92	56	71	92	56	None	90' Taper Length (@ 7.5:1 Ratio) + 90' Storage Length	Year 2025 Total
		NBR	Decel	10	NR-C	> 50	0	0	0	0	0	0	0	0	0	24	31	19	24	31	19	None	Not Required	Not Triggered
4	Northeast Acc & W La Bonte St	EBL	Decel	20	NR-C	> 25	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	125' Storage Length	Not Required	Not Triggered
		EBR	Decel	20	NR-C	> 50	5	5	5	5	5	5	5	5	5	12	17	11	12	17	11	None	Not Required	Not Triggered
		WBL	Decel	20	NR-C	> 25	5	5	5	5	5	5	5	5	5	12	17	11	12	17	11	None	Not Required	Not Triggered
		WBR	Decel	20	NR-C	> 50	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	None	Not Required	Not Triggered
		NBL	Decel	10	NR-C	> 25	5	5	5	5	5	5	5	5	5	13	15	11	13	15	11	None	Not Required	Not Triggered
		NBR	Decel	10	NR-C	> 50	5	5	5	5	5	5	5	5	5	13	15	11	13	15	11	None	Not Required	Not Triggered
		SBL	Decel	10	NR-C	> 25	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	None	Not Required	Not Triggered
		SBR	Decel	10	NR-C	> 50	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	None	Not Required	Not Triggered
5	Lake Dillon Dr & W La Bonte St	EBL	Decel	20	NR-C	> 25	9	39	36	9	39	36	11	48	44	33	70	55	35	79	63	100' Storage Length + 25' Taper Length	90' Taper Length (@ 7.5:1 Ratio) + 75' Storage Length	Year 2024 Existing
		EBR	Decel	20	NR-C	> 50	3	10	10	3	10	10	4	12	12	3	10	10	4	12	12	None	Not Required	Not Triggered
		WBL	Decel	20	NR-C	> 25	1	0	6	1	0	6	1	0	7	1	0	6	1	0	7	None	Not Required	Not Triggered
		WBR	Decel	20	NR-C	> 50	33	16	61	33	16	62	41	20	75	33	16	62	41	20	75	None	90' Taper Length (@ 7.5:1 Ratio) + 70' Storage Length	Year 2024 Existing
		NBL	Decel	20	NR-C	> 25	6	1	6	6	1	6	7	1	7	6	1	6	7	1	7	None	Not Required	Not Triggered
		NBR	Decel	20	NR-C	> 50	3	3	7	3	3	7	4	4	9	3	3	7	4	4	9	None	Not Required	Not Triggered
		SBL	Decel	20	NR-C	> 25	36	24	73	36	24	74	44	30	90	36	24	74	44	30	90	65' Storage Length	90' Taper Length (@ 7.5:1 Ratio) + 90' Storage Length	Year 2024 Existing
		SBR	Decel	20	NR-C	> 50	10	19	65	10	19	66	12	23	80	31	54	85	33	58	99	65' Storage Length	90' Taper Length (@ 7.5:1 Ratio) + 100' Storage Length	Year 2024 Existing
6	Southeast Acc & W Lodgepole St	EBL	Decel	20	NR-C	> 25	0	0	0	0	0	0	0	0	0	28	47	25	28	47	25	None	90' Taper Length (@ 7.5:1 Ratio) + 45' Storage Length	Year 2025 Total
		WBR	Decel	20	NR-C	> 50	0	0	0	0	0	0	0	0	0	14	24	13	14	24	13	None	Not Required	Not Triggered
		SBL	Decel	10	NR-C	> 25	0	0	0	0	0	0	0	0	0	16	20	13	16	20	13	None	Not Required	Not Triggered
		SBR	Decel	10	NR-C	> 50	0	0	0	0	0	0	0	0	0	31	41	25	31	41	25	None	Not Required	Not Triggered
7	W Lodgepole St & Lake Dillon Dr	EBL	Decel	20	NR-C	> 25	7	9	13	7	9	13	9	11	16	15	19	19	17	21	22	None	Not Required	Not Triggered
		EBR	Decel	20	NR-C	> 50	2	1	5	2	1	5	2	1	6	10	11	11	10	11	12	None	Not Required	Not Triggered
		NBL	Decel	20	NR-C	> 25	3	1	5	3	1	5	4	1	6	10	13	11	11	13	12	None	Not Required	Not Triggered
		SBR	Decel	20	NR-C	> 50	5	9	11	5	9	11	6	11	14	12	21	17	13	23	20	None	Not Required	Not Triggered

[1]Based upon *State Highway Access Code* requirements for an NR-B roadway with posted speed of 20 or 35 mph.

Triggered by State Highway Access Code Volumes

Dillon Dam Rd & US 6 (Intersection #1): All eastbound, westbound, northbound, and southbound right and left deceleration lanes are currently constructed, as well as the northbound right to eastbound acceleration lane, and the southbound right to westbound acceleration lane. As described in **Table 4**, all turn lanes are warranted by Year 2024 existing traffic volumes. Additionally, **Table 4** shows the existing turn lane infrastructure as well as what the *Access Code* requires. The current westbound left, and westbound right lanes do not meet the *Access Code* standards. Additionally, the northbound right to eastbound acceleration lane does not meet the *Access Code* standards.

The northbound left and southbound left lanes on Dillon Dam Rd, as well as the northbound and southbound right turn pockets do not meet the *Access Code* standards. However, since these lanes are on the Town's road, the *Access Code's* recommendations are provided for reference only.

Lake Dillon Dr & US 6 (Intersection #2): As observed in **Table 4**, all turn lanes are warranted by Year 2024 existing traffic volumes. All eastbound and westbound right and left deceleration lanes are currently built except for the southbound left auxiliary lane on Evergreen Road. **Table 4** shows the existing turn lane infrastructure as well as what the *Access Code* requires. Additionally, the northbound right to eastbound acceleration lane and the southbound right to westbound acceleration lane are currently built.

The current eastbound left deceleration lane does not meet the *Access Code* standards, and well as the southbound right to westbound acceleration lane. All other existing deceleration and acceleration lanes meet the *Access Code* standards.

The northbound left, northbound right, and southbound right turn pockets along Lake Dillon Drive and Evergreen Rd do not meet the *Access Code* standards. The southbound left turn pocket is warranted by Year 2024 existing traffic volumes per the *Access Code.* However, since these lanes are on the Town's Road, the *Access Code's* recommendations are provided for reference only.

Northwest Access & W La Bonte St (Intersection #3): Eastbound right, westbound left, and northbound left turn lane pockets are warranted by Year 2025 total traffic volumes, based upon CDOT's *Access Code* warrants. However, since these are the Town's roads, the *Access Code's* recommendations are provided for reference only.

Northeast Access & W La Bonte St (Intersection #4): There are no lanes warranted at this intersection, based upon CDOT's *Access Code* warrants. However, since these are the Town's roads, the *Access Code's* recommendations are provided for reference only.

Lake Dillon Dr & W La Bonte St (Intersection #5): Eastbound left, westbound right, southbound left, and southbound right turnlanes are warranted by Year 2024 existing traffic volumes, based upon CDOT's *Access Code* warrants. Eastbound left, southbound left, and southbound right lanes are currently built. However, none of the

current lanes meet *Access Code* standards. Since these are the Town's roads, the *Access Code's* recommendations are provided for reference only.

Southeast Access & W Lodgepole St (Intersection #6): An eastbound left lane is warranted by Year 2025 total traffic volumes based upon CDOT's *Access Code* warrants. Since these are the Town's roads, the *Access Code's* recommendations are provided for reference only.

W Lodgepole St & Lake Dillon Dr (Intersection #7): There are no lanes warranted at this intersection based upon CDOT's *Access Code* warrants. Since these are the Town's roads, the *Access Code's* recommendations are provided for reference only.

Town owned intersections are not under CDOT's *Access Code* requirements. The turn lane analyses of these intersections per the *Access Code* is included for reference only.

5.2 Total Traffic Level of Service

An *HCM* analysis under total traffic conditions was performed for the proposed site access under both short-term Yer 2025 and long-term Year 2045 traffic conditions. The results can be seen in **Table 6**.

Table 6: HCM Total Traffic LOS

#	Int.	Traffic Control	Approach	Year 2025 Total Level of Service (Delay in Seconds)			Year 2045 Total Level of Service (Delay in Seconds)		
				AM	PM	SAT	AM	PM	SAT
1	Dillon Dam Rd & US 6	Signal	EB	C (22.4)	D (43.1)	C (30.2)	C (25.2)	E (59.2)	C (31.5)
			WB	A (7.3)	B (14.1)	B (19.5)	A (6.7)	B (15.7)	C (22.0)
			NB	F (83.2)	E (73.3)	F (117.1)	F (89.1)	E (78.8)	F (160.6)
			SB	F (227.3)	F (98.5)	F (1137.9)	F (297.7)	F (129.2)	F (1413.8)
2	Lake Dillon Dr & US 6	Signal	EB	B (12.6)	A (8.2)	C (32.1)	B (12.9)	B (11.0)	D (48.3)
			WB	C (24.8)	C (33.8)	C (28.0)	C (28.7)	D (35.4)	C (30.3)
			NB	D (46.6)	D (45.9)	E (72.6)	D (50.2)	D (48.6)	F (87.0)
			SB	F (87.0)	F (670.9)	F (411.7)	F (108.1)	F (824.7)	F (551.2)
3	Northwest Acc & W La Bonte St	NB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (2.1)	A (2.1)	A (0.9)	A (1.8)	A (1.9)	A (0.8)
			NB	A (10.0)	B (11.7)	B (11.6)	B (10.1)	B (12.1)	B (12.3)
4	Northeast Acc & W La Bonte St	NB/SB Stop	EB	A (0.5)	A (0.3)	A (0.2)	A (0.5)	A (0.2)	A (0.2)
			WB	A (1.2)	A (1.0)	A (0.5)	A (1.1)	A (0.9)	A (0.4)
			NB	A (9.2)	A (10.0)	B (10.6)	A (9.3)	B (10.3)	B (11.1)
			SB	A (9.2)	A (9.9)	B (10.4)	A (9.3)	B (10.1)	B (10.9)
5	Lake Dillon Dr & W La Bonte St	All Way Stop	EB	A (8.3)	A (8.7)	A (9.8)	A (8.4)	A (9.0)	B (10.7)
			WB	A (8.0)	A (8.7)	A (9.9)	A (8.2)	A (9.1)	B (11.0)
			NB	A (8.2)	A (8.4)	A (9.3)	A (8.4)	A (8.7)	A (9.9)
			SB	A (7.8)	A (8.0)	A (8.9)	A (8.0)	A (8.2)	A (9.5)
6	Southeast Acc & W Lodgepole St	SB Stop	EB	A (5.5)	A (6.1)	A (4.3)	A (5.2)	A (5.9)	A (3.9)
			WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	A (8.8)	A (9.0)	A (8.8)	A (8.8)	A (9.0)	A (8.8)
7	W Lodgepole St & Lake Dillon Dr	EB Stop	EB	A (8.8)	A (8.8)	A (8.9)	A (8.8)	A (8.8)	A (9.0)
			NB	A (2.7)	A (5.0)	A (2.3)	A (2.5)	A (4.7)	A (2.1)
			SB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)

As observed in **Table 6**, five of the seven intersections are anticipated to operate at an acceptable LOS. The two intersections that are anticipated to operate at a failing LOS were already failing with existing traffic conditions.

Dillon Dam Rd & US 6: The east leg is anticipated to operate at an acceptable LOS through Year 2045 background total traffic conditions. The west leg is anticipated to operate at a failing LOS E with Year 2045 total traffic conditions. The north and south legs are anticipated to operate at a failing LOS E or worse with Year 2025 total traffic conditions. However, the north and south legs were anticipated to operate at a failing LOS with Year 2024 existing traffic conditions.

This intersection is signal controlled. The east and west legs are the main legs of this intersection. The south and north legs are side streets. Therefore, the east and west legs get most of the green time in each cycle length. This leads to traffic on the north and south legs not being able to flush out in one cycle length due to the small amount of green time they receive per each cycle length. This causes long delays and a failing LOS. Signal timing could be optimized and re-timed to improve the side streets LOS and the west leg LOS.

Lake Dillon Dr & US 6: The east and west legs are anticipated to operate at an acceptable LOS through Year 2045 total traffic conditions. The north and south legs are anticipated to operate at a failing LOS E or worse with Year 2025 total traffic conditions. However, the north and south legs were anticipated to operate at a failing LOS with Year 2024 existing traffic conditions.

This intersection is signal controlled. The east and west legs are the main legs of this intersection. The south and north legs are side streets. Therefore, the east and west legs get most of the green time in each cycle length. This leads to traffic on the north and south legs not being able to flush out in one cycle length due to the small amount of green time they receive per each cycle length. This causes long delays and a failing LOS. The signal timing could be optimized to improve the LOS on the side streets. However, an improvement to the side street LOS could possibly lead to degrade of the east and west legs LOS.

Northwest Access & W La Bonte St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 total traffic conditions.

Northeast Access & W La Bonte St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 total traffic conditions.

Lake Dillon Dr & W La Bonte St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 total traffic conditions.

Southeast Access & W Lodgepole St: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 total traffic conditions.

W Lodgepole St & Lake Dillon Dr: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 total traffic conditions.

Town of Dillon Roadway Network Impacts: The Town of Dillon's existing street network is of adequate design and capacity to support the traffic anticipated to be generated by the development through the 20 year long term planning horizon.

Additionally, the proposed development is not anticipated to overload the Town of Dillon's streets outside of the PUD area.

The Synchro reports can be found in the **Appendix**.

5.3 Site Accesses Sight Distance

Sight distance requirements are determined by **Section 3.2.2** of the *American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets*[6] *(AASHTO's Greenbook)*.

[6] AASHTO's A policy on Geometric Design of Highways and Streets

Table 3-1 Stopping Sight Distance on Level Roadways[3] identifies sight distance requirements based on speed limits. A roadway with a posted speed limit of 20mph requires 115ft of sight distance.

The civil and landscape design shall keep clear 115ft sight distance triangles.

5.4 State Highway Access Permit

Section 2.6(3) of the *Access Code* requires a new access permit when there is a land use change, and/or the volume is anticipated to increase by more than twenty percent (20%) on the access leg to the intersection.

Table 7 shows the Year 2024 existing and project assignment northbound traffic volumes at the Dillon Dam Rd and US 6 intersection. The northbound project assignment traffic volumes at the Dillon Dam Rd and US 6 intersection by 20% or more during the AM, PM, and Saturday peak hours. Therefore, this change in land use will require a new State Highway Access Permit for the south leg of Dillon Dam Dr at US 6.

Table 8 shows the Year 2024 existing and project assignment northbound traffic volumes at the Lake Dillon Dr and US 6 intersection. The northbound project assignment traffic volumes at the Lake Dillon Dr and US 6 intersection by 20% or more during the AM and PM peak hours. Therefore, this change in land use will require a new State Highway Access Permit for the south leg of Lake Dillon Dr at US 6.

Table 7: Dillon Dam Road & US 6 – Percent Increase to Access

Description	AM	PM	SAT
Year 2024 Existing w/ SAF	74vph	196vph	411vph
Project Assignment	102vph	132vph	81vph
% Increase	137%	67%	20%

Table 8: Lake Dillon Dr & US 6 – Percent Increase to Access

Description	AM	PM	SAT
Year 2024 Existing w/ SAF	150vph	169vph	309vph
Project Assignment	32vph	41vph	25vph
% Increase	21%	24%	8%

6.0 Summary and Recommendations

The proposed branded residence and restaurant/commercial development is located at 626 Lake Dillon Drive, Dillon, Co 80435. The property is currently occupied by the Best Western Ptarmigan Lodge Hotel and the Arapahoe Café and Pub. The client is proposing to remove the existing hotel and restaurant, and replace them with 200 residential dwelling units, 9,900 sf restaurant space, and 20,300 sf of commercial use.

Trip Generation: The development is anticipated to generate 2,902 vehicle trips per day (vpd). This includes 341 vehicle trips per hour (vph) during the weekday morning peak hour, 485vph during the weekday evening peak hour, and 307vph during the Saturday peak hour.

In total, the proposed land use conversion is anticipated to result in 2,534vpd more than the current site. This includes an additional 296vph during the average weekday morning peak hour, 440vph during the average weekday evening peak hour, and 250vph during the average Saturday peak hour. The traffic generated by the existing café was not included in this calculation due to the café not being open during the traffic counts.

Site Access: The development proposes three accesses. Two of the accesses have direct connectivity to W La Bonte St and are located along the north side of the development. The third access is located on the south side of the development and has direct connectivity to W Lodgepole St. The northwest access along W La Bonte St will be the main access. The northeast access along W La Bonte St will serve as a pick-up/drop-off loop and will not offer access to the parking lots. The proposed site plan is shown in **Figure 1**.

Background and Total Level of Service: A traffic model was developed to determine the anticipated future operations at each study intersection. Two of the seven study intersections are anticipated to operate at a failing LOS with Year 2024 existing traffic volumes. The other five intersections are anticipated to operate at an acceptable LOS through long-term Year 2045 total traffic conditions.

- Dillon Dam Rd & US 6: The east leg is anticipated to operate at an acceptable LOS through Year 2045 background total traffic conditions. The west leg is anticipated to operate at a failing LOS E with Year 2045 total traffic conditions. The north and south legs are anticipated to operate at a failing LOS E or worse with Year 2025 total traffic conditions. However, the north and south legs were anticipated to operate at a failing LOS with Year 2024 existing traffic conditions.

- Lake Dillon Dr & US 6: The east and west legs are anticipated to operate at an acceptable LOS through Year 2045 total traffic conditions. The north and south legs are anticipated to operate at a failing LOS E or worse with Year 2025 total traffic conditions. However, the north and south legs were anticipated to operate at a failing LOS with Year 2024 existing traffic conditions.

See **Section 3.5** and **Section 5.2** for more details.

Auxiliary Turn Lanes Analysis: The State of Colorado *State Highway Access Code*[7] *(Access Code)* was referenced to determine auxiliary turn lane requirements. The *Access Code* establishes the need for auxiliary turn lanes on Colorado's highway network. The *Access Code* standards were applied to the Town of Dillon's local roadways, as the Town does not have specific turn lane requirements. Therefore, the turn lane analysis for the Town's roads is provided herein as guidance and for reference only.

Table 4 and **Table 5** summarizes the auxiliary turn lane requirements for the site access according to the *Access Code.*

Site Access Sight Distance: The civil and landscape design shall keep clear 115ft sight distance triangles.

State Highway Access Permit: Section 2.6(3) of the *Access Code* requires a new access permit when there is a land use change, and or the volume is anticipated to increase by more than twenty percent (20%).

Both Dillon Dam Rd & US 6 and Lake Dillon Dr & US 6 intersection require a new State Highway Access Permit due to the peak hour volumes increasing the intersection volume by more than 20%. See **Section 5.4** for more details.

Town of Dillon Roadway Network Impacts: The Town of Dillon's existing street network is of adequate design and capacity to support the traffic anticipated to be generated by the development through the 20 year long term planning horizon.

Additionally, the proposed development is not anticipated to overload the Town of Dillon's streets outside of the PUD area.

Conclusion: Based upon the analysis and infrastructure recommendations presented in this report, the proposed development is anticipated to be successfully incorporated into the existing roadway network.

[7] State of Colorado State Highway Access Code, March 2002.

7.0 Appendix

7.1 Reference Documents

1. *Colorado Department of Transportation. Online Transportation Information System, February 2024.*

2. Highway Capacity Manual, 6th Edition. Transportation Research Boar, 2016.

3. Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, 2021.

4. Trip Generation Handbook, An ITE Recommended Practice. Institute of Transportation Engineers, 2001.

5. *State Highway Access Code*. State of Colorado, 2002.

6. American Association of State Highway and Transportation Officials: A policy on Geometric Design of Highways and Streets 7th Edition, 2018.

7.2 Included Documents

1. McDowell Engineering Scoping Form
2. Traffic Counts
3. CDOT OTIS Straight Line Diagram
4. Seasonal Adjustment Factor Calculations
5. Synchro reports

COLORADO
Department of Transportation
Region 3

Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

CONTACT INFORMATION	
Consultant:	Name: McDowell Engineering - Greg Schroeder
	Telephone: (970) 948-1376
	Email: greg@mcdowelleng.com
Developer/Owner Name:	

PROJECT INFORMATION	
Project Name	626 Lake Dillon Drive Branded Residential
Project Location	626 Lake Dillon Dr, Dillon, CO 80435
Project Description *(Attached proposed site plan)*	The client is proposing to replace the existing hotel and restaurant with a new apartment complex, commercial development, and a new restaurant.
State Highway	State Highway 6
County	Summit County
Mile Post	MM 209.85 & MM 209.44
Posted Speed Limit	40 mph

TIS ASSUMPTIONS			
Study Years	Current Year: 2024	Buildout Year: 2025	Long Term Year: 2045
Traffic Assessment Level *(Provide justification)*	Traffic Impact Study Level 3		
Study Intersections	1. North West Acc & W La Bonte St	6. Lake Dillon Dr & La Bonte St	
	2. North East Acc & W La Bonte St	7. Lodgepole St & Lake Dillon Dr	
	3. South West Acc & W Loophole St	8.	
	4. Dillon Dam Rd & US 6	9.	
	5. Lake Dillon Dr & US 6	10.	
Future Growth Rate	■ OTIS 0.66%	☐ Regional TDM	☐ Other
Seasonal Adjustment Factor	1.01		

COLORADO
Department of Transportation
Region 3

ASSUMPTIONS CONTINUED				
Project Trip Distribution *(State assumptions and attach sketch that shows individual movements.)*	See directional distribution attached.			
Trip Reduction Percentage	Internal Capture:	0%	Pass By:	0%
	Multi-Modal:	5%	Other:	
Study Time Periods *(Check all that apply)*	☒ AM (7-9)	☒ PM (4-6)	☐ Weekday	
	☒ SAT (Midday)	☐ Other		
Existing and Proposed ITE Trip Generation Land Use	See attached trip generation.			
Analysis Methods *(Check all that apply)*	☒ Synchro or ☐ HCS *(isolated intersections only)*		☐ SimTraffic or ☐ Other *(closely spaced intersections or when known/expected queuing issue)*	
	☐ Signal Warrants		☐ Pedestrian/Transit/Bicycle	
	☒ Safety/Sight Distance		☒ Queuing and Storage	
	☐ Other			
Notes and Other Assumptions	Growth rates were obtained from CDOT OTIS. CDOT OTIS daily traffic counter showed highway 6 near the project vicinity experiences a peak in traffic during the month of March. Traffic counts were taken in February. Therefore the SAF was 1.01.			
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.			
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.			

CDOT INTERNAL USE ONLY	
Review Comments ☐ Revise and Resubmit	
Engineer Signature/Date	☐ Approved

Route 006F From 209 to 211

Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 2/5/2024

Time: 1:14:09 PM

0 0.1 0.2 0.3 0.4

Miles

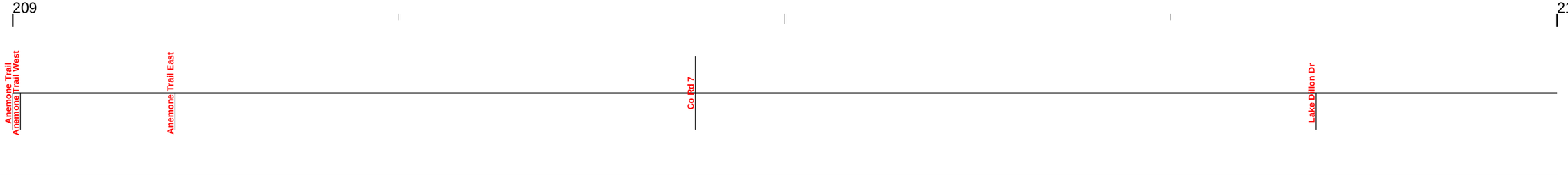
N

W E

S

Route 006F
From 209 To 210

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial	NR-A: Non-Rural Principal Highway
Administrative Class	CDOT Highway	
Forest Route	0	
Functional Class	4 Minor Arterial	
Highway Designation	U.S.	
NHS Designation	0 Not on NHS	
Scenic Byway		
Special System	NON-STRAHNET	
Toll Road		

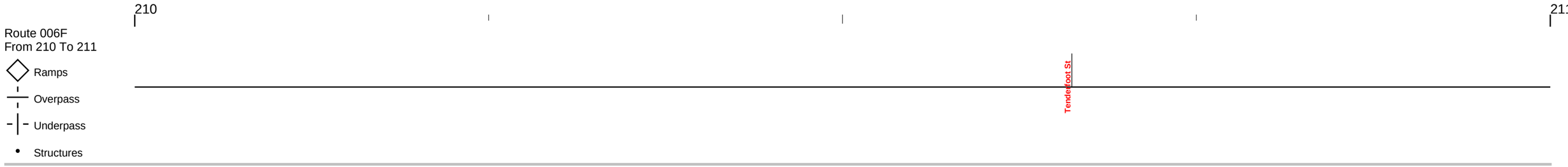
SAFETY

Primary Speed Limit	35	40
Secondary Speed Limit	35	40

TRAFFIC

AADT	16000	14000
Design Hour Truck Percentage	0.10	
DHV	13.0	
Off Peak Truck Percentage	5.30	3.30
Route Capacity	3800	3850
V/C Ratio	0.66	0.57
V/C Ratio 20	0.75	0.65
VMT	14768	11732
Year 20 Factor	1.14	

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.



CLASSIFICATION

Access Control	NR-A: Non-Rural Principal Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	4 Minor Arterial
Highway Designation	U.S.
NHS Designation	0 Not on NHS
Scenic Byway	
Special System	NON-STRAHNET
Toll Road	

SAFETY

Primary Speed Limit	40	50
Secondary Speed Limit	40	50

TRAFFIC

AADT	14000	15000
Design Hour Truck Percentage	0.10	
DHV	13.0	
Off Peak Truck Percentage	3.30	3.20
Route Capacity	3850	4400
V/C Ratio	0.57	
V/C Ratio 20	0.65	0.68
VMT	11732	34740
Year 20 Factor	1.14	1.19

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Monthly Summary Data

CDOT OTIS Station ID 000310, ON SH 6 W/O Swan Mountain Rd

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2023	17,989	17,784	17,523	12,471	11,119	13,610	16,241	15,218	13,990	11,726	13,352	15,833
2022	17,693	18,146	18,244	12,347	11,238	13,850	15,772	14,676	13,991	11,988	13,336	15,964
2021	17,408	17,856	18,161	11,744	11,573	15,396	18,950	17,518	15,525	12,939	14,143	16,591
2020	18,156	17,768	11,000	6,070	8,334	12,310	15,855	15,139	14,266	12,547	13,108	16,818
2019	18,705	18,249	18,520	11,534	11,082	13,559	16,362	14,811	13,334	12,385	13,863	17,139
2018	19,362	18,799	18,256	12,013	11,081	13,635	16,032	14,125	12,865	11,410	14,015	17,421
2017	20,250	18,277	17,824	12,265	10,799	13,724	16,618	15,058	13,228	11,921	14,193	18,485
2016	19,474	17,492	18,093	11,756	10,443	12,963	15,794	13,763	12,648	10,807	12,519	18,154
2015	17,309	16,804	17,207	11,558	10,061	11,878	14,767	13,699	12,228	10,586	14,000	18,426
2014	15,195	16,130	16,386	11,065	9,585	11,260	13,661	12,792	10,827	10,471		16,253
2013	14,507	14,670	15,030	9,508	8,705	10,041	12,760	11,514	10,219	8,637	12,387	14,591
2012	13,759	14,357	14,697	8,828	8,290	10,290	11,939	11,558	10,131	9,102	11,654	14,467
2011	15,246	14,960	15,855	10,085	8,961	11,424	12,487	11,434	9,661	8,906	11,045	14,526
2010	14,396	14,322	15,231	10,236	8,210	9,729	11,907	11,877	10,440	8,633	10,945	15,494
2009	15,101	14,834	14,502	10,046	8,939	10,473	12,827	11,719	9,910	9,076	11,324	15,614
2008	14,242		16,214	10,118	9,564	10,975	13,484	12,190	10,054	9,398	10,741	13,464
2007	15,359	15,436	17,002	11,035	9,440	11,325	13,671	13,159	10,934	9,939	12,007	13,958
2006	15,092	15,500	16,294	10,555	9,340	11,230	13,111	12,131	10,853	9,541	12,185	15,560
2005	13,651	14,997	15,945	9,956	9,181	10,549	13,352	11,912	10,328	8,905	11,378	14,909
2004	14,434	15,026	15,838	10,268	8,832	10,466	12,683	11,792	9,859	9,264	11,304	14,757
2003	14,879	14,710	15,961	10,509	8,905	10,403	12,604	12,277	9,712	9,251	10,591	13,782
2002	14,148	15,112	16,673	10,616	8,911	10,920	13,499	12,701	10,613	9,300	12,185	14,713
Average	**16,198**	**16,249**	**16,384**	**10,663**	**9,663**	**11,819**	**14,290**	**13,230**	**11,619**	**10,306**	**12,394**	**15,769**

Seasonal Adjustment Factors

CDOT OTIS Station ID 000310, ON SH 6 W/O Swan Mountain Rd

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		16,198	16,249	16,384	10,663	9,663	11,819	14,290	13,230	11,619	10,306	12,394	15,769
Jan	16,198	1.00	1.00	1.01	0.66	0.60	0.73	0.88	0.82	0.72	0.64	0.77	0.97
Feb	16,249	1.00	1.00	1.01	0.66	0.59	0.73	0.88	0.81	0.72	0.63	0.76	0.97
Mar	16,384	0.99	0.99	1.00	0.65	0.59	0.72	0.87	0.81	0.71	0.63	0.76	0.96
Apr	10,663	1.52	1.52	1.54	1.00	0.91	1.11	1.34	1.24	1.09	0.97	1.16	1.48
May	9,663	1.68	1.68	1.70	1.10	1.00	1.22	1.48	1.37	1.20	1.07	1.28	1.63
Jun	11,819	1.37	1.37	1.39	0.90	0.82	1.00	1.21	1.12	0.98	0.87	1.05	1.33
Jul	14,290	1.13	1.14	1.15	0.75	0.68	0.83	1.00	0.93	0.81	0.72	0.87	1.10
Aug	13,230	1.22	1.23	1.24	0.81	0.73	0.89	1.08	1.00	0.88	0.78	0.94	1.19
Sep	11,619	1.39	1.40	1.41	0.92	0.83	1.02	1.23	1.14	1.00	0.89	1.07	1.36
Oct	10,306	1.57	1.58	1.59	1.03	0.94	1.15	1.39	1.28	1.13	1.00	1.20	1.53
Nov	12,394	1.31	1.31	1.32	0.86	0.78	0.95	1.15	1.07	0.94	0.83	1.00	1.27
Dec	15,769	1.03	1.03	1.04	0.68	0.61	0.75	0.91	0.84	0.74	0.65	0.79	1.00

Monthly Summary Data from CDOT OTIS:

https://dtdapps.coloradodot.info/otis/TrafficData#ui/0/0/1/station/000126/criteria//19/false/true/

Data Retrieved on February 05, 2024

McDowell Engineering

Table 1 - Project Trip Generation

Estimated Project-Generated Traffic[1]

PROJECT NUMBER: M1651
PREPARED BY: EP
DATE: 2024-02-06
REVISED:

ITE Code	Units [2]	Eq. Coef	ITE Trip Generation Equation[3] Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Average Weekday Trips (VPD)	Morning Peak Hour Inbound % Trips	Morning Peak Hour Inbound Trips	Morning Peak Hour Outbound % Trips	Morning Peak Hour Outbound Trips	Evening Peak Hour Inbound % Trips	Evening Peak Hour Inbound Trips	Evening Peak Hour Outbound % Trips	Evening Peak Hour Outbound Trips	Saturday Peak Hour Inbound % Trips	Saturday Peak Hour Inbound Trips	Saturday Peak Hour Outbound % Trips	Saturday Peak Hour Outbound Trips
Existing Land Use																			
Best Western Hotel and Arapahoe Café																			
#310 - Hotel	125 Rooms	Type a= b=	A 10.84 -423.51	B 0.86 0.12	B 0.95 -0.27	A 0.69 5.95	931	53%	38	47%	34	58%	43	42%	31	56%	52	44%	41
#932 - High-Turnover (Sit Down) Restaurant	5 kSF	Type a= b=	Rate 107.20	Rate 13.68	Rate 16.35	Rate 11.19	536	57%	39	43%	29	51%	42	49%	40	51%	29	49%	27
Multi-Modal Reduction	*-5%*						*-47*		*-2*		*-2*		*-2*		*-2*		*-3*		*-2*
Previoius Site Trips							**1,420**		**75**		**61**		**83**		**69**		**78**		**66**
Proposed Land Use																			
Branded Residential & Commercial																			
#221 - Multifamily Housing (Mid-Rise)	200 DU	Type a= b=	A 4.77 -46.46	A 0.32 5.84	A 0.32 15.57	B 1.00 -0.91	908	26%	18	74%	52	60%	48	40%	32	51%	41	49%	39
#822 - Strip Retail Plaza (<40k)	20.3 kSF	Type a= b=	A 42.2 229.68	Rate 7.60	Rate 13.24	Rate 6.57	1,086	50%	77	50%	77	54%	145	46%	124	51%	68	49%	65
#932 - High-Turnover (Sit Down) Restaurant	9.9 kSF	Type a= b=	Rate 107.20	Rate 13.68	Rate 16.35	Rate 11.19	1,061	57%	77	43%	58	51%	83	49%	79	51%	56	49%	54
Multi-Modal Reduction	*-5%*						*-153*		*-9*		*-9*		*-14*		*-12*		*-8*		*-8*
Proposed New Trips							**2,902**		**163**		**178**		**262**		**223**		**157**		**150**
Difference							**1,482**		**88**		**117**		**179**		**154**		**79**		**84**

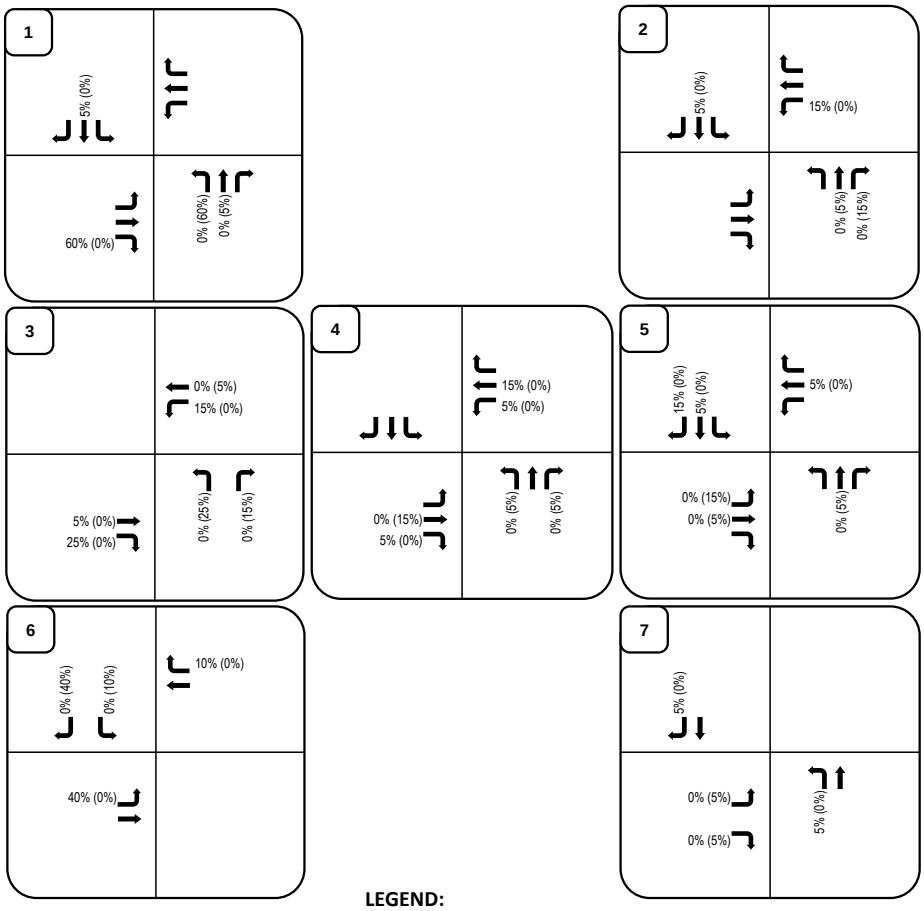
Notes:

[1] Values obtained from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, 2021.

