Montano Access

(Montano Rd. East of Coors Blvd.)

Access Study

April 14, 2011

DRAFT

Presented to:

City of Albuquerque
Transportation Development Section

Prepared for:

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Montano Access East of Coors Blvd.
ACCESS JUSTIFICATION

Table of Contents

Montano Access East of Coors Blvd.
ACCESS JUSTIFICATION

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a right-in, right-out unsignalized access point on the south side of Montano Rd. east of Coors Blvd. The study is being developed to provide adequate justification to present to the Transportation Coordinating Committee (TCC) for consideration of permitting the additional right-in, right-out access along the south side of Montano Rd. between Coors Blvd. and Winterhaven Rd. There is an existing right-in, right-out driveway located on the north side of Montano Rd. at approximately this same location.

STUDY PROCEDURES

This Access Justification Study takes trip generation rate data from the Traffic Impact Study for the Andalucia, Tract 6 Commercial / Residential Development (dated October, 2004) and creates a comparison of two scenarios for access at the intersection of the proposed Montano Driveway. This study utilizes recent traffic count data. The first scenario (CASE "N") considers the case where the proposed driveway does not exist. The second scenario (CASE "Y") considers the case where the proposed driveway is implemented. Traffic approaching this proposed development from the north and from the west will most likely utilize this new driveway to access the north commercial component of the project. Traffic exiting this proposed development desiring to travel east will be able to utilize this proposed new driveway as a mean of egress.

In both CASES, the signalized intersection of Montano Rd. / Coors Blvd., the unsignalized intersection of Montano Rd. / Winterhaven, and the proposed new driveway will be evaluated to determine if the implementation of the new driveway will present an adverse impact on the adjacent roadway system operation.

GENERAL AREA CHARACTERISTICS

The proposed development plan is located along the east side of Coors Blvd. south of Montano Rd. as shown on the Vicinity Map on Page A-1 of the Appendix of this report. The property is bounded on the west by Coors Blvd., on the north by Montano Rd., on the south by Learning Rd., and on the east by the Bosque Prep School. The property north of this site is primarily zoned for commercial properties. The property to the east is an existing private school. The property to the south is primarily residential. The property to the west across Coors Blvd. is mixed uses. This project is located in the midst of a relatively active development area.

AREA STREET NETWORK

The primary major streets considered in the analysis are Coors Blvd., Winterhaven Rd., and Montano Rd.

Coors Boulevard is classified as a Limited Access Principal Arterial roadway south of Alameda Blvd. on the Long Range Roadway System for the Albuquerque Urban Area. It is currently a six lane paved urban roadway with no curbs and gutters on either side of the roadway and raised medians in the center. There is a paved shoulder and a bicycle lane on each side of Coors Blvd. The intersection of Montano Rd. / Coors Blvd. is targeted for a future interchange according to the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area.

Montano Road is classified as a Limited Access Principal Arterial Roadway on the Long Range Roadway System for the Albuquerque Urban Area. It is a four lane paved urban section roadway with curbs and gutters on both side of the street and a raised median. The segment of Montano from Winterhaven to 4th St. transitions to a two lane roadway section. No permanent access is permitted on Montano Rd. from Coors Blvd. to the east of Rio Grande Blvd. Montano Rd. / Winterhaven is planned as a future grade separated structure with no access between the two streets. The Montano Rd. / Winterhaven grade separation structure construction will likely occur when the Montano Rd. / Coors Blvd. interchange is constructed. The posted speed limit on Montano Rd. from Taylor Ranch Rd. to Coors Blvd. is 40 MPH.

Winterhaven Rd. is not classified on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area.

CURRENT ACCESS POLICY

The Mid-Region Council of Governments' Resolution (R-05-09 MTB) Adopting Roadway Access Modification Policies designates Montano Rd. between Coors Blvd. through the intersection with Rio Grande Blvd. as a Limited Access Roadway. Current approved access points along Montano Rd. between Coors Blvd. and the Rio Grande are at Winterhaven Rd. (a right-in, right-out, left-in access) and an existing right-in, right-out driveway on the north side of Montano Rd. between Coors Blvd. and Winterhaven Rd. This request is for an additional right-in, right-out driveway almost directly across from the existing one on the north side of Montano Rd. between Coors Blvd. and

PROPOSED ACCESS TO MONTANO RD.

Providing an additional right-in, right-out driveway on Montano Rd. at Driveway "A" will require modification to the access policy on Montano Rd. between Coors Blvd. and Rio Grande Blvd. Said driveway on Montano Rd. will provide much needed access to the proposed Andalucia Commercial Development located at the southeast corner of the intersection of Montano Rd. / Coors Blvd.

DISCUSSION OF PROPOSED ACCESS

Proposed access is a new right-in, right-out only unsignalized driveway located along the south side of Montano Rd. between Coors Blvd. and Winterhaven Rd. The new access would be utilized to some degree by traffic entering the commercial component of the Andalucia, Tract 6 Development at the north end of the project near Montano Rd. Entering traffic from the north (on Coors Blvd.) and from the west (on Montano Rd.) could enter the northerly commercial component of the project. Traffic entering from the south (on Coors Blvd.) would likely utilize the proposed driveway on Coors Blvd. Traffic entering from the east (on Montano Rd.) would likely execute a westbound left turn at Winterhaven Rd. No left turn access will be permitted at the proposed new driveway. Traffic exiting the commercial component of Andalucia, Tract 6 Development utilizing the new driveway will be restricted to a portion of traffic desiring to travel east on Montano Rd. from the project.

PROPOSED DEVELOPMENT

The subject area of land discussed in this report is comprised of approximately 22 acres. The proposed conceptual site development plan associated with this property defines different ITE Land Uses as summarized in the following table:

Land Use Summary Table

Land Use Description	Size Proposed
Supermarket	44,000 S.F.
Specialty Retail Center	46,000 S.F.
Drive-In Bank	4,000 S.F.
Retail Commercial	134,000 S.F.
Fast Food Restaurant w/Drive-Thru Window #2	2,000 S.F.
Drive-In Bank	8,000 S.F.
High Turnover Sit-Down Restaurants	38,000 S.F.
Total Square Footage (Commercial)	**151,500 S.F.**
Apartments	500 Units

See the conceptual site development plan on Page A-2 in Appendix "A" of this report to acquire more detailed information about the proposed development.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using Synchro version 7.0 Signalized and Unsignalized Intersection Analysis Software.

