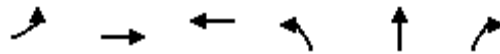


Timings

2028 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



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

Intersection Summary

Cycle Length: 90

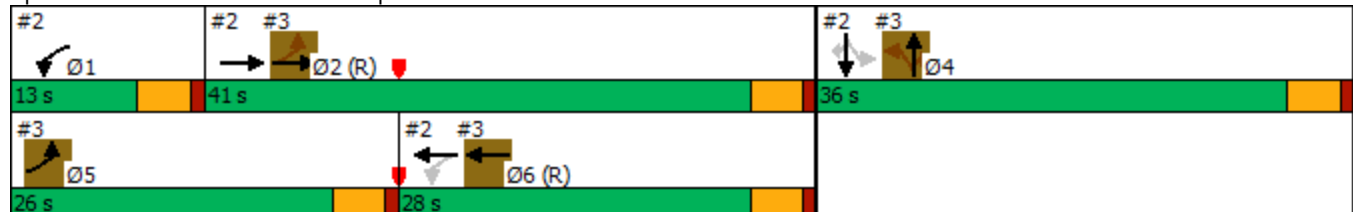
Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

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



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2028 Total PM_Realigned
07/01/2025

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

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Vol, veh/h	56	249	0	0	536	380	80	0	118	0	0	0
Future Vol, veh/h	56	249	0	0	536	380	80	0	118	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	2	2	2	4	4	4	2	2	2
Mvmt Flow	64	283	0	0	609	432	91	0	134	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1041	0	-	-	-	0	716	1452	283			
Stage 1	-	-	-	-	-	-	411	411	-			
Stage 2	-	-	-	-	-	-	305	1041	-			
Critical Hdwy	4.175	-	-	-	-	-	6.66	6.56	6.26			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.56	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.86	5.56	-			
Follow-up Hdwy	2.2475	-	-	-	-	-	3.538	4.038	3.338			
Pot Cap-1 Maneuver	651	-	0	0	-	-	377	128	750			
Stage 1	-	-	0	0	-	-	663	590	-			
Stage 2	-	-	0	0	-	-	717	303	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	651	-	-	-	-	-	340	0	750			
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	0	-			
Stage 1	-	-	-	-	-	-	598	0	-			
Stage 2	-	-	-	-	-	-	717	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	2			0			17.8					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR							
Capacity (veh/h)	504	651	-	-	-							
HCM Lane V/C Ratio	0.446	0.098	-	-	-							
HCM Control Delay (s)	17.8	11.1	-	-	-							
HCM Lane LOS	C	B	-	-	-							
HCM 95th %tile Q(veh)	2.3	0.3	-	-	-							

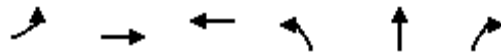
Intersection												
Int Delay, s/veh	16.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Vol, veh/h	57	517	0	0	301	225	82	2	329	0	0	0
Future Vol, veh/h	57	517	0	0	301	225	82	2	329	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0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

Timings

2045 Total AM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



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

Intersection Summary

Cycle Length: 90

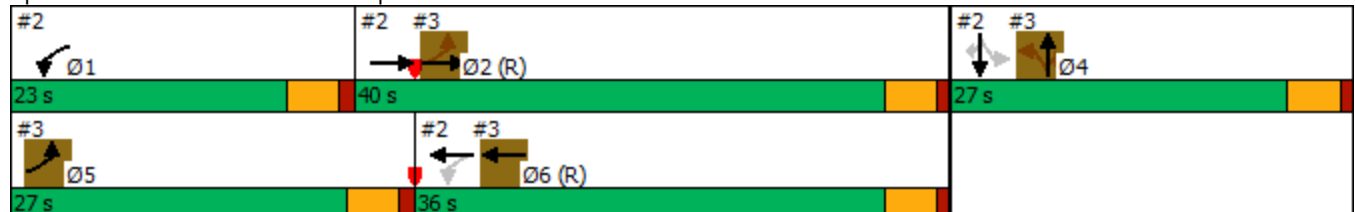
Actuated Cycle Length: 90

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

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



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2045 Total AM_Realigned

07/01/2025

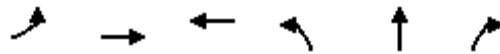
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	375	262	0	0	550	380	383	0	118	0	0	0
Future Volume (vph)	375	262	0	0	550	380	383	0	118	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)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