[2] DU = Dwelling Units, kSF = 1,000 Square Feet

[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

Figure 6: Project Generated Traffic Distribution (Branded Residential & Commercial)

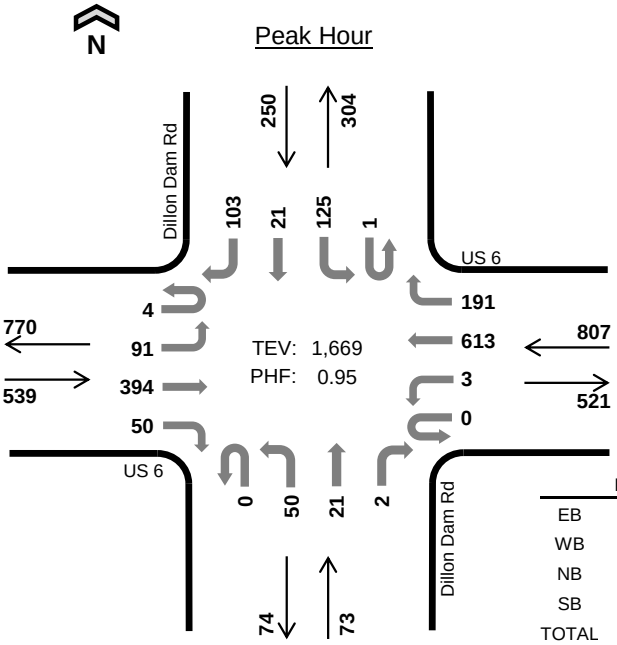


LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

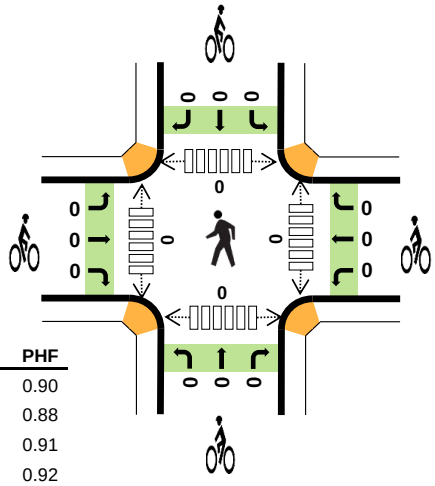
Dillon Dam Rd
US 6

Date: 02/03/2024
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM

Peak Hour



	HV %:	PHF
EB	2.2%	0.90
WB	1.0%	0.88
NB	0.0%	0.91
SB	1.6%	0.92
TOTAL	1.4%	0.95



Four-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		2	34	91	11	0	0	131	50	0	9	7	0	1	26	6	21	389	0
1:15 PM		2	22	107	18	0	2	154	41	0	15	4	1	0	36	7	25	434	0
1:30 PM		0	20	97	12	0	0	179	51	0	15	5	0	0	29	3	28	439	0
1:45 PM		0	15	99	9	0	1	149	49	0	11	5	1	0	34	5	29	407	1,669
Peak Hour	All	4	91	394	50	0	3	613	191	0	50	21	2	1	125	21	103	1,669	0
	HV	0	1	11	0	0	0	8	0	0	0	0	0	0	2	0	2	24	0
	HV%	0%	1%	3%	0%	-	0%	1%	0%	-	0%	0%	0%	0%	2%	0%	2%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	1	1	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	5	4	0	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	8	0	4	*24*	0	0	0	0	*0*	0	0	0	0	*0*

TJ Wethington
720-646-1008
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Four-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	1	15	147	18	0	1	105	31	0	12	2	3	0	17	4	14	370	0
10:15 AM	1	13	75	11	1	2	110	33	0	20	2	4	0	20	3	20	315	0
10:30 AM	1	13	59	10	0	1	118	31	0	13	2	0	0	12	4	14	278	0
10:45 AM	2	14	62	13	0	1	109	33	0	16	1	4	0	14	3	25	297	1,260
11:00 AM	1	18	66	16	0	1	108	40	0	17	1	0	0	26	2	21	317	1,207
11:15 AM	0	13	92	13	0	2	115	35	0	23	4	0	0	23	4	11	335	1,227
11:30 AM	0	20	131	13	0	2	111	31	0	18	1	0	0	21	5	23	376	1,325
11:45 AM	2	13	116	10	1	1	139	51	0	9	3	1	0	28	5	23	402	1,430
12:00 PM	0	28	94	15	0	1	143	41	0	9	2	2	0	23	3	28	389	1,502
12:15 PM	1	13	105	13	0	6	161	49	0	18	5	3	0	22	5	23	424	1,591
12:30 PM	4	24	111	12	0	0	119	33	0	14	2	1	0	34	6	19	379	1,594
12:45 PM	0	33	107	15	0	1	116	42	0	15	1	2	0	33	7	27	399	1,591
1:00 PM	**2**	**34**	**91**	**11**	**0**	**0**	**131**	**50**	**0**	**9**	**7**	**0**	**1**	**26**	**6**	**21**	**389**	1,591
1:15 PM	**2**	**22**	**107**	**18**	**0**	**2**	**154**	**41**	**0**	**15**	**4**	**1**	**0**	**36**	**7**	**25**	**434**	1,601
1:30 PM	**0**	**20**	**97**	**12**	**0**	**0**	**179**	**51**	**0**	**15**	**5**	**0**	**0**	**29**	**3**	**28**	**439**	1,661
1:45 PM	**0**	**15**	**99**	**9**	**0**	**1**	**149**	**49**	**0**	**11**	**5**	**1**	**0**	**34**	**5**	**29**	**407**	**1,669**
Count Total	17	308	1,559	209	2	22	2,067	641	0	234	47	22	1	398	72	351	5,950	0
Peak Hour All	**4**	**91**	**394**	**50**	**0**	**3**	**613**	**191**	**0**	**50**	**21**	**2**	**1**	**125**	**21**	**103**	**1,669**	**0**
Peak Hour HV	**0**	**1**	**11**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**24**	**0**
Peak Hour HV%	**0%**	**1%**	**3%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**2%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	9	3	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	2	2	1	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	5	2	0	1	*8*	0	0	0	0	*0*	0	1	0	0	*1*
10:45 AM	3	2	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	2	4	0	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	1	2	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	3	3	0	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	1	4	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	4	6	1	1	*12*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	2	0	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	1	2	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	**1**	**1**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:15 PM	**5**	**4**	**0**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:30 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:45 PM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	50	38	2	19	*109*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	**12**	**8**	**0**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Four-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	3	6	0	0	0	3	0	0	0	0	0	0	0	0	0	12	0
10:15 AM	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	3	9	0
10:30 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	1	0	0	8	0
10:45 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	1	6	35
11:00 AM	0	0	0	2	0	0	3	1	0	0	0	0	0	0	0	2	8	31
11:15 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	4	26
11:30 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23
11:45 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	7	24
12:00 PM	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	1	6	22
12:15 PM	0	0	3	1	0	0	6	0	0	1	0	0	0	1	0	0	12	30
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	29
12:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	4	26
1:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**	24
1:15 PM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	22
1:30 PM	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	24
1:45 PM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**24**
Count Total	0	6	39	5	0	0	37	1	0	2	0	0	0	6	0	13	109	0
Peak Hour	**0**	**1**	**11**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**24**	**0**

Four-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound			US 6 Westbound			Dillon Dam Rd Northbound			Dillon Dam Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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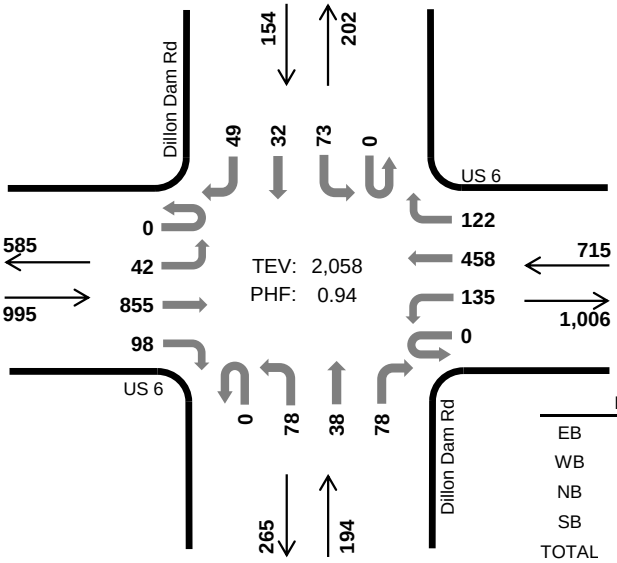
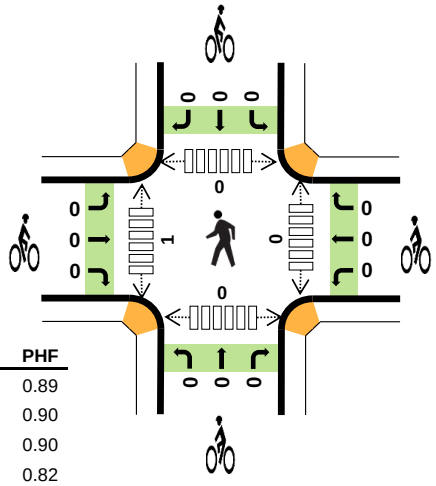
Dillon Dam Rd
US 6

Date: 02/01/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	2.2%	0.89
WB	2.0%	0.90
NB	1.0%	0.90
SB	3.2%	0.82
TOTAL	2.1%	0.94

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	56	10	0	19	51	13	0	6	1	4	0	3	4	9	179	0
7:15 AM	0	7	68	11	0	44	65	11	0	10	1	15	0	7	4	6	249	0
7:30 AM	0	8	102	16	0	57	84	18	0	7	5	8	0	15	6	7	333	0
7:45 AM	1	14	180	31	0	36	99	24	0	18	10	26	0	6	5	14	464	1,225
8:00 AM	**0**	**10**	**209**	**18**	**0**	**37**	**112**	**28**	**0**	**15**	**9**	**30**	**0**	**19**	**10**	**11**	**508**	1,554
8:15 AM	**0**	**7**	**190**	**21**	**0**	**31**	**109**	**19**	**0**	**16**	**11**	**16**	**0**	**14**	**10**	**10**	**454**	1,759
8:30 AM	**0**	**11**	**247**	**22**	**0**	**34**	**113**	**34**	**0**	**24**	**10**	**18**	**0**	**16**	**6**	**11**	**546**	1,972
8:45 AM	**0**	**14**	**209**	**37**	**0**	**33**	**124**	**41**	**0**	**23**	**8**	**14**	**0**	**24**	**6**	**17**	**550**	**2,058**
Count Total	1	74	1,261	166	0	291	757	188	0	119	55	131	0	104	51	85	3,283	0
Peak Hour All	**0**	**42**	**855**	**98**	**0**	**135**	**458**	**122**	**0**	**78**	**38**	**78**	**0**	**73**	**32**	**49**	**2,058**	**0**
Peak Hour HV	**0**	**1**	**21**	**0**	**0**	**0**	**12**	**2**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**1**	**43**	**0**
Peak Hour HV%	**-**	**2%**	**2%**	**0%**	**-**	**0%**	**3%**	**2%**	**-**	**3%**	**0%**	**0%**	**-**	**5%**	**0%**	**2%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	1	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	3	0	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	4	2	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**6**	**3**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**5**	**2**	**0**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**7**	**4**	**1**	**3**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:45 AM	**4**	**5**	**1**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	34	25	5	8	*72*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	**22**	**14**	**2**	**5**	***43***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	1	6	0
7:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	7	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	1	1	0	0	4	0	0	1	0	1	0	0	0	1	9	29
8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	32
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	33
8:30 AM	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**15**	41
8:45 AM	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**43**
Count Total	0	1	32	1	0	0	23	2	0	3	0	2	0	5	0	3	72	0
Peak Hour	**0**	**1**	**21**	**0**	**0**	**0**	**12**	**2**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**1**	**43**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound			US 6 Westbound			Dillon Dam Rd Northbound			Dillon Dam Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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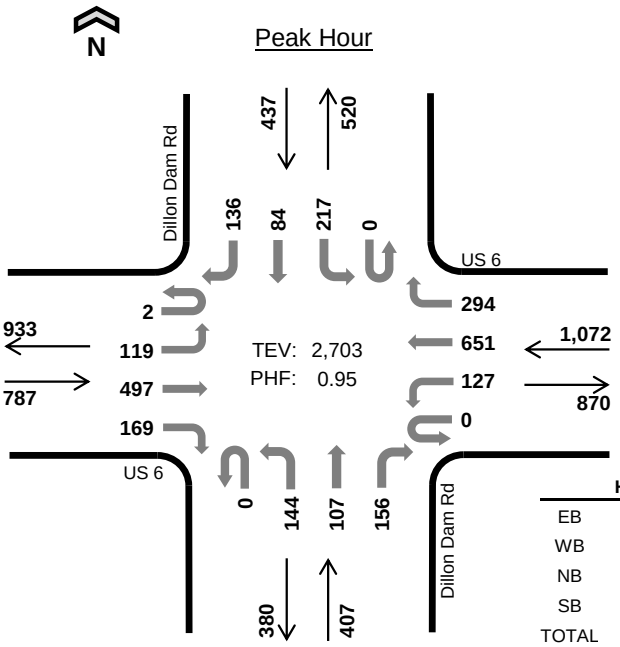
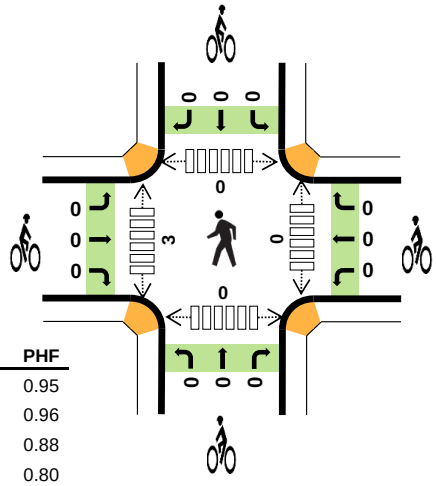
Dillon Dam Rd
US 6

Date: 02/01/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	1.1%	0.95
WB	1.3%	0.96
NB	0.2%	0.88
SB	0.5%	0.80
TOTAL	1.0%	0.95

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	30	111	27	0	47	175	76	0	29	21	35	0	48	21	27	647	0
4:15 PM	**0**	**28**	**138**	**41**	**0**	**30**	**162**	**86**	**0**	**31**	**21**	**26**	**0**	**51**	**19**	**34**	**667**	0
4:30 PM	**0**	**24**	**122**	**34**	**0**	**35**	**171**	**63**	**0**	**37**	**30**	**46**	**0**	**53**	**17**	**40**	**672**	0
4:45 PM	**2**	**38**	**122**	**38**	**0**	**29**	**162**	**74**	**0**	**42**	**23**	**35**	**0**	**44**	**14**	**28**	**651**	2,637
5:00 PM	**0**	**29**	**115**	**56**	**0**	**33**	**156**	**71**	**0**	**34**	**33**	**49**	**0**	**69**	**34**	**34**	**713**	**2,703**
5:15 PM	0	30	140	46	0	28	144	52	0	37	17	45	0	71	24	29	663	2,699
5:30 PM	0	26	128	25	0	17	154	54	0	32	27	41	0	67	25	17	613	2,640
5:45 PM	0	29	136	39	0	26	84	31	0	40	16	40	0	62	24	27	554	2,543
Count Total	2	234	1,012	306	0	245	1,208	507	0	282	188	317	0	465	178	236	5,180	0
Peak Hour All	**2**	**119**	**497**	**169**	**0**	**127**	**651**	**294**	**0**	**144**	**107**	**156**	**0**	**217**	**84**	**136**	**2,703**	**0**
Peak Hour HV	**0**	**0**	**7**	**2**	**0**	**0**	**13**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**26**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**1%**	**-**	**0%**	**2%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	1	0	*4*	0	0	0	0	*0*	0	2	0	2	*4*
4:15 PM	**4**	**6**	**1**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**3**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:00 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:15 PM	1	2	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	3	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	4	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	12	26	3	4	*45*	0	0	0	0	*0*	0	5	0	2	*7*
Peak Hour	**9**	**14**	**1**	**2**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	***3***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound				US 6 Westbound				Dillon Dam Rd Northbound				Dillon Dam Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4	0
4:15 PM	**0**	**0**	**3**	**1**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	0
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	25
5:00 PM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**26**
5:15 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4	18
5:30 PM	0	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	6	19
5:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	5	20
Count Total	0	1	9	2	0	0	25	1	0	3	0	0	0	2	0	2	45	0
Peak Hour	**0**	**0**	**7**	**2**	**0**	**0**	**13**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**26**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound			US 6 Westbound			Dillon Dam Rd Northbound			Dillon Dam Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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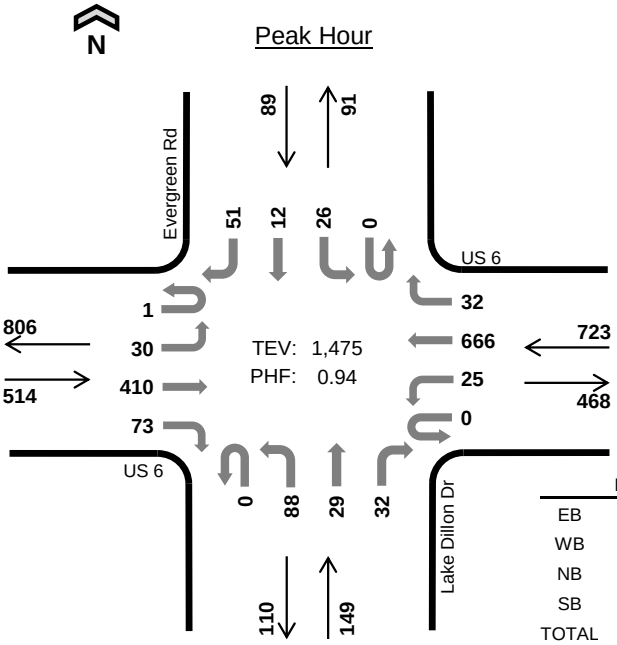
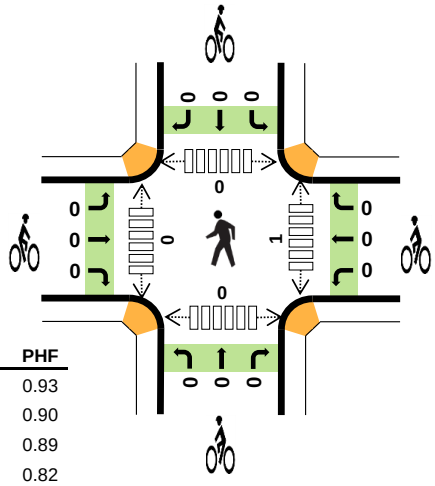
Lake Dillon Dr
US 6

Date: 02/03/2024
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 1:00 PM to 2:00 PM

Peak Hour



	HV %:	PHF
EB	2.5%	0.93
WB	1.1%	0.90
NB	3.4%	0.89
SB	2.2%	0.82
TOTAL	1.9%	0.94



Four-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		1	8	92	16	0	6	150	5	0	23	6	4	0	6	3	16	336	0
1:15 PM		0	4	110	24	0	3	175	7	0	21	13	8	0	11	3	13	392	0
1:30 PM		0	11	101	14	0	12	177	11	0	27	5	9	0	4	2	11	384	0
1:45 PM		0	7	107	19	0	4	164	9	0	17	5	11	0	5	4	11	363	1,475
Peak Hour	All	1	30	410	73	0	25	666	32	0	88	29	32	0	26	12	51	1,475	0
	HV	0	1	11	1	0	1	7	0	0	2	1	2	0	0	2	0	28	0
	HV%	0%	3%	3%	1%	-	4%	1%	0%	-	2%	3%	6%	-	0%	17%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	3	1	0	1	*5*	0	0	0	0	*0*	1	0	0	0	*1*
1:15 PM	6	3	3	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	3	3	2	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	13	8	5	2	*28*	0	0	0	0	*0*	1	0	0	0	*1*

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Four-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	6	141	15	0	9	106	5	0	19	4	6	0	7	6	19	343	0
10:15 AM	0	5	87	16	0	4	122	5	0	17	5	5	0	7	5	11	289	0
10:30 AM	0	5	49	20	0	5	112	5	0	14	8	11	0	14	3	16	262	0
10:45 AM	0	10	56	20	0	6	120	3	0	12	4	6	0	5	7	11	260	1,154
11:00 AM	0	7	70	16	0	3	121	10	0	17	7	6	0	5	3	13	278	1,089
11:15 AM	0	12	84	21	0	4	137	3	0	12	4	7	0	5	11	7	307	1,107
11:30 AM	0	11	115	24	0	8	132	3	0	18	12	6	0	2	5	13	349	1,194
11:45 AM	0	11	110	18	0	9	137	5	0	22	7	6	0	3	4	12	344	1,278
12:00 PM	0	12	96	16	0	7	131	7	0	17	6	3	0	7	4	15	321	1,321
12:15 PM	1	8	99	18	0	6	191	12	0	23	6	9	0	4	9	15	401	1,415
12:30 PM	0	11	114	29	0	8	126	7	0	16	4	12	0	5	8	10	350	1,416
12:45 PM	0	7	103	24	0	7	135	13	0	18	8	10	0	4	10	8	347	1,419
1:00 PM	**1**	**8**	**92**	**16**	**0**	**6**	**150**	**5**	**0**	**23**	**6**	**4**	**0**	**6**	**3**	**16**	**336**	1,434
1:15 PM	**0**	**4**	**110**	**24**	**0**	**3**	**175**	**7**	**0**	**21**	**13**	**8**	**0**	**11**	**3**	**13**	**392**	1,425
1:30 PM	**0**	**11**	**101**	**14**	**0**	**12**	**177**	**11**	**0**	**27**	**5**	**9**	**0**	**4**	**2**	**11**	**384**	1,459
1:45 PM	**0**	**7**	**107**	**19**	**0**	**4**	**164**	**9**	**0**	**17**	**5**	**11**	**0**	**5**	**4**	**11**	**363**	**1,475**
Count Total	2	135	1,534	310	0	101	2,236	110	0	293	104	119	0	94	87	201	5,326	0
Peak Hour All	**1**	**30**	**410**	**73**	**0**	**25**	**666**	**32**	**0**	**88**	**29**	**32**	**0**	**26**	**12**	**51**	**1,475**	**0**
Peak Hour HV	**0**	**1**	**11**	**1**	**0**	**1**	**7**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**2**	**0**	**28**	**0**
Peak Hour HV%	**0%**	**3%**	**3%**	**1%**	**-**	**4%**	**1%**	**0%**	**-**	**2%**	**3%**	**6%**	**-**	**0%**	**17%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	3	3	2	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	4	2	0	1	*7*	0	0	0	0	*0*	1	0	0	0	*1*
10:30 AM	5	4	0	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	3	2	3	0	*8*	0	0	0	0	*0*	0	0	0	1	*1*
11:00 AM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	2	2	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	4	4	3	0	*11*	0	0	0	0	*0*	4	0	0	0	*4*
11:45 AM	3	2	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	1	3	0	0	*4*	0	0	0	0	*0*	1	0	0	0	*1*
12:15 PM	3	6	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	2	2	2	0	*6*	0	0	0	0	*0*	0	2	0	0	*2*
12:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	**3**	**1**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
1:15 PM	**6**	**3**	**3**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:30 PM	**3**	**3**	**2**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	45	41	18	4	*108*	0	0	0	0	*0*	7	2	0	1	*10*
Peak Hour	**13**	**8**	**5**	**2**	***28***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***

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Four-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	3	0	0	1	1	1	0	1	1	0	0	0	0	0	8	0
10:15 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	1	7	0
10:30 AM	0	1	2	2	0	2	1	1	0	0	0	0	0	1	0	0	10	0
10:45 AM	0	0	2	1	0	0	2	0	0	1	1	1	0	0	0	0	8	33
11:00 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	28
11:15 AM	0	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	5	26
11:30 AM	0	0	1	3	0	1	3	0	0	0	2	1	0	0	0	0	11	27
11:45 AM	0	0	3	0	0	0	2	0	0	0	1	0	0	0	0	0	6	25
12:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	26
12:15 PM	0	1	2	0	0	0	6	0	0	0	0	0	0	0	0	0	9	30
12:30 PM	0	0	1	1	0	1	1	0	0	0	1	1	0	0	0	0	6	25
12:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	22
1:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	23
1:15 PM	**0**	**1**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	26
1:30 PM	**0**	**0**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**9**	29
1:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**28**
Count Total	0	5	32	8	0	6	33	2	0	4	7	7	0	1	2	1	108	0
Peak Hour	**0**	**1**	**11**	**1**	**0**	**1**	**7**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**2**	**0**	**28**	**0**

Four-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound			US 6 Westbound			Lake Dillon Dr Northbound			Evergreen Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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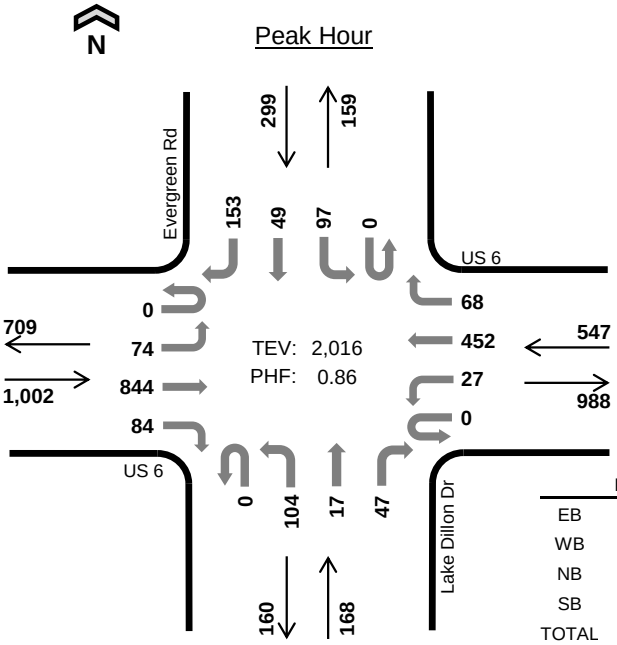
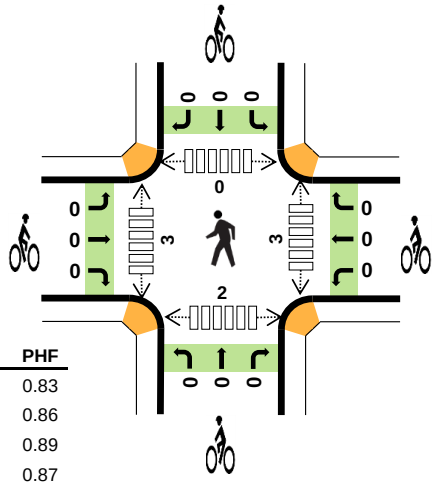
Lake Dillon Dr
US 6

Date: 02/01/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	2.2%	0.83
WB	2.9%	0.86
NB	3.6%	0.89
SB	1.7%	0.87
TOTAL	2.4%	0.86