Capacity analyses were performed for the following traffic conditions.

Case "N" - 2015 with no driveway on South side of Montano between Coors and Winterhaven
Case "Y" - 2015 with driveway on South side of Montano between Coors and Winterhaven.
Case "N" - 2030 with no driveway on South side of Montano between Coors and Winterhaven
Case "Y" - 2030 with driveway on South side of Montano between Coors and Winterhaven.

All analyses utilized the 2015 BUILD Conditions volumes from the Traffic Impact Study for Andalucia, Tract 6 Commercial Development (dated October, 2004). The 2030 Base Volumes were obtained by applying the 2030 MRCOG link volume ratio to 2004 link volumes and applying them to the recent traffic count data utilized in the Traffic Impact Study (Fratar method). The MRCOG data obtain for this analysis was extracted from the 2030 data set.

The results of the 2015 and 2030 analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses.*

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

Montano Rd. / Coors Blvd.

The results of the 2015 implementation year analysis and the 2030 horizon year analysis of the signalized intersection of Montano Rd. / Coors Blvd. are summarized in the following tables:

Base Geometry (Montano Rd. / Coors Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	2	0	2	0	1
WB Montano Rd.	2	0	1	1	0
NB Coors Blvd.	2	0	3	0	2
SB Coors Blvd.	2	0	3	0	1

* - Free right turns

Montano Rd. / Coors Blvd.	2015 CASE "N"		2015 CASE "Y"	
	A.M.	P.M.	A.M.	P.M.
Base Geometry	***F – 116***	***F – 144***	***F – 116***	***F - 144***

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

Montano Rd. / Coors Blvd.	2015 CASE "N"		2015 CASE "Y"	
	A.M.	P.M.	A.M.	P.M.
Base Geometry	***F – 206***	***F – 206***	***F – 212***	***F - 212***

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

There is a net zero adverse impact to the intersection of Montano Rd. / Coors Blvd. by implementing the proposed new right-in, right-out driveway on the south. In other words, the implementation of the requested right-in, right-out driveway has no adverse impact to the signalized intersection of Montano Rd. / Coors Blvd.

The following table summarizes the projected northbound queues at the signalized intersection of Montano Rd. / Coors Blvd. based on 2015 BUILD volumes:

Queueing Analysis Summary Sheet

Project: Montano Access Daskalos

Intersection: **Montano / Coors**

2015

Approach	Left Turns			Thru Movements				Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*234*	*300*	*2*	*1,107*	*Cont*		*1*	*300*	*250*
AM NO BUILD Queue	2	239	200	2	1,129	700		1	306	400
AM BUILD Queue	**2**	**239**	**200**	**2**	**1,235**	**775**		**1**	**381**	**475**
Existing Lane Length	*2*	*262*	*300*	*2*	*271*	*Cont*		*1*	*357*	*250*
PM NO BUILD Queue	2	267	225	2	276	**250**		1	364	**475**
PM BUILD Queue	**2**	**267**	**225**	**2**	**470**	**375**		**1**	**506**	**650**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*230*	*400*	*2*	*216*	*Cont*		*0*	*148*	*0*
AM NO BUILD Queue	2	230	200	2	216	175		0	148	225
AM BUILD Queue	**2**	**239**	**200**	**2**	**216**	**175**		**0**	**148**	**225**
Existing Lane Length	*2*	*378*	*400*	*2*	*1,051*	*Cont*		*0*	*154*	*0*
PM NO BUILD Queue	2	378	**300**	2	1,051	725		0	154	250
PM BUILD Queue	**2**	**407**	**325**	**2**	**1,051**	**725**		**0**	**154**	**250**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*252*	*625*	*3*	*1,124*	*Cont*		*2*	*622*	*450*
AM NO BUILD Queue	2	320	250	3	1,427	650		2	790	525
AM BUILD Queue	**2**	**487**	**350**	**3**	**1,551**	**675**		**2**	**790**	**525**
Existing Lane Length	*2*	*567*	*625*	*3*	*1,638*	*Cont*		*2*	*235*	*450*
PM NO BUILD Queue	2	720	**525**	3	2,080	>1,000	*	2	298	250
PM BUILD Queue	**2**	**1,040**	**700**	**3**	**2,257**	**>1,000**	*	**2**	**298**	**250**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*622*	*475*	*3*	*1,312*	*Cont*		*1*	*11*	*300*
AM NO BUILD Queue	2	622	425	3	1,312	600		1	11	50
AM BUILD Queue	**2**	**667**	**450**	**3**	**1,366**	**625**		**1**	**11**	**50**
Existing Lane Length	*2*	*314*	*475*	*3*	*1,463*	*Cont*		*1*	*65*	*300*
PM NO BUILD Queue	2	314	**275**	3	1,463	**700**		1	65	125
PM BUILD Queue	**2**	**396**	**325**	**3**	**1,586**	**750**		**1**	**65**	**125**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

Montano Rd. / Winterhaven Rd.

The results of the 2015 implementation year analysis and the 2030 horizon year analysis of the unsignalized intersection of Montano Rd. / Winterhaven Rd. are summarized in the following tables:

Base Geometry (Montano Rd. / Winterhaven Rd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	1	0	2	0	1
WB Montano Rd.	1	0	1	1	0
NB Winterhaven Rd.	0	0	0	0	1
SB Winterhaven Rd.	0	0	0	0	1

NOTE: Montano Rd. / Winterhaven Rd. is a right-in, right-out, left-in only intersection.

Montano Rd. / Winterhaven Rd.	2015 CASE "N"		2015 CASE "Y"	
	A.M.	P.M.	A.M.	P.M.
Minor St. – Winterhaven Rd.				
NB Right Turn	***F – 69.1***	C – 16.1	***E – 37.0***	B – 13.2
SB Right Turn	B – 10.5	D – 26.9	B – 10.5	D – 26.9
Major St. – Montano Rd.				
EB Left Turn	A – 8.8	C – 19.9	A – 8.8	C – 19.9
WB Left Turn	***F – 598***	C – 16.4	***F - 496***	B – 14.1

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

Montano Rd. / Winterhaven Rd.	2030 CASE "N"		2030 CASE "Y"	
	A.M.	P.M.	A.M.	P.M.
Minor St. – Winterhaven Rd.				
NB Right Turn	***F – 322***	C – 16.9	***F - 149***	C – 13.6
SB Right Turn	B – 13.9	D – 26.9	B – 13.9	D – 26.9
Major St. – Montano Rd.				
EB Left Turn	B – 11.7	C – 22.0	B – 11.7	C – 22.0
WB Left Turn	***F - 999***	D – 25.1	***F - 999***	C – 19.7

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

There is a net positive benefit to the intersection of Montano Rd. / Winterhaven Rd. as a result of implementing the proposed new right-in, right-out driveway on the south.