Timings

2045 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



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

Intersection Summary

Cycle Length: 90

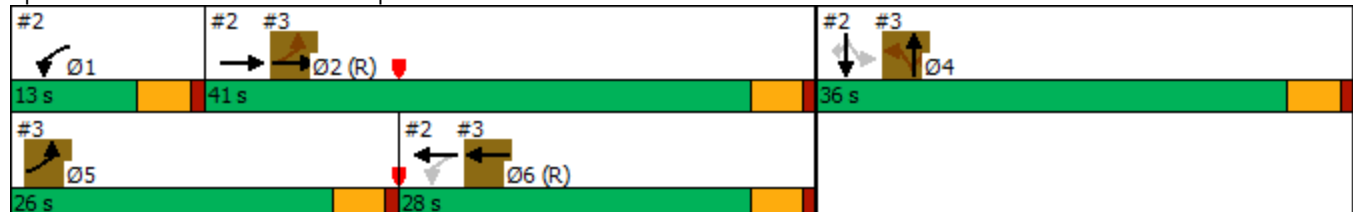
Actuated Cycle Length: 90

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

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



HCM Signalized Intersection Capacity Analysis

3: I-25 NB Ramp & Palmer Divide Ave

2045 Total PM_Realigned

07/01/2025

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

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	121	78	65	448	2	47	1	18	0	1	1
Future Vol, veh/h	3	121	78	65	448	2	47	1	18	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	146	94	78	540	2	57	1	22	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	240	0	0	899	899	193	910	945	541
Stage 1	-	-	-	-	-	-	201	201	-	697	697	-
Stage 2	-	-	-	-	-	-	698	698	-	213	248	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1012	-	-	1327	-	-	260	279	849	255	262	541
Stage 1	-	-	-	-	-	-	801	735	-	431	443	-
Stage 2	-	-	-	-	-	-	431	442	-	789	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1327	-	-	241	254	849	231	239	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	254	-	231	239	-
Stage 1	-	-	-	-	-	-	797	731	-	429	406	-
Stage 2	-	-	-	-	-	-	393	405	-	764	697	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1			21.3			15.9		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	300	1012	-	-	1327	-	-	332				
HCM Lane V/C Ratio	0.265	0.004	-	-	0.059	-	-	0.007				
HCM Control Delay (s)	21.3	8.6	0	-	7.9	0	-	15.9				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	1	0	-	-	0.2	-	-	0				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	407	38	15	235	2	47	0	28	3	0	6
Future Vol, veh/h	10	407	38	15	235	2	47	0	28	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	442	41	16	255	2	51	0	30	3	0	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	483	0	0	777	774	463	788	793	256
Stage 1	-	-	-	-	-	-	485	485	-	288	288	-
Stage 2	-	-	-	-	-	-	292	289	-	500	505	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1308	-	-	1080	-	-	314	329	599	309	321	783
Stage 1	-	-	-	-	-	-	563	552	-	720	674	-
Stage 2	-	-	-	-	-	-	716	673	-	553	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1308	-	-	1080	-	-	305	319	599	287	312	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	319	-	287	312	-
Stage 1	-	-	-	-	-	-	556	545	-	711	663	-
Stage 2	-	-	-	-	-	-	698	662	-	519	534	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			17.3			12.4		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	373	1308	-	-	1080	-	-	497				
HCM Lane V/C Ratio	0.219	0.008	-	-	0.015	-	-	0.02				
HCM Control Delay (s)	17.3	7.8	0	-	8.4	0	-	12.4				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	133	124	74	492	2	139	1	26	0	1	1
Future Vol, veh/h	3	133	124	74	492	2	139	1	26	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	160	149	89	593	2	167	1	31	0	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	595	0	0	309	0	0	941	941	160	1031	1089	594
Stage 1	-	-	-	-	-	-	168	168	-	772	772	-
Stage 2	-	-	-	-	-	-	773	773	-	259	317	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	967	-	-	1252	-	-	243	263	885	211	215	505
Stage 1	-	-	-	-	-	-	834	759	-	392	409	-
Stage 2	-	-	-	-	-	-	392	409	-	746	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	967	-	-	1252	-	-	228	243	885	191	199	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	318	-	299	292	-
Stage 1	-	-	-	-	-	-	831	756	-	390	380	-
Stage 2	-	-	-	-	-	-	362	380	-	715	651	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.1	27	14.8
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	885	967	-	-	1252	-	-	370
HCM Lane V/C Ratio	0.551	0.035	0.004	-	-	0.071	-	-	0.007
HCM Control Delay (s)	30.3	9.2	8.7	-	-	8.1	-	-	14.8
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	3.1	0.1	0	-	-	0.2	-	-	0