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	48	11	0	1	61	5	0	3	2	4	0	14	4	31	188	0
7:15 AM	0	7	72	6	0	1	72	3	0	13	4	3	0	34	3	39	257	0
7:30 AM	0	5	112	8	0	4	106	11	0	5	2	4	0	26	10	35	328	0
7:45 AM	0	18	188	16	0	8	111	10	0	19	2	6	0	17	9	32	436	1,209
8:00 AM	**0**	**19**	**229**	**22**	**0**	**10**	**105**	**21**	**0**	**25**	**4**	**10**	**0**	**14**	**7**	**39**	**505**	1,526
8:15 AM	**0**	**24**	**163**	**14**	**0**	**6**	**98**	**21**	**0**	**28**	**4**	**15**	**0**	**30**	**5**	**34**	**442**	1,711
8:30 AM	**0**	**17**	**267**	**19**	**0**	**7**	**134**	**18**	**0**	**24**	**4**	**12**	**0**	**25**	**18**	**41**	**586**	1,969
8:45 AM	**0**	**14**	**185**	**29**	**0**	**4**	**115**	**8**	**0**	**27**	**5**	**10**	**0**	**28**	**19**	**39**	**483**	**2,016**
Count Total	0	108	1,264	125	0	41	802	97	0	144	27	64	0	188	75	290	3,225	0
Peak Hour All	**0**	**74**	**844**	**84**	**0**	**27**	**452**	**68**	**0**	**104**	**17**	**47**	**0**	**97**	**49**	**153**	**2,016**	**0**
Peak Hour HV	**0**	**1**	**15**	**6**	**0**	**3**	**10**	**3**	**0**	**3**	**2**	**1**	**0**	**1**	**0**	**4**	**49**	**0**
Peak Hour HV%	**-**	**1%**	**2%**	**7%**	**-**	**11%**	**2%**	**4%**	**-**	**3%**	**12%**	**2%**	**-**	**1%**	**0%**	**3%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	0	1	1	*7*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	4	2	0	1	*7*	0	0	0	0	*0*	3	0	0	0	*3*
7:30 AM	4	4	2	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**8**	**4**	**0**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	*3*
8:15 AM	**4**	**6**	**2**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**7**	**3**	**2**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**2**	*5*
8:45 AM	**3**	**3**	**2**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	39	23	9	7	*78*	0	0	0	0	*0*	7	3	0	2	*12*
Peak Hour	**22**	**16**	**6**	**5**	***49***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**0**	**2**	***8***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	3	0	0	0	0	0	0	0	1	0	0	0	0	1	7	0
7:15 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	1	7	0
7:30 AM	0	0	2	2	0	1	3	0	0	0	1	1	0	0	0	0	10	0
7:45 AM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5	29
8:00 AM	**0**	**0**	**6**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**	35
8:15 AM	**0**	**1**	**2**	**1**	**0**	**1**	**3**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	40
8:30 AM	**0**	**0**	**4**	**3**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**13**	43
8:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**49**
Count Total	0	5	26	8	0	4	16	3	0	3	4	2	0	1	0	6	78	0
Peak Hour	**0**	**1**	**15**	**6**	**0**	**3**	**10**	**3**	**0**	**3**	**2**	**1**	**0**	**1**	**0**	**4**	**49**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound			US 6 Westbound			Lake Dillon Dr Northbound			Evergreen Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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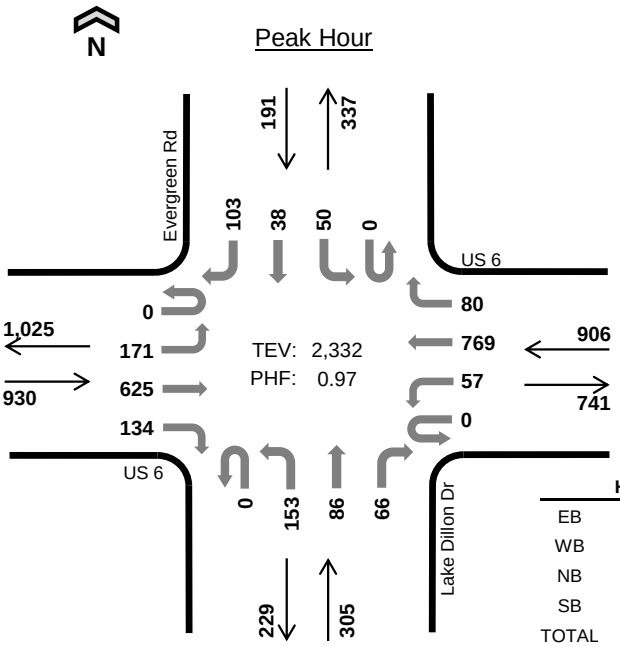
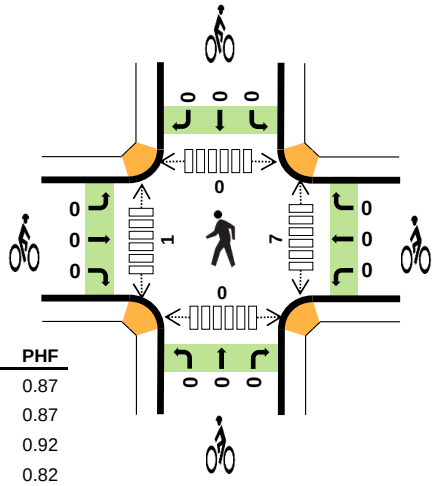
Lake Dillon Dr
US 6

Date: 02/01/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.6%	0.87
WB	1.1%	0.87
NB	2.0%	0.92
SB	1.0%	0.82
TOTAL	1.0%	0.97

Two-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	24	135	22	0	21	231	16	0	37	16	11	0	33	13	45	605	0
4:15 PM		0	36	135	35	0	17	197	14	0	51	14	23	0	12	10	20	564	0
4:30 PM		**0**	**42**	**150**	**40**	**0**	**16**	**201**	**23**	**0**	**37**	**18**	**18**	**0**	**13**	**9**	**16**	**583**	0
4:45 PM		**0**	**29**	**138**	**34**	**0**	**20**	**217**	**23**	**0**	**36**	**19**	**14**	**0**	**11**	**9**	**24**	**574**	2,326
5:00 PM		**0**	**50**	**149**	**31**	**0**	**8**	**184**	**19**	**0**	**38**	**25**	**20**	**0**	**12**	**13**	**26**	**575**	2,296
5:15 PM		**0**	**50**	**188**	**29**	**0**	**13**	**167**	**15**	**0**	**42**	**24**	**14**	**0**	**14**	**7**	**37**	**600**	**2,332**
5:30 PM		0	37	153	39	0	8	161	22	0	28	13	14	0	12	6	21	514	2,263
5:45 PM		0	54	152	41	0	7	100	17	0	22	16	10	0	15	12	21	467	2,156
Count Total		1	322	1,200	271	0	110	1,458	149	0	291	145	124	0	122	79	210	4,482	0
Peak Hour	**All**	**0**	**171**	**625**	**134**	**0**	**57**	**769**	**80**	**0**	**153**	**86**	**66**	**0**	**50**	**38**	**103**	**2,332**	**0**
	HV	**0**	**2**	**3**	**1**	**0**	**2**	**8**	**0**	**0**	**1**	**4**	**1**	**0**	**1**	**0**	**1**	**24**	**0**
	HV%	**-**	**1%**	**0%**	**1%**	**-**	**4%**	**1%**	**0%**	**-**	**1%**	**5%**	**2%**	**-**	**2%**	**0%**	**1%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	2	1	*7*	0	0	0	0	*0*	0	1	0	0	*1*
4:15 PM	3	5	0	0	*8*	0	0	0	0	*0*	0	3	0	1	*4*
4:30 PM	**2**	**5**	**2**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**5**	**1**	**0**	**0**	*6*
4:45 PM	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**2**	**2**	**2**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:15 PM	**1**	**2**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:30 PM	1	5	2	0	*8*	0	0	0	0	*0*	3	0	0	0	*3*
5:45 PM	0	2	1	0	*3*	0	0	0	0	*0*	3	1	0	0	*4*
Count Total	11	25	11	3	*50*	0	0	0	0	*0*	13	6	0	1	*20*
Peak Hour	**6**	**10**	**6**	**2**	***24***	**0**	**0**	**0**	**0**	***0***	**7**	**1**	**0**	**0**	***8***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound				US 6 Westbound				Lake Dillon Dr Northbound				Evergreen Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	3	0	0	2	0	0	0	0	1	0	7	0
4:15 PM	0	2	0	1	0	0	5	0	0	0	0	0	0	0	0	0	8	0
4:30 PM	**0**	**0**	**1**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**10**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	28
5:00 PM	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	27
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**24**
5:30 PM	0	0	0	1	0	1	4	0	0	0	1	1	0	0	0	0	8	22
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	22
Count Total	0	4	4	3	0	3	22	0	0	3	5	3	0	1	1	1	50	0
Peak Hour	**0**	**2**	**3**	**1**	**0**	**2**	**8**	**0**	**0**	**1**	**4**	**1**	**0**	**1**	**0**	**1**	**24**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound			US 6 Westbound			Lake Dillon Dr Northbound			Evergreen Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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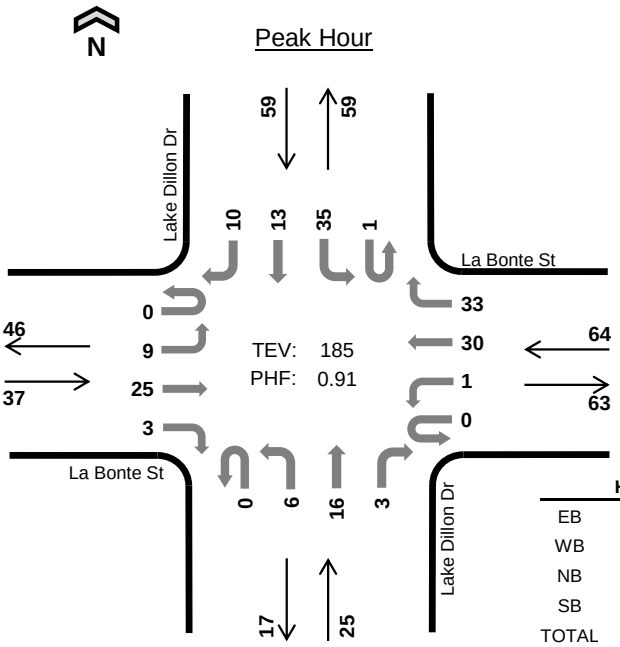
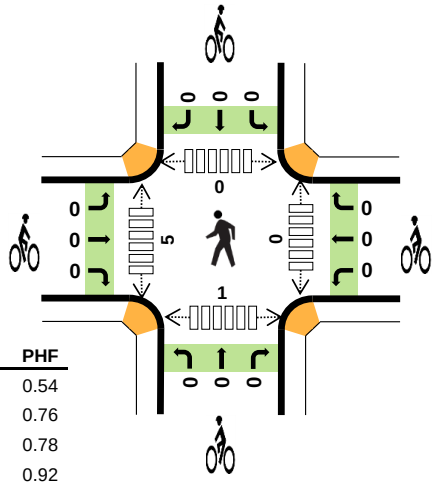
Lake Dillon Dr
La Bonte St

Date: 02/03/2024
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:30 PM to 1:30 PM



	HV %:	PHF
EB	2.7%	0.54
WB	0.0%	0.76
NB	0.0%	0.78
SB	3.4%	0.92
TOTAL	1.6%	0.91



Four-Hour Count Summaries

Interval Start		La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM		0	2	3	0	0	1	10	10	0	2	3	1	0	12	3	1	48	0
12:45 PM		0	0	7	0	0	0	7	8	0	1	3	1	1	6	4	3	41	0
1:00 PM		0	2	5	1	0	0	7	6	0	2	5	1	0	9	4	3	45	0
1:15 PM		0	5	10	2	0	0	6	9	0	1	5	0	0	8	2	3	51	185
Peak Hour	All	0	9	25	3	0	1	30	33	0	6	16	3	1	35	13	10	185	0
	HV	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0
	HV%	-	11%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	6%	0%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:30 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	4	0	0	*4*
12:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
1:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	1	0	0	2	*3*	0	0	0	0	*0*	0	5	0	1	*6*

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Four-Hour Count Summaries

Interval Start	La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	2	10	2	0	0	4	3	0	1	1	0	0	4	2	0	29	0
10:15 AM	0	1	8	1	0	1	12	3	0	1	2	1	0	6	0	3	39	0
10:30 AM	0	5	6	1	0	0	8	8	0	0	2	1	0	5	1	2	39	0
10:45 AM	0	1	6	1	0	0	10	10	0	1	1	0	1	13	2	6	52	159
11:00 AM	0	1	7	1	0	1	7	6	0	0	0	0	0	3	2	0	28	158
11:15 AM	0	0	4	0	0	0	5	2	0	2	5	0	0	1	3	10	32	151
11:30 AM	0	1	9	1	0	1	6	7	0	1	3	1	0	11	0	4	45	157
11:45 AM	0	1	8	0	0	0	7	10	0	0	2	0	1	8	2	4	43	148
12:00 PM	0	5	6	0	0	0	2	8	0	0	1	0	1	2	0	2	27	147
12:15 PM	0	1	10	0	0	0	7	11	0	0	1	1	0	11	3	2	47	162
12:30 PM	**0**	**2**	**3**	**0**	**0**	**1**	**10**	**10**	**0**	**2**	**3**	**1**	**0**	**12**	**3**	**1**	**48**	165
12:45 PM	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**8**	**0**	**1**	**3**	**1**	**1**	**6**	**4**	**3**	**41**	163
1:00 PM	**0**	**2**	**5**	**1**	**0**	**0**	**7**	**6**	**0**	**2**	**5**	**1**	**0**	**9**	**4**	**3**	**45**	181
1:15 PM	**0**	**5**	**10**	**2**	**0**	**0**	**6**	**9**	**0**	**1**	**5**	**0**	**0**	**8**	**2**	**3**	**51**	**185**
1:30 PM	0	3	8	0	0	0	9	9	0	3	1	2	0	7	2	2	46	183
1:45 PM	0	4	5	0	0	0	9	5	0	1	3	0	0	2	2	2	33	175
Count Total	0	34	112	10	0	4	116	115	0	16	38	9	4	108	32	47	645	0
Peak Hour All	**0**	**9**	**25**	**3**	**0**	**1**	**30**	**33**	**0**	**6**	**16**	**3**	**1**	**35**	**13**	**10**	**185**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**
Peak Hour HV%	**-**	**11%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**6%**	**0%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	1	0	0	1	*2*	0	0	0	0	*0*	2	1	0	2	*5*
10:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	1	2	0	*3*
10:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	0	2	0	4	*6*	0	0	0	0	*0*	0	0	2	0	*2*
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	4	0	*4*
11:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	1	2	0	2	*5*	0	0	0	0	*0*	0	3	0	0	*3*
11:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	2	0	0	2	*4*
12:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	*4*
12:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
1:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
1:30 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	1	*1*
1:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	4	2	12	*22*	0	0	0	0	*0*	4	10	8	6	*28*
Peak Hour	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**0**	**1**	***6***

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Four-Hour Count Summaries - Heavy Vehicles

Interval Start	La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	6	9
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
11:30 AM	0	0	1	0	0	1	0	1	0	0	0	0	0	2	0	0	5	12
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	3
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
1:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	3	1	0	0	1	0	3	0	0	1	1	0	12	0	0	22	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**

Four-Hour Count Summaries - Bikes

Interval Start	La Bonte St Eastbound			La Bonte St Westbound			Lake Dillon Dr Northbound			Lake Dillon Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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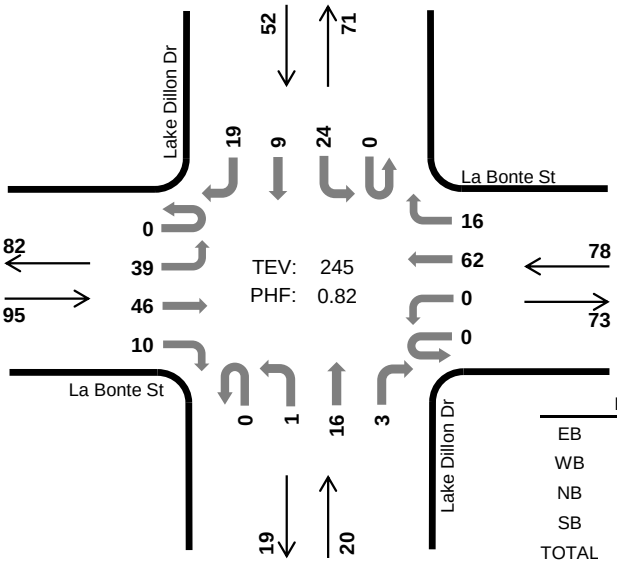
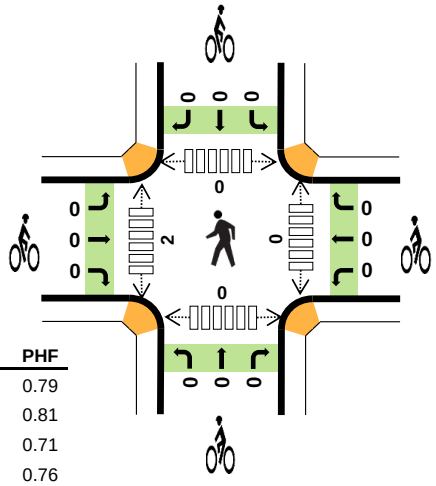
Lake Dillon Dr
La Bonte St

Date: 02/01/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	5.3%	0.79
WB	0.0%	0.81
NB	0.0%	0.71
SB	5.8%	0.76
TOTAL	3.3%	0.82

Two-Hour Count Summaries

Interval Start	La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	4	2	0	0	4	2	0	0	0	0	0	4	2	0	19	0
7:15 AM	0	3	3	0	0	0	5	2	0	0	1	0	0	1	0	2	17	0
7:30 AM	0	5	10	2	0	0	10	2	0	2	2	0	0	4	0	4	41	0
7:45 AM	1	10	9	3	0	0	11	2	0	3	1	1	0	4	2	0	47	124
8:00 AM	**0**	**8**	**4**	**0**	**0**	**0**	**20**	**4**	**0**	**0**	**3**	**1**	**0**	**4**	**3**	**3**	**50**	155
8:15 AM	**0**	**9**	**11**	**4**	**0**	**0**	**10**	**4**	**0**	**0**	**6**	**0**	**0**	**4**	**2**	**4**	**54**	192
8:30 AM	**0**	**11**	**16**	**2**	**0**	**0**	**17**	**5**	**0**	**0**	**5**	**2**	**0**	**7**	**1**	**9**	**75**	226
8:45 AM	**0**	**11**	**15**	**4**	**0**	**0**	**15**	**3**	**0**	**1**	**2**	**0**	**0**	**9**	**3**	**3**	**66**	**245**
Count Total	1	58	72	17	0	0	92	24	0	6	20	4	0	37	13	25	369	0
Peak Hour All	**0**	**39**	**46**	**10**	**0**	**0**	**62**	**16**	**0**	**1**	**16**	**3**	**0**	**24**	**9**	**19**	**245**	**0**
Peak Hour HV	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**8**	**0**
Peak Hour HV%	**-**	**5%**	**0%**	**30%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**8%**	**0%**	**5%**	**3%**	**0**

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

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

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**5**	6
8:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**
Count Total	0	2	2	3	0	0	0	0	0	0	0	0	0	4	0	1	12	0
Peak Hour	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**8**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	La Bonte St Eastbound			La Bonte St Westbound			Lake Dillon Dr Northbound			Lake Dillon Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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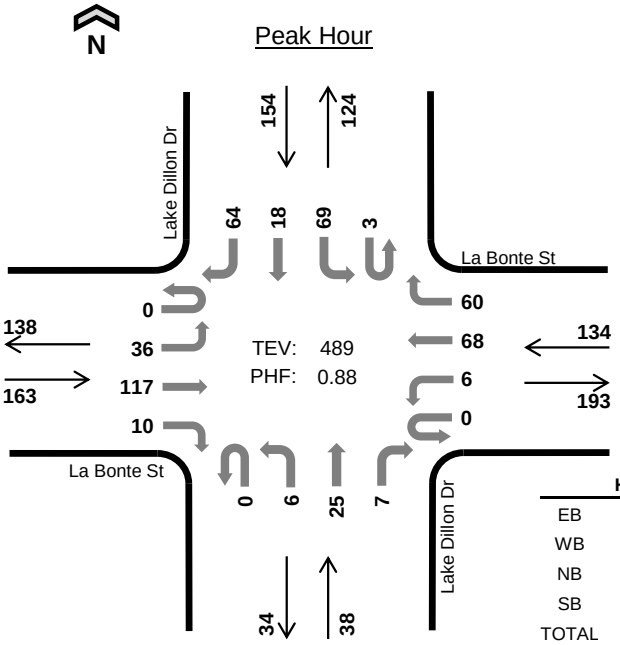
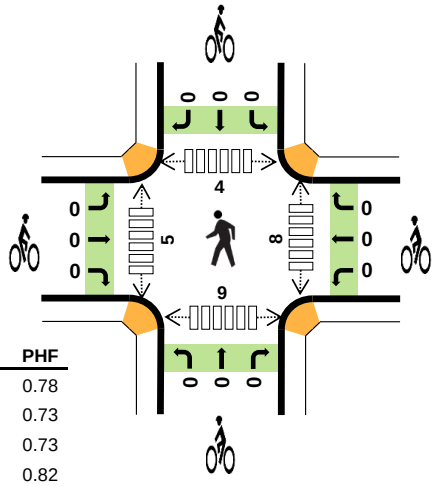
Lake Dillon Dr
La Bonte St

Date: 02/01/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	2.5%	0.78
WB	0.0%	0.73
NB	0.0%	0.73
SB	2.6%	0.82
TOTAL	1.6%	0.88



Two-Hour Count Summaries

Interval Start	La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	7	10	1	0	4	17	7	0	3	5	1	0	9	6	11	81	0
4:15 PM	**0**	**8**	**23**	**1**	**0**	**0**	**14**	**14**	**0**	**1**	**9**	**3**	**1**	**19**	**5**	**22**	**120**	0
4:30 PM	**0**	**11**	**24**	**2**	**0**	**1**	**12**	**11**	**0**	**0**	**8**	**1**	**0**	**13**	**4**	**14**	**101**	0
4:45 PM	**0**	**8**	**30**	**4**	**0**	**3**	**14**	**19**	**0**	**2**	**4**	**2**	**1**	**21**	**4**	**17**	**129**	431
5:00 PM	**0**	**9**	**40**	**3**	**0**	**2**	**28**	**16**	**0**	**3**	**4**	**1**	**1**	**16**	**5**	**11**	**139**	**489**
5:15 PM	0	10	25	4	0	1	12	26	0	1	5	2	0	8	0	6	100	469
5:30 PM	0	8	18	1	0	0	15	14	0	1	5	1	1	11	2	5	82	450
5:45 PM	0	9	21	2	0	0	14	9	0	2	2	1	0	11	2	4	77	398
Count Total	0	70	191	18	0	11	126	116	0	13	42	12	4	108	28	90	829	0
Peak Hour All	**0**	**36**	**117**	**10**	**0**	**6**	**68**	**60**	**0**	**6**	**25**	**7**	**3**	**69**	**18**	**64**	**489**	**0**
Peak Hour HV	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**8**	**0**
Peak Hour HV%	**-**	**6%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**4%**	**0%**	**2%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	6	0	4	5	*15*
4:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	*4*
4:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**3**	**5**	**0**	**3**	*11*
4:45 PM	**3**	**0**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**2**	*5*
5:00 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**2**	***6***
5:15 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	5	1	*6*
5:30 PM	0	0	0	2	*2*	0	0	0	0	*0*	1	2	1	2	*6*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	1	0	*2*
Count Total	4	0	0	6	*10*	0	1	0	0	*1*	15	8	15	17	*55*
Peak Hour	**4**	**0**	**0**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**8**	**5**	**4**	**9**	***26***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	La Bonte St Eastbound				La Bonte St Westbound				Lake Dillon Dr Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	0
4:45 PM	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	6
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**8**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	2	2	0	0	0	0	0	0	0	0	0	0	5	0	1	10	0
Peak Hour	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**8**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	La Bonte St Eastbound			La Bonte St Westbound			Lake Dillon Dr Northbound			Lake Dillon Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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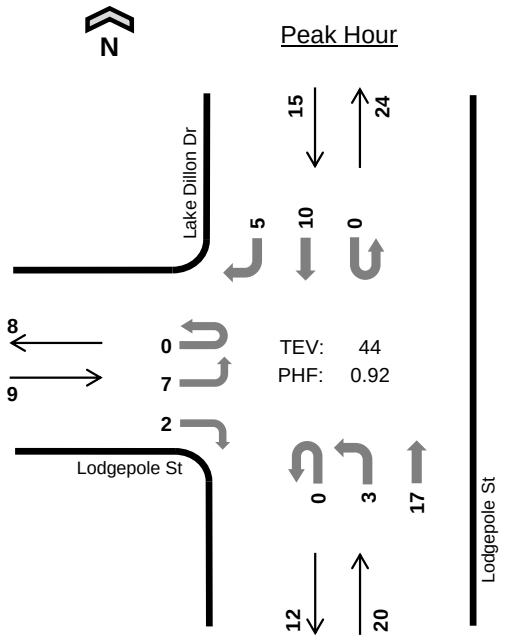
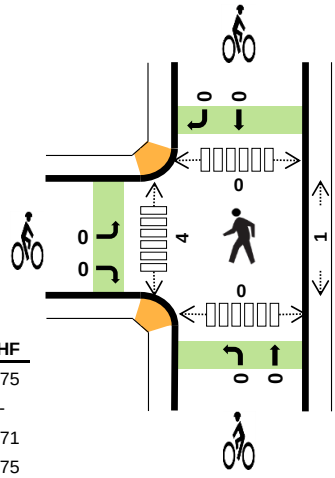
Lodgepole St
Lake Dillon Dr

Date: 02/03/2024
Count Period: 10:00 AM to 2:00 PM
Peak Hour: 12:30 PM to 1:30 PM



	HV %:	PHF
EB	0.0%	0.75
WB	-	-
NB	0.0%	0.71
SB	0.0%	0.75
TOTAL	0.0%	0.92



Four-Hour Count Summaries

Interval Start		Lodgepole St Eastbound				N/A Westbound				Lodgepole St Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:30 PM		0	3	0	0	0	0	0	0	0	1	2	0	0	0	4	1	11	0
12:45 PM		0	2	0	1	0	0	0	0	0	1	3	0	0	0	1	1	9	0
1:00 PM		0	1	0	1	0	0	0	0	0	0	6	0	0	0	2	2	12	0
1:15 PM		0	1	0	0	0	0	0	0	0	1	6	0	0	0	3	1	12	44
Peak Hour	All	0	7	0	2	0	0	0	0	0	3	17	0	0	0	10	5	44	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	-	0%	-	-	-	-	-	0%	0%	-	-	-	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	4	0	0	*4*
12:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
1:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	0	0	*0*	0	0	0	0	*0*	1	4	0	0	*5*

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Four-Hour Count Summaries

Interval Start	Lodgepole St Eastbound				N/A Westbound				Lodgepole St Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	5	0
10:15 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	0
10:30 AM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	2	0	6	0
10:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	5	22
11:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	2	5	22
11:15 AM	0	1	0	2	0	0	0	0	0	1	5	0	0	0	2	0	11	27
11:30 AM	0	5	0	1	0	0	0	0	0	1	0	0	0	0	2	0	9	30
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	28
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	24
12:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	1	5	18
12:30 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**4**	**1**	**11**	20
12:45 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**1**	**9**	26
1:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**2**	**12**	37
1:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**3**	**1**	**12**	**44**
1:30 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	6	39
1:45 PM	0	1	0	1	0	0	0	0	0	2	0	0	0	0	1	0	5	35
Count Total	0	18	0	8	0	0	0	0	0	11	37	0	0	0	26	11	111	0
Peak Hour All	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**17**	**0**	**0**	**0**	**10**	**5**	**44**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
10:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	1	2	*4*
10:15 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
12:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	*4*
12:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
1:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
1:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	0	3	1	*5*	0	0	0	0	*0*	4	4	1	2	*11*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**0**	**0**	***5***

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Four-Hour Count Summaries - Heavy Vehicles

Interval Start	Lodgepole St				N/A				Lodgepole St				Lake Dillon Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	1	2	0	0	0	1	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Four-Hour Count Summaries - Bikes

Interval Start	Lodgepole St			N/A			Lodgepole St			Lake Dillon Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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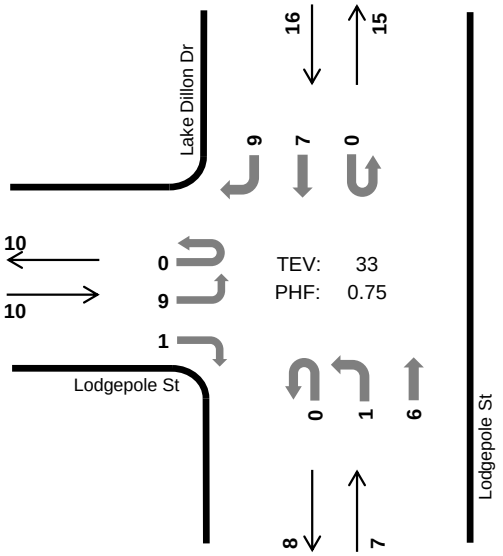
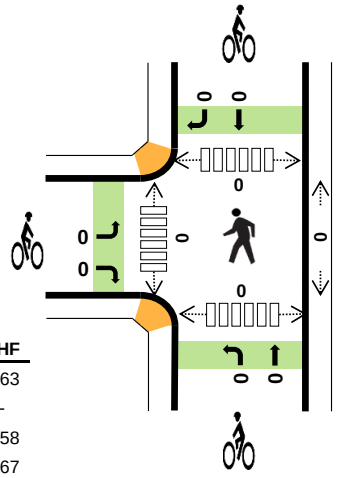
Lodgepole St
Lake Dillon Dr

Date: 02/01/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.63
WB	-	-
NB	14.3%	0.58
SB	18.8%	0.67
TOTAL	12.1%	0.75

Two-Hour Count Summaries

Interval Start	Lodgepole St Eastbound				N/A Westbound				Lodgepole St Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0
7:15 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	4	0
7:30 AM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	1	0	5	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	2	0	5	17
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**7**	21
8:15 AM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**1**	**11**	28
8:30 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**8**	31
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**	**7**	**33**
Count Total	0	13	0	3	0	0	0	0	0	3	8	0	0	0	11	12	50	0
Peak Hour All	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**7**	**9**	**33**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**17%**	**-**	**-**	**-**	**0%**	**33%**	**12%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	2	0	*4*
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	0	0	1	3	*4*	0	0	0	0	*0*	1	1	3	0	*5*
Peak Hr	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Lodgepole St				N/A				Lodgepole St				Lake Dillon Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	2
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Lodgepole St			N/A			Lodgepole St			Lake Dillon Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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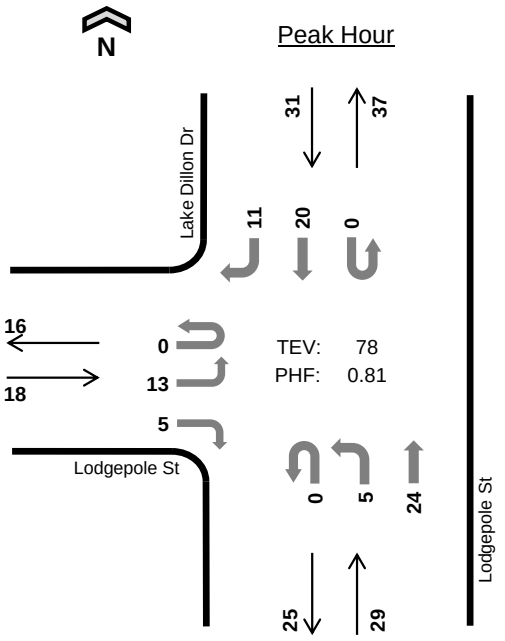
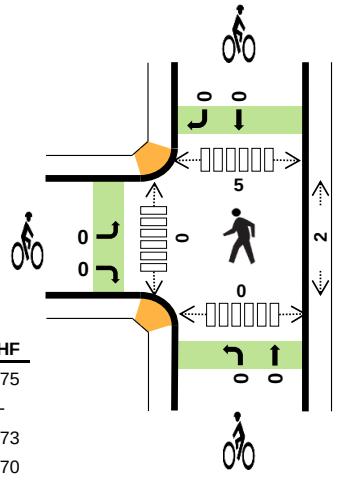
Lodgepole St
Lake Dillon Dr

Date: 02/01/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	0.0%	0.75
WB	-	-
NB	0.0%	0.73
SB	3.2%	0.70
TOTAL	1.3%	0.81

Two-Hour Count Summaries

Interval Start	Lodgepole St Eastbound				N/A Westbound				Lodgepole St Northbound				Lake Dillon Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**7**	**4**	**24**	0
4:15 PM	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**6**	**0**	**21**	0
4:30 PM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**1**	**3**	**17**	0
4:45 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**6**	**4**	**16**	**78**
5:00 PM	0	2	0	1	0	0	0	0	0	2	4	0	0	0	8	2	19	73
5:15 PM	0	2	0	0	0	0	0	0	0	1	3	0	0	0	2	0	8	60
5:30 PM	0	1	0	0	0	0	0	0	0	1	7	0	0	0	0	1	10	53
5:45 PM	0	3	0	1	0	0	0	0	0	0	1	0	0	0	1	2	8	45
Count Total	0	21	0	7	0	0	0	0	0	9	39	0	0	0	31	16	123	0
Peak Hour All	**0**	**13**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**24**	**0**	**0**	**0**	**20**	**11**	**78**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**9%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**0**	*3*
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	2	0	*4*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	0	0	0	1	*1*	0	0	0	0	*0*	4	1	8	0	*13*
Peak Hr	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**5**	**0**	***7***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Lodgepole St				N/A				Lodgepole St				Lake Dillon Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Lodgepole St			N/A			Lodgepole St			Lake Dillon Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

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Route 006F From 209 to 211

Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 2/5/2024

Time: 1:14:09 PM

0 0.1 0.2 0.3 0.4

Miles

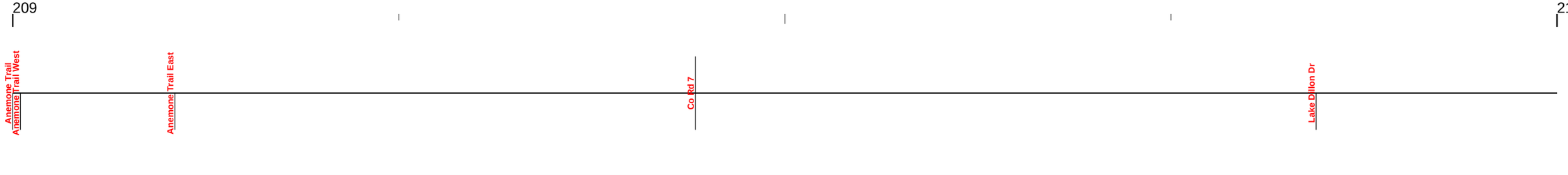
N

W E

S

Route 006F
From 209 To 210

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial	NR-A: Non-Rural Principal Highway
Administrative Class	CDOT Highway	
Forest Route	0	
Functional Class	4 Minor Arterial	
Highway Designation	U.S.	
NHS Designation	0 Not on NHS	
Scenic Byway		
Special System	NON-STRAHNET	
Toll Road		

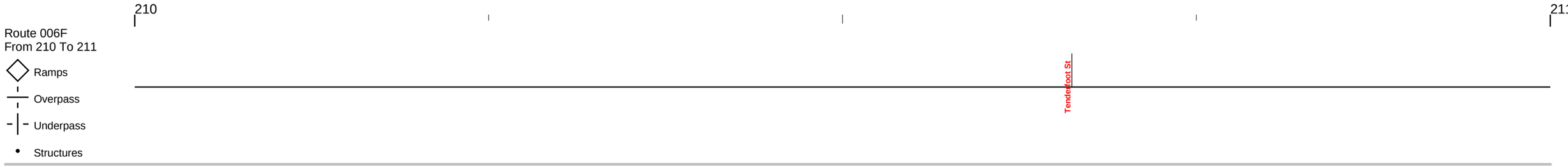
SAFETY

Primary Speed Limit	35	40
Secondary Speed Limit	35	40

TRAFFIC

AADT	16000	14000
Design Hour Truck Percentage	0.10	
DHV	13.0	
Off Peak Truck Percentage	5.30	3.30
Route Capacity	3800	3850
V/C Ratio	0.66	0.57
V/C Ratio 20	0.75	0.65
VMT	14768	11732
Year 20 Factor	1.14	

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.