Also, the westbound left turn queue length is shortened slightly by implementing the new right-in, right-out driveway. The calculated queue length for the 2015 AM Peak Hour is reduced from 477 (Page A-65) feet to 391 feet (Page A-66).

Montano Rd. / Proposed New Driveway

The results of the 2015 implementation year analysis and the 2030 horizon year analysis of the unsignalized intersection of Montano Rd. / Proposed New Driveway are summarized in the following tables:

Base Geometry (Montano Rd. / Proposed New Driveway)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	0	0	2	0	1
WB Montano Rd.	0	0	2	0	0
NB Winterhaven Rd.	0	0	0	0	1
SB Winterhaven Rd.	0	0	0	0	0

NOTE: Montano Rd. / Winterhaven Rd. is a right-in, right-out, left-in only intersection.

Montano Rd. / New Driveway	2015 CASE "N"		2015 CASE "Y"	
	A.M.	P.M.	A.M.	P.M.
Minor St. – New Driveway				
NB Right Turn	N/A	N/A	C – 18.9	B – 12.1
Major St. – Montano Rd.				
WB Left Turn	N/A	N/A	N/A	N/A

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

Montano Rd. / New Driveway	2030 CASE "N"		2030 CASE "Y"	
	A.M.	P.M.	A.M.	P.M.
Minor St. – New Driveway				
NB Right Turn	N/A	N/A	***E – 36.3***	B – 12.6
Major St. – Montano Rd.				
WB Left Turn	N/A	N/A	N/A	N/A

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

The projected operation of the new driveway is demonstrated to be acceptable through the year 2030. The 2030 AM Peak Hour projected level-of-service / delay is just 1.3 seconds in excess of level-of-service "D".

Also, the new driveway will require an eastbound right turn deceleration lane to be constructed.

CONCLUSIONS

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (8th Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones within a two mile radius of the proposed development for commercial properties, and based on Employment Data Citywide for residential properties; Growth rate of background traffic volumes for the implementation year (2015) was established based on the historic growth trends based on Mid-Region Council of Governments Traffic Flow data from 2005 through 2009 while horizon year forecasts were grown to be consistent with the 2030 AM and PM Peak Hour forecast volumes from the Regional Transportation Model (2030 data set); and the intersection analyses were performed in accordance with the 2000 Highway

Capacity Manual. This study showed that the addition of a new right-in, right-out driveway along the south side of Montano Rd. between Coors Blvd. and Winterhaven Rd. will provide a benefit to the adjacent transportation system, especially to the existing unsignalized intersection of Montano Rd. / Winterhaven Rd. Concurrently, the new driveway will not adversely impact the existing signalized intersection of Montano Rd. / Coors Blvd.

RECOMMENDATIONS

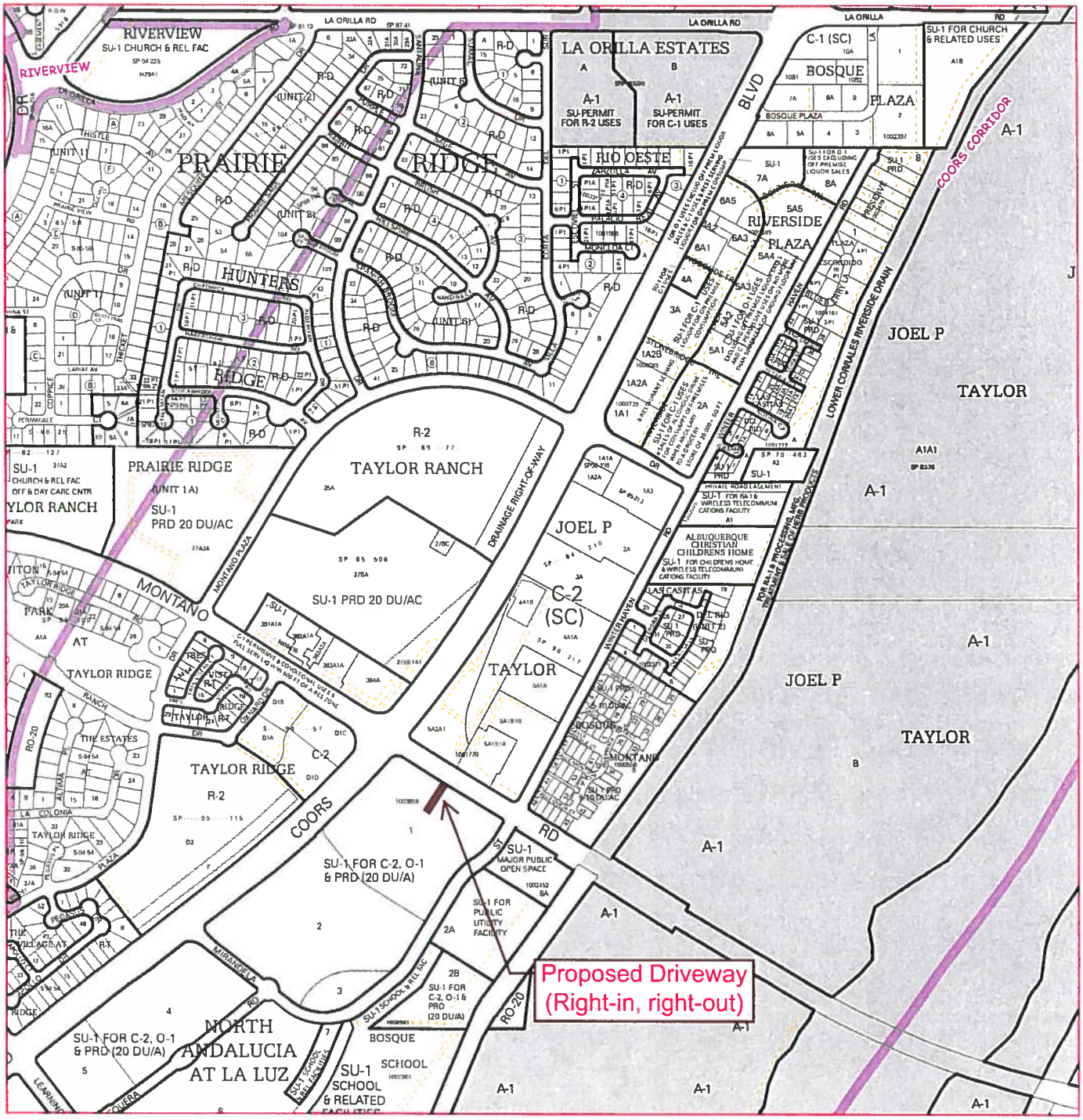
This study recommends that a new right-in, right-out only unsignalized driveway be approved on the south side of Montano Rd. between Coors Blvd. and Winterhaven Rd. As such, a 12 foot wide eastbound right turn deceleration lane should be constructed at the driveway to meet City of Albuquerque design criteria.