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	447	138	23	258	2	115	0	34	3	0	7
Future Vol, veh/h	11	447	138	23	258	2	115	0	34	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	486	150	25	280	2	125	0	37	3	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	636	0	0	845	842	486	935	991	281
Stage 1	-	-	-	-	-	-	510	510	-	331	331	-
Stage 2	-	-	-	-	-	-	335	332	-	604	660	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1280	-	-	947	-	-	283	301	581	246	246	758
Stage 1	-	-	-	-	-	-	546	538	-	682	645	-
Stage 2	-	-	-	-	-	-	679	644	-	485	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	947	-	-	273	290	581	224	237	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	392	-	331	335	-
Stage 1	-	-	-	-	-	-	541	533	-	676	628	-
Stage 2	-	-	-	-	-	-	654	627	-	450	456	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			16.9			11.7		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	391	581	1280	-	-	947	-	-	546			
HCM Lane V/C Ratio	0.32	0.064	0.009	-	-	0.026	-	-	0.02			
HCM Control Delay (s)	18.5	11.6	7.8	-	-	8.9	-	-	11.7			
HCM Lane LOS	C	B	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	1.4	0.2	0	-	-	0.1	-	-	0.1			

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	137	133	74	497	2	149	1	26	0	1	1
Future Vol, veh/h	3	137	133	74	497	2	149	1	26	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	165	160	89	599	2	180	1	31	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	601	0	0	325	0	0	952	952	165	1047	1111	600
Stage 1	-	-	-	-	-	-	173	173	-	778	778	-
Stage 2	-	-	-	-	-	-	779	779	-	269	333	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	962	-	-	1235	-	-	239	259	879	206	209	501
Stage 1	-	-	-	-	-	-	829	756	-	389	407	-
Stage 2	-	-	-	-	-	-	389	406	-	737	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	962	-	-	1235	-	-	224	239	879	187	193	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	315	-	295	288	-
Stage 1	-	-	-	-	-	-	826	753	-	387	378	-
Stage 2	-	-	-	-	-	-	359	377	-	707	641	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			29.5			14.9		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	303		879	962	-	-	1235	-	-	366		
HCM Lane V/C Ratio	0.596		0.036	0.004	-	-	0.072	-	-	0.007		
HCM Control Delay (s)	33		9.2	8.8	-	-	8.1	-	-	14.9		
HCM Lane LOS	D		A	A	-	-	A	-	-	B		
HCM 95th %tile Q(veh)	3.6		0.1	0	-	-	0.2	-	-	0		