CLASSIFICATION

Access Control	NR-A: Non-Rural Principal Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	4 Minor Arterial
Highway Designation	U.S.
NHS Designation	0 Not on NHS
Scenic Byway	
Special System	NON-STRAHNET
Toll Road	

SAFETY

Primary Speed Limit	40	50
Secondary Speed Limit	40	50

TRAFFIC

AADT	14000	15000
Design Hour Truck Percentage	0.10	
DHV	13.0	
Off Peak Truck Percentage	3.30	3.20
Route Capacity	3850	4400
V/C Ratio	0.57	
V/C Ratio 20	0.65	0.68
VMT	11732	34740
Year 20 Factor	1.14	1.19

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Monthly Summary Data

CDOT OTIS Station ID 000310, ON SH 6 W/O Swan Mountain Rd

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2023	17,989	17,784	17,523	12,471	11,119	13,610	16,241	15,218	13,990	11,726	13,352	15,833
2022	17,693	18,146	18,244	12,347	11,238	13,850	15,772	14,676	13,991	11,988	13,336	15,964
2021	17,408	17,856	18,161	11,744	11,573	15,396	18,950	17,518	15,525	12,939	14,143	16,591
2020	18,156	17,768	11,000	6,070	8,334	12,310	15,855	15,139	14,266	12,547	13,108	16,818
2019	18,705	18,249	18,520	11,534	11,082	13,559	16,362	14,811	13,334	12,385	13,863	17,139
2018	19,362	18,799	18,256	12,013	11,081	13,635	16,032	14,125	12,865	11,410	14,015	17,421
2017	20,250	18,277	17,824	12,265	10,799	13,724	16,618	15,058	13,228	11,921	14,193	18,485
2016	19,474	17,492	18,093	11,756	10,443	12,963	15,794	13,763	12,648	10,807	12,519	18,154
2015	17,309	16,804	17,207	11,558	10,061	11,878	14,767	13,699	12,228	10,586	14,000	18,426
2014	15,195	16,130	16,386	11,065	9,585	11,260	13,661	12,792	10,827	10,471		16,253
2013	14,507	14,670	15,030	9,508	8,705	10,041	12,760	11,514	10,219	8,637	12,387	14,591
2012	13,759	14,357	14,697	8,828	8,290	10,290	11,939	11,558	10,131	9,102	11,654	14,467
2011	15,246	14,960	15,855	10,085	8,961	11,424	12,487	11,434	9,661	8,906	11,045	14,526
2010	14,396	14,322	15,231	10,236	8,210	9,729	11,907	11,877	10,440	8,633	10,945	15,494
2009	15,101	14,834	14,502	10,046	8,939	10,473	12,827	11,719	9,910	9,076	11,324	15,614
2008	14,242		16,214	10,118	9,564	10,975	13,484	12,190	10,054	9,398	10,741	13,464
2007	15,359	15,436	17,002	11,035	9,440	11,325	13,671	13,159	10,934	9,939	12,007	13,958
2006	15,092	15,500	16,294	10,555	9,340	11,230	13,111	12,131	10,853	9,541	12,185	15,560
2005	13,651	14,997	15,945	9,956	9,181	10,549	13,352	11,912	10,328	8,905	11,378	14,909
2004	14,434	15,026	15,838	10,268	8,832	10,466	12,683	11,792	9,859	9,264	11,304	14,757
2003	14,879	14,710	15,961	10,509	8,905	10,403	12,604	12,277	9,712	9,251	10,591	13,782
2002	14,148	15,112	16,673	10,616	8,911	10,920	13,499	12,701	10,613	9,300	12,185	14,713
Average	**16,198**	**16,249**	**16,384**	**10,663**	**9,663**	**11,819**	**14,290**	**13,230**	**11,619**	**10,306**	**12,394**	**15,769**

Seasonal Adjustment Factors

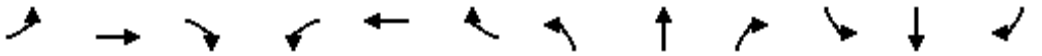
CDOT OTIS Station ID 000310, ON SH 6 W/O Swan Mountain Rd

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		16,198	16,249	16,384	10,663	9,663	11,819	14,290	13,230	11,619	10,306	12,394	15,769
Jan	16,198	1.00	1.00	1.01	0.66	0.60	0.73	0.88	0.82	0.72	0.64	0.77	0.97
Feb	16,249	1.00	1.00	1.01	0.66	0.59	0.73	0.88	0.81	0.72	0.63	0.76	0.97
Mar	16,384	0.99	0.99	1.00	0.65	0.59	0.72	0.87	0.81	0.71	0.63	0.76	0.96
Apr	10,663	1.52	1.52	1.54	1.00	0.91	1.11	1.34	1.24	1.09	0.97	1.16	1.48
May	9,663	1.68	1.68	1.70	1.10	1.00	1.22	1.48	1.37	1.20	1.07	1.28	1.63
Jun	11,819	1.37	1.37	1.39	0.90	0.82	1.00	1.21	1.12	0.98	0.87	1.05	1.33
Jul	14,290	1.13	1.14	1.15	0.75	0.68	0.83	1.00	0.93	0.81	0.72	0.87	1.10
Aug	13,230	1.22	1.23	1.24	0.81	0.73	0.89	1.08	1.00	0.88	0.78	0.94	1.19
Sep	11,619	1.39	1.40	1.41	0.92	0.83	1.02	1.23	1.14	1.00	0.89	1.07	1.36
Oct	10,306	1.57	1.58	1.59	1.03	0.94	1.15	1.39	1.28	1.13	1.00	1.20	1.53
Nov	12,394	1.31	1.31	1.32	0.86	0.78	0.95	1.15	1.07	0.94	0.83	1.00	1.27
Dec	15,769	1.03	1.03	1.04	0.68	0.61	0.75	0.91	0.84	0.74	0.65	0.79	1.00

Monthly Summary Data from CDOT OTIS:

https://dtdapps.coloradodot.info/otis/TrafficData#ui/0/0/1/station/000310/criteria//117/false/true/

Data Retrieved on February 16, 2024



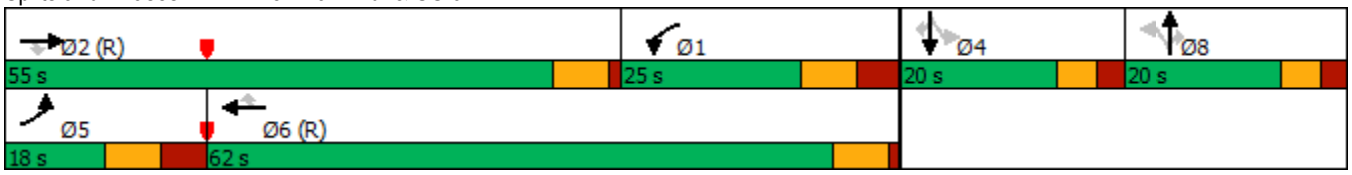
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	398	51	3	619	193	51	21	2	127	21	104
Future Volume (vph)	96	398	51	3	619	193	51	21	2	127	21	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.979		0.950	0.965	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1732	1583	1681	1708	1583
Flt Permitted	0.950			0.950			0.702	0.823		0.286	0.245	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1242	1456	1583	506	434	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			210			245			245
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1384			549	
Travel Time (s)		17.1			5.4			47.2			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							31%			42%		
Lane Group Flow (vph)	104	433	55	3	673	210	38	40	2	80	81	113
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	18.0	55.0	55.0	25.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	15.0%	45.8%	45.8%	20.8%	51.7%	51.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	10.8	76.0	76.0	7.2	61.2	61.2	9.2	9.2	9.2	14.0	14.0	14.0
Actuated g/C Ratio	0.09	0.63	0.63	0.06	0.51	0.51	0.08	0.08	0.08	0.12	0.12	0.12
v/c Ratio	0.65	0.19	0.05	0.03	0.37	0.23	0.40	0.36	0.01	1.36	1.62	0.28
Control Delay	72.2	12.2	0.1	28.0	8.5	0.7	63.8	60.2	0.0	279.1	387.9	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	12.2	0.1	28.0	8.5	0.7	63.8	60.2	0.0	279.1	387.9	1.8
LOS	E	B	A	C	A	A	E	E	A	F	F	A
Approach Delay		21.6			6.7			60.4			196.9	
Approach LOS		C			A			E			F	
Queue Length 50th (ft)	77	63	0	1	37	0	30	31	0	~85	~94	0
Queue Length 95th (ft)	#177	157	0	m4	45	4	66	67	0	#195	#205	0
Internal Link Dist (ft)		925			239			1304			469	

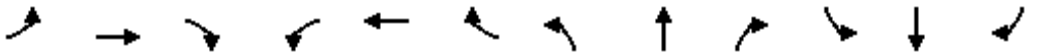
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	161	2241	1063	236	1804	909	144	169	401	59	50	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.19	0.05	0.01	0.37	0.23	0.26	0.24	0.00	1.36	1.62	0.28

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.62
Intersection Signal Delay: 42.3 Intersection LOS: D
Intersection Capacity Utilization 52.0% ICU Level of Service A
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dillon Dam Rd & US 6





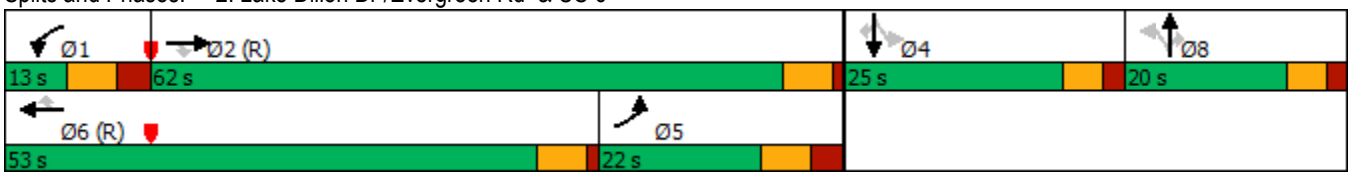
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	414	74	25	673	32	89	29	32	26	12	52
Future Volume (vph)	31	414	74	25	673	32	89	29	32	26	12	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.975			0.967	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1725	1583	0	1801	1583
Flt Permitted	0.950			0.950			0.730	0.816			0.216	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1292	1444	1583	0	402	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			141			209			209
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	34	450	80	27	732	35	63	66	35	0	41	57
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	62.0	62.0	13.0	53.0	53.0	20.0	20.0	20.0	25.0	25.0	25.0
Total Split (%)	18.3%	51.7%	51.7%	10.8%	44.2%	44.2%	16.7%	16.7%	16.7%	20.8%	20.8%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.1	68.7	68.7	5.6	63.3	63.3	12.5	12.5	12.5		17.8	17.8
Actuated g/C Ratio	0.09	0.57	0.57	0.05	0.53	0.53	0.10	0.10	0.10		0.15	0.15
v/c Ratio	0.21	0.22	0.08	0.33	0.39	0.04	0.47	0.44	0.10		0.69	0.14
Control Delay	41.9	10.8	1.1	66.1	22.2	0.1	61.3	59.0	0.6		100.4	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.9	10.8	1.1	66.1	22.2	0.1	61.3	59.0	0.6		100.4	0.7
LOS	D	B	A	E	C	A	E	E	A		F	A
Approach Delay		11.3			22.7			47.4			42.4	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	25	92	2	21	224	0	48	50	0		30	0
Queue Length 95th (ft)	m48	m69	m7	53	284	0	97	100	0		#91	0
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	213	2025	966	83	1866	901	156	174	375		65	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.16	0.22	0.08	0.33	0.39	0.04	0.40	0.38	0.09		0.63	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	37	0	0	46	0	0
Future Volume (vph)	37	0	0	46	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	50	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

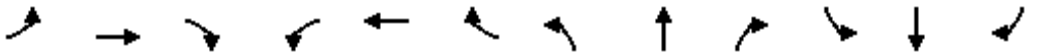
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	0	0	46	0	0
Future Vol, veh/h	37	0	0	46	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	0	50	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	90	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	910	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	910	1031
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	972	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1570	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	27	5	5	36	5	5	0	5	5	0	5
Future Volume (vph)	5	27	5	5	36	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.986			0.932			0.932	
Flt Protected	0.950				0.995			0.976			0.976	
Satd. Flow (prot)	1770	1822	0	0	1827	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.995			0.976			0.976	
Satd. Flow (perm)	1770	1822	0	0	1827	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	34	0	0	49	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	27	5	5	36	5	5	0	5	5	0	5
Future Vol, veh/h	5	27	5	5	36	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	29	5	5	39	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	34	0	0	96	96	32	96	96	42
Stage 1	-	-	-	-	-	-	42	42	-	52	52	-
Stage 2	-	-	-	-	-	-	54	54	-	44	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1564	-	-	1578	-	-	887	794	1042	887	794	1029
Stage 1	-	-	-	-	-	-	972	860	-	961	852	-
Stage 2	-	-	-	-	-	-	958	850	-	970	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1578	-	-	878	789	1042	878	789	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	789	-	878	789	-
Stage 1	-	-	-	-	-	-	969	857	-	958	849	-
Stage 2	-	-	-	-	-	-	950	847	-	962	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.8	8.8	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	953	1564	-	-	1578	-	-	948
HCM Lane V/C Ratio	0.011	0.003	-	-	0.003	-	-	0.011
HCM Control Delay (s)	8.8	7.3	-	-	7.3	0	-	8.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	25	3	1	30	33	6	16	3	36	13	10
Future Volume (vph)	9	25	3	1	30	33	6	16	3	36	13	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.931			0.985				0.850
Flt Protected	0.950				0.999			0.987		0.950		
Satd. Flow (prot)	1770	1835	0	0	1732	0	0	1811	0	1770	1863	1583
Flt Permitted	0.950				0.999			0.987		0.950		
Satd. Flow (perm)	1770	1835	0	0	1732	0	0	1811	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	30	0	0	70	0	0	27	0	39	14	11
Sign Control		Stop			Stop			Stop			Stop	

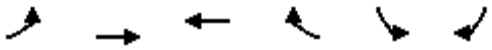
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	25	3	1	30	33	6	16	3	36	13	10
Future Vol, veh/h	9	25	3	1	30	33	6	16	3	36	13	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	27	3	1	33	36	7	17	3	39	14	11
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	7.9	7.7	7.9	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	24%	100%	0%	2%	100%	0%	0%
Vol Thru, %	64%	0%	89%	47%	0%	100%	0%
Vol Right, %	12%	0%	11%	52%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	9	28	64	36	13	10
LT Vol	6	9	0	1	36	0	0
Through Vol	16	0	25	30	0	13	0
RT Vol	3	0	3	33	0	0	10
Lane Flow Rate	27	10	30	70	39	14	11
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.038	0.015	0.041	0.087	0.057	0.019	0.012
Departure Headway (Hd)	5.002	5.423	4.847	4.521	5.238	4.737	4.036
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	719	663	742	797	675	745	872
Service Time	2.711	3.128	2.552	2.226	3.034	2.532	1.831
HCM Lane V/C Ratio	0.038	0.015	0.04	0.088	0.058	0.019	0.013
HCM Control Delay	7.9	8.2	7.8	7.7	8.4	7.6	6.9
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3	0.2	0.1	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	8	0	0	0
Future Volume (vph)	0	9	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	10	9	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

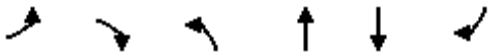
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	8	0	0	0
Future Vol, veh/h	0	9	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	9	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	9	0	-	0	19	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	998	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1611	-	-	-	998	1073
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1611	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	2	3	17	10	5
Future Volume (vph)	7	2	3	17	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.958	
Flt Protected	0.962			0.993		
Satd. Flow (prot)	1744	0	0	1850	1785	0
Flt Permitted	0.962			0.993		
Satd. Flow (perm)	1744	0	0	1850	1785	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	21	16	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	3	17	10	5
Future Vol, veh/h	7	2	3	17	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	2	3	18	11	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	38	14	16	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	24	-	-	-	-	-
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	974	1066	1602	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	972	1066	1602	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	991	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

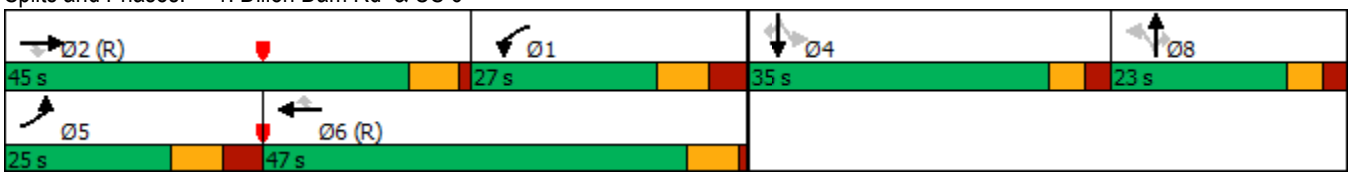
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	864	99	136	463	123	79	38	79	74	32	49
Future Volume (vph)	42	864	99	136	463	123	79	38	79	74	32	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.982		0.950	0.980	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1738	1583	1681	1734	1583
Flt Permitted	0.950			0.950			0.717	0.852		0.138	0.249	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1269	1508	1583	244	441	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			151			227			227
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1458			549	
Travel Time (s)		17.1			5.4			49.7			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							28%			30%		
Lane Group Flow (vph)	46	939	108	148	503	134	62	65	86	56	59	53
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	25.0	45.0	45.0	27.0	47.0	47.0	23.0	23.0	23.0	35.0	35.0	35.0
Total Split (%)	19.2%	34.6%	34.6%	20.8%	36.2%	36.2%	17.7%	17.7%	17.7%	26.9%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.4	44.1	44.1	18.0	56.1	56.1	11.9	11.9	11.9	29.0	29.0	29.0
Actuated g/C Ratio	0.07	0.34	0.34	0.14	0.43	0.43	0.09	0.09	0.09	0.22	0.22	0.22
v/c Ratio	0.36	0.78	0.17	0.60	0.33	0.17	0.53	0.47	0.25	1.04	0.60	0.10
Control Delay	65.0	44.9	2.2	39.1	8.7	1.1	71.6	65.8	1.7	183.7	72.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	44.9	2.2	39.1	8.7	1.1	71.6	65.8	1.7	183.7	72.4	0.4
LOS	E	D	A	D	A	A	E	E	A	F	E	A
Approach Delay		41.5			13.1			41.6			86.8	
Approach LOS		D			B			D			F	
Queue Length 50th (ft)	38	375	0	122	68	1	53	55	0	~52	47	0
Queue Length 95th (ft)	78	#509	16	186	96	9	101	104	0	#150	#117	0
Internal Link Dist (ft)		925			239			1378			469	

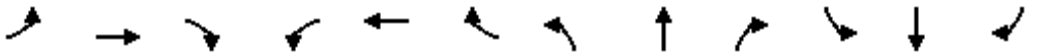
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	217	1199	636	245	1526	768	165	197	404	54	98	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.78	0.17	0.60	0.33	0.17	0.38	0.33	0.21	1.04	0.60	0.10

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 35.0 Intersection LOS: D
Intersection Capacity Utilization 58.8% ICU Level of Service B
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: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	852	85	27	457	69	105	17	47	98	49	155
Future Volume (vph)	75	852	85	27	457	69	105	17	47	98	49	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.965			0.968	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1708	1583	0	1803	1583
Flt Permitted	0.950			0.950			0.656	0.685			0.171	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1161	1212	1583	0	319	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			193			193
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	82	926	92	29	497	75	65	67	51	0	160	168
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	35.0	50.0	50.0	25.0	40.0	40.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	26.9%	38.5%	38.5%	19.2%	30.8%	30.8%	23.1%	23.1%	23.1%	19.2%	19.2%	19.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.5	68.6	68.6	7.6	43.4	43.4	15.6	15.6	15.6		19.5	19.5
Actuated g/C Ratio	0.21	0.53	0.53	0.06	0.33	0.33	0.12	0.12	0.12		0.15	0.15
v/c Ratio	0.22	0.50	0.10	0.28	0.42	0.12	0.47	0.46	0.14		3.40	0.42
Control Delay	18.5	6.8	0.4	64.6	36.2	0.7	62.2	61.4	0.8		1150.9	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	18.5	6.8	0.4	64.6	36.2	0.7	62.2	61.4	0.8		1150.9	7.4
LOS	B	A	A	E	D	A	E	E	A		F	A
Approach Delay		7.1			33.1			44.8			565.2	
Approach LOS		A			C			D			F	
Queue Length 50th (ft)	22	62	0	24	170	0	54	55	0		~238	0
Queue Length 95th (ft)	m29	m115	m0	56	245	3	100	101	0		#382	44
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	374	1868	897	238	1181	614	218	228	454		47	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.22	0.50	0.10	0.12	0.42	0.12	0.30	0.29	0.11		3.40	0.42

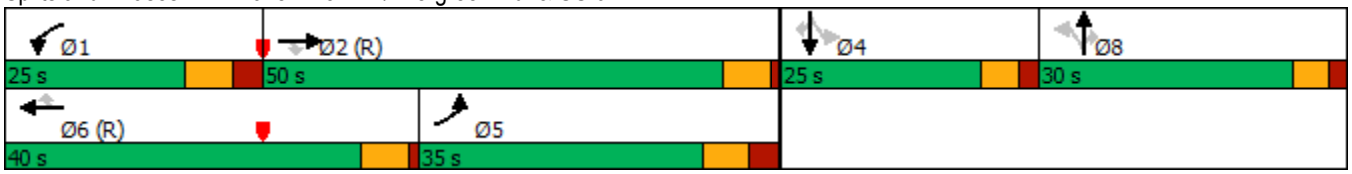
Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 3.40	
Intersection Signal Delay: 100.1	Intersection LOS: F
Intersection Capacity Utilization 57.8%	ICU Level of Service B
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	96	0	0	83	0	0
Future Volume (vph)	96	0	0	83	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	90	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 8.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	0	0	83	0	0
Future Vol, veh/h	96	0	0	83	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	0	0	90	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	194	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1488	-	795	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	795	951
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	934	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1488	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	86	5	5	73	5	5	0	5	5	0	5
Future Volume (vph)	5	86	5	5	73	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.932			0.932	
Flt Protected	0.950				0.997			0.976			0.976	
Satd. Flow (prot)	1770	1848	0	0	1842	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.997			0.976			0.976	
Satd. Flow (perm)	1770	1848	0	0	1842	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	98	0	0	89	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	86	5	5	73	5	5	0	5	5	0	5
Future Vol, veh/h	5	86	5	5	73	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	93	5	5	79	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	98	0	0	200	200	96	200	200	82
Stage 1	-	-	-	-	-	-	106	106	-	92	92	-
Stage 2	-	-	-	-	-	-	94	94	-	108	108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1513	-	-	1495	-	-	759	696	960	759	696	978
Stage 1	-	-	-	-	-	-	900	807	-	915	819	-
Stage 2	-	-	-	-	-	-	913	817	-	897	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1495	-	-	751	691	960	751	691	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	691	-	751	691	-
Stage 1	-	-	-	-	-	-	897	805	-	912	816	-
Stage 2	-	-	-	-	-	-	904	814	-	889	804	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	9.3	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	843	1513	-	-	1495	-	-	850
HCM Lane V/C Ratio	0.013	0.004	-	-	0.004	-	-	0.013
HCM Control Delay (s)	9.3	7.4	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	46	10	0	63	16	1	16	3	24	9	19
Future Volume (vph)	39	46	10	0	63	16	1	16	3	24	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.973			0.981				0.850
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	1812	0	0	1812	0	0	1824	0	1770	1863	1583
Flt Permitted	0.950							0.998		0.950		
Satd. Flow (perm)	1770	1812	0	0	1812	0	0	1824	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	61	0	0	85	0	0	21	0	26	10	21
Sign Control		Stop			Stop			Stop			Stop	

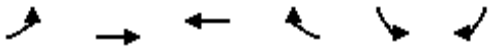
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	46	10	0	63	16	1	16	3	24	9	19
Future Vol, veh/h	39	46	10	0	63	16	1	16	3	24	9	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	50	11	0	68	17	1	17	3	26	10	21
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8.1	8.2	8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	5%	100%	0%	0%	100%	0%	0%
Vol Thru, %	80%	0%	82%	80%	0%	100%	0%
Vol Right, %	15%	0%	18%	20%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	39	56	79	24	9	19
LT Vol	1	39	0	0	24	0	0
Through Vol	16	0	46	63	0	9	0
RT Vol	3	0	10	16	0	0	19
Lane Flow Rate	22	42	61	86	26	10	21
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.031	0.064	0.081	0.115	0.04	0.014	0.025
Departure Headway (Hd)	5.104	5.424	4.798	4.823	5.531	5.029	4.327
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	703	663	749	745	649	714	829
Service Time	2.825	3.138	2.512	2.537	3.247	2.745	2.042
HCM Lane V/C Ratio	0.031	0.063	0.081	0.115	0.04	0.014	0.025
HCM Control Delay	8	8.5	7.9	8.2	8.5	7.8	7.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0.4	0.1	0	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	10	0	0	0
Future Volume (vph)	0	10	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	11	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

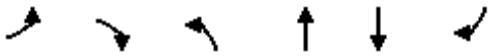
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	22	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	995	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	1	1	6	7	9
Future Volume (vph)	9	1	1	6	7	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.925	
Flt Protected	0.957			0.994		
Satd. Flow (prot)	1761	0	0	1852	1723	0
Flt Permitted	0.957			0.994		
Satd. Flow (perm)	1761	0	0	1852	1723	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	8	18	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

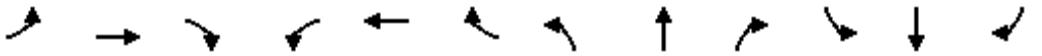
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	1	6	7	9
Future Vol, veh/h	9	1	1	6	7	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	-	-	-	-	-
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	1	1	7	8	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	13	18	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	9	-	-	-	-	-
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	995	1067	1599	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	994	1067	1599	-	-	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1001	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



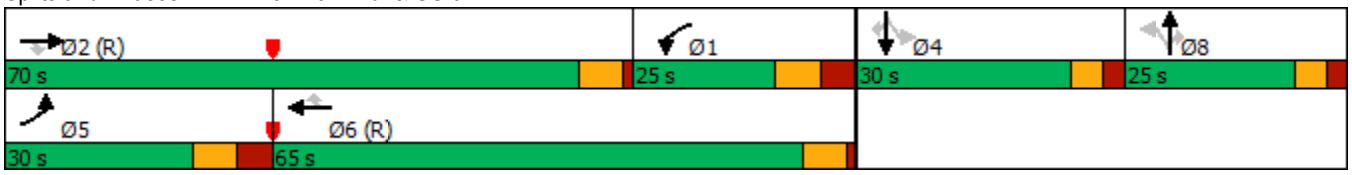
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	502	171	128	658	297	145	108	158	219	85	137
Future Volume (vph)	122	502	171	128	658	297	145	108	158	219	85	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.990		0.950	0.977	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1752	1583	1681	1729	1583
Flt Permitted	0.950			0.950			0.643	0.894		0.167	0.122	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1138	1582	1583	296	216	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			186			323			196			196
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1174			549	
Travel Time (s)		17.1			5.4			40.0			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							18%			34%		
Lane Group Flow (vph)	133	546	186	139	715	323	130	145	172	157	173	149
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	30.0	70.0	70.0	25.0	65.0	65.0	25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.0%	46.7%	46.7%	16.7%	43.3%	43.3%	16.7%	16.7%	16.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	16.2	64.0	64.0	16.0	63.8	63.8	19.0	19.0	19.0	24.0	24.0	24.0
Actuated g/C Ratio	0.11	0.43	0.43	0.11	0.43	0.43	0.13	0.13	0.13	0.16	0.16	0.16
v/c Ratio	0.70	0.36	0.24	0.74	0.48	0.38	0.90	0.72	0.46	3.34	5.09	0.36
Control Delay	83.0	30.0	4.1	67.1	18.3	1.3	116.4	83.8	8.8	1123.5	1915.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.0	30.0	4.1	67.1	18.3	1.3	116.4	83.8	8.8	1123.5	1915.3	4.6
LOS	F	C	A	E	B	A	F	F	A	F	F	A
Approach Delay		32.6			19.4			64.4			1061.4	
Approach LOS		C			B			E			F	
Queue Length 50th (ft)	127	188	0	135	126	0	133	146	0	~284	~332	0
Queue Length 95th (ft)	196	237	47	m#227	172	m7	#273	#251	49	#445	#473	22
Internal Link Dist (ft)		925			239			1094			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	247	1509	782	188	1505	858	144	200	371	47	34	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.36	0.24	0.74	0.48	0.38	0.90	0.72	0.46	3.34	5.09	0.36

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 5.09
Intersection Signal Delay: 198.2 Intersection LOS: F
Intersection Capacity Utilization 57.4% ICU Level of Service B
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dillon Dam Rd & US 6



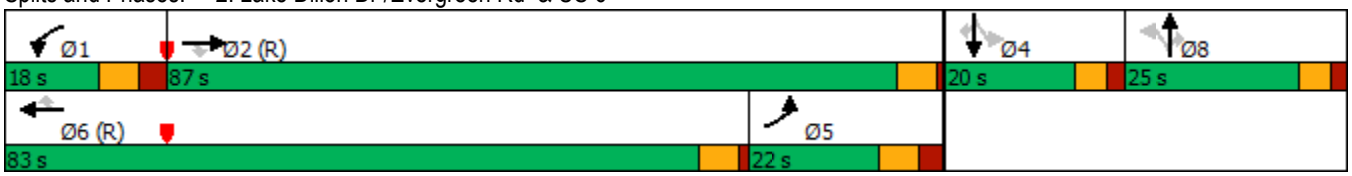
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	631	135	58	777	81	155	87	67	51	38	104
Future Volume (vph)	173	631	135	58	777	81	155	87	67	51	38	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.985			0.972	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1743	1583	0	1811	1583
Flt Permitted	0.950			0.950			0.695	0.869			0.217	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1230	1538	1583	0	404	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			113			167			167
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	188	686	147	63	845	88	128	135	73	0	96	113
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	87.0	87.0	18.0	83.0	83.0	25.0	25.0	25.0	20.0	20.0	20.0
Total Split (%)	14.7%	58.0%	58.0%	12.0%	55.3%	55.3%	16.7%	16.7%	16.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	85.4	85.4	9.4	77.5	77.5	19.5	19.5	19.5		14.5	14.5
Actuated g/C Ratio	0.10	0.57	0.57	0.06	0.52	0.52	0.13	0.13	0.13		0.10	0.10
v/c Ratio	1.10	0.34	0.15	0.57	0.46	0.10	0.81	0.68	0.21		2.46	0.37
Control Delay	113.5	14.5	3.5	88.1	24.1	1.6	97.2	80.0	1.3		753.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	113.5	14.5	3.5	88.1	24.1	1.6	97.2	80.0	1.3		753.5	4.9
LOS	F	B	A	F	C	A	F	E	A		F	A
Approach Delay		31.1			26.1			69.4			348.8	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	~215	132	14	61	270	0	130	134	0		~155	0
Queue Length 95th (ft)	m#275	m134	m21	113	325	17	#249	#226	0		#281	11
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	171	2014	964	123	1828	872	159	199	351		39	303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	1.10	0.34	0.15	0.51	0.46	0.10	0.81	0.68	0.21		2.46	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.46			
Intersection Signal Delay: 60.1		Intersection LOS: E	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	165	0	0	139	0	0
Future Volume (vph)	165	0	0	139	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	0	0	151	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	0	0	139	0	0
Future Vol, veh/h	165	0	0	139	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	0	0	151	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	179	0	330	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1397	-	665	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1397	-	665	864
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	877	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1397	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	155	5	5	129	5	5	0	5	5	0	5
Future Volume (vph)	5	155	5	5	129	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.995			0.932			0.932	
Flt Protected	0.950				0.998			0.976			0.976	
Satd. Flow (prot)	1770	1855	0	0	1850	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.998			0.976			0.976	
Satd. Flow (perm)	1770	1855	0	0	1850	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	173	0	0	150	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	155	5	5	129	5	5	0	5	5	0	5
Future Vol, veh/h	5	155	5	5	129	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	168	5	5	140	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	173	0	0	336	336	171	336	336	143
Stage 1	-	-	-	-	-	-	181	181	-	153	153	-
Stage 2	-	-	-	-	-	-	155	155	-	183	183	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1437	-	-	1404	-	-	618	585	873	618	585	905
Stage 1	-	-	-	-	-	-	821	750	-	849	771	-
Stage 2	-	-	-	-	-	-	847	769	-	819	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1437	-	-	1404	-	-	611	581	873	611	581	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	581	-	611	581	-
Stage 1	-	-	-	-	-	-	819	748	-	846	768	-
Stage 2	-	-	-	-	-	-	839	766	-	811	746	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	10.1	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	719	1437	-	-	1404	-	-	729
HCM Lane V/C Ratio	0.015	0.004	-	-	0.004	-	-	0.015
HCM Control Delay (s)	10.1	7.5	-	-	7.6	0	-	10
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	118	10	6	69	61	6	25	7	73	18	65
Future Volume (vph)	36	118	10	6	69	61	6	25	7	73	18	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.940			0.974				0.850
Flt Protected	0.950				0.998			0.992		0.950		
Satd. Flow (prot)	1770	1840	0	0	1747	0	0	1800	0	1770	1863	1583
Flt Permitted	0.950				0.998			0.992		0.950		
Satd. Flow (perm)	1770	1840	0	0	1747	0	0	1800	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	139	0	0	148	0	0	42	0	79	20	71
Sign Control		Stop			Stop			Stop			Stop	