Curb returns at the new driveway should be a minimum 25 feet radius or larger as needed to accommodate delivery trucks.

Design and location of the driveway shall maintain adequate sight distances for both entering and exiting traffic.

Appendix

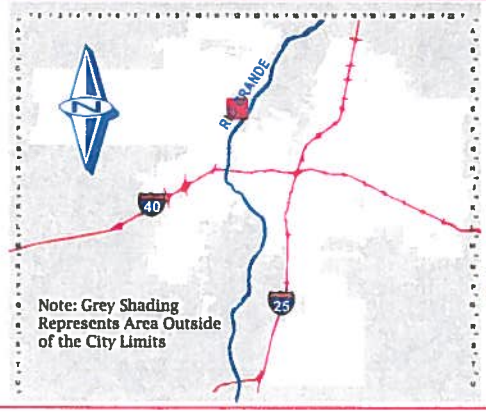
APPENDIX



For more current information and more details visit: http://www.cabq.gov/gis

AGIS
Albuquerque Geographic Information System

Map amended through: 1/24/2011



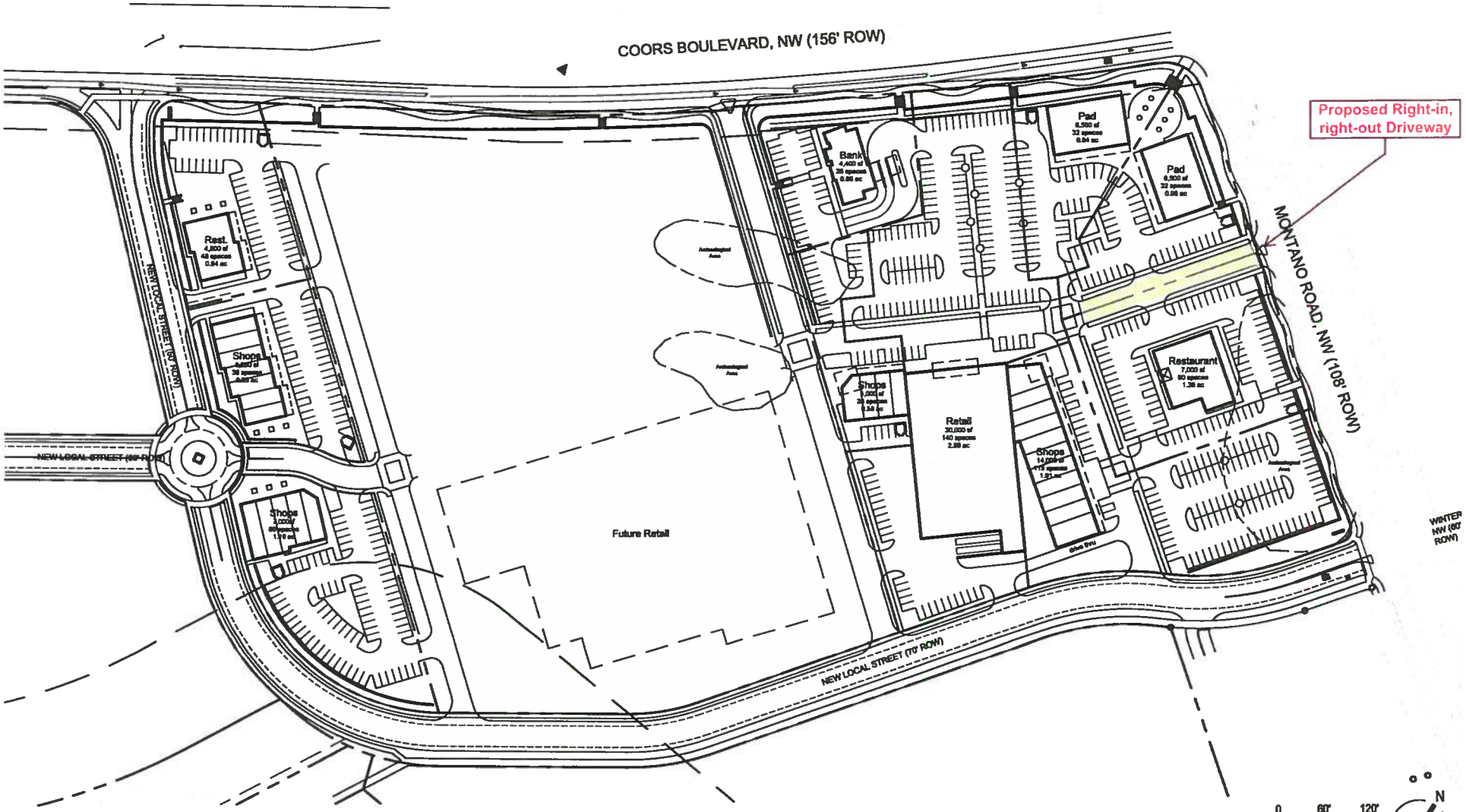
Zone Atlas Page:

E-12-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

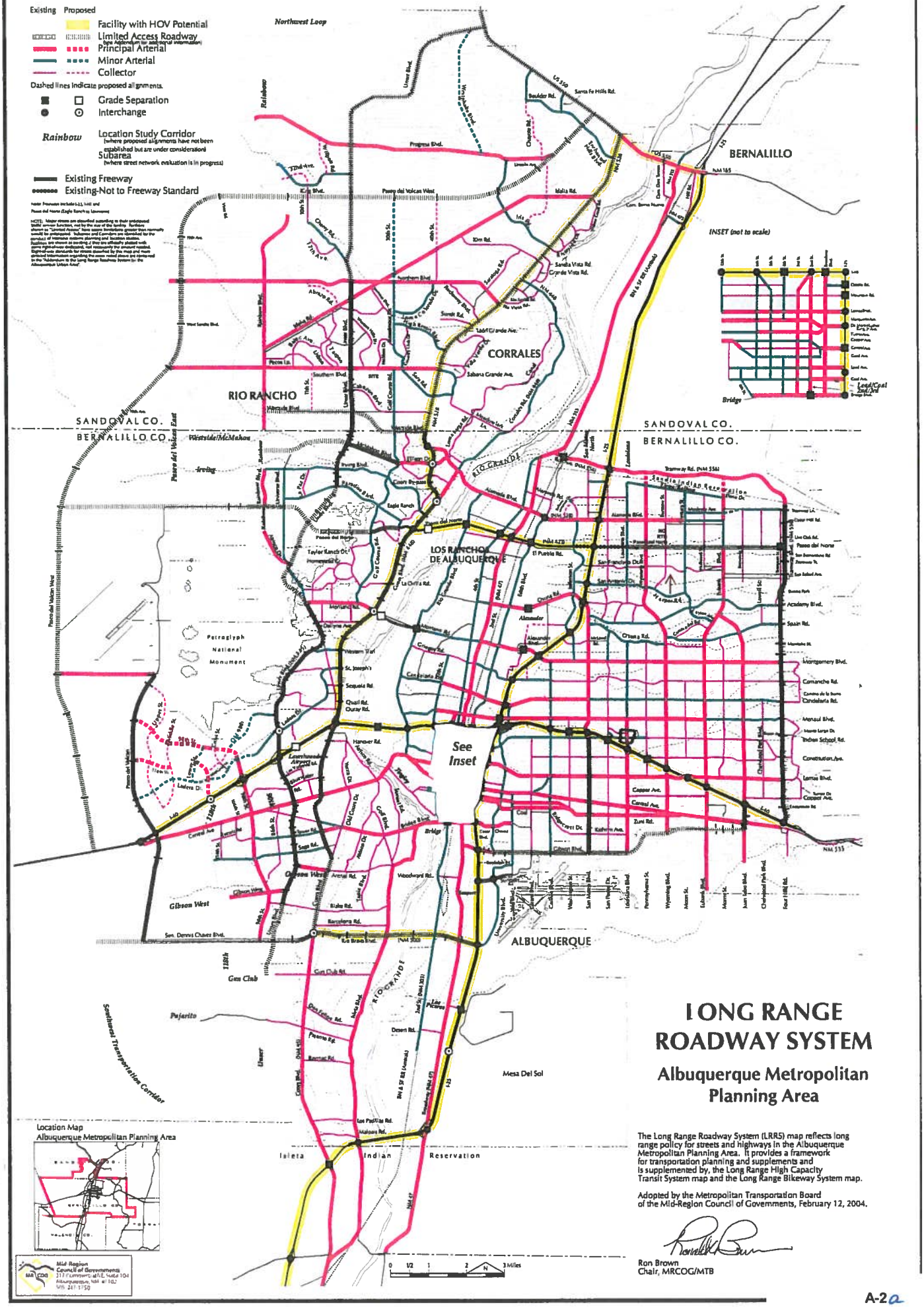
0 750 1,500 Feet



Andalucia North
Conceptual Site Development Plan 2

Albuquerque, New Mexico 04-0046 April 8, 2011

Dekker/Perich/Sabatini



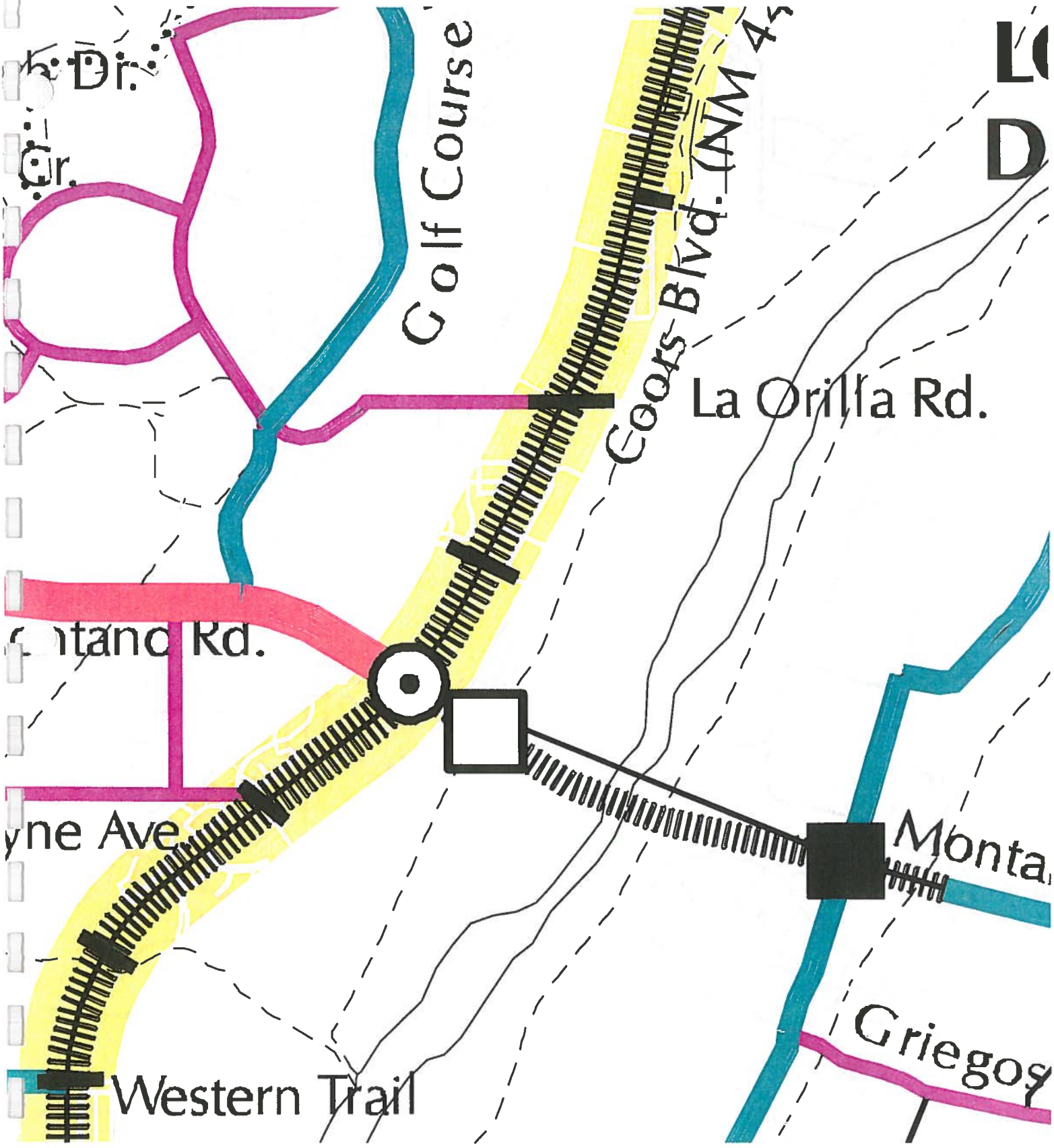
LONG RANGE ROADWAY SYSTEM

Albuquerque Metropolitan Planning Area