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	453	151	23	264	2	128	0	34	3	0	7
Future Vol, veh/h	11	453	151	23	264	2	128	0	34	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	492	164	25	287	2	139	0	37	3	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	656	0	0	858	855	492	955	1018	288
Stage 1	-	-	-	-	-	-	516	516	-	338	338	-
Stage 2	-	-	-	-	-	-	342	339	-	617	680	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	931	-	-	277	296	577	238	237	751
Stage 1	-	-	-	-	-	-	542	534	-	676	641	-
Stage 2	-	-	-	-	-	-	673	640	-	477	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	931	-	-	267	285	577	217	228	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	388	-	325	327	-
Stage 1	-	-	-	-	-	-	537	529	-	670	624	-
Stage 2	-	-	-	-	-	-	648	623	-	442	447	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			17.9			11.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	577	1273	-	-	931	-	-	539
HCM Lane V/C Ratio	0.36	0.064	0.009	-	-	0.027	-	-	0.02
HCM Control Delay (s)	19.5	11.7	7.9	-	-	9	-	-	11.8
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.2	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	20.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	198	166	109	733	3	164	2	35	0	2	2
Future Vol, veh/h	5	198	166	109	733	3	164	2	35	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	239	200	131	883	4	198	2	42	0	2	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	887	0	0	439	0	0	1400	1400	239	1520	1598	885
Stage 1	-	-	-	-	-	-	251	251	-	1147	1147	-
Stage 2	-	-	-	-	-	-	1149	1149	-	373	451	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	751	-	-	1121	-	-	~ 118	140	800	97	106	344
Stage 1	-	-	-	-	-	-	753	699	-	242	274	-
Stage 2	-	-	-	-	-	-	242	273	-	648	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	751	-	-	1121	-	-	~ 105	123	800	82	93	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 174	198	-	178	180	-
Stage 1	-	-	-	-	-	-	747	693	-	240	242	-
Stage 2	-	-	-	-	-	-	210	241	-	607	566	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			140.5			20.6		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	174	800	751	-	-	1121	-	-	236			
HCM Lane V/C Ratio	1.149	0.053	0.008	-	-	0.117	-	-	0.02			
HCM Control Delay (s)	168.1	9.8	9.8	-	-	8.6	-	-	20.6			
HCM Lane LOS	F	A	A	-	-	A	-	-	C			
HCM 95th %tile Q(veh)	10.4	0.2	0	-	-	0.4	-	-	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	666	158	32	384	3	140	0	49	5	0	10
Future Vol, veh/h	16	666	158	32	384	3	140	0	49	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	724	172	35	417	3	152	0	53	5	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	896	0	0	1252	1248	724	1360	1419	419
Stage 1	-	-	-	-	-	-	758	758	-	489	489	-
Stage 2	-	-	-	-	-	-	494	490	-	871	930	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1139	-	-	757	-	-	~ 149	173	426	126	137	634
Stage 1	-	-	-	-	-	-	399	415	-	561	549	-
Stage 2	-	-	-	-	-	-	557	549	-	346	346	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1139	-	-	757	-	-	~ 140	163	426	105	129	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	280	-	202	229	-
Stage 1	-	-	-	-	-	-	393	409	-	553	524	-
Stage 2	-	-	-	-	-	-	522	524	-	298	341	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.8			30.3			15.2		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	264	426	1139	-	-	757	-	-	370			
HCM Lane V/C Ratio	0.576	0.125	0.015	-	-	0.046	-	-	0.044			
HCM Control Delay (s)	35.7	14.7	8.2	-	-	10	-	-	15.2			
HCM Lane LOS	E	B	A	-	-	A	-	-	C			
HCM 95th %tile Q(veh)	3.3	0.4	0	-	-	0.1	-	-	0.1			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Timings

2045 Total AM_Realigned

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

11/14/2024

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

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 58.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

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

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

HCM 6th Signalized Intersection Summary

2045 Total AM_Realigned

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

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	202	175	109	738	3	174	2	35	0	2	2
Future Volume (veh/h)	5	202	175	109	738	3	174	2	35	0	2	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	220	190	118	802	3	189	2	38	0	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	1180	1000	724	1203	5	386	3	281	0	152	152
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.18	0.18	0.18	0.00	0.18	0.18
Sat Flow, veh/h	660	1826	1547	976	1862	7	1386	15	1585	0	858	858
Grp Volume(v), veh/h	5	220	190	118	0	805	191	0	38	0	0	4
Grp Sat Flow(s),veh/h/ln	660	1826	1547	976	0	1869	1401	0	1585	0	0	1716
Q Serve(g_s), s	0.2	2.5	2.5	2.8	0.0	13.7	6.6	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	13.9	2.5	2.5	5.3	0.0	13.7	6.7	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	0.00		0.50
Lane Grp Cap(c), veh/h	391	1180	1000	724	0	1208	389	0	281	0	0	305
V/C Ratio(X)	0.01	0.19	0.19	0.16	0.00	0.67	0.49	0.00	0.14	0.00	0.00	0.01
Avail Cap(c_a), veh/h	391	1180	1000	724	0	1208	637	0	559	0	0	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	3.6	3.6	4.7	0.0	5.6	20.1	0.0	17.7	0.0	0.0	17.3
Incr Delay (d2), s/veh	0.1	0.3	0.4	0.5	0.0	2.9	1.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.6	0.4	0.0	3.0	2.0	0.0	0.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	4.0	4.1	5.2	0.0	8.5	21.0	0.0	17.9	0.0	0.0	17.3
LnGrp LOS	A	A	A	A	A	A	C	A	B	A	A	B
Approach Vol, veh/h	415				923				229			
Approach Delay, s/veh	4.1				8.1				20.5			
Approach LOS	A				A				C			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.5			13.6			37.5			13.6		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	33.0			18.0			33.0			18.0		
Max Q Clear Time (g_c+l1), s	15.9			8.7			15.7			2.1		
Green Ext Time (p_c), s	1.8			0.7			5.6			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	8.9											
HCM 6th LOS	A											