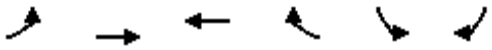
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	118	10	6	69	61	6	25	7	73	18	65
Future Vol, veh/h	36	118	10	6	69	61	6	25	7	73	18	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	128	11	7	75	66	7	27	8	79	20	71
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	9.5	9.4	9	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	16%	100%	0%	4%	100%	0%	0%
Vol Thru, %	66%	0%	92%	51%	0%	100%	0%
Vol Right, %	18%	0%	8%	45%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	36	128	136	73	18	65
LT Vol	6	36	0	6	73	0	0
Through Vol	25	0	118	69	0	18	0
RT Vol	7	0	10	61	0	0	65
Lane Flow Rate	41	39	139	148	79	20	71
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.066	0.065	0.208	0.215	0.131	0.03	0.093
Departure Headway (Hd)	5.794	5.944	5.387	5.228	5.932	5.429	4.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	600	662	683	602	656	754
Service Time	3.58	3.708	3.151	2.992	3.692	3.188	2.483
HCM Lane V/C Ratio	0.067	0.065	0.21	0.217	0.131	0.03	0.094
HCM Control Delay	9	9.1	9.6	9.4	9.6	8.4	8
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.8	0.8	0.4	0.1	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	18	16	0	0	0
Future Volume (vph)	0	18	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	17	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

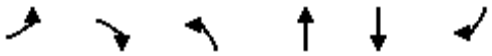
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	16	0	0	0
Future Vol, veh/h	0	18	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	17	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	37	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	975	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	975	1062
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1003	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1600	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	5	5	24	20	11
Future Volume (vph)	13	5	5	24	20	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964				0.952	
Flt Protected	0.964			0.992		
Satd. Flow (prot)	1731	0	0	1848	1773	0
Flt Permitted	0.964			0.992		
Satd. Flow (perm)	1731	0	0	1848	1773	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	31	34	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	5	5	24	20	11
Future Vol, veh/h	13	5	5	24	20	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	-	-	-	-	-
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	5	5	26	22	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	64	28	34	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	942	1047	1578	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1047	1578	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	967	-	-
HCM Lane V/C Ratio	0.003	-	0.02	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	401	51	3	623	195	51	21	2	128	21	105
Future Volume (vph)	97	401	51	3	623	195	51	21	2	128	21	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.979		0.950	0.965	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1732	1583	1681	1708	1583
Flt Permitted	0.950			0.950			0.702	0.823		0.286	0.245	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1242	1456	1583	506	434	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			212			245			245
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1384			549	
Travel Time (s)		17.1			5.4			47.2			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							31%			42%		
Lane Group Flow (vph)	105	436	55	3	677	212	38	40	2	81	81	114
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	18.0	55.0	55.0	25.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	15.0%	45.8%	45.8%	20.8%	51.7%	51.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.5	76.9	76.9	7.2	61.4	61.4	8.3	8.3	8.3	14.0	14.0	14.0
Actuated g/C Ratio	0.10	0.64	0.64	0.06	0.51	0.51	0.07	0.07	0.07	0.12	0.12	0.12
v/c Ratio	0.62	0.19	0.05	0.03	0.37	0.23	0.45	0.40	0.01	1.37	1.62	0.28
Control Delay	68.3	11.6	0.1	28.0	8.6	0.7	68.7	64.0	0.0	285.1	387.9	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	11.6	0.1	28.0	8.6	0.7	68.7	64.0	0.0	285.1	387.9	1.8
LOS	E	B	A	C	A	A	E	E	A	F	F	A
Approach Delay		20.5			6.8			64.6			198.2	
Approach LOS		C			A			E			F	
Queue Length 50th (ft)	78	62	0	2	37	0	30	31	0	~87	~94	0
Queue Length 95th (ft)	#157	154	0	m4	46	4	68	68	0	#197	#205	0
Internal Link Dist (ft)		925			239			1304			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	170	2268	1073	236	1810	913	144	169	401	59	50	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.19	0.05	0.01	0.37	0.23	0.26	0.24	0.00	1.37	1.62	0.28

Intersection Summary

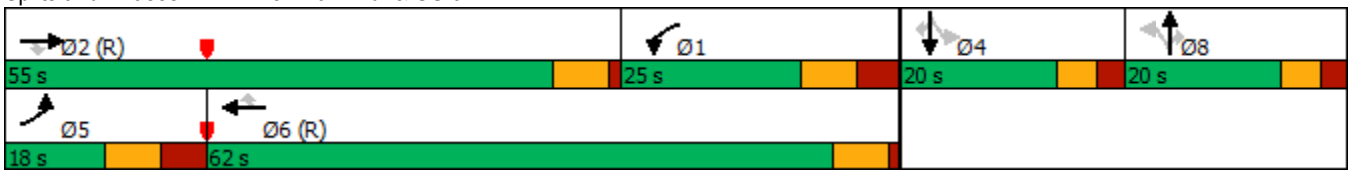
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.62
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15

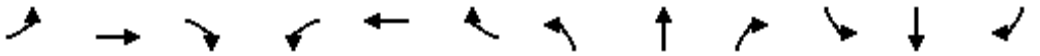
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Dillon Dam Rd & US 6





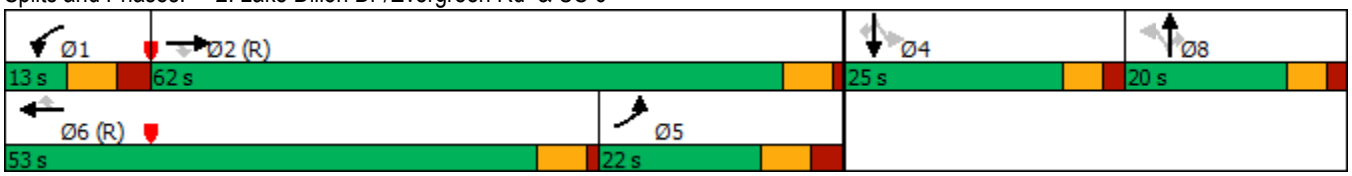
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	417	75	25	677	32	90	29	32	26	12	52
Future Volume (vph)	31	417	75	25	677	32	90	29	32	26	12	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.975			0.967	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1725	1583	0	1801	1583
Flt Permitted	0.950			0.950			0.730	0.816			0.216	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1292	1444	1583	0	402	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			141			209			209
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	34	453	82	27	736	35	64	66	35	0	41	57
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	62.0	62.0	13.0	53.0	53.0	20.0	20.0	20.0	25.0	25.0	25.0
Total Split (%)	18.3%	51.7%	51.7%	10.8%	44.2%	44.2%	16.7%	16.7%	16.7%	20.8%	20.8%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.1	73.2	73.2	6.2	68.4	68.4	10.9	10.9	10.9		17.8	17.8
Actuated g/C Ratio	0.09	0.61	0.61	0.05	0.57	0.57	0.09	0.09	0.09		0.15	0.15
v/c Ratio	0.21	0.21	0.08	0.30	0.37	0.04	0.55	0.50	0.11		0.69	0.14
Control Delay	42.3	10.2	1.1	63.4	21.0	0.1	68.6	64.5	0.6		100.4	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	42.3	10.2	1.1	63.4	21.0	0.1	68.6	64.5	0.6		100.4	0.7
LOS	D	B	A	E	C	A	E	E	A		F	A
Approach Delay		10.8			21.5			52.5			42.4	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	25	92	2	20	215	0	50	51	0		30	0
Queue Length 95th (ft)	m48	m70	m7	53	285	0	97	100	0		#91	0
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	213	2158	1020	91	2016	962	156	174	375		65	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.16	0.21	0.08	0.30	0.37	0.04	0.41	0.38	0.09		0.63	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	37	0	0	46	0	0
Future Volume (vph)	37	0	0	46	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	50	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

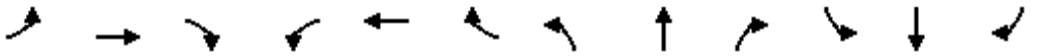
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	0	0	46	0	0
Future Vol, veh/h	37	0	0	46	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	0	50	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	90	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	910	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	910	1031
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	972	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1570	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	27	5	5	36	5	5	0	5	5	0	5
Future Volume (vph)	5	27	5	5	36	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.986			0.932			0.932	
Flt Protected	0.950				0.995			0.976			0.976	
Satd. Flow (prot)	1770	1822	0	0	1827	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.995			0.976			0.976	
Satd. Flow (perm)	1770	1822	0	0	1827	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	34	0	0	49	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.5%		ICU Level of Service A	
Analysis Period (min) 15			

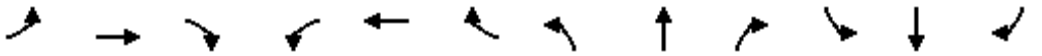
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	27	5	5	36	5	5	0	5	5	0	5
Future Vol, veh/h	5	27	5	5	36	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	29	5	5	39	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	34	0	0	96	96	32	96	96	42
Stage 1	-	-	-	-	-	-	42	42	-	52	52	-
Stage 2	-	-	-	-	-	-	54	54	-	44	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1564	-	-	1578	-	-	887	794	1042	887	794	1029
Stage 1	-	-	-	-	-	-	972	860	-	961	852	-
Stage 2	-	-	-	-	-	-	958	850	-	970	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1578	-	-	878	789	1042	878	789	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	789	-	878	789	-
Stage 1	-	-	-	-	-	-	969	857	-	958	849	-
Stage 2	-	-	-	-	-	-	950	847	-	962	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.8	8.8	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	953	1564	-	-	1578	-	-	948
HCM Lane V/C Ratio	0.011	0.003	-	-	0.003	-	-	0.011
HCM Control Delay (s)	8.8	7.3	-	-	7.3	0	-	8.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	25	3	1	30	33	6	16	3	36	13	10
Future Volume (vph)	9	25	3	1	30	33	6	16	3	36	13	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.931			0.985				0.850
Flt Protected	0.950				0.999			0.987		0.950		
Satd. Flow (prot)	1770	1835	0	0	1732	0	0	1811	0	1770	1863	1583
Flt Permitted	0.950				0.999			0.987		0.950		
Satd. Flow (perm)	1770	1835	0	0	1732	0	0	1811	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	30	0	0	70	0	0	27	0	39	14	11
Sign Control		Stop			Stop			Stop			Stop	

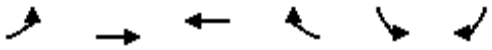
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	25	3	1	30	33	6	16	3	36	13	10
Future Vol, veh/h	9	25	3	1	30	33	6	16	3	36	13	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	27	3	1	33	36	7	17	3	39	14	11
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	7.9	7.7	7.9	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	24%	100%	0%	2%	100%	0%	0%
Vol Thru, %	64%	0%	89%	47%	0%	100%	0%
Vol Right, %	12%	0%	11%	52%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	9	28	64	36	13	10
LT Vol	6	9	0	1	36	0	0
Through Vol	16	0	25	30	0	13	0
RT Vol	3	0	3	33	0	0	10
Lane Flow Rate	27	10	30	70	39	14	11
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.038	0.015	0.041	0.087	0.057	0.019	0.012
Departure Headway (Hd)	5.002	5.423	4.847	4.521	5.238	4.737	4.036
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	719	663	742	797	675	745	872
Service Time	2.711	3.128	2.552	2.226	3.034	2.532	1.831
HCM Lane V/C Ratio	0.038	0.015	0.04	0.088	0.058	0.019	0.013
HCM Control Delay	7.9	8.2	7.8	7.7	8.4	7.6	6.9
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.3	0.2	0.1	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	8	0	0	0
Future Volume (vph)	0	9	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	10	9	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

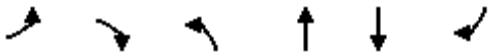
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	8	0	0	0
Future Vol, veh/h	0	9	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	9	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	9	0	-	0	19	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	998	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1611	-	-	-	998	1073
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1611	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	2	3	17	10	5
Future Volume (vph)	7	2	3	17	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.958	
Flt Protected	0.962			0.993		
Satd. Flow (prot)	1744	0	0	1850	1785	0
Flt Permitted	0.962			0.993		
Satd. Flow (perm)	1744	0	0	1850	1785	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	21	16	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	3	17	10	5
Future Vol, veh/h	7	2	3	17	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	2	3	18	11	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	38	14	16	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	24	-	-	-	-	-
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	974	1066	1602	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	972	1066	1602	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.1	0
HCM LOS	A		

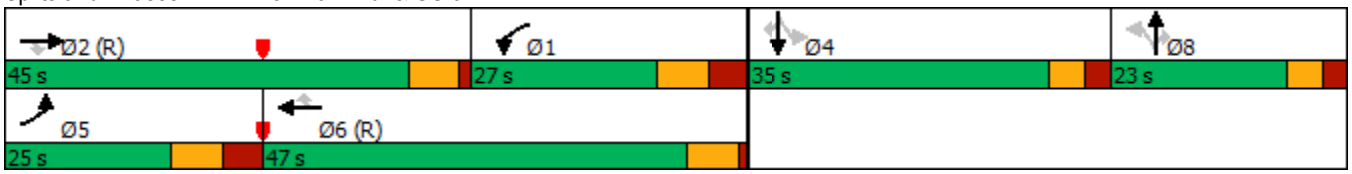
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	991	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

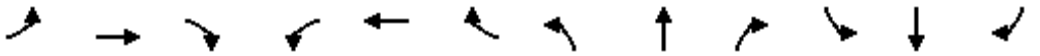
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	870	100	137	466	124	80	38	80	75	32	49
Future Volume (vph)	42	870	100	137	466	124	80	38	80	75	32	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.982		0.950	0.980	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1738	1583	1681	1734	1583
Flt Permitted	0.950			0.950			0.716	0.852		0.138	0.240	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1267	1508	1583	244	425	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			151			227			227
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1458			549	
Travel Time (s)		17.1			5.4			49.7			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							28%			31%		
Lane Group Flow (vph)	46	946	109	149	507	135	63	65	87	57	60	53
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	25.0	45.0	45.0	27.0	47.0	47.0	23.0	23.0	23.0	35.0	35.0	35.0
Total Split (%)	19.2%	34.6%	34.6%	20.8%	36.2%	36.2%	17.7%	17.7%	17.7%	26.9%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.4	45.2	45.2	18.0	57.2	57.2	10.8	10.8	10.8	29.0	29.0	29.0
Actuated g/C Ratio	0.07	0.35	0.35	0.14	0.44	0.44	0.08	0.08	0.08	0.22	0.22	0.22
v/c Ratio	0.36	0.77	0.17	0.61	0.33	0.17	0.60	0.52	0.26	1.06	0.64	0.10
Control Delay	65.0	43.5	2.2	41.2	8.4	1.0	79.2	70.4	1.8	188.5	77.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	43.5	2.2	41.2	8.4	1.0	79.2	70.4	1.8	188.5	77.0	0.4
LOS	E	D	A	D	A	A	E	E	A	F	E	A
Approach Delay		40.3			13.3			45.2			90.5	
Approach LOS		D			B			D			F	
Queue Length 50th (ft)	38	372	0	122	58	0	54	55	0	~54	48	0
Queue Length 95th (ft)	78	#492	17	197	98	10	103	104	0	#152	#123	0
Internal Link Dist (ft)		925			239			1378			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	217	1229	648	245	1555	780	165	197	404	54	94	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.77	0.17	0.61	0.33	0.17	0.38	0.33	0.22	1.06	0.64	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
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: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	858	86	27	460	70	106	17	47	99	49	156
Future Volume (vph)	76	858	86	27	460	70	106	17	47	99	49	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.965			0.968	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1708	1583	0	1803	1583
Flt Permitted	0.950			0.950			0.655	0.684			0.171	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1159	1210	1583	0	319	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			193			193
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	83	933	93	29	500	76	66	67	51	0	161	170
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	35.0	50.0	50.0	25.0	40.0	40.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	26.9%	38.5%	38.5%	19.2%	30.8%	30.8%	23.1%	23.1%	23.1%	19.2%	19.2%	19.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.5	71.5	71.5	7.6	46.3	46.3	12.7	12.7	12.7		19.5	19.5
Actuated g/C Ratio	0.21	0.55	0.55	0.06	0.36	0.36	0.10	0.10	0.10		0.15	0.15
v/c Ratio	0.22	0.48	0.10	0.28	0.40	0.12	0.58	0.57	0.16		3.43	0.42
Control Delay	17.8	6.1	0.4	64.6	33.4	0.8	75.2	73.2	1.0		1160.2	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	17.8	6.1	0.4	64.6	33.4	0.8	75.2	73.2	1.0		1160.2	7.8
LOS	B	A	A	E	C	A	E	E	A		F	A
Approach Delay		6.5			30.8			53.9			568.3	
Approach LOS		A			C			D			F	
Queue Length 50th (ft)	26	60	0	24	165	0	56	57	0		~240	0
Queue Length 95th (ft)	m32	m113	m0	56	232	4	105	106	0		#385	47
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	374	1947	929	238	1259	647	218	228	454		47	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.22	0.48	0.10	0.12	0.40	0.12	0.30	0.29	0.11		3.43	0.42

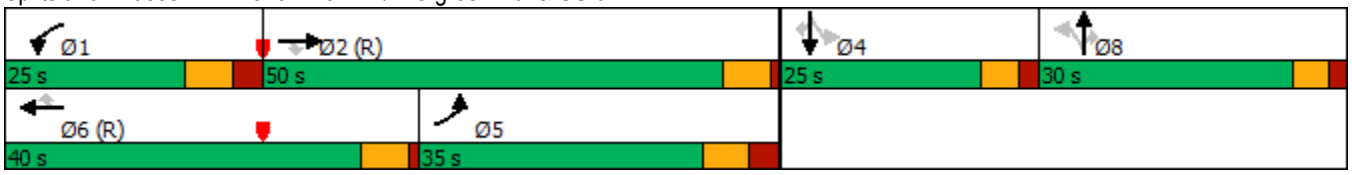
Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 3.43	
Intersection Signal Delay: 100.4	Intersection LOS: F
Intersection Capacity Utilization 58.0%	ICU Level of Service B
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	97	0	0	84	0	0
Future Volume (vph)	97	0	0	84	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	91	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 8.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	0	0	84	0	0
Future Vol, veh/h	97	0	0	84	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	0	0	91	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	196	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1486	-	793	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1486	-	793	949
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	933	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1486	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	87	5	5	74	5	5	0	5	5	0	5
Future Volume (vph)	5	87	5	5	74	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.932			0.932	
Flt Protected	0.950				0.997			0.976			0.976	
Satd. Flow (prot)	1770	1848	0	0	1842	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.997			0.976			0.976	
Satd. Flow (perm)	1770	1848	0	0	1842	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	100	0	0	90	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	87	5	5	74	5	5	0	5	5	0	5
Future Vol, veh/h	5	87	5	5	74	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	95	5	5	80	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	100	0	0	203	203	98	203	203	83
Stage 1	-	-	-	-	-	-	108	108	-	93	93	-
Stage 2	-	-	-	-	-	-	95	95	-	110	110	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1512	-	-	1493	-	-	755	693	958	755	693	976
Stage 1	-	-	-	-	-	-	897	806	-	914	818	-
Stage 2	-	-	-	-	-	-	912	816	-	895	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1512	-	-	1493	-	-	747	688	958	747	688	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	688	-	747	688	-
Stage 1	-	-	-	-	-	-	894	804	-	911	815	-
Stage 2	-	-	-	-	-	-	903	813	-	887	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	9.3	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	1512	-	-	1493	-	-	846
HCM Lane V/C Ratio	0.013	0.004	-	-	0.004	-	-	0.013
HCM Control Delay (s)	9.3	7.4	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	46	10	0	64	16	1	16	3	24	9	19
Future Volume (vph)	39	46	10	0	64	16	1	16	3	24	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.974			0.981				0.850
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	1812	0	0	1814	0	0	1824	0	1770	1863	1583
Flt Permitted	0.950							0.998		0.950		
Satd. Flow (perm)	1770	1812	0	0	1814	0	0	1824	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	61	0	0	87	0	0	21	0	26	10	21
Sign Control		Stop			Stop			Stop			Stop	

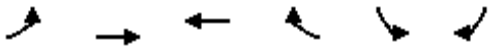
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	46	10	0	64	16	1	16	3	24	9	19
Future Vol, veh/h	39	46	10	0	64	16	1	16	3	24	9	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	50	11	0	70	17	1	17	3	26	10	21
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8.1	8.2	8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	5%	100%	0%	0%	100%	0%	0%
Vol Thru, %	80%	0%	82%	80%	0%	100%	0%
Vol Right, %	15%	0%	18%	20%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	39	56	80	24	9	19
LT Vol	1	39	0	0	24	0	0
Through Vol	16	0	46	64	0	9	0
RT Vol	3	0	10	16	0	0	19
Lane Flow Rate	22	42	61	87	26	10	21
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.031	0.064	0.081	0.117	0.04	0.014	0.025
Departure Headway (Hd)	5.108	5.427	4.801	4.825	5.535	5.033	4.331
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	702	662	749	745	649	713	829
Service Time	2.829	3.141	2.515	2.539	3.251	2.749	2.046
HCM Lane V/C Ratio	0.031	0.063	0.081	0.117	0.04	0.014	0.025
HCM Control Delay	8	8.5	7.9	8.2	8.5	7.8	7.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0.4	0.1	0	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	10	0	0	0
Future Volume (vph)	0	10	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	11	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

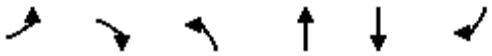
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	22	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	995	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	1	1	6	7	9
Future Volume (vph)	9	1	1	6	7	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.925	
Flt Protected	0.957			0.994		
Satd. Flow (prot)	1761	0	0	1852	1723	0
Flt Permitted	0.957			0.994		
Satd. Flow (perm)	1761	0	0	1852	1723	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	8	18	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1	1	6	7	9
Future Vol, veh/h	9	1	1	6	7	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	-	-	-	-	-
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	1	1	7	8	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	22	13	18	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	9	-	-	-	-	-
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	995	1067	1599	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	994	1067	1599	-	-	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1001	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

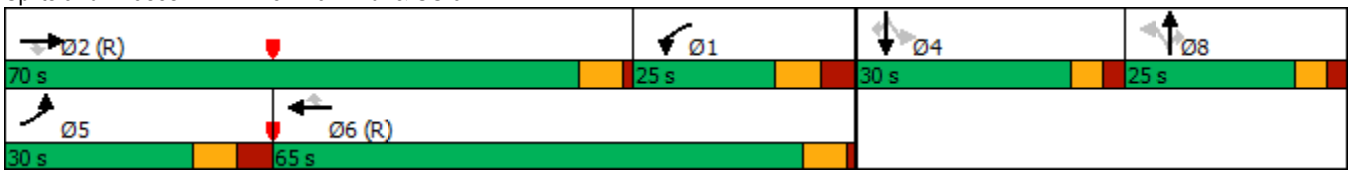
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	505	172	129	662	299	146	109	159	221	86	138
Future Volume (vph)	123	505	172	129	662	299	146	109	159	221	86	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.990		0.950	0.977	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1752	1583	1681	1729	1583
Flt Permitted	0.950			0.950			0.641	0.889		0.167	0.122	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1134	1573	1583	296	216	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			325			196			196
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1174			549	
Travel Time (s)		17.1			5.4			40.0			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							18%			34%		
Lane Group Flow (vph)	134	549	187	140	720	325	130	147	173	158	175	150
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	30.0	70.0	70.0	25.0	65.0	65.0	25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.0%	46.7%	46.7%	16.7%	43.3%	43.3%	16.7%	16.7%	16.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	16.3	64.6	64.6	16.0	64.4	64.4	18.4	18.4	18.4	24.0	24.0	24.0
Actuated g/C Ratio	0.11	0.43	0.43	0.11	0.43	0.43	0.12	0.12	0.12	0.16	0.16	0.16
v/c Ratio	0.70	0.36	0.24	0.74	0.47	0.38	0.94	0.77	0.47	3.36	5.15	0.36
Control Delay	83.2	29.7	4.1	67.9	18.1	1.3	125.8	88.3	9.2	1132.8	1941.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	29.7	4.1	67.9	18.1	1.3	125.8	88.3	9.2	1132.8	1941.5	4.6
LOS	F	C	A	E	B	A	F	F	A	F	F	A
Approach Delay		32.5			19.4			68.7			1075.5	
Approach LOS		C			B			E			F	
Queue Length 50th (ft)	128	190	0	137	127	0	133	148	0	~286	~336	0
Queue Length 95th (ft)	197	238	47	m#230	174	m7	#273	#258	50	#447	#480	24
Internal Link Dist (ft)		925			239			1094			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	247	1524	788	188	1518	864	143	199	371	47	34	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.36	0.24	0.74	0.47	0.38	0.91	0.74	0.47	3.36	5.15	0.36

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 5.15
Intersection Signal Delay: 201.3 Intersection LOS: F
Intersection Capacity Utilization 57.7% ICU Level of Service B
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dillon Dam Rd & US 6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	635	136	58	782	82	156	88	68	51	38	105
Future Volume (vph)	174	635	136	58	782	82	156	88	68	51	38	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.985			0.972	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1743	1583	0	1811	1583
Flt Permitted	0.950			0.950			0.695	0.865			0.217	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1230	1531	1583	0	404	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			113			167			167
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	189	690	148	63	850	89	129	137	74	0	96	114
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	87.0	87.0	18.0	83.0	83.0	25.0	25.0	25.0	20.0	20.0	20.0
Total Split (%)	14.7%	58.0%	58.0%	12.0%	55.3%	55.3%	16.7%	16.7%	16.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	86.6	86.6	9.4	78.7	78.7	18.3	18.3	18.3		14.5	14.5
Actuated g/C Ratio	0.10	0.58	0.58	0.06	0.52	0.52	0.12	0.12	0.12		0.10	0.10
v/c Ratio	1.11	0.34	0.15	0.57	0.46	0.10	0.87	0.74	0.22		2.46	0.38
Control Delay	115.6	14.2	3.6	88.1	23.5	1.6	108.5	86.0	1.5		753.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	115.6	14.2	3.6	88.1	23.5	1.6	108.5	86.0	1.5		753.5	5.1
LOS	F	B	A	F	C	A	F	F	A		F	A
Approach Delay		31.3			25.6			76.1			347.2	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	~216	132	14	61	272	0	131	136	0		~155	0
Queue Length 95th (ft)	m#278	m135	m21	113	327	17	#253	#231	0		#281	12
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	171	2043	976	123	1856	884	159	199	351		39	303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	1.11	0.34	0.15	0.51	0.46	0.10	0.81	0.69	0.21		2.46	0.38

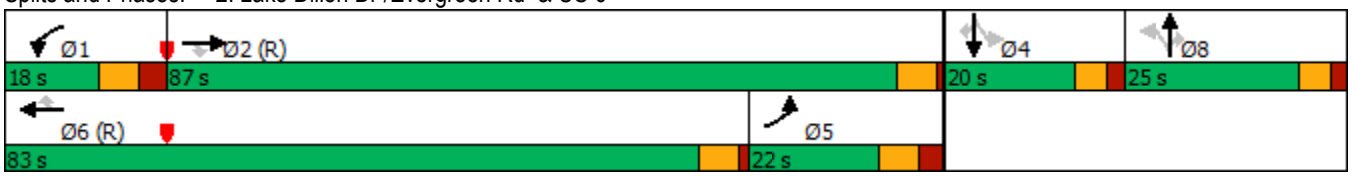
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.46			
Intersection Signal Delay: 60.8		Intersection LOS: E	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	167	0	0	140	0	0
Future Volume (vph)	167	0	0	140	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	182	0	0	152	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	0	0	140	0	0
Future Vol, veh/h	167	0	0	140	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	0	0	152	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	334	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1393	-	661	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1393	-	661	861
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	876	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1393	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	157	5	5	130	5	5	0	5	5	0	5
Future Volume (vph)	5	157	5	5	130	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.996			0.932			0.932	
Flt Protected	0.950				0.998			0.976			0.976	
Satd. Flow (prot)	1770	1855	0	0	1852	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.998			0.976			0.976	
Satd. Flow (perm)	1770	1855	0	0	1852	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	176	0	0	151	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	157	5	5	130	5	5	0	5	5	0	5
Future Vol, veh/h	5	157	5	5	130	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	171	5	5	141	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	176	0	0	340	340	174	340	340	144
Stage 1	-	-	-	-	-	-	184	184	-	154	154	-
Stage 2	-	-	-	-	-	-	156	156	-	186	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1400	-	-	614	582	869	614	582	903
Stage 1	-	-	-	-	-	-	818	747	-	848	770	-
Stage 2	-	-	-	-	-	-	846	769	-	816	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1436	-	-	1400	-	-	607	578	869	607	578	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	607	578	-	607	578	-
Stage 1	-	-	-	-	-	-	816	745	-	845	767	-
Stage 2	-	-	-	-	-	-	838	766	-	808	744	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	10.1	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	1436	-	-	1400	-	-	726
HCM Lane V/C Ratio	0.015	0.004	-	-	0.004	-	-	0.015
HCM Control Delay (s)	10.1	7.5	-	-	7.6	0	-	10
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	119	10	6	70	62	6	25	7	74	18	66
Future Volume (vph)	36	119	10	6	70	62	6	25	7	74	18	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.940			0.974				0.850
Flt Protected	0.950				0.998			0.992		0.950		
Satd. Flow (prot)	1770	1840	0	0	1747	0	0	1800	0	1770	1863	1583
Flt Permitted	0.950				0.998			0.992		0.950		
Satd. Flow (perm)	1770	1840	0	0	1747	0	0	1800	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	140	0	0	150	0	0	42	0	80	20	72
Sign Control		Stop			Stop			Stop			Stop	

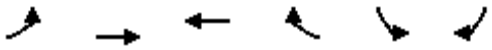
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	119	10	6	70	62	6	25	7	74	18	66
Future Vol, veh/h	36	119	10	6	70	62	6	25	7	74	18	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	129	11	7	76	67	7	27	8	80	20	72
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	9.5	9.5	9	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	16%	100%	0%	4%	100%	0%	0%
Vol Thru, %	66%	0%	92%	51%	0%	100%	0%
Vol Right, %	18%	0%	8%	45%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	36	129	138	74	18	66
LT Vol	6	36	0	6	74	0	0
Through Vol	25	0	119	70	0	18	0
RT Vol	7	0	10	62	0	0	66
Lane Flow Rate	41	39	140	150	80	20	72
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.067	0.065	0.21	0.218	0.133	0.03	0.094
Departure Headway (Hd)	5.806	5.955	5.398	5.234	5.939	5.436	4.731
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	611	598	660	681	601	655	752
Service Time	3.594	3.721	3.164	3.001	3.702	3.198	2.493
HCM Lane V/C Ratio	0.067	0.065	0.212	0.22	0.133	0.031	0.096
HCM Control Delay	9	9.1	9.6	9.5	9.6	8.4	8
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.8	0.8	0.5	0.1	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	18	16	0	0	0
Future Volume (vph)	0	18	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	17	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