The Long Range Roadway System (LRRS) map reflects long range policy for streets and highways in the Albuquerque Metropolitan Planning Area. It provides a framework for transportation planning and supplements and is supplemented by, the Long Range High Capacity Transit System map and the Long Range Bikeway System map.

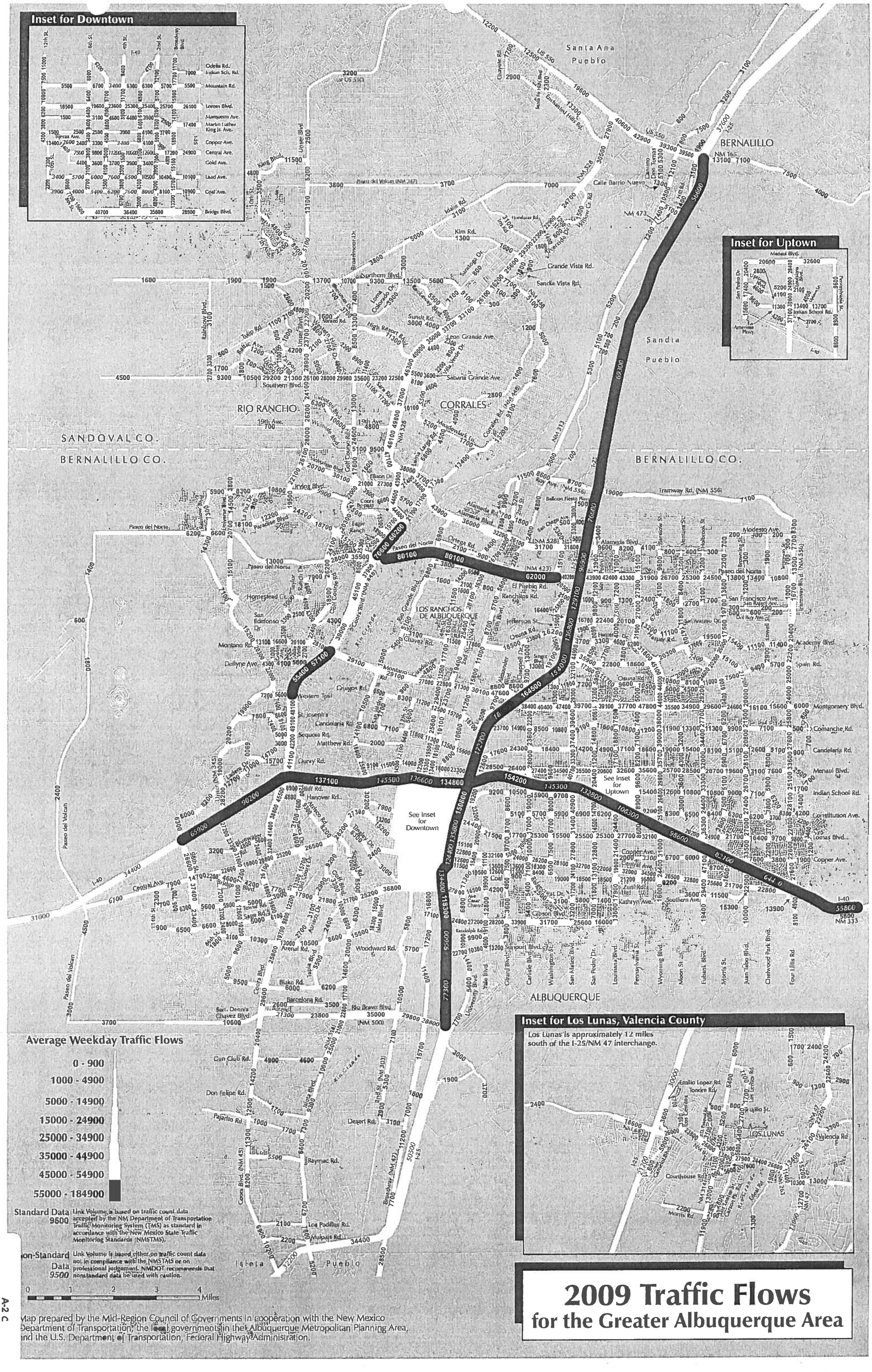
Adopted by the Metropolitan Transportation Board of the Mid-Region Council of Governments, February 12, 2004.