Timings

2045 Total PM_Realigned

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

11/14/2024

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

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 55.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

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

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

HCM 6th Signalized Intersection Summary

2045 Total PM_Realigned

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

11/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	672	171	32	390	3	153	0	49	5	0	10
Future Volume (veh/h)	16	672	171	32	390	3	153	0	49	5	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	730	186	35	424	3	166	0	53	5	0	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	645	1187	1006	384	1178	8	356	0	304	111	37	126
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.19	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	961	1870	1585	610	1855	13	1134	0	1585	104	194	657
Grp Volume(v), veh/h	17	730	186	35	0	427	166	0	53	16	0	0
Grp Sat Flow(s),veh/h/ln	961	1870	1585	610	0	1868	1134	0	1585	955	0	0
Q Serve(g_s), s	0.4	12.1	2.5	1.9	0.0	5.6	0.1	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	12.1	2.5	14.0	0.0	5.6	7.8	0.0	1.5	7.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.31		0.69
Lane Grp Cap(c), veh/h	645	1187	1006	384	0	1186	356	0	304	274	0	0
V/C Ratio(X)	0.03	0.61	0.18	0.09	0.00	0.36	0.47	0.00	0.17	0.06	0.00	0.00
Avail Cap(c_a), veh/h	645	1187	1006	384	0	1186	573	0	549	506	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	5.7	3.9	9.8	0.0	4.5	20.1	0.0	17.6	17.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	2.4	0.4	0.1	0.0	0.2	0.9	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.6	0.6	0.2	0.0	1.0	1.8	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	8.1	4.3	9.9	0.0	4.7	21.1	0.0	17.8	17.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	B	B	A	A
Approach Vol, veh/h	933				462				219			
Approach Delay, s/veh	7.3				5.1				20.3			
Approach LOS	A				A				C			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.5			14.5			37.5			14.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	33.0			18.0			33.0			18.0		
Max Q Clear Time (g_c+l1), s	14.1			9.8			16.0			9.8		
Green Ext Time (p_c), s	5.9			0.6			2.5			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	8.5											
HCM 6th LOS	A											

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

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	614	0	0	962	0	407
Future Vol, veh/h	614	0	0	962	0	407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	667	0	0	1046	0	442
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	334
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	662
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	662
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		20.7		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	662	-	-			
HCM Lane V/C Ratio	0.668	-	-			
HCM Control Delay (s)	20.7	-	-			
HCM Lane LOS	C	-	-			
HCM 95th %tile Q(veh)	5.1	-	-			