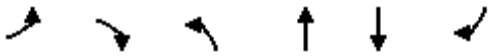
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	16	0	0	0
Future Vol, veh/h	0	18	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	17	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	37	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	975	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	975	1062
Mov Cap-2 Maneuver	-	-	-	-	975	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1003	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1600	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	5	5	24	20	11
Future Volume (vph)	13	5	5	24	20	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964				0.952	
Flt Protected	0.964			0.992		
Satd. Flow (prot)	1731	0	0	1848	1773	0
Flt Permitted	0.964			0.992		
Satd. Flow (perm)	1731	0	0	1848	1773	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	31	34	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

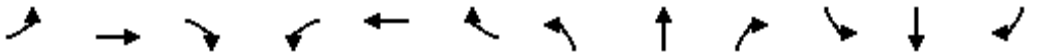
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	5	5	24	20	11
Future Vol, veh/h	13	5	5	24	20	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	-	-	-	-	-
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	5	5	26	22	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	64	28	34	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	942	1047	1578	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1047	1578	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	967	-	-
HCM Lane V/C Ratio	0.003	-	0.02	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



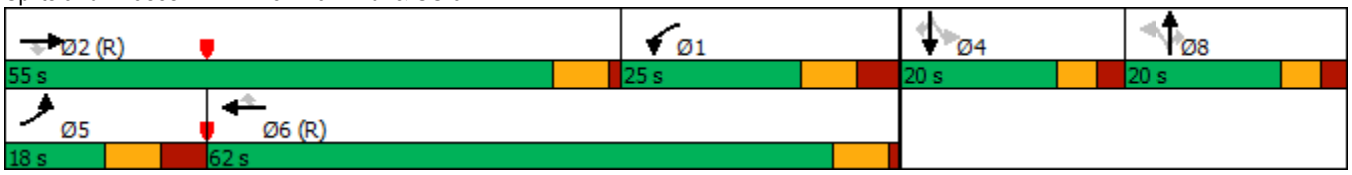
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	457	61	4	711	230	61	26	2	151	26	124
Future Volume (vph)	114	457	61	4	711	230	61	26	2	151	26	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.980		0.950	0.966	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1734	1583	1681	1709	1583
Flt Permitted	0.950			0.950			0.691	0.818		0.286	0.244	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1223	1448	1583	506	432	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			250			245			245
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1384			549	
Travel Time (s)		17.1			5.4			47.2			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							30%			42%		
Lane Group Flow (vph)	124	497	66	4	773	250	46	48	2	95	97	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	18.0	55.0	55.0	25.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	15.0%	45.8%	45.8%	20.8%	51.7%	51.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.4	76.2	76.2	7.2	59.8	59.8	9.0	9.0	9.0	14.0	14.0	14.0
Actuated g/C Ratio	0.10	0.64	0.64	0.06	0.50	0.50	0.08	0.08	0.08	0.12	0.12	0.12
v/c Ratio	0.68	0.22	0.06	0.04	0.44	0.27	0.51	0.44	0.01	1.61	1.94	0.34
Control Delay	71.2	12.2	0.1	30.0	7.8	0.7	71.2	64.8	0.0	374.4	516.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	12.2	0.1	30.0	7.8	0.7	71.2	64.8	0.0	374.4	516.6	2.3
LOS	E	B	A	C	A	A	E	E	A	F	F	A
Approach Delay		21.7			6.1			66.5			262.9	
Approach LOS		C			A			E			F	
Queue Length 50th (ft)	92	73	0	2	44	0	36	37	0	~111	~122	0
Queue Length 95th (ft)	#212	179	0	m4	53	4	76	77	0	#229	#241	0
Internal Link Dist (ft)		925			239			1304			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	183	2248	1065	236	1764	914	142	168	401	59	50	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.22	0.06	0.02	0.44	0.27	0.32	0.29	0.00	1.61	1.94	0.34

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.94
Intersection Signal Delay: 53.2 Intersection LOS: D
Intersection Capacity Utilization 55.4% ICU Level of Service B
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dillon Dam Rd & US 6



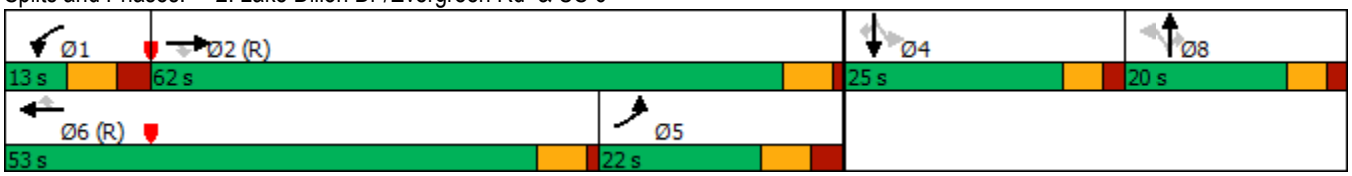
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	475	88	30	773	38	106	36	38	31	15	62
Future Volume (vph)	37	475	88	30	773	38	106	36	38	31	15	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.976			0.967	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1727	1583	0	1801	1583
Flt Permitted	0.950			0.950			0.724	0.816			0.172	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1281	1444	1583	0	320	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			141			209			209
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							34%					
Lane Group Flow (vph)	40	516	96	33	840	41	76	78	41	0	50	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	62.0	62.0	13.0	53.0	53.0	20.0	20.0	20.0	25.0	25.0	25.0
Total Split (%)	18.3%	51.7%	51.7%	10.8%	44.2%	44.2%	16.7%	16.7%	16.7%	20.8%	20.8%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.7	64.1	64.1	6.1	54.8	54.8	11.6	11.6	11.6		19.5	19.5
Actuated g/C Ratio	0.11	0.53	0.53	0.05	0.46	0.46	0.10	0.10	0.10		0.16	0.16
v/c Ratio	0.21	0.27	0.11	0.37	0.52	0.05	0.61	0.56	0.12		0.96	0.16
Control Delay	41.4	11.6	1.5	67.0	26.7	0.1	72.3	66.3	0.7		166.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.4	11.6	1.5	67.0	26.7	0.1	72.3	66.3	0.7		166.3	0.8
LOS	D	B	A	E	C	A	E	E	A		F	A
Approach Delay		11.9			26.9			54.8			71.5	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	30	106	4	25	258	0	60	61	0		39	0
Queue Length 95th (ft)	m53	m77	m10	61	334	0	114	114	0		#124	0
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	213	1891	911	90	1614	798	154	174	375		52	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.19	0.27	0.11	0.37	0.52	0.05	0.49	0.45	0.11		0.96	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 27.4		Intersection LOS: C	
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	46	0	0	57	0	0
Future Volume (vph)	46	0	0	57	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	62	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	0	0	57	0	0
Future Vol, veh/h	46	0	0	57	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	0	0	62	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	112	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1557	-	885	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1557	-	885	1018
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	961	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1557	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	33	5	5	44	5	5	0	5	5	0	5
Future Volume (vph)	5	33	5	5	44	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.988			0.932			0.932	
Flt Protected	0.950				0.996			0.976			0.976	
Satd. Flow (prot)	1770	1829	0	0	1833	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.996			0.976			0.976	
Satd. Flow (perm)	1770	1829	0	0	1833	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	41	0	0	58	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	5	5	44	5	5	0	5	5	0	5
Future Vol, veh/h	5	33	5	5	44	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	36	5	5	48	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	41	0	0	112	112	39	112	112	51
Stage 1	-	-	-	-	-	-	49	49	-	61	61	-
Stage 2	-	-	-	-	-	-	63	63	-	51	51	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1568	-	-	866	778	1033	866	778	1017
Stage 1	-	-	-	-	-	-	964	854	-	950	844	-
Stage 2	-	-	-	-	-	-	948	842	-	962	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1568	-	-	857	773	1033	857	773	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	857	773	-	857	773	-
Stage 1	-	-	-	-	-	-	961	851	-	947	841	-
Stage 2	-	-	-	-	-	-	940	839	-	954	849	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.7	8.9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	937	1553	-	-	1568	-	-	930
HCM Lane V/C Ratio	0.012	0.003	-	-	0.003	-	-	0.012
HCM Control Delay (s)	8.9	7.3	-	-	7.3	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	31	4	1	37	41	7	20	4	44	16	12
Future Volume (vph)	11	31	4	1	37	41	7	20	4	44	16	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.929			0.984				0.850
Flt Protected	0.950				0.999			0.988		0.950		
Satd. Flow (prot)	1770	1833	0	0	1729	0	0	1811	0	1770	1863	1583
Flt Permitted	0.950				0.999			0.988		0.950		
Satd. Flow (perm)	1770	1833	0	0	1729	0	0	1811	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	38	0	0	86	0	0	34	0	48	17	13
Sign Control		Stop			Stop			Stop			Stop	

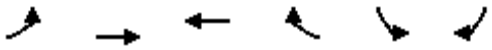
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	31	4	1	37	41	7	20	4	44	16	12
Future Vol, veh/h	11	31	4	1	37	41	7	20	4	44	16	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	34	4	1	40	45	8	22	4	48	17	13
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8	7.9	8.1	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	23%	100%	0%	1%	100%	0%	0%
Vol Thru, %	65%	0%	89%	47%	0%	100%	0%
Vol Right, %	13%	0%	11%	52%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	11	35	79	44	16	12
LT Vol	7	11	0	1	44	0	0
Through Vol	20	0	31	37	0	16	0
RT Vol	4	0	4	41	0	0	12
Lane Flow Rate	34	12	38	86	48	17	13
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.048	0.018	0.052	0.11	0.072	0.024	0.015
Departure Headway (Hd)	5.093	5.514	4.933	4.597	5.398	4.897	4.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	705	651	728	782	666	733	856
Service Time	2.81	3.23	2.649	2.31	3.111	2.61	1.908
HCM Lane V/C Ratio	0.048	0.018	0.052	0.11	0.072	0.023	0.015
HCM Control Delay	8.1	8.3	7.9	7.9	8.5	7.7	7
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.4	0.2	0.1	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	11	10	0	0	0
Future Volume (vph)	0	11	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	12	11	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

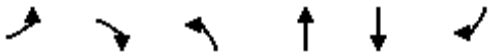
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	10	0	0	0
Future Vol, veh/h	0	11	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	11	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	23	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	993	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	993	1070
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1011	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	2	4	21	12	6
Future Volume (vph)	9	2	4	21	12	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.953	
Flt Protected	0.960			0.993		
Satd. Flow (prot)	1747	0	0	1850	1775	0
Flt Permitted	0.960			0.993		
Satd. Flow (perm)	1747	0	0	1850	1775	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	27	20	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	4	21	12	6
Future Vol, veh/h	9	2	4	21	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	2	4	23	13	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	17	20	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	962	1062	1596	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	959	1062	1596	-	-	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	976	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	992	118	162	532	146	94	47	94	88	39	58
Future Volume (vph)	50	992	118	162	532	146	94	47	94	88	39	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.983		0.950	0.980	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1740	1583	1681	1734	1583
Flt Permitted	0.950			0.950			0.708	0.852		0.138	0.206	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1253	1508	1583	244	365	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			159			227			227
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1458			549	
Travel Time (s)		17.1			5.4			49.7			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							27%			30%		
Lane Group Flow (vph)	54	1078	128	176	578	159	74	79	102	67	71	63
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	25.0	45.0	45.0	27.0	47.0	47.0	23.0	23.0	23.0	35.0	35.0	35.0
Total Split (%)	19.2%	34.6%	34.6%	20.8%	36.2%	36.2%	17.7%	17.7%	17.7%	26.9%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.8	44.2	44.2	18.0	55.8	55.8	11.8	11.8	11.8	29.0	29.0	29.0
Actuated g/C Ratio	0.08	0.34	0.34	0.14	0.43	0.43	0.09	0.09	0.09	0.22	0.22	0.22
v/c Ratio	0.41	0.90	0.20	0.72	0.38	0.21	0.65	0.58	0.29	1.24	0.88	0.12
Control Delay	65.9	51.9	3.8	46.6	9.1	1.2	82.2	72.4	2.1	243.7	120.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	51.9	3.8	46.6	9.1	1.2	82.2	72.4	2.1	243.7	120.5	0.5
LOS	E	D	A	D	A	A	F	E	A	F	F	A
Approach Delay		47.7			15.0			47.1			123.9	
Approach LOS		D			B			D			F	
Queue Length 50th (ft)	44	453	0	146	80	3	64	68	0	~73	61	0
Queue Length 95th (ft)	87	#640	32	#248	115	13	116	121	0	#177	#164	0
Internal Link Dist (ft)		925			239			1378			469	

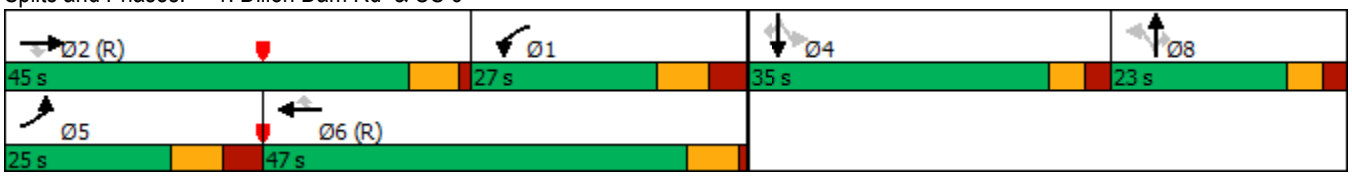
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	217	1203	638	245	1519	770	163	197	404	54	81	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.90	0.20	0.72	0.38	0.21	0.45	0.40	0.25	1.24	0.88	0.12

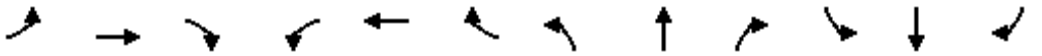
Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 42.1	Intersection LOS: D
Intersection Capacity Utilization 64.4%	ICU Level of Service C
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: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	978	101	32	525	82	125	21	56	117	60	184
Future Volume (vph)	89	978	101	32	525	82	125	21	56	117	60	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.965			0.968	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1708	1583	0	1803	1583
Flt Permitted	0.950			0.950			0.637	0.671			0.170	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1127	1187	1583	0	317	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			193			193
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	97	1063	110	35	571	89	78	81	61	0	192	200
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	35.0	50.0	50.0	25.0	40.0	40.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	26.9%	38.5%	38.5%	19.2%	30.8%	30.8%	23.1%	23.1%	23.1%	19.2%	19.2%	19.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.5	69.7	69.7	8.0	44.8	44.8	14.2	14.2	14.2		19.5	19.5
Actuated g/C Ratio	0.21	0.54	0.54	0.06	0.34	0.34	0.11	0.11	0.11		0.15	0.15
v/c Ratio	0.26	0.56	0.12	0.32	0.47	0.14	0.63	0.62	0.18		4.09	0.50
Control Delay	20.1	8.6	0.5	65.4	35.8	2.2	76.4	74.7	1.1		1451.7	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	20.1	8.6	0.5	65.4	35.8	2.2	76.4	74.7	1.1		1451.7	12.1
LOS	C	A	A	E	D	A	E	E	A		F	B
Approach Delay		8.8			33.0			54.9			717.2	
Approach LOS		A			C			D			F	
Queue Length 50th (ft)	28	73	0	29	196	0	67	69	0		~295	5
Queue Length 95th (ft)	m32	m128	m0	63	275	15	118	122	0		#450	76
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	374	1896	908	238	1218	630	212	223	454		47	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.26	0.56	0.12	0.15	0.47	0.14	0.37	0.36	0.13		4.09	0.50

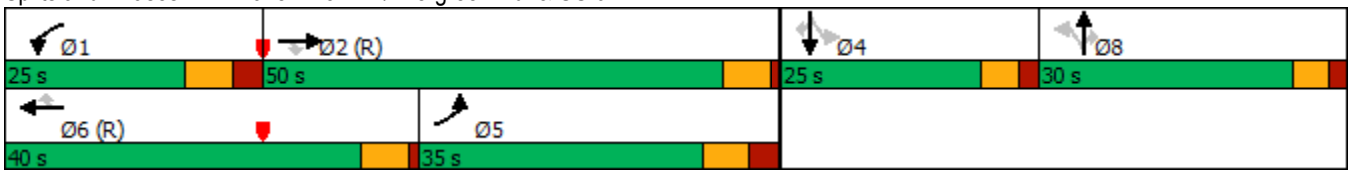
Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 4.09	
Intersection Signal Delay: 127.0	Intersection LOS: F
Intersection Capacity Utilization 62.9%	ICU Level of Service B
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	118	0	0	102	0	0
Future Volume (vph)	118	0	0	102	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	111	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 9.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	0	0	102	0	0
Future Vol, veh/h	118	0	0	102	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	0	0	111	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	239	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1458	-	749	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	749	922
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	914	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1458	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	106	5	5	90	5	5	0	5	5	0	5
Future Volume (vph)	5	106	5	5	90	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.994			0.932			0.932	
Flt Protected	0.950				0.998			0.976			0.976	
Satd. Flow (prot)	1770	1852	0	0	1848	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.998			0.976			0.976	
Satd. Flow (perm)	1770	1852	0	0	1848	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	120	0	0	108	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	106	5	5	90	5	5	0	5	5	0	5
Future Vol, veh/h	5	106	5	5	90	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	115	5	5	98	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	120	0	0	241	241	118	241	241	101
Stage 1	-	-	-	-	-	-	128	128	-	111	111	-
Stage 2	-	-	-	-	-	-	113	113	-	130	130	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1468	-	-	713	660	934	713	660	954
Stage 1	-	-	-	-	-	-	876	790	-	894	804	-
Stage 2	-	-	-	-	-	-	892	802	-	874	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1468	-	-	705	655	934	705	655	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	655	-	705	655	-
Stage 1	-	-	-	-	-	-	873	788	-	891	801	-
Stage 2	-	-	-	-	-	-	883	799	-	866	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	9.5	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	804	1489	-	-	1468	-	-	811
HCM Lane V/C Ratio	0.014	0.004	-	-	0.004	-	-	0.013
HCM Control Delay (s)	9.5	7.4	-	-	7.5	0	-	9.5
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	57	12	0	78	20	1	20	4	30	11	23
Future Volume (vph)	48	57	12	0	78	20	1	20	4	30	11	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.972			0.980				0.850
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	1814	0	0	1811	0	0	1822	0	1770	1863	1583
Flt Permitted	0.950							0.998		0.950		
Satd. Flow (perm)	1770	1814	0	0	1811	0	0	1822	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	75	0	0	107	0	0	27	0	33	12	25
Sign Control		Stop			Stop			Stop			Stop	

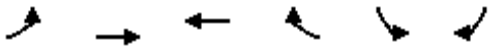
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	57	12	0	78	20	1	20	4	30	11	23
Future Vol, veh/h	48	57	12	0	78	20	1	20	4	30	11	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	62	13	0	85	22	1	22	4	33	12	25
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8.4	8.5	8.2	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	4%	100%	0%	0%	100%	0%	0%
Vol Thru, %	80%	0%	83%	80%	0%	100%	0%
Vol Right, %	16%	0%	17%	20%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	48	69	98	30	11	23
LT Vol	1	48	0	0	30	0	0
Through Vol	20	0	57	78	0	11	0
RT Vol	4	0	12	20	0	0	23
Lane Flow Rate	27	52	75	107	33	12	25
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.04	0.08	0.102	0.146	0.051	0.017	0.031
Departure Headway (Hd)	5.253	5.522	4.899	4.928	5.657	5.154	4.451
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	682	650	733	729	635	696	806
Service Time	2.983	3.245	2.622	2.649	3.378	2.876	2.172
HCM Lane V/C Ratio	0.04	0.08	0.102	0.147	0.052	0.017	0.031
HCM Control Delay	8.2	8.7	8.2	8.5	8.7	8	7.3
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.5	0.2	0.1	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	12	12	0	0	0
Future Volume (vph)	0	12	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	13	13	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

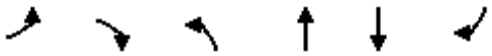
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	12	0	0	0
Future Vol, veh/h	0	12	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	26	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	989	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	989	1067
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	1	1	7	9	11
Future Volume (vph)	11	1	1	7	9	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.926	
Flt Protected	0.956			0.994		
Satd. Flow (prot)	1763	0	0	1852	1725	0
Flt Permitted	0.956			0.994		
Satd. Flow (perm)	1763	0	0	1852	1725	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	9	22	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

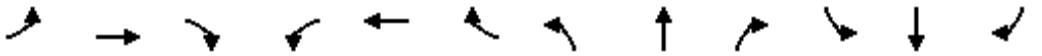
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	1	7	9	11
Future Vol, veh/h	11	1	1	7	9	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	-	-	-	-	-
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	1	1	8	10	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	16	22	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	10	-	-	-	-	-
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	989	1063	1593	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	988	1063	1593	-	-	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1593	-	994	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	576	203	152	755	353	172	133	188	261	105	163
Future Volume (vph)	145	576	203	152	755	353	172	133	188	261	105	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.991		0.950	0.978	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1754	1583	1681	1731	1583
Flt Permitted	0.950			0.950			0.620	0.880		0.167	0.122	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1097	1557	1583	296	216	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			221			384			196			196
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1174			549	
Travel Time (s)		17.1			5.4			40.0			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							18%			34%		
Lane Group Flow (vph)	158	626	221	165	821	384	153	179	204	187	211	177
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	30.0	70.0	70.0	25.0	65.0	65.0	25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.0%	46.7%	46.7%	16.7%	43.3%	43.3%	16.7%	16.7%	16.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	17.7	64.0	64.0	16.0	62.3	62.3	19.0	19.0	19.0	24.0	24.0	24.0
Actuated g/C Ratio	0.12	0.43	0.43	0.11	0.42	0.42	0.13	0.13	0.13	0.16	0.16	0.16
v/c Ratio	0.76	0.41	0.28	0.88	0.56	0.44	1.11	0.91	0.55	3.98	6.21	0.42
Control Delay	86.1	31.0	4.0	82.1	19.5	1.5	166.2	107.8	14.7	1405.0	2413.9	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	31.0	4.0	82.1	19.5	1.5	166.2	107.8	14.7	1405.0	2413.9	8.1
LOS	F	C	A	F	B	A	F	F	B	F	F	A
Approach Delay		33.7			22.0			89.1			1345.2	
Approach LOS		C			C			F			F	
Queue Length 50th (ft)	151	222	0	164	160	0	~177	185	7	~348	~413	0
Queue Length 95th (ft)	229	275	51	m#279	m209	m3	#338	#340	86	#520	#568	52
Internal Link Dist (ft)		925			239			1094			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	247	1509	802	188	1469	881	138	197	371	47	34	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.41	0.28	0.88	0.56	0.44	1.11	0.91	0.55	3.98	6.21	0.42

Intersection Summary

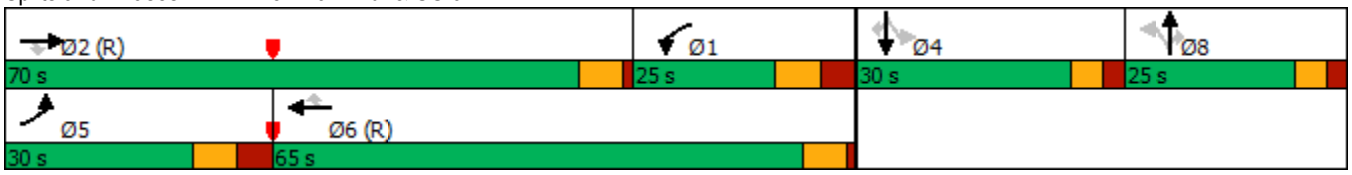
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 6.21
Intersection Signal Delay: 253.9 Intersection LOS: F
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15

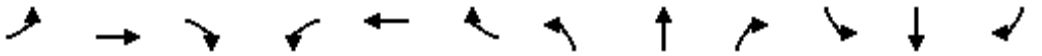
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Dillon Dam Rd & US 6





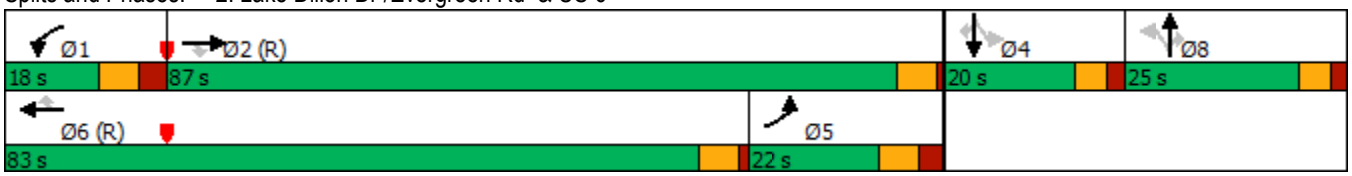
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	724	161	69	892	96	184	107	80	61	47	124
Future Volume (vph)	206	724	161	69	892	96	184	107	80	61	47	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.986			0.973	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1745	1583	0	1812	1583
Flt Permitted	0.950			0.950			0.682	0.860			0.216	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1207	1522	1583	0	402	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175			113			167			167
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	224	787	175	75	970	104	152	164	87	0	117	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	87.0	87.0	18.0	83.0	83.0	25.0	25.0	25.0	20.0	20.0	20.0
Total Split (%)	14.7%	58.0%	58.0%	12.0%	55.3%	55.3%	16.7%	16.7%	16.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	82.2	82.2	9.8	77.5	77.5	19.5	19.5	19.5		14.5	14.5
Actuated g/C Ratio	0.10	0.55	0.55	0.07	0.52	0.52	0.13	0.13	0.13		0.10	0.10
v/c Ratio	1.31	0.41	0.18	0.65	0.53	0.12	0.97	0.83	0.25		3.08	0.45
Control Delay	193.5	16.6	3.8	94.0	25.5	2.8	129.2	95.5	1.7		1021.4	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	193.5	16.6	3.8	94.0	25.5	2.8	129.2	95.5	1.7		1021.4	8.5
LOS	F	B	A	F	C	A	F	F	A		F	A
Approach Delay		48.1			27.9			88.0			478.8	
Approach LOS		D			C			F			F	
Queue Length 50th (ft)	~290	180	18	73	324	0	157	167	0		~198	0
Queue Length 95th (ft)	m#340	m167	m23	#140	387	26	#314	#301	0		#334	36
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	171	1940	947	123	1828	872	156	197	351		38	303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	1.31	0.41	0.18	0.61	0.53	0.12	0.97	0.83	0.25		3.08	0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 3.08	
Intersection Signal Delay: 82.0	Intersection LOS: F
Intersection Capacity Utilization 66.1%	ICU Level of Service C
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	203	0	0	171	0	0
Future Volume (vph)	203	0	0	171	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	221	0	0	186	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	0	0	171	0	0
Future Vol, veh/h	203	0	0	171	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	0	0	186	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	221	0	407	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1348	-	600	819
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1348	-	600	819
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	846	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1348	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	191	5	5	159	5	5	0	5	5	0	5
Future Volume (vph)	5	191	5	5	159	5	5	0	5	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.996			0.932			0.932	
Flt Protected	0.950				0.999			0.976			0.976	
Satd. Flow (prot)	1770	1855	0	0	1853	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.999			0.976			0.976	
Satd. Flow (perm)	1770	1855	0	0	1853	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	213	0	0	183	0	0	10	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	191	5	5	159	5	5	0	5	5	0	5
Future Vol, veh/h	5	191	5	5	159	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	208	5	5	173	5	5	0	5	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	213	0	0	409	409	211	409	409	176
Stage 1	-	-	-	-	-	-	221	221	-	186	186	-
Stage 2	-	-	-	-	-	-	188	188	-	223	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1357	-	-	553	532	829	553	532	867
Stage 1	-	-	-	-	-	-	781	720	-	816	746	-
Stage 2	-	-	-	-	-	-	814	745	-	780	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1357	-	-	546	528	829	546	528	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	528	-	546	528	-
Stage 1	-	-	-	-	-	-	778	717	-	813	743	-
Stage 2	-	-	-	-	-	-	806	742	-	772	716	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	10.6	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	1398	-	-	1357	-	-	670
HCM Lane V/C Ratio	0.017	0.004	-	-	0.004	-	-	0.016
HCM Control Delay (s)	10.6	7.6	-	-	7.7	0	-	10.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	145	12	7	85	75	7	31	9	90	22	80
Future Volume (vph)	44	145	12	7	85	75	7	31	9	90	22	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.939			0.974				0.850
Flt Protected	0.950				0.998			0.992		0.950		
Satd. Flow (prot)	1770	1842	0	0	1746	0	0	1800	0	1770	1863	1583
Flt Permitted	0.950				0.998			0.992		0.950		
Satd. Flow (perm)	1770	1842	0	0	1746	0	0	1800	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	171	0	0	182	0	0	52	0	98	24	87
Sign Control		Stop			Stop			Stop			Stop	

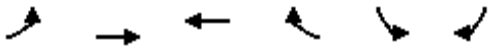
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	145	12	7	85	75	7	31	9	90	22	80
Future Vol, veh/h	44	145	12	7	85	75	7	31	9	90	22	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	158	13	8	92	82	8	34	10	98	24	87
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	10.4	10.5	9.6	9.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	15%	100%	0%	4%	100%	0%	0%
Vol Thru, %	66%	0%	92%	51%	0%	100%	0%
Vol Right, %	19%	0%	8%	45%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	44	157	167	90	22	80
LT Vol	7	44	0	7	90	0	0
Through Vol	31	0	145	85	0	22	0
RT Vol	9	0	12	75	0	0	80
Lane Flow Rate	51	48	171	182	98	24	87
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.089	0.083	0.272	0.281	0.17	0.038	0.122
Departure Headway (Hd)	6.242	6.278	5.733	5.573	6.264	5.759	5.052
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	572	630	646	575	624	712
Service Time	3.974	4.001	3.444	3.298	3.974	3.469	2.763
HCM Lane V/C Ratio	0.089	0.084	0.271	0.282	0.17	0.038	0.122
HCM Control Delay	9.6	9.6	10.6	10.5	10.3	8.7	8.5
HCM Lane LOS	A	A	B	B	B	A	A
HCM 95th-tile Q	0.3	0.3	1.1	1.1	0.6	0.1	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	22	20	0	0	0
Future Volume (vph)	0	22	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	22	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

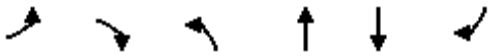
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	22	20	0	0	0
Future Vol, veh/h	0	22	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	22	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	46	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	964	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	964	1055
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	999	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	6	6	30	25	14
Future Volume (vph)	16	6	6	30	25	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.952	
Flt Protected	0.966			0.991		
Satd. Flow (prot)	1729	0	0	1846	1773	0
Flt Permitted	0.966			0.991		
Satd. Flow (perm)	1729	0	0	1846	1773	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	40	42	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	6	6	30	25	14
Future Vol, veh/h	16	6	6	30	25	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	-	-	-	-	-
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	7	7	33	27	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	82	35	42	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	920	1038	1567	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1038	1567	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	946	-	-
HCM Lane V/C Ratio	0.004	-	0.025	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	401	134	3	623	195	145	29	2	128	28	105
Future Volume (vph)	97	401	134	3	623	195	145	29	2	128	28	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.968		0.950	0.968	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1713	1583	1681	1713	1583
Flt Permitted	0.950			0.950			0.698	0.744		0.286	0.236	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1235	1317	1583	506	418	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			212			245			245
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1384			549	
Travel Time (s)		17.1			5.4			47.2			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							41%			40%		
Lane Group Flow (vph)	105	436	146	3	677	212	93	97	2	83	86	114
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	18.0	55.0	55.0	25.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	15.0%	45.8%	45.8%	20.8%	51.7%	51.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.5	70.9	70.9	7.2	57.5	57.5	12.1	12.1	12.1	14.0	14.0	14.0
Actuated g/C Ratio	0.08	0.59	0.59	0.06	0.48	0.48	0.10	0.10	0.10	0.12	0.12	0.12
v/c Ratio	0.76	0.21	0.15	0.03	0.40	0.24	0.75	0.73	0.01	1.41	1.79	0.28
Control Delay	86.0	13.7	2.5	28.7	9.3	0.7	85.8	82.5	0.0	297.4	458.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	13.7	2.5	28.7	9.3	0.7	85.8	82.5	0.0	297.4	458.5	1.8
LOS	F	B	A	C	A	A	F	F	A	F	F	A
Approach Delay		22.4			7.3			83.2			227.3	
Approach LOS		C			A			F			F	
Queue Length 50th (ft)	81	72	0	2	38	0	73	76	0	~90	~104	0
Queue Length 95th (ft)	#178	158	31	m4	46	4	#152	#152	0	#203	#217	0
Internal Link Dist (ft)		925			239			1304			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	140	2091	1002	236	1694	868	144	153	401	59	48	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.21	0.15	0.01	0.40	0.24	0.65	0.63	0.00	1.41	1.79	0.28

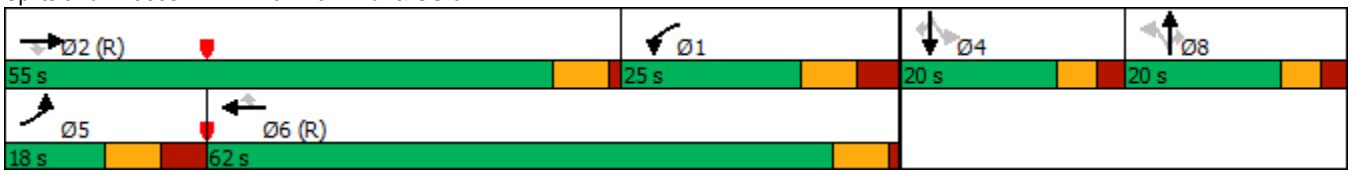
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.79	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 52.8%	ICU Level of Service A
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.