Ron Brown
Chair, MRCOG/MTB



Portion of Long Range Roadway Map

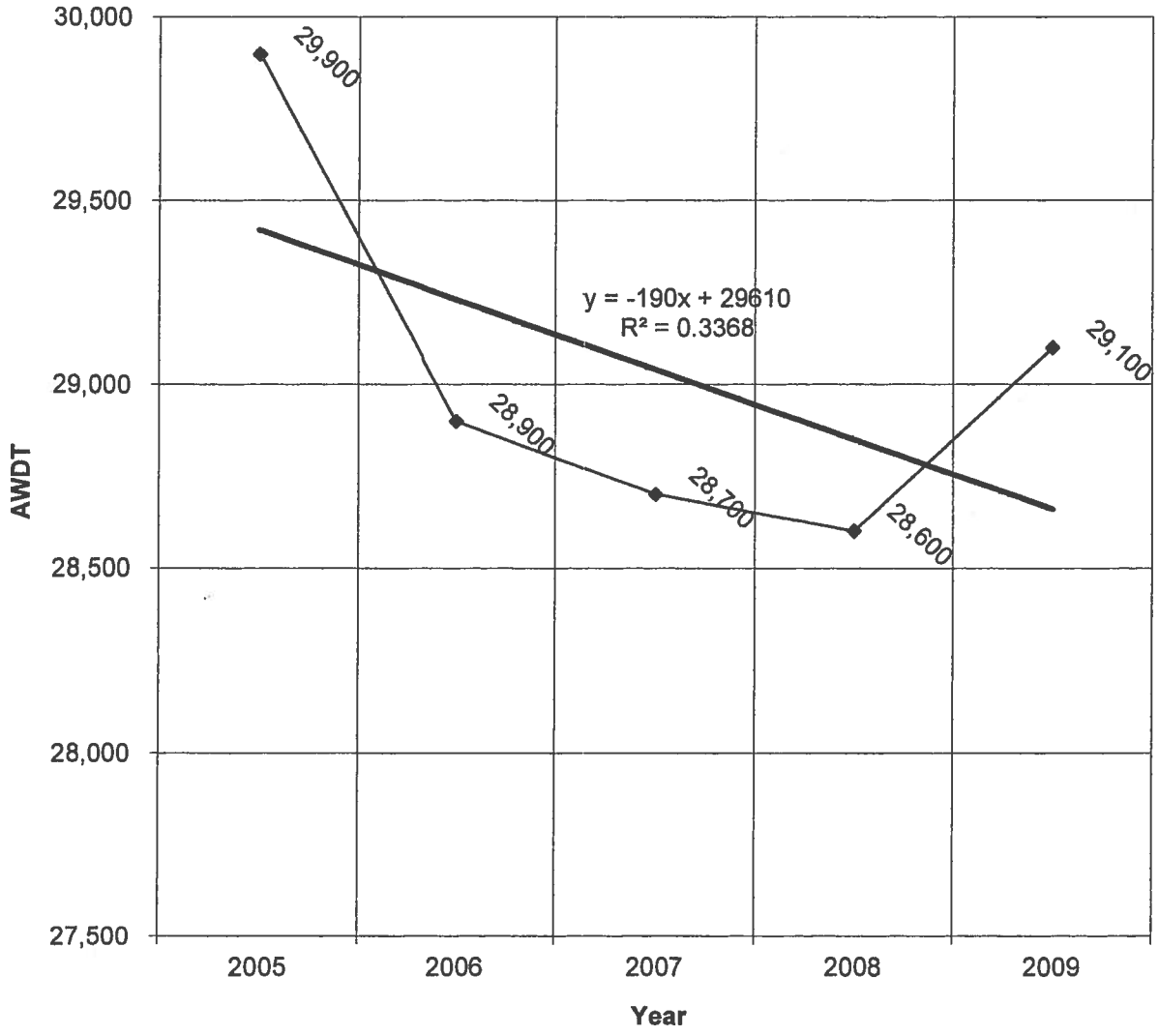
for the Greater Albuquerque Metropolitan Area


Inset for Downtown
Inset for Uptown
Inset for Los Lunas, Valencia County
Los Lunas is approximately 12 miles south of the I-25/NM 47 interchange.
Santa Ana Pueblo
Sandia Pueblo
Isleta Pueblo
BERNALILLO
RIO RANCHO
CORRALES
ALBUQUERQUE
LOS RANCHOS DE ALBUQUERQUE
SANDOVAL CO.
BERNALILLO CO.
See Inset for Downtown
See Inset for Uptown
Average Weekday Traffic Flows
0 - 900
1000 - 4900
5000 - 14900
15000 - 24900
25000 - 34900
35000 - 44900
45000 - 54900
55000 - 184900
Standard Data 9500 Link Volume is based on traffic count data accepted by the NM Department of Transportation Traffic Monitoring System (TMS) as standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).
Non-Standard Data 9500 Link Volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMDOT recommends that nonstandard data be used with caution.
0 1 2 3 4 Miles
Map prepared by the Mid-Region Council of Governments in cooperation with the New Mexico Department of Transportation, the local governments in the Albuquerque Metropolitan Planning Area, and the U.S. Department of Transportation, Federal Highway Administration.
2009 Traffic Flows
for the Greater Albuquerque Area

Traffic Flow Table for Montano / Coors Blvd.

	2005	2006	2007	2008	2009
Montano East Coors Blvd.	29,900	28,900	28,700	28,600	29,100
Coors Blvd. South of Montano	47,500	45,600	46,800	56,900	57,100
Montano West Coors Blvd	27,500	28,100	27,800	28,000	28,100
Coors Blvd. North of Montano	46,500	42,800	43,900	44,900	39,000

Growth Chart for Montano East Coors Blvd.