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

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

Timings

2028 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

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

Intersection Summary

Cycle Length: 90

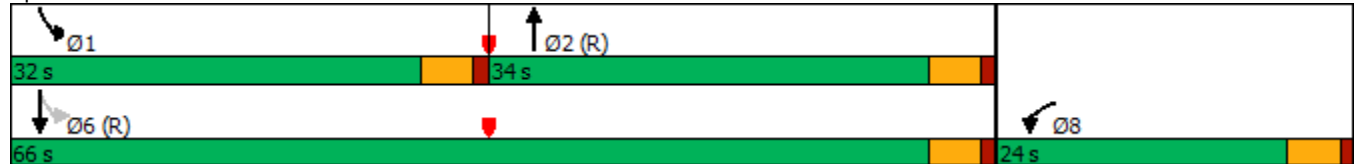
Actuated Cycle Length: 90

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

Natural Cycle: 55

Control Type: Actuated-Coordinated

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



HCM 6th Signalized Intersection Summary

6: Beacon Lite Rd & North Access

2028 Total AM_Realigned

11/14/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	269	87	4	515	131
Future Volume (veh/h)	4	269	87	4	515	131
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	95	4	560	142
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	9		1375	58	2320	1673
Arrive On Green	0.01	0.00	0.77	0.77	0.12	1.00
Sat Flow, veh/h	1781	1585	1782	75	3456	1870
Grp Volume(v), veh/h	4	0	0	99	560	142
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1857	1728	1870
Q Serve(g_s), s	0.2	0.0	0.0	1.2	2.5	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.2	2.5	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	9		0	1433	2320	1673
V/C Ratio(X)	0.42		0.00	0.07	0.24	0.08
Avail Cap(c_a), veh/h	386		0	1433	3125	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	44.6	0.0	0.0	2.5	1.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.2	0.0	0.0	2.6	1.0	0.1
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	4		99			702
Approach Delay, s/veh	72.2		2.6			0.8
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	74.0			85.0	5.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	27.5	29.5			61.5	19.5
Max Q Clear Time (g_c+l1), s	4.5	3.2			2.0	2.2
Green Ext Time (p_c), s	2.0	0.5			0.8	0.0
Intersection Summary						
HCM 6th Ctrl Delay			1.4			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.						

Timings
6: Beacon Lite Rd & North Access

2028 Total PM_Realigned

11/14/2024

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

Intersection Summary

Cycle Length: 90

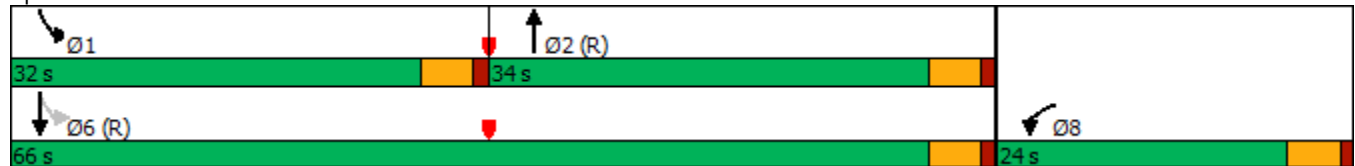
Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

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



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

2028 Total PM_Realigned
11/14/2024

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

Timings

2045 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

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

Intersection Summary

Cycle Length: 90

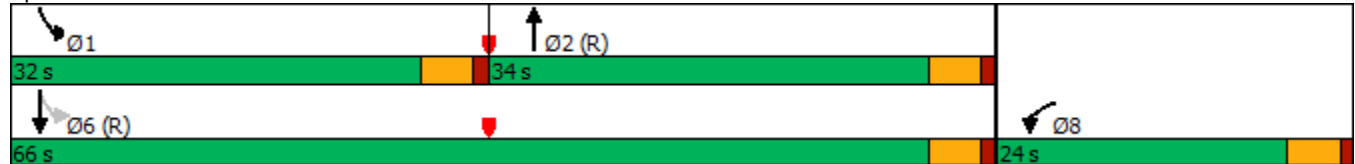
Actuated Cycle Length: 90

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

Natural Cycle: 55

Control Type: Actuated-Coordinated

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



HCM 6th Signalized Intersection Summary

6: Beacon Lite Rd & North Access

2045 Total AM_Realigned

11/14/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	269	99	4	515	137
Future Volume (veh/h)	4	269	99	4	515	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	108	4	560	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	9		1383	51	2293	1673
Arrive On Green	0.01	0.00	0.77	0.77	0.12	1.00
Sat Flow, veh/h	1781	1585	1792	66	3456	1870
Grp Volume(v), veh/h	4	0	0	112	560	149
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1858	1728	1870
Q Serve(g_s), s	0.2	0.0	0.0	1.3	2.5	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.3	2.5	0.0
Prop In Lane	1.00	1.00		0.04	1.00	
Lane Grp Cap(c), veh/h	9		0	1435	2293	1673
V/C Ratio(X)	0.42		0.00	0.08	0.24	0.09
Avail Cap(c_a), veh/h	386		0	1435	3098	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	44.6	0.0	0.0	2.5	1.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	0.0	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	72.2	0.0	0.0	2.6	1.0	0.1
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	4		112			709
Approach Delay, s/veh	72.2		2.6			0.8
Approach LOS	E		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	74.0			85.0	5.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	27.5	29.5			61.5	19.5
Max Q Clear Time (g_c+l1), s	4.5	3.3			2.0	2.2
Green Ext Time (p_c), s	2.0	0.5			0.9	0.0