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

Splits and Phases: 1: Dillon Dam Rd & US 6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	417	75	46	677	32	90	37	56	26	19	52
Future Volume (vph)	31	417	75	46	677	32	90	37	56	26	19	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.979			0.972	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1732	1583	0	1811	1583
Flt Permitted	0.950			0.950			0.725	0.839			0.161	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1283	1485	1583	0	300	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			141			209			209
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							31%					
Lane Group Flow (vph)	34	453	82	50	736	35	68	70	61	0	49	57
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	62.0	62.0	13.0	53.0	53.0	20.0	20.0	20.0	25.0	25.0	25.0
Total Split (%)	18.3%	51.7%	51.7%	10.8%	44.2%	44.2%	16.7%	16.7%	16.7%	20.8%	20.8%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.1	61.3	61.3	6.7	59.6	59.6	11.2	11.2	11.2		19.5	19.5
Actuated g/C Ratio	0.09	0.51	0.51	0.06	0.50	0.50	0.09	0.09	0.09		0.16	0.16
v/c Ratio	0.21	0.25	0.09	0.51	0.42	0.04	0.57	0.51	0.18		1.02	0.13
Control Delay	41.0	12.6	1.2	73.5	22.7	0.1	69.7	63.7	1.2		187.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.0	12.6	1.2	73.5	22.7	0.1	69.7	63.7	1.2		187.5	0.6
LOS	D	B	A	E	C	A	E	E	A		F	A
Approach Delay		12.6			24.8			46.6			87.0	
Approach LOS		B			C			D			F	
Queue Length 50th (ft)	25	92	2	38	216	0	53	54	0		~39	0
Queue Length 95th (ft)	m48	m69	m7	#101	285	0	103	104	0		#124	0
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	213	1806	876	98	1757	857	155	179	375		48	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.16	0.25	0.09	0.51	0.42	0.04	0.44	0.39	0.16		1.02	0.13

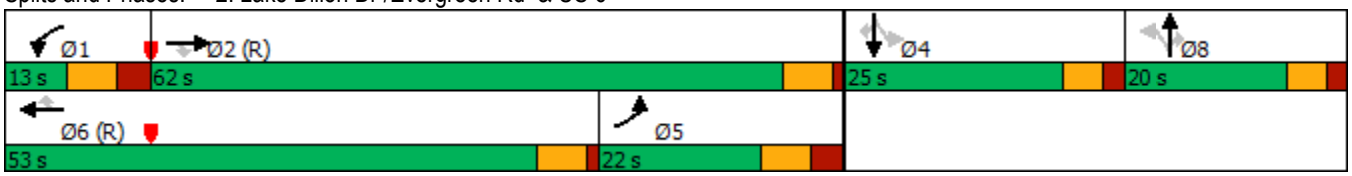
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 48.4%	ICU Level of Service A
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	44	63	21	54	71	24
Future Volume (vph)	44	63	21	54	71	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.966	
Flt Protected				0.986	0.964	
Satd. Flow (prot)	1716	0	0	1837	1735	0
Flt Permitted				0.986	0.964	
Satd. Flow (perm)	1716	0	0	1837	1735	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	82	103	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	63	21	54	71	24
Future Vol, veh/h	44	63	21	54	71	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	68	23	59	77	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	116	0	187	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1473	-	802	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1473	-	789	978
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	829	-	-	1473	-
HCM Lane V/C Ratio	0.125	-	-	0.015	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	51	12	12	57	5	13	0	13	5	0	5
Future Volume (vph)	5	51	12	12	57	5	13	0	13	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.992			0.932			0.932	
Flt Protected	0.950				0.992			0.976			0.976	
Satd. Flow (prot)	1770	1809	0	0	1833	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.992			0.976			0.976	
Satd. Flow (perm)	1770	1809	0	0	1833	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	68	0	0	80	0	0	28	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.6%		ICU Level of Service A	
Analysis Period (min) 15			

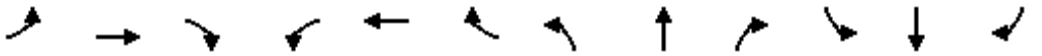
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	51	12	12	57	5	13	0	13	5	0	5
Future Vol, veh/h	5	51	12	12	57	5	13	0	13	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	55	13	13	62	5	14	0	14	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	68	0	0	165	165	62	170	169	65
Stage 1	-	-	-	-	-	-	72	72	-	91	91	-
Stage 2	-	-	-	-	-	-	93	93	-	79	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1535	-	-	1533	-	-	800	728	1003	794	724	999
Stage 1	-	-	-	-	-	-	938	835	-	916	820	-
Stage 2	-	-	-	-	-	-	914	818	-	930	830	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1533	-	-	788	719	1003	776	715	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	719	-	776	715	-
Stage 1	-	-	-	-	-	-	935	832	-	913	813	-
Stage 2	-	-	-	-	-	-	901	811	-	914	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.2	9.2	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	883	1535	-	-	1533	-	-	873
HCM Lane V/C Ratio	0.032	0.004	-	-	0.009	-	-	0.012
HCM Control Delay (s)	9.2	7.4	-	-	7.4	0	-	9.2
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	3	1	37	33	6	24	3	36	20	31
Future Volume (vph)	33	33	3	1	37	33	6	24	3	36	20	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.937			0.989				0.850
Flt Protected	0.950				0.999			0.990		0.950		
Satd. Flow (prot)	1770	1840	0	0	1744	0	0	1824	0	1770	1863	1583
Flt Permitted	0.950				0.999			0.990		0.950		
Satd. Flow (perm)	1770	1840	0	0	1744	0	0	1824	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	39	0	0	77	0	0	36	0	39	22	34
Sign Control		Stop			Stop			Stop			Stop	

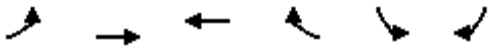
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	33	3	1	37	33	6	24	3	36	20	31
Future Vol, veh/h	33	33	3	1	37	33	6	24	3	36	20	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	36	3	1	40	36	7	26	3	39	22	34
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8.3	8	8.2	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	18%	100%	0%	1%	100%	0%	0%
Vol Thru, %	73%	0%	92%	52%	0%	100%	0%
Vol Right, %	9%	0%	8%	46%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	33	36	71	36	20	31
LT Vol	6	33	0	1	36	0	0
Through Vol	24	0	33	37	0	20	0
RT Vol	3	0	3	33	0	0	31
Lane Flow Rate	36	36	39	77	39	22	34
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.052	0.055	0.054	0.101	0.059	0.03	0.04
Departure Headway (Hd)	5.184	5.542	4.983	4.733	5.456	4.955	4.253
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	693	648	721	759	659	725	845
Service Time	2.902	3.259	2.699	2.449	3.169	2.667	1.965
HCM Lane V/C Ratio	0.052	0.056	0.054	0.101	0.059	0.03	0.04
HCM Control Delay	8.2	8.6	8	8	8.5	7.8	7.1
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.3	0.2	0.1	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	28	9	8	14	16	31
Future Volume (vph)	28	9	8	14	16	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.916		0.910	
Flt Protected		0.964			0.984	
Satd. Flow (prot)	0	1796	1706	0	1668	0
Flt Permitted		0.964			0.984	
Satd. Flow (perm)	0	1796	1706	0	1668	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	40	24	0	51	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.7%		ICU Level of Service A	
Analysis Period (min) 15			

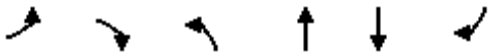
Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	9	8	14	16	31
Future Vol, veh/h	28	9	8	14	16	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	10	9	15	17	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	87	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1591	-	-	-	914	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	897	1062
Mov Cap-2 Maneuver	-	-	-	-	897	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	999
HCM Lane V/C Ratio	0.019	-	-	-	0.051
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	10	17	10	12
Future Volume (vph)	15	10	10	17	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945				0.927	
Flt Protected	0.971			0.981		
Satd. Flow (prot)	1709	0	0	1827	1727	0
Flt Permitted	0.971			0.981		
Satd. Flow (perm)	1709	0	0	1827	1727	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	29	24	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	10	17	10	12
Future Vol, veh/h	15	10	10	17	10	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	11	11	18	11	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	58	18	24	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	949	1061	1591	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	942	1061	1591	-	-	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	986	-	-
HCM Lane V/C Ratio	0.007	-	0.028	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	870	242	137	466	124	202	48	80	75	44	49
Future Volume (vph)	42	870	242	137	466	124	202	48	80	75	44	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.970		0.950	0.986	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1717	1583	1681	1745	1583
Flt Permitted	0.950			0.950			0.710	0.768		0.138	0.289	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1256	1359	1583	244	511	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			151			227			227
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1458			549	
Travel Time (s)		17.1			5.4			49.7			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							39%			24%		
Lane Group Flow (vph)	46	946	263	149	507	135	134	138	87	62	68	53
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	25.0	45.0	45.0	27.0	47.0	47.0	23.0	23.0	23.0	35.0	35.0	35.0
Total Split (%)	19.2%	34.6%	34.6%	20.8%	36.2%	36.2%	17.7%	17.7%	17.7%	26.9%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.4	40.1	40.1	18.0	52.1	52.1	15.9	15.9	15.9	29.0	29.0	29.0
Actuated g/C Ratio	0.07	0.31	0.31	0.14	0.40	0.40	0.12	0.12	0.12	0.22	0.22	0.22
v/c Ratio	0.36	0.87	0.39	0.61	0.36	0.19	0.87	0.83	0.22	1.15	0.60	0.10
Control Delay	65.0	52.5	5.7	40.6	9.7	1.3	100.9	91.9	1.3	214.7	69.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	52.5	5.7	40.6	9.7	1.3	100.9	91.9	1.3	214.7	69.1	0.4
LOS	E	D	A	D	A	A	F	F	A	F	E	A
Approach Delay		43.1			14.1			73.3			98.5	
Approach LOS		D			B			E			F	
Queue Length 50th (ft)	38	401	0	122	73	3	116	120	0	~64	54	0
Queue Length 95th (ft)	78	#516	63	197	98	10	#237	#234	0	#165	#125	0
Internal Link Dist (ft)		925			239			1378			469	

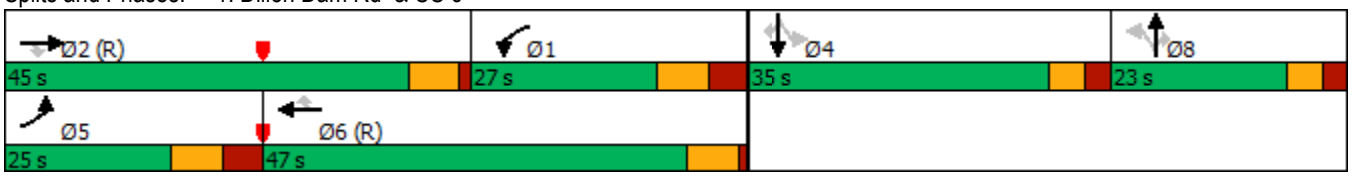
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	217	1090	670	245	1417	724	164	177	404	54	113	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.87	0.39	0.61	0.36	0.19	0.82	0.78	0.22	1.15	0.60	0.10

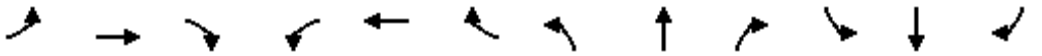
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 42.4		Intersection LOS: D	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
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: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	858	86	62	460	70	106	27	78	99	61	156
Future Volume (vph)	76	858	86	62	460	70	106	27	78	99	61	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.970			0.970	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1717	1583	0	1807	1583
Flt Permitted	0.950			0.950			0.647	0.716			0.166	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1145	1267	1583	0	309	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			193			193
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							39%					
Lane Group Flow (vph)	83	933	93	67	500	76	70	74	85	0	174	170
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	35.0	50.0	50.0	25.0	40.0	40.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	26.9%	38.5%	38.5%	19.2%	30.8%	30.8%	23.1%	23.1%	23.1%	19.2%	19.2%	19.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.5	65.4	65.4	10.3	45.4	45.4	13.6	13.6	13.6		19.5	19.5
Actuated g/C Ratio	0.21	0.50	0.50	0.08	0.35	0.35	0.10	0.10	0.10		0.15	0.15
v/c Ratio	0.22	0.52	0.11	0.48	0.40	0.12	0.59	0.56	0.25		3.78	0.42
Control Delay	19.3	8.0	0.5	67.9	34.2	0.8	73.8	70.2	1.8		1318.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	19.3	8.0	0.5	67.9	34.2	0.8	73.8	70.2	1.8		1318.8	7.8
LOS	B	A	A	E	C	A	E	E	A		F	A
Approach Delay		8.2			33.8			45.9			670.9	
Approach LOS		A			C			D			F	
Queue Length 50th (ft)	14	64	0	55	166	0	60	63	0		~264	0
Queue Length 95th (ft)	m27	m116	m0	102	237	4	109	112	0		#413	47
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	374	1781	861	238	1237	637	215	238	454		46	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.22	0.52	0.11	0.28	0.40	0.12	0.33	0.31	0.19		3.78	0.42

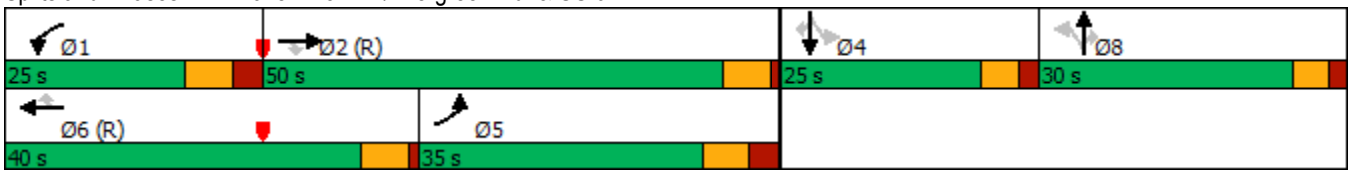
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 3.78			
Intersection Signal Delay: 117.1		Intersection LOS: F	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	109	106	35	94	92	31
Future Volume (vph)	109	106	35	94	92	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.966	
Flt Protected				0.987	0.964	
Satd. Flow (prot)	1738	0	0	1839	1735	0
Flt Permitted				0.987	0.964	
Satd. Flow (perm)	1738	0	0	1839	1735	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	233	0	0	140	134	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	109	106	35	94	92	31
Future Vol, veh/h	109	106	35	94	92	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	115	38	102	100	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	233	0	354	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1335	-	644	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1335	-	625	867
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	672	-	-	1335	-
HCM Lane V/C Ratio	0.199	-	-	0.028	-
HCM Control Delay (s)	11.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	118	17	17	109	5	15	0	15	5	0	5
Future Volume (vph)	5	118	17	17	109	5	15	0	15	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.995			0.932			0.932	
Flt Protected	0.950				0.994			0.976			0.976	
Satd. Flow (prot)	1770	1829	0	0	1842	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.994			0.976			0.976	
Satd. Flow (perm)	1770	1829	0	0	1842	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	146	0	0	141	0	0	32	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

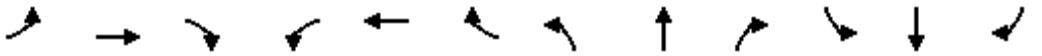
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	118	17	17	109	5	15	0	15	5	0	5
Future Vol, veh/h	5	118	17	17	109	5	15	0	15	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	128	18	18	118	5	16	0	16	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	146	0	0	306	306	137	312	313	121
Stage 1	-	-	-	-	-	-	147	147	-	157	157	-
Stage 2	-	-	-	-	-	-	159	159	-	155	156	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1464	-	-	1436	-	-	646	608	911	641	602	930
Stage 1	-	-	-	-	-	-	856	775	-	845	768	-
Stage 2	-	-	-	-	-	-	843	766	-	847	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1464	-	-	1436	-	-	634	598	911	622	592	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	598	-	622	592	-
Stage 1	-	-	-	-	-	-	853	773	-	842	758	-
Stage 2	-	-	-	-	-	-	827	756	-	829	767	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1	10	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1464	-	-	1436	-	-	745
HCM Lane V/C Ratio	0.044	0.004	-	-	0.013	-	-	0.015
HCM Control Delay (s)	10	7.5	-	-	7.5	0	-	9.9
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	56	10	0	76	16	1	26	3	24	21	54
Future Volume (vph)	70	56	10	0	76	16	1	26	3	24	21	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.977			0.987				0.850
Flt Protected	0.950							0.998		0.950		
Satd. Flow (prot)	1770	1820	0	0	1820	0	0	1835	0	1770	1863	1583
Flt Permitted	0.950							0.998		0.950		
Satd. Flow (perm)	1770	1820	0	0	1820	0	0	1835	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	72	0	0	100	0	0	32	0	26	23	59
Sign Control		Stop			Stop			Stop			Stop	

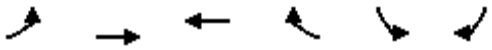
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	56	10	0	76	16	1	26	3	24	21	54
Future Vol, veh/h	70	56	10	0	76	16	1	26	3	24	21	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	61	11	0	83	17	1	28	3	26	23	59
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8.7	8.7	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	100%	0%	0%	100%	0%	0%
Vol Thru, %	87%	0%	85%	83%	0%	100%	0%
Vol Right, %	10%	0%	15%	17%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	70	66	92	24	21	54
LT Vol	1	70	0	0	24	0	0
Through Vol	26	0	56	76	0	21	0
RT Vol	3	0	10	16	0	0	54
Lane Flow Rate	33	76	72	100	26	23	59
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.049	0.119	0.1	0.142	0.041	0.033	0.074
Departure Headway (Hd)	5.419	5.625	5.018	5.111	5.714	5.211	4.508
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	660	638	715	702	627	687	794
Service Time	3.158	3.354	2.747	2.84	3.443	2.941	2.237
HCM Lane V/C Ratio	0.05	0.119	0.101	0.142	0.041	0.033	0.074
HCM Control Delay	8.4	9.1	8.3	8.7	8.7	8.1	7.6
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.3	0.5	0.1	0.1	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	10	10	24	20	41
Future Volume (vph)	47	10	10	24	20	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.905		0.909	
Flt Protected		0.960			0.984	
Satd. Flow (prot)	0	1788	1686	0	1666	0
Flt Permitted		0.960			0.984	
Satd. Flow (perm)	0	1788	1686	0	1666	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	62	37	0	67	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.1%		ICU Level of Service A	
Analysis Period (min) 15			

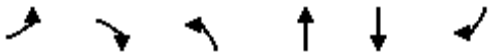
Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	10	10	24	20	41
Future Vol, veh/h	47	10	10	24	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	11	11	26	22	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	137	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1574	-	-	-	856	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	828	1052
Mov Cap-2 Maneuver	-	-	-	-	828	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	SB
HCM Control Delay, s	6.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	966
HCM Lane V/C Ratio	0.032	-	-	-	0.069
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	11	13	6	7	21
Future Volume (vph)	19	11	13	6	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.900	
Flt Protected	0.969			0.968		
Satd. Flow (prot)	1717	0	0	1803	1676	0
Flt Permitted	0.969			0.968		
Satd. Flow (perm)	1717	0	0	1803	1676	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	21	31	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.7%		ICU Level of Service A	
Analysis Period (min) 15			

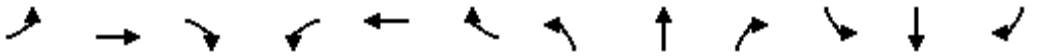
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	11	13	6	7	21
Future Vol, veh/h	19	11	13	6	7	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	21	12	14	7	8	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	55	20	31	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	953	1058	1582	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	944	1058	1582	-	-	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1582	-	983	-	-
HCM Lane V/C Ratio	0.009	-	0.033	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	505	247	129	662	299	221	115	159	221	92	138
Future Volume (vph)	123	505	247	129	662	299	221	115	159	221	92	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.983		0.950	0.978	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1740	1583	1681	1731	1583
Flt Permitted	0.950			0.950			0.639	0.809		0.167	0.120	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1131	1432	1583	296	212	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			268			325			196			196
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1174			549	
Travel Time (s)		17.1			5.4			40.0			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							28%			33%		
Lane Group Flow (vph)	134	549	268	140	720	325	173	192	173	161	179	150
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	30.0	70.0	70.0	25.0	65.0	65.0	25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.0%	46.7%	46.7%	16.7%	43.3%	43.3%	16.7%	16.7%	16.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	16.3	64.0	64.0	16.0	63.7	63.7	19.0	19.0	19.0	24.0	24.0	24.0
Actuated g/C Ratio	0.11	0.43	0.43	0.11	0.42	0.42	0.13	0.13	0.13	0.16	0.16	0.16
v/c Ratio	0.70	0.36	0.32	0.74	0.48	0.38	1.21	1.06	0.47	3.43	5.42	0.36
Control Delay	83.2	30.1	3.9	67.7	18.3	1.3	195.2	144.2	9.0	1160.9	2066.8	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	30.1	3.9	67.7	18.3	1.3	195.2	144.2	9.0	1160.9	2066.8	4.6
LOS	F	C	A	E	B	A	F	F	A	F	F	A
Approach Delay		30.2			19.5			117.1			1137.9	
Approach LOS		C			B			F			F	
Queue Length 50th (ft)	128	190	0	137	126	0	~216	~216	0	~293	~346	0
Queue Length 95th (ft)	197	238	54	m#230	174	m7	#383	#391	50	#455	#490	24
Internal Link Dist (ft)		925			239			1094			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	247	1509	829	188	1503	859	143	181	371	47	33	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.36	0.32	0.74	0.48	0.38	1.21	1.06	0.47	3.43	5.42	0.36

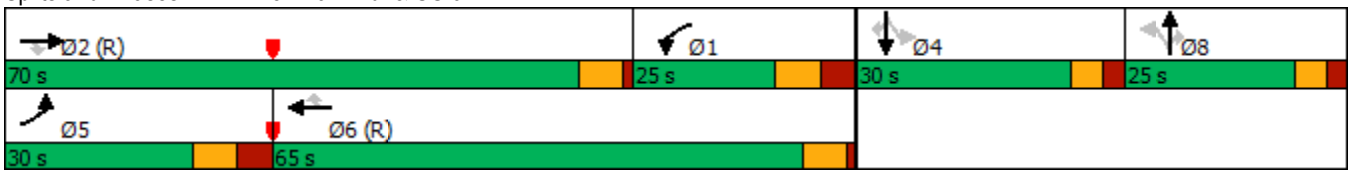
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 5.42			
Intersection Signal Delay: 212.5		Intersection LOS: F	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
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.

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

Splits and Phases: 1: Dillon Dam Rd & US 6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	635	136	77	782	82	156	94	87	51	44	105
Future Volume (vph)	174	635	136	77	782	82	156	94	87	51	44	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.986			0.974	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1745	1583	0	1814	1583
Flt Permitted	0.950			0.950			0.690	0.873			0.212	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1221	1545	1583	0	395	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			113			167			167
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	189	690	148	84	850	89	131	141	95	0	103	114
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	87.0	87.0	18.0	83.0	83.0	25.0	25.0	25.0	20.0	20.0	20.0
Total Split (%)	14.7%	58.0%	58.0%	12.0%	55.3%	55.3%	16.7%	16.7%	16.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	82.9	82.9	10.0	78.4	78.4	18.6	18.6	18.6		14.5	14.5
Actuated g/C Ratio	0.10	0.55	0.55	0.07	0.52	0.52	0.12	0.12	0.12		0.10	0.10
v/c Ratio	1.11	0.35	0.16	0.72	0.46	0.10	0.87	0.74	0.28		2.71	0.38
Control Delay	115.5	15.3	3.6	99.5	23.7	1.6	109.2	86.0	2.0		861.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	115.5	15.3	3.6	99.5	23.7	1.6	109.2	86.0	2.0		861.8	5.1
LOS	F	B	A	F	C	A	F	F	A		F	A
Approach Delay		32.1			28.0			72.6			411.7	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	~217	133	14	82	272	0	133	141	0		~170	0
Queue Length 95th (ft)	m#278	m135	m21	#162	327	17	#260	#240	0		#300	12
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	171	1956	941	123	1850	881	158	200	351		38	303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	1.11	0.35	0.16	0.68	0.46	0.10	0.83	0.70	0.27		2.71	0.38

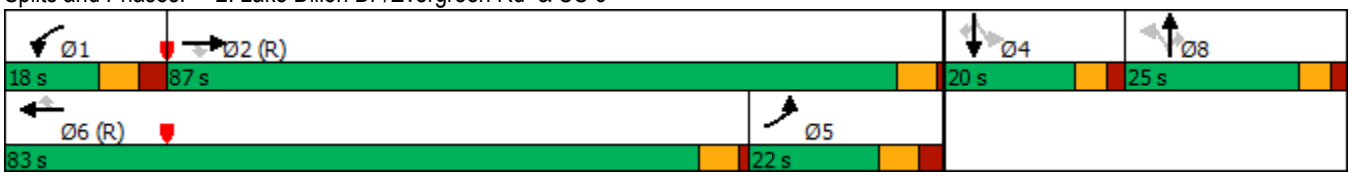
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.71			
Intersection Signal Delay: 67.4		Intersection LOS: E	
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	173	56	19	146	56	19
Future Volume (vph)	173	56	19	146	56	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967				0.965	
Flt Protected				0.994	0.964	
Satd. Flow (prot)	1801	0	0	1852	1733	0
Flt Permitted				0.994	0.964	
Satd. Flow (perm)	1801	0	0	1852	1733	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	0	0	180	82	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	56	19	146	56	19
Future Vol, veh/h	173	56	19	146	56	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	61	21	159	61	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	420	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1317	-	590	821
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	580	821
Mov Cap-2 Maneuver	-	-	-	-	580	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	627	-	-	1317	-
HCM Lane V/C Ratio	0.13	-	-	0.016	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	176	11	11	149	5	11	0	11	5	0	5
Future Volume (vph)	5	176	11	11	149	5	11	0	11	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.996			0.932			0.932	
Flt Protected	0.950				0.997			0.976			0.976	
Satd. Flow (prot)	1770	1846	0	0	1850	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.997			0.976			0.976	
Satd. Flow (perm)	1770	1846	0	0	1850	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	203	0	0	179	0	0	24	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	176	11	11	149	5	11	0	11	5	0	5
Future Vol, veh/h	5	176	11	11	149	5	11	0	11	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	191	12	12	162	5	12	0	12	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	203	0	0	398	398	197	402	402	165
Stage 1	-	-	-	-	-	-	207	207	-	189	189	-
Stage 2	-	-	-	-	-	-	191	191	-	213	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1369	-	-	562	540	844	559	537	879
Stage 1	-	-	-	-	-	-	795	731	-	813	744	-
Stage 2	-	-	-	-	-	-	811	742	-	789	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1369	-	-	553	532	844	546	529	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	532	-	546	529	-
Stage 1	-	-	-	-	-	-	792	728	-	810	737	-
Stage 2	-	-	-	-	-	-	798	735	-	775	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	10.6	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	668	1411	-	-	1369	-	-	674
HCM Lane V/C Ratio	0.036	0.004	-	-	0.009	-	-	0.016
HCM Control Delay (s)	10.6	7.6	-	-	7.7	0	-	10.4
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	125	10	6	76	62	6	31	7	74	24	85
Future Volume (vph)	55	125	10	6	76	62	6	31	7	74	24	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.942			0.978				0.850
Flt Protected	0.950				0.998			0.993		0.950		
Satd. Flow (prot)	1770	1842	0	0	1751	0	0	1809	0	1770	1863	1583
Flt Permitted	0.950				0.998			0.993		0.950		
Satd. Flow (perm)	1770	1842	0	0	1751	0	0	1809	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	147	0	0	157	0	0	49	0	80	26	92
Sign Control		Stop			Stop			Stop			Stop	

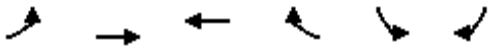
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	125	10	6	76	62	6	31	7	74	24	85
Future Vol, veh/h	55	125	10	6	76	62	6	31	7	74	24	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	136	11	7	83	67	7	34	8	80	26	92
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	9.8	9.9	9.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	14%	100%	0%	4%	100%	0%	0%
Vol Thru, %	70%	0%	93%	53%	0%	100%	0%
Vol Right, %	16%	0%	7%	43%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	55	135	144	74	24	85
LT Vol	6	55	0	6	74	0	0
Through Vol	31	0	125	76	0	24	0
RT Vol	7	0	10	62	0	0	85
Lane Flow Rate	48	60	147	157	80	26	92
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.081	0.101	0.225	0.235	0.135	0.04	0.124
Departure Headway (Hd)	6.09	6.068	5.513	5.404	6.049	5.545	4.84
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	592	586	646	657	589	640	734
Service Time	3.79	3.853	3.298	3.191	3.83	3.325	2.619
HCM Lane V/C Ratio	0.081	0.102	0.228	0.239	0.136	0.041	0.125
HCM Control Delay	9.3	9.5	9.9	9.9	9.8	8.6	8.3
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.9	0.9	0.5	0.1	0.4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	18	16	13	13	25
Future Volume (vph)	25	18	16	13	13	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.939		0.911	
Flt Protected		0.972			0.983	
Satd. Flow (prot)	0	1811	1749	0	1668	0
Flt Permitted		0.972			0.983	
Satd. Flow (perm)	0	1811	1749	0	1668	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	47	31	0	41	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		ICU Level of Service A	
Analysis Period (min) 15			

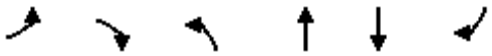
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	18	16	13	13	25
Future Vol, veh/h	25	18	16	13	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	20	17	14	14	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	31	0	-	0	98	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	901	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	886	1052
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	989
HCM Lane V/C Ratio	0.017	-	-	-	0.042
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	11	11	24	20	17
Future Volume (vph)	19	11	11	24	20	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.939	
Flt Protected	0.969			0.984		
Satd. Flow (prot)	1717	0	0	1833	1749	0
Flt Permitted	0.969			0.984		
Satd. Flow (perm)	1717	0	0	1833	1749	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	38	40	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	11	11	24	20	17
Future Vol, veh/h	19	11	11	24	20	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	21	12	12	26	22	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	81	31	40	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	50	-	-	-	-	-
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	921	1043	1570	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	914	1043	1570	-	-	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	972	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	957	-	-
HCM Lane V/C Ratio	0.008	-	0.034	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	457	144	4	711	230	155	34	2	151	33	124
Future Volume (vph)	114	457	144	4	711	230	155	34	2	151	33	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.969		0.950	0.969	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1715	1583	1681	1715	1583
Flt Permitted	0.950			0.950			0.688	0.741		0.286	0.235	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1217	1311	1583	506	416	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			250			245			245
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1384			549	
Travel Time (s)		17.1			5.4			47.2			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							40%			40%		
Lane Group Flow (vph)	124	497	157	4	773	250	101	104	2	98	102	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	18.0	55.0	55.0	25.0	62.0	62.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	15.0%	45.8%	45.8%	20.8%	51.7%	51.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.9	70.6	70.6	7.2	56.7	56.7	12.4	12.4	12.4	14.0	14.0	14.0
Actuated g/C Ratio	0.08	0.59	0.59	0.06	0.47	0.47	0.10	0.10	0.10	0.12	0.12	0.12
v/c Ratio	0.85	0.24	0.16	0.04	0.46	0.28	0.81	0.77	0.01	1.66	2.12	0.34
Control Delay	98.1	14.1	3.0	30.2	8.5	0.8	93.8	86.4	0.0	394.4	596.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.1	14.1	3.0	30.2	8.5	0.8	93.8	86.4	0.0	394.4	596.0	2.3
LOS	F	B	A	C	A	A	F	F	A	F	F	A
Approach Delay		25.2			6.7			89.1			297.7	
Approach LOS		C			A			F			F	
Queue Length 50th (ft)	97	84	0	2	44	0	80	82	0	~115	~131	0
Queue Length 95th (ft)	#219	181	38	m4	53	4	#172	#168	0	#234	#253	0
Internal Link Dist (ft)		925			239			1304			469	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	146	2082	999	236	1671	879	141	152	401	59	48	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.24	0.16	0.02	0.46	0.28	0.72	0.68	0.00	1.66	2.13	0.34