Intersection Summary

HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

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

Timings

2045 Total PM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

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

Intersection Summary

Cycle Length: 90

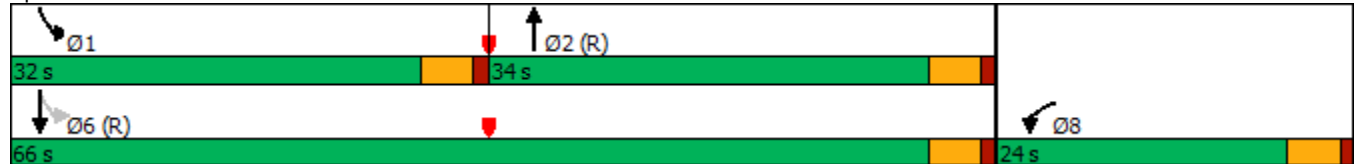
Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

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



HCM 6th Signalized Intersection Summary

6: Beacon Lite Rd & North Access

2045 Total PM_Realigned

11/14/2024

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

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	63	28	6	119	16
Future Vol, veh/h	5	63	28	6	119	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	68	30	7	129	17
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	309	34	0	0	37	0
Stage 1	34	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	683	1039	-	-	1574	-
Stage 1	988	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	1039	-	-	1574	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.9	0		6.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	991	1574	-	
HCM Lane V/C Ratio	-	-	0.075	0.082	-	
HCM Control Delay (s)	-	-	8.9	7.5	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-	

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	77	60	8	156	49
Future Vol, veh/h	8	77	60	8	156	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	84	65	9	170	53
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	463	70	0	0	74	0
Stage 1	70	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	557	993	-	-	1526	-
Stage 1	953	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	993	-	-	1526	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		5.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	907	1526	-	
HCM Lane V/C Ratio	-	-	0.102	0.111	-	
HCM Control Delay (s)	-	-	9.4	7.7	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.4	-	

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	63	40	6	119	22
Future Vol, veh/h	5	63	40	6	119	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	68	43	7	129	24
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	329	47	0	0	50	0
Stage 1	47	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	665	1022	-	-	1557	-
Stage 1	975	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	610	1022	-	-	1557	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		6.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	974	1557	-	
HCM Lane V/C Ratio	-	-	0.076	0.083	-	
HCM Control Delay (s)	-	-	9	7.5	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-	

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	77	87	8	156	71
Future Vol, veh/h	8	77	87	8	156	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	84	95	9	170	77
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	517	100	0	0	104	0
Stage 1	100	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	956	-	-	1488	-
Stage 1	924	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	459	956	-	-	1488	-
Mov Cap-2 Maneuver	459	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		5.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	868	1488	-	
HCM Lane V/C Ratio	-	-	0.106	0.114	-	
HCM Control Delay (s)	-	-	9.6	7.7	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-	

APPENDIX F

Signal Warrant Analysis Worksheets

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

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

MAJOR STREET:

Beacon Lite/County Line

OF APPROACH LANES:

2

MINOR STREET:

County Line

OF APPROACH LANES:

1

CITY, STATE: El Paso County, CO

COMMENTS:

2028 Total

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

N

N

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

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

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

MAJOR STREET:

Palmer Divide

OF APPROACH LANES:

2

MINOR STREET:

I-25 SB

OF APPROACH LANES:

1

CITY, STATE: El Paso County, CO

COMMENTS:

2028 Total

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

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

N

N

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

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET: Palmer Divide # OF APPROACH LANES: 2

MINOR STREET: I-25 NB # OF APPROACH LANES: 1

CITY, STATE: El Paso County, CO

COMMENTS: 2028 Total

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

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

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

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET: Beacon Lite # OF APPROACH LANES: 2

MINOR STREET: North Access # OF APPROACH LANES: 1

CITY, STATE: El Paso County, CO

COMMENTS: 2028 Total

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

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

APPENDIX G

Queue Analysis Worksheets

Queues

2028 Total AM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



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



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

Intersection Summary

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

Queues

2045 Total AM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



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

Intersection Summary

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

Queues

2045 Total PM_Realigned

10: Beacon Lite Rd & Palmer Divide Ave

11/14/2024



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

Intersection Summary

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

2: Palmer Divide Ave & I-25 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	498	414	351	483	110	352
v/c Ratio	0.31	0.44	0.57	0.32	0.27	0.57
Control Delay (s/veh)	14.8	2.7	14.7	22.9	29.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.8	2.7	14.7	22.9	29.5	7.2
Queue Length 50th (ft)	91	9	125	94	51	0
Queue Length 95th (ft)	128	37	173	124	96	69
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1594	940	712	1491	401	621
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	4	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.44	0.49	0.32	0.28	0.57
Intersection Summary						

2: Palmer Divide Ave & I-25 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	541	488	184	529	301	438
v/c Ratio	0.38	0.31	0.45	0.51	0.48	0.52
Control Delay (s/veh)	16.1	0.6	22.1	38.8	26.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.1	0.6	22.1	38.8	26.2	4.7
Queue Length 50th (ft)	88	0	83	136	132	0
Queue Length 95th (ft)	121	2	133	173	210	61
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1431	1568	410	1035	621	838
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	24	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.31	0.45	0.51	0.48	0.52
Intersection Summary						



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	559	442	494	544	159	362
v/c Ratio	0.38	0.28	0.80	0.41	0.40	0.58
Control Delay (s/veh)	16.8	0.5	26.2	22.3	31.7	7.3
Queue Delay	0.0	0.0	0.0	0.2	0.5	0.0
Total Delay (s/veh)	16.8	0.5	26.2	22.6	32.1	7.3
Queue Length 50th (ft)	114	0	175	95	75	0
Queue Length 95th (ft)	148	0	#294	121	133	71
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1460	1583	649	1342	401	628
Starvation Cap Reductn	0	0	0	257	0	0
Spillback Cap Reductn	21	0	0	0	57	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.28	0.76	0.50	0.46	0.58

Intersection Summary

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

2: Palmer Divide Ave & I-25 SB Ramp



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	595	527	253	576	435	457
v/c Ratio	0.42	0.34	0.65	0.58	0.70	0.54
Control Delay (s/veh)	15.8	0.6	27.5	37.3	32.4	4.8
Queue Delay	0.1	0.0	0.0	0.2	0.4	0.0
Total Delay (s/veh)	15.9	0.6	27.5	37.5	32.8	4.8
Queue Length 50th (ft)	101	0	108	137	210	0
Queue Length 95th (ft)	130	3	#163	173	320	62
Internal Link Dist (ft)	534			272	268	
Turn Bay Length (ft)						
Base Capacity (vph)	1421	1568	389	995	621	851
Starvation Cap Reductn	0	0	0	66	0	0
Spillback Cap Reductn	137	0	0	0	26	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.34	0.65	0.62	0.73	0.54

Intersection Summary

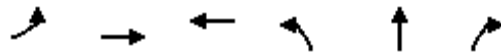
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2028 Total AM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



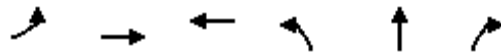
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	405	210	748	203	203	99
v/c Ratio	0.75	0.26	0.35	0.49	0.49	0.21
Control Delay	35.9	8.6	13.7	33.7	33.7	7.2
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	8.6	13.7	33.7	33.7	7.2
Queue Length 50th (ft)	131	29	69	104	104	0
Queue Length 95th (ft)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

Queues

2028 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



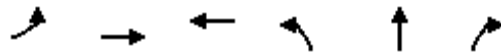
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	454	403	417	239	241	255
v/c Ratio	0.73	0.53	0.27	0.41	0.41	0.35
Control Delay	25.3	17.9	15.4	24.8	24.8	4.3
Queue Delay	0.1	0.5	0.0	0.0	0.0	0.0
Total Delay	25.4	18.5	15.4	24.8	24.8	4.3
Queue Length 50th (ft)	133	101	39	106	108	0
Queue Length 95th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

Queues

2045 Total AM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



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

Intersection Summary

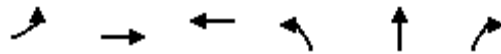
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2045 Total PM_Realigned

3: I-25 NB Ramp & Palmer Divide Ave

07/01/2025



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

Intersection Summary

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

Queue shown is maximum after two cycles.

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



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

Intersection Summary

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

Queues

2045 Total PM_Realigned

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

11/14/2024



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

Queues

2028 Total AM_Realigned

6: Beacon Lite Rd & North Access

11/14/2024

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