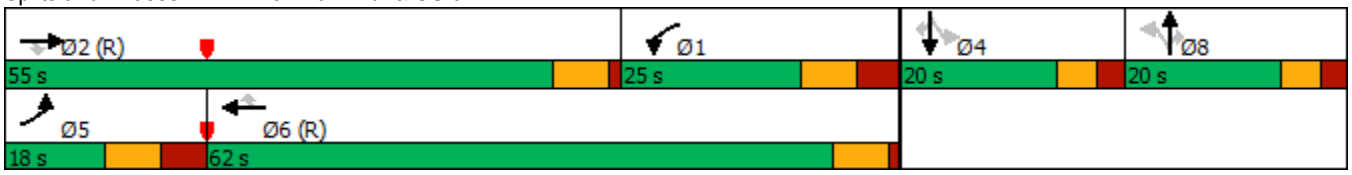
Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.13	
Intersection Signal Delay: 61.7	Intersection LOS: E
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

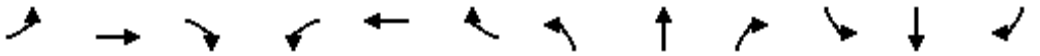
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 1: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	475	88	51	773	38	106	44	62	31	22	62
Future Volume (vph)	37	475	88	51	773	38	106	44	62	31	22	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.979			0.972	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1732	1583	0	1811	1583
Flt Permitted	0.950			0.950			0.719	0.834			0.163	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1272	1476	1583	0	304	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			141			209			209
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							31%					
Lane Group Flow (vph)	40	516	96	55	840	41	79	84	67	0	58	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	62.0	62.0	13.0	53.0	53.0	20.0	20.0	20.0	25.0	25.0	25.0
Total Split (%)	18.3%	51.7%	51.7%	10.8%	44.2%	44.2%	16.7%	16.7%	16.7%	20.8%	20.8%	20.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.7	60.9	60.9	6.5	54.6	54.6	11.8	11.8	11.8		19.5	19.5
Actuated g/C Ratio	0.11	0.51	0.51	0.05	0.46	0.46	0.10	0.10	0.10		0.16	0.16
v/c Ratio	0.21	0.29	0.11	0.57	0.52	0.05	0.63	0.58	0.19		1.18	0.16
Control Delay	40.4	12.9	1.5	79.2	26.8	0.1	73.7	67.1	1.3		232.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	40.4	12.9	1.5	79.2	26.8	0.1	73.7	67.1	1.3		232.1	0.8
LOS	D	B	A	E	C	A	E	E	A		F	A
Approach Delay		12.9			28.7			50.2			108.1	
Approach LOS		B			C			D			F	
Queue Length 50th (ft)	30	106	4	42	260	0	62	66	0		~54	0
Queue Length 95th (ft)	m53	m76	m10	#112	334	0	116	121	0		#144	0
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	213	1796	872	96	1609	797	153	178	375		49	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.19	0.29	0.11	0.57	0.52	0.05	0.52	0.47	0.18		1.18	0.16

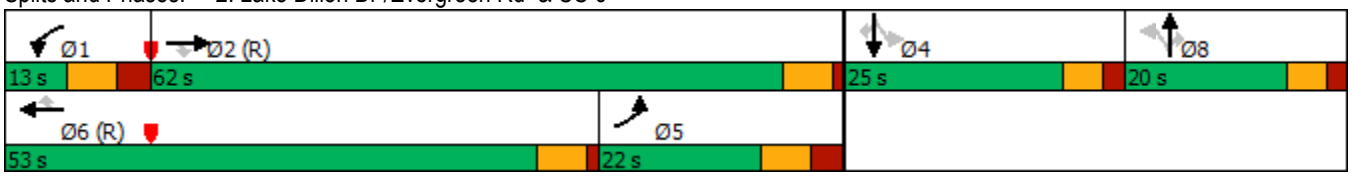
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	53	63	21	65	71	24
Future Volume (vph)	53	63	21	65	71	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.927				0.966	
Flt Protected				0.988	0.964	
Satd. Flow (prot)	1727	0	0	1840	1735	0
Flt Permitted				0.988	0.964	
Satd. Flow (perm)	1727	0	0	1840	1735	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	94	103	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	63	21	65	71	24
Future Vol, veh/h	53	63	21	65	71	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	68	23	71	77	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	209	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	779	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	767	965
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	1460	-
HCM Lane V/C Ratio	0.128	-	-	0.016	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	57	12	12	65	5	13	0	13	5	0	5
Future Volume (vph)	5	57	12	12	65	5	13	0	13	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.992			0.932			0.932	
Flt Protected	0.950				0.993			0.976			0.976	
Satd. Flow (prot)	1770	1814	0	0	1835	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.993			0.976			0.976	
Satd. Flow (perm)	1770	1814	0	0	1835	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	75	0	0	89	0	0	28	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.1%		ICU Level of Service A	
Analysis Period (min) 15			

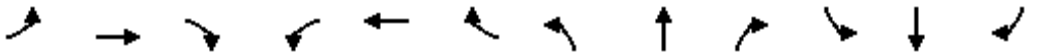
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	57	12	12	65	5	13	0	13	5	0	5
Future Vol, veh/h	5	57	12	12	65	5	13	0	13	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	62	13	13	71	5	14	0	14	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	75	0	0	181	181	69	186	185	74
Stage 1	-	-	-	-	-	-	79	79	-	100	100	-
Stage 2	-	-	-	-	-	-	102	102	-	86	85	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1523	-	-	1524	-	-	781	713	994	775	709	988
Stage 1	-	-	-	-	-	-	930	829	-	906	812	-
Stage 2	-	-	-	-	-	-	904	811	-	922	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1524	-	-	769	704	994	757	700	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	769	704	-	757	700	-
Stage 1	-	-	-	-	-	-	927	827	-	903	805	-
Stage 2	-	-	-	-	-	-	891	804	-	906	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.1	9.3	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	867	1523	-	-	1524	-	-	857
HCM Lane V/C Ratio	0.033	0.004	-	-	0.009	-	-	0.013
HCM Control Delay (s)	9.3	7.4	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	39	4	1	44	41	7	28	4	44	23	33
Future Volume (vph)	35	39	4	1	44	41	7	28	4	44	23	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.935			0.987				0.850
Flt Protected	0.950				0.999			0.991		0.950		
Satd. Flow (prot)	1770	1839	0	0	1740	0	0	1822	0	1770	1863	1583
Flt Permitted	0.950				0.999			0.991		0.950		
Satd. Flow (perm)	1770	1839	0	0	1740	0	0	1822	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	46	0	0	94	0	0	42	0	48	25	36
Sign Control		Stop			Stop			Stop			Stop	

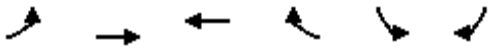
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	39	4	1	44	41	7	28	4	44	23	33
Future Vol, veh/h	35	39	4	1	44	41	7	28	4	44	23	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	42	4	1	48	45	8	30	4	48	25	36
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	8.4	8.2	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	18%	100%	0%	1%	100%	0%	0%
Vol Thru, %	72%	0%	91%	51%	0%	100%	0%
Vol Right, %	10%	0%	9%	48%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	35	43	86	44	23	33
LT Vol	7	35	0	1	44	0	0
Through Vol	28	0	39	44	0	23	0
RT Vol	4	0	4	41	0	0	33
Lane Flow Rate	42	38	47	93	48	25	36
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.062	0.06	0.066	0.125	0.073	0.035	0.043
Departure Headway (Hd)	5.279	5.635	5.068	4.804	5.529	5.027	4.325
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	679	636	708	747	649	713	828
Service Time	3.011	3.36	2.793	2.529	3.254	2.752	2.049
HCM Lane V/C Ratio	0.062	0.06	0.066	0.124	0.074	0.035	0.043
HCM Control Delay	8.4	8.7	8.2	8.2	8.7	7.9	7.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.4	0.2	0.1	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	28	11	10	14	16	31
Future Volume (vph)	28	11	10	14	16	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.922		0.910	
Flt Protected		0.966			0.984	
Satd. Flow (prot)	0	1799	1717	0	1668	0
Flt Permitted		0.966			0.984	
Satd. Flow (perm)	0	1799	1717	0	1668	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	42	26	0	51	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			

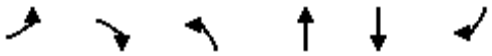
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	11	10	14	16	31
Future Vol, veh/h	28	11	10	14	16	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	12	11	15	17	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	91	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1588	-	-	-	909	1059
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	892	1059
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
HCM Control Delay, s	5.2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1588	-	-	-	996
HCM Lane V/C Ratio	0.019	-	-	-	0.051
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	10	11	21	12	13
Future Volume (vph)	17	10	11	21	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949				0.930	
Flt Protected	0.970			0.983		
Satd. Flow (prot)	1715	0	0	1831	1732	0
Flt Permitted	0.970			0.983		
Satd. Flow (perm)	1715	0	0	1831	1732	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	35	27	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	10	11	21	12	13
Future Vol, veh/h	17	10	11	21	12	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	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	11	12	23	13	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	20	27	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	938	1058	1587	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1058	1587	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1587	-	974	-	-
HCM Lane V/C Ratio	0.008	-	0.03	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	992	260	162	532	146	216	57	94	88	51	58
Future Volume (vph)	50	992	260	162	532	146	216	57	94	88	51	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.971		0.950	0.985	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1718	1583	1681	1743	1583
Flt Permitted	0.950			0.950			0.703	0.771		0.138	0.249	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1244	1364	1583	244	441	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			159			227			227
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1458			549	
Travel Time (s)		17.1			5.4			49.7			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							38%			25%		
Lane Group Flow (vph)	54	1078	283	176	578	159	146	151	102	72	79	63
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	25.0	45.0	45.0	27.0	47.0	47.0	23.0	23.0	23.0	35.0	35.0	35.0
Total Split (%)	19.2%	34.6%	34.6%	20.8%	36.2%	36.2%	17.7%	17.7%	17.7%	26.9%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.8	39.6	39.6	18.0	51.2	51.2	16.4	16.4	16.4	29.0	29.0	29.0
Actuated g/C Ratio	0.08	0.30	0.30	0.14	0.39	0.39	0.13	0.13	0.13	0.22	0.22	0.22
v/c Ratio	0.41	1.00	0.42	0.72	0.41	0.22	0.94	0.88	0.26	1.33	0.81	0.12
Control Delay	65.9	72.9	5.7	46.2	10.3	1.5	112.3	98.5	1.6	275.2	98.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	72.9	5.7	46.2	10.3	1.5	112.3	98.5	1.6	275.2	98.7	0.5
LOS	E	E	A	D	B	A	F	F	A	F	F	A
Approach Delay		59.2			15.7			78.8			129.2	
Approach LOS		E			B			E			F	
Queue Length 50th (ft)	44	~492	0	146	86	5	129	132	0	~82	67	0
Queue Length 95th (ft)	87	#640	65	#248	115	13	#266	#261	0	#191	#167	0
Internal Link Dist (ft)		925			239			1378			469	

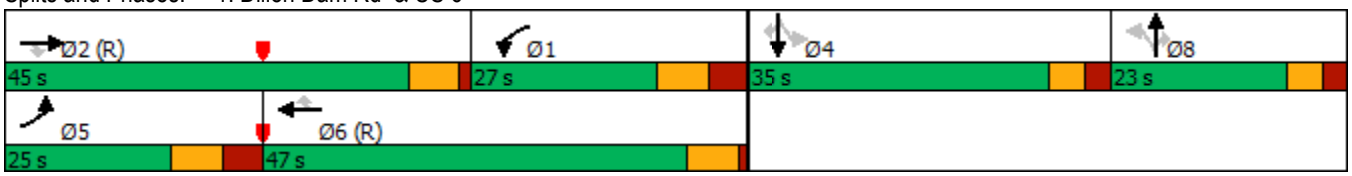
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	217	1077	679	245	1393	719	162	178	404	54	98	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	1.00	0.42	0.72	0.41	0.22	0.90	0.85	0.25	1.33	0.81	0.12

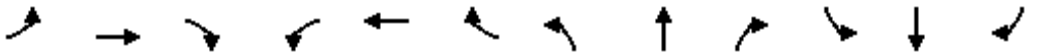
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 53.4		Intersection LOS: D	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
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: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	978	101	67	525	82	125	31	87	117	72	184
Future Volume (vph)	89	978	101	67	525	82	125	31	87	117	72	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.970			0.970	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1717	1583	0	1807	1583
Flt Permitted	0.950			0.950			0.629	0.699			0.166	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1113	1237	1583	0	309	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			130			193			193
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							39%					
Lane Group Flow (vph)	97	1063	110	73	571	89	83	87	95	0	205	200
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	35.0	50.0	50.0	25.0	40.0	40.0	30.0	30.0	30.0	25.0	25.0	25.0
Total Split (%)	26.9%	38.5%	38.5%	19.2%	30.8%	30.8%	23.1%	23.1%	23.1%	19.2%	19.2%	19.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.5	63.7	63.7	10.7	44.1	44.1	14.9	14.9	14.9		19.5	19.5
Actuated g/C Ratio	0.21	0.49	0.49	0.08	0.34	0.34	0.11	0.11	0.11		0.15	0.15
v/c Ratio	0.26	0.61	0.13	0.50	0.48	0.14	0.66	0.62	0.27		4.46	0.50
Control Delay	22.0	11.0	0.6	68.3	36.4	2.2	77.5	72.1	1.9		1617.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	22.0	11.0	0.6	68.3	36.4	2.2	77.5	72.1	1.9		1617.6	12.1
LOS	C	B	A	E	D	A	E	E	A		F	B
Approach Delay		11.0			35.4			48.6			824.7	
Approach LOS		B			D			D			F	
Queue Length 50th (ft)	27	114	0	60	198	0	71	74	0		~318	5
Queue Length 95th (ft)	m28	m118	m0	108	278	15	125	128	0		#478	76
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	374	1735	842	238	1201	623	209	233	454		46	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	0.26	0.61	0.13	0.31	0.48	0.14	0.40	0.37	0.21		4.46	0.50

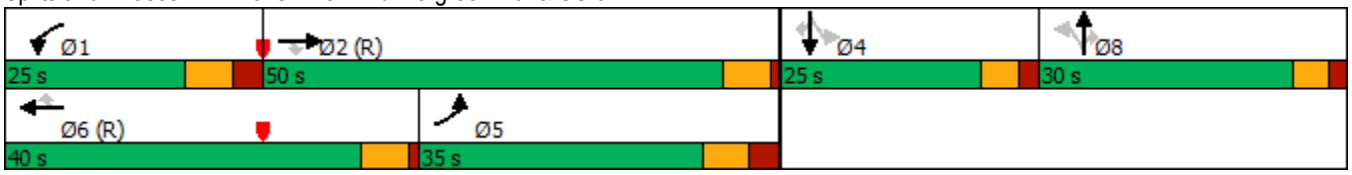
Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 4.46	
Intersection Signal Delay: 144.7	Intersection LOS: F
Intersection Capacity Utilization 63.5%	ICU Level of Service B
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	130	106	35	112	92	31
Future Volume (vph)	130	106	35	112	92	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939				0.966	
Flt Protected				0.988	0.964	
Satd. Flow (prot)	1749	0	0	1840	1735	0
Flt Permitted				0.988	0.964	
Satd. Flow (perm)	1749	0	0	1840	1735	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	256	0	0	160	134	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	106	35	112	92	31
Future Vol, veh/h	130	106	35	112	92	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	115	38	122	100	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	256	0	397	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1309	-	608	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1309	-	589	842
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	1309	-
HCM Lane V/C Ratio	0.21	-	-	0.029	-
HCM Control Delay (s)	12.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	137	17	17	125	5	15	0	15	5	0	5
Future Volume (vph)	5	137	17	17	125	5	15	0	15	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.996			0.932			0.932	
Flt Protected	0.950				0.994			0.976			0.976	
Satd. Flow (prot)	1770	1833	0	0	1844	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.994			0.976			0.976	
Satd. Flow (perm)	1770	1833	0	0	1844	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	167	0	0	159	0	0	32	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

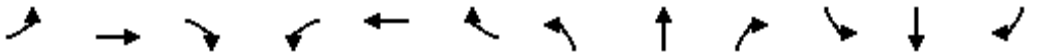
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	137	17	17	125	5	15	0	15	5	0	5
Future Vol, veh/h	5	137	17	17	125	5	15	0	15	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	149	18	18	136	5	16	0	16	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	167	0	0	345	345	158	351	352	139
Stage 1	-	-	-	-	-	-	168	168	-	175	175	-
Stage 2	-	-	-	-	-	-	177	177	-	176	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1411	-	-	609	578	887	604	573	909
Stage 1	-	-	-	-	-	-	834	759	-	827	754	-
Stage 2	-	-	-	-	-	-	825	753	-	826	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1442	-	-	1411	-	-	597	568	887	585	563	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	568	-	585	563	-
Stage 1	-	-	-	-	-	-	831	757	-	825	743	-
Stage 2	-	-	-	-	-	-	809	742	-	808	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	10.3	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	1442	-	-	1411	-	-	712
HCM Lane V/C Ratio	0.046	0.004	-	-	0.013	-	-	0.015
HCM Control Delay (s)	10.3	7.5	-	-	7.6	0	-	10.1
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	67	12	0	90	20	1	30	4	30	23	58
Future Volume (vph)	79	67	12	0	90	20	1	30	4	30	23	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.975			0.986				0.850
Flt Protected	0.950							0.999		0.950		
Satd. Flow (prot)	1770	1820	0	0	1816	0	0	1835	0	1770	1863	1583
Flt Permitted	0.950							0.999		0.950		
Satd. Flow (perm)	1770	1820	0	0	1816	0	0	1835	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	86	0	0	120	0	0	38	0	33	25	63
Sign Control		Stop			Stop			Stop			Stop	

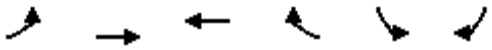
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	67	12	0	90	20	1	30	4	30	23	58
Future Vol, veh/h	79	67	12	0	90	20	1	30	4	30	23	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	73	13	0	98	22	1	33	4	33	25	63
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	9	9.1	8.7	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	100%	0%	0%	100%	0%	0%
Vol Thru, %	86%	0%	85%	82%	0%	100%	0%
Vol Right, %	11%	0%	15%	18%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	79	79	110	30	23	58
LT Vol	1	79	0	0	30	0	0
Through Vol	30	0	67	90	0	23	0
RT Vol	4	0	12	20	0	0	58
Lane Flow Rate	38	86	86	120	33	25	63
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.059	0.137	0.122	0.173	0.053	0.037	0.081
Departure Headway (Hd)	5.565	5.726	5.118	5.213	5.838	5.335	4.631
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	641	625	699	686	613	670	772
Service Time	3.322	3.468	2.86	2.958	3.579	3.075	2.371
HCM Lane V/C Ratio	0.059	0.138	0.123	0.175	0.054	0.037	0.082
HCM Control Delay	8.7	9.4	8.6	9.1	8.9	8.3	7.8
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.4	0.6	0.2	0.1	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	12	12	24	20	41
Future Volume (vph)	47	12	12	24	20	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.910		0.909	
Flt Protected		0.962			0.984	
Satd. Flow (prot)	0	1792	1695	0	1666	0
Flt Permitted		0.962			0.984	
Satd. Flow (perm)	0	1792	1695	0	1666	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	64	39	0	67	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			

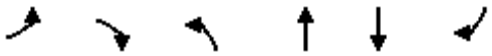
Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	12	12	24	20	41
Future Vol, veh/h	47	12	12	24	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	13	13	26	22	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	39	0	-	0	141	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1571	-	-	-	852	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	824	1050
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	963
HCM Lane V/C Ratio	0.033	-	-	-	0.069
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	11	13	7	9	23
Future Volume (vph)	21	11	13	7	9	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954				0.904	
Flt Protected	0.968			0.969		
Satd. Flow (prot)	1720	0	0	1805	1684	0
Flt Permitted	0.968			0.969		
Satd. Flow (perm)	1720	0	0	1805	1684	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	22	35	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.8%		ICU Level of Service A	
Analysis Period (min) 15			

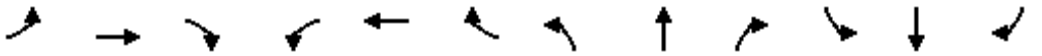
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	7	9	23
Future Vol, veh/h	21	11	13	7	9	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	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	8	10	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	59	23	35	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	948	1054	1576	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	939	1054	1576	-	-	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	976	-	-
HCM Lane V/C Ratio	0.009	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



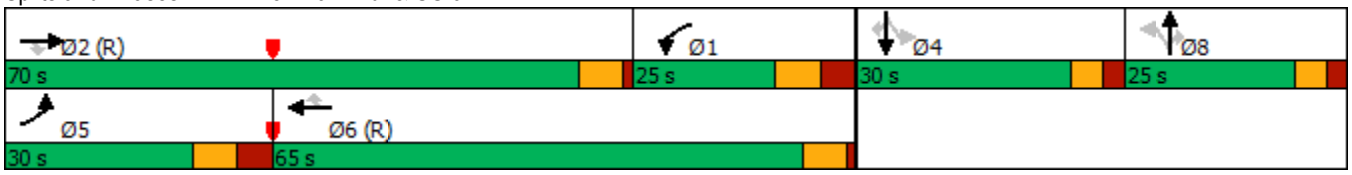
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	576	278	152	755	353	247	139	188	261	111	163
Future Volume (vph)	145	576	278	152	755	353	247	139	188	261	111	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	490		490	140		0	165		65	110		140
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	175			110			65			65		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.984		0.950	0.979	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1741	1583	1681	1732	1583
Flt Permitted	0.950			0.950			0.617	0.806		0.167	0.120	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1092	1426	1583	296	212	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			302			384			196			196
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		1005			319			1174			549	
Travel Time (s)		17.1			5.4			40.0			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							27%			33%		
Lane Group Flow (vph)	158	626	302	165	821	384	196	223	204	190	215	177
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	40.0	40.0	27.0	26.0	26.0	24.0	24.0	24.0	38.0	38.0	38.0
Total Split (s)	30.0	70.0	70.0	25.0	65.0	65.0	25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.0%	46.7%	46.7%	16.7%	43.3%	43.3%	16.7%	16.7%	16.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	4.0	1.0	1.0	4.0	1.0	1.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	17.7	64.0	64.0	16.0	62.3	62.3	19.0	19.0	19.0	24.0	24.0	24.0
Actuated g/C Ratio	0.12	0.43	0.43	0.11	0.42	0.42	0.13	0.13	0.13	0.16	0.16	0.16
v/c Ratio	0.76	0.41	0.36	0.88	0.56	0.44	1.42	1.24	0.55	4.04	6.52	0.42
Control Delay	86.1	31.0	3.9	82.0	19.5	1.5	270.7	197.3	14.7	1433.3	2553.9	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	31.0	3.9	82.0	19.5	1.5	270.7	197.3	14.7	1433.3	2553.9	8.1
LOS	F	C	A	F	B	A	F	F	B	F	F	A
Approach Delay		31.5			22.0			160.6			1413.8	
Approach LOS		C			C			F			F	
Queue Length 50th (ft)	151	222	0	164	159	0	~270	~283	7	~354	~396	0
Queue Length 95th (ft)	229	275	57	m#279	m208	m3	#446	#467	86	#528	#581	52
Internal Link Dist (ft)		925			239			1094			469	

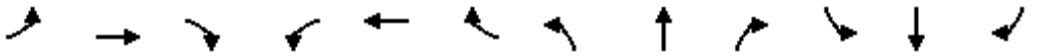
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	490		490	140			165		65	110		140
Base Capacity (vph)	247	1509	848	188	1469	881	138	180	371	47	33	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.41	0.36	0.88	0.56	0.44	1.42	1.24	0.55	4.04	6.52	0.42

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 6.52
Intersection Signal Delay: 269.6 Intersection LOS: F
Intersection Capacity Utilization 72.0% ICU Level of Service C
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dillon Dam Rd & US 6





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	724	161	88	892	96	184	113	99	61	53	124
Future Volume (vph)	206	724	161	88	892	96	184	113	99	61	53	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		390	485		390	115		120	0		40
Storage Lanes	1		1	1		1	1		1	0		1
Taper Length (ft)	135			215			60			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.987			0.974	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1747	1583	0	1814	1583
Flt Permitted	0.950			0.950			0.677	0.866			0.211	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1198	1532	1583	0	393	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175			113			167			167
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		509			801			1555			500	
Travel Time (s)		8.7			13.7			53.0			17.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	224	787	175	96	970	104	154	169	108	0	124	135
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	25.5	25.5	12.5	25.5	25.5	32.5	32.5	32.5	31.5	31.5	31.5
Total Split (s)	22.0	87.0	87.0	18.0	83.0	83.0	25.0	25.0	25.0	20.0	20.0	20.0
Total Split (%)	14.7%	58.0%	58.0%	12.0%	55.3%	55.3%	16.7%	16.7%	16.7%	13.3%	13.3%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	1.0	1.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	5.5	5.5	7.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	81.8	81.8	10.2	77.5	77.5	19.5	19.5	19.5		14.5	14.5
Actuated g/C Ratio	0.10	0.55	0.55	0.07	0.52	0.52	0.13	0.13	0.13		0.10	0.10
v/c Ratio	1.31	0.41	0.19	0.80	0.53	0.12	0.99	0.85	0.31		3.35	0.45
Control Delay	193.5	16.9	3.8	109.4	25.5	2.8	134.3	97.5	2.9		1142.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	193.5	16.9	3.8	109.4	25.5	2.8	134.3	97.5	2.9		1142.0	8.5
LOS	F	B	A	F	C	A	F	F	A		F	A
Approach Delay		48.3			30.3			87.0			551.2	
Approach LOS		D			C			F			F	
Queue Length 50th (ft)	~291	180	18	94	324	0	161	172	0		~213	0
Queue Length 95th (ft)	m#341	m166	m24	#195	387	26	#323	#314	5		#353	36
Internal Link Dist (ft)		429			721			1475			420	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	245		390	485		390	115		120			40
Base Capacity (vph)	171	1928	942	123	1828	872	155	199	351		37	303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio	1.31	0.41	0.19	0.78	0.53	0.12	0.99	0.85	0.31		3.35	0.45

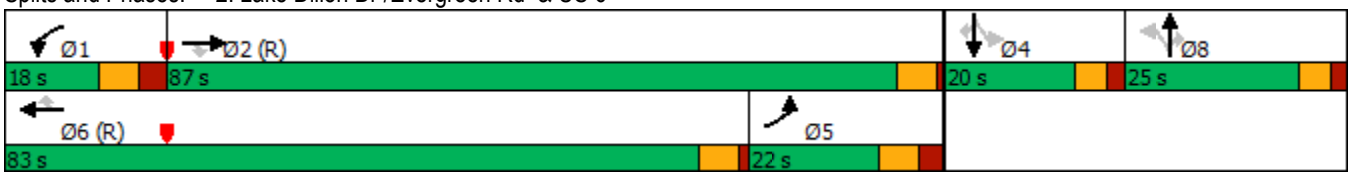
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 3.35			
Intersection Signal Delay: 89.6		Intersection LOS: F	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
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.

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

Splits and Phases: 2: Lake Dillon Dr /Evergreen Rd & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	209	56	19	177	56	19
Future Volume (vph)	209	56	19	177	56	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971				0.965	
Flt Protected				0.995	0.964	
Satd. Flow (prot)	1809	0	0	1853	1733	0
Flt Permitted				0.995	0.964	
Satd. Flow (perm)	1809	0	0	1853	1733	0
Link Speed (mph)	20			20	30	
Link Distance (ft)	551			379	201	
Travel Time (s)	18.8			12.9	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	288	0	0	213	82	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	56	19	177	56	19
Future Vol, veh/h	209	56	19	177	56	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	227	61	21	192	61	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	492	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1274	-	536	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	526	781
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1274	-
HCM Lane V/C Ratio	0.142	-	-	0.016	-
HCM Control Delay (s)	12.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	210	11	11	178	5	11	0	11	5	0	5
Future Volume (vph)	5	210	11	11	178	5	11	0	11	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.997			0.932			0.932	
Flt Protected	0.950				0.997			0.976			0.976	
Satd. Flow (prot)	1770	1848	0	0	1852	0	0	1694	0	0	1694	0
Flt Permitted	0.950				0.997			0.976			0.976	
Satd. Flow (perm)	1770	1848	0	0	1852	0	0	1694	0	0	1694	0
Link Speed (mph)		20			20			10			10	
Link Distance (ft)		379			212			200			202	
Travel Time (s)		12.9			7.2			13.6			13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	240	0	0	210	0	0	24	0	0	10	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	210	11	11	178	5	11	0	11	5	0	5
Future Vol, veh/h	5	210	11	11	178	5	11	0	11	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	-	-	-	-	-	-	-	-	-
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	228	12	12	193	5	12	0	12	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	240	0	0	466	466	234	470	470	196
Stage 1	-	-	-	-	-	-	244	244	-	220	220	-
Stage 2	-	-	-	-	-	-	222	222	-	250	250	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1327	-	-	507	494	805	504	492	845
Stage 1	-	-	-	-	-	-	760	704	-	782	721	-
Stage 2	-	-	-	-	-	-	780	720	-	754	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1327	-	-	498	487	805	491	485	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	487	-	491	485	-
Stage 1	-	-	-	-	-	-	757	701	-	779	714	-
Stage 2	-	-	-	-	-	-	767	713	-	740	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	11.1	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1375	-	-	1327	-	-	621
HCM Lane V/C Ratio	0.039	0.004	-	-	0.009	-	-	0.018
HCM Control Delay (s)	11.1	7.6	-	-	7.7	0	-	10.9
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	151	12	7	91	75	7	37	9	90	28	99
Future Volume (vph)	63	151	12	7	91	75	7	37	9	90	28	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	75		75
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.941			0.977				0.850
Flt Protected	0.950				0.998			0.993		0.950		
Satd. Flow (prot)	1770	1842	0	0	1749	0	0	1807	0	1770	1863	1583
Flt Permitted	0.950				0.998			0.993		0.950		
Satd. Flow (perm)	1770	1842	0	0	1749	0	0	1807	0	1770	1863	1583
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		212			550			345			1555	
Travel Time (s)		7.2			18.8			11.8			53.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	177	0	0	189	0	0	58	0	98	30	108
Sign Control		Stop			Stop			Stop			Stop	

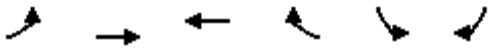
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	151	12	7	91	75	7	37	9	90	28	99
Future Vol, veh/h	63	151	12	7	91	75	7	37	9	90	28	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	164	13	8	99	82	8	40	10	98	30	108
Number of Lanes	1	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	2
HCM Control Delay	10.7	11	9.9	9.5
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	13%	100%	0%	4%	100%	0%	0%
Vol Thru, %	70%	0%	93%	53%	0%	100%	0%
Vol Right, %	17%	0%	7%	43%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	63	163	173	90	28	99
LT Vol	7	63	0	7	90	0	0
Through Vol	37	0	151	91	0	28	0
RT Vol	9	0	12	75	0	0	99
Lane Flow Rate	58	68	177	188	98	30	108
Geometry Grp	8	8	8	8	7	7	7
Degree of Util (X)	0.103	0.122	0.289	0.301	0.173	0.05	0.155
Departure Headway (Hd)	6.448	6.418	5.863	5.768	6.384	5.879	5.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	559	613	624	562	610	694
Service Time	4.189	4.146	3.59	3.499	4.112	3.606	2.898
HCM Lane V/C Ratio	0.104	0.122	0.289	0.301	0.174	0.049	0.156
HCM Control Delay	9.9	10	11	11	10.4	8.9	8.8
HCM Lane LOS	A	A	B	B	B	A	A
HCM 95th-tile Q	0.3	0.4	1.2	1.3	0.6	0.2	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	22	20	13	13	25
Future Volume (vph)	25	22	20	13	13	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.947		0.911	
Flt Protected		0.974			0.983	
Satd. Flow (prot)	0	1814	1764	0	1668	0
Flt Permitted		0.974			0.983	
Satd. Flow (perm)	0	1814	1764	0	1668	0
Link Speed (mph)		20	20		30	
Link Distance (ft)		543	671		205	
Travel Time (s)		18.5	22.9		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	51	36	0	41	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.2%		ICU Level of Service A	
Analysis Period (min) 15			

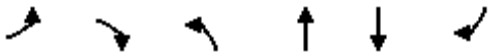
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	22	20	13	13	25
Future Vol, veh/h	25	22	20	13	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	24	22	14	14	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	36	0	-	0	107	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1575	-	-	-	891	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	876	1046
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	981
HCM Lane V/C Ratio	0.017	-	-	-	0.042
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	12	12	30	25	20
Future Volume (vph)	22	12	12	30	25	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.939	
Flt Protected	0.969			0.986		
Satd. Flow (prot)	1720	0	0	1837	1749	0
Flt Permitted	0.969			0.986		
Satd. Flow (perm)	1720	0	0	1837	1749	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	671			483	345	
Travel Time (s)	22.9			16.5	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	46	49	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	12	12	30	25	20
Future Vol, veh/h	22	12	12	30	25	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	-	-	-	-	-
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	13	13	33	27	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	97	38	49	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	59	-	-	-	-	-
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	902	1034	1558	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	1034	1558	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	940	-	-
HCM Lane V/C Ratio	0.008	-	0.039	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-