Annual Increase in Volume - -190 vehicles/day

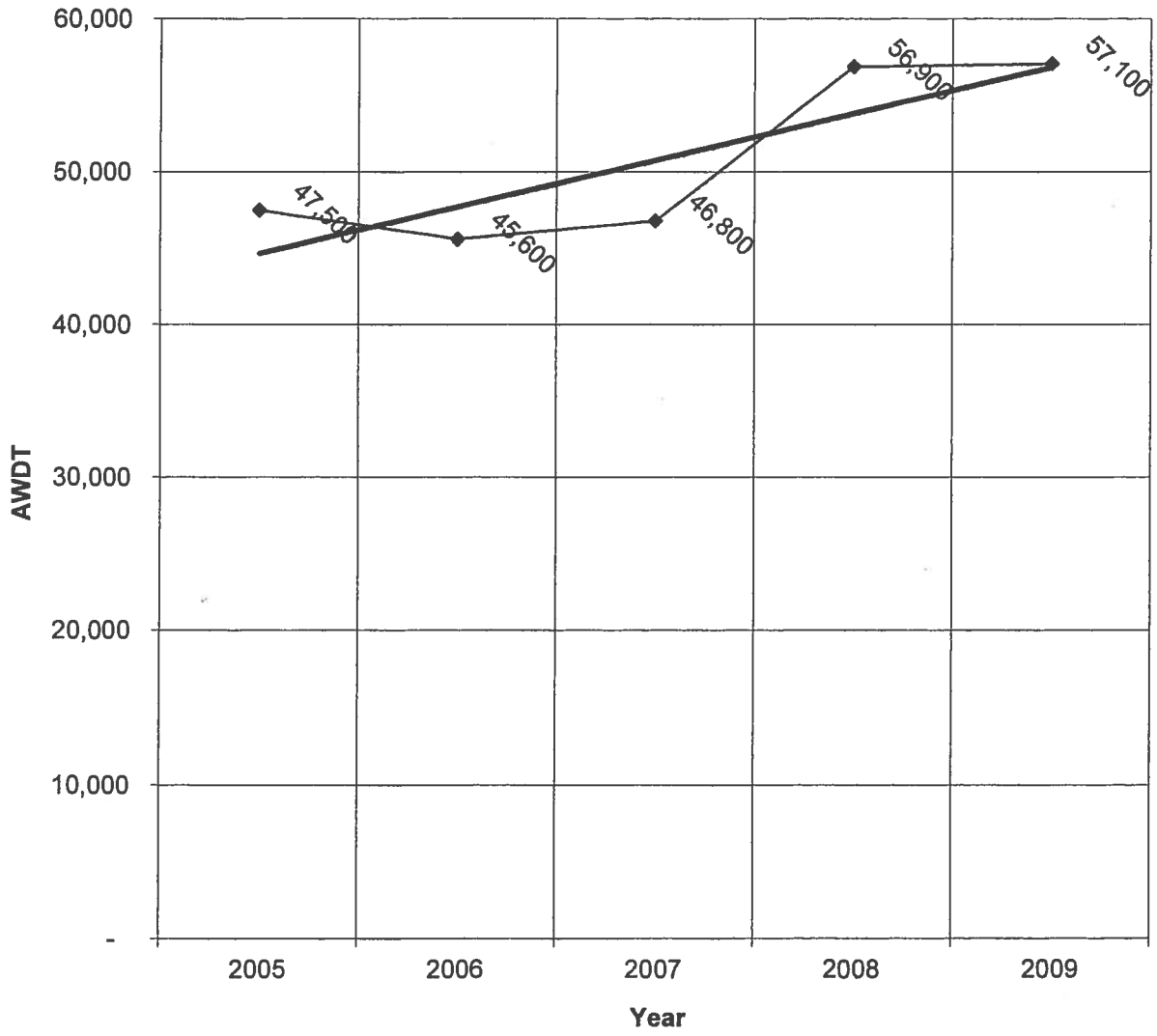
Rate of Increase - 190 / 29,100

Growth Rate = -0.65%

Use 0% Growth Rate

y = -190x + 29610
R² = 0.3368

Growth Chart for Coors Blvd. South of Montano



Annual Increase in Volume -3050 vehicles/day

Rate of Increase 3,050/ 57,100

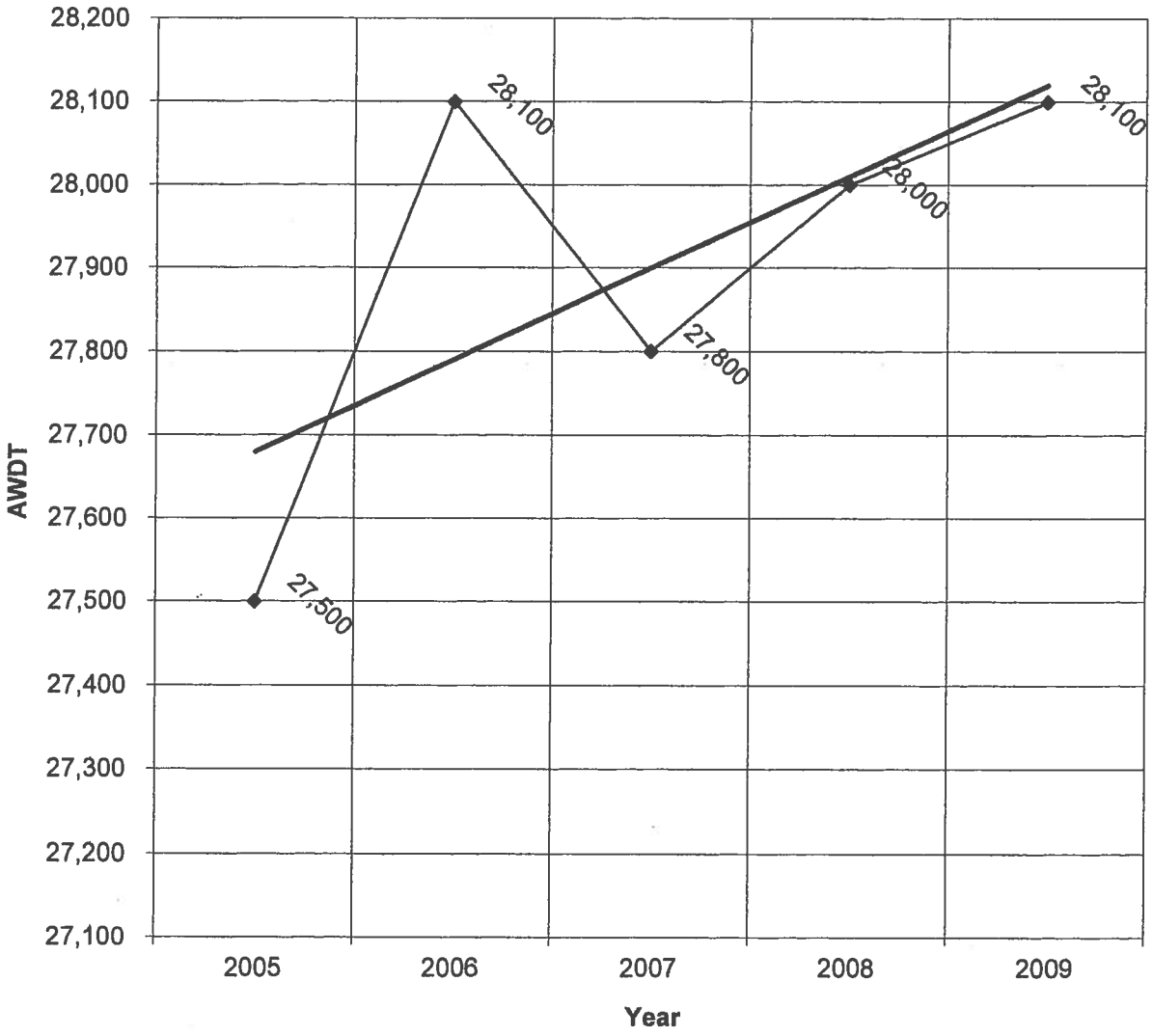
Growth Rate = 5.34%

Use 5.4% Growth Rate

$y = 3050x + 41630$

$R^2 = 0.711$

Growth Chart for Montano West Coors Blvd



Annual Increase in Volume - 110vehicles/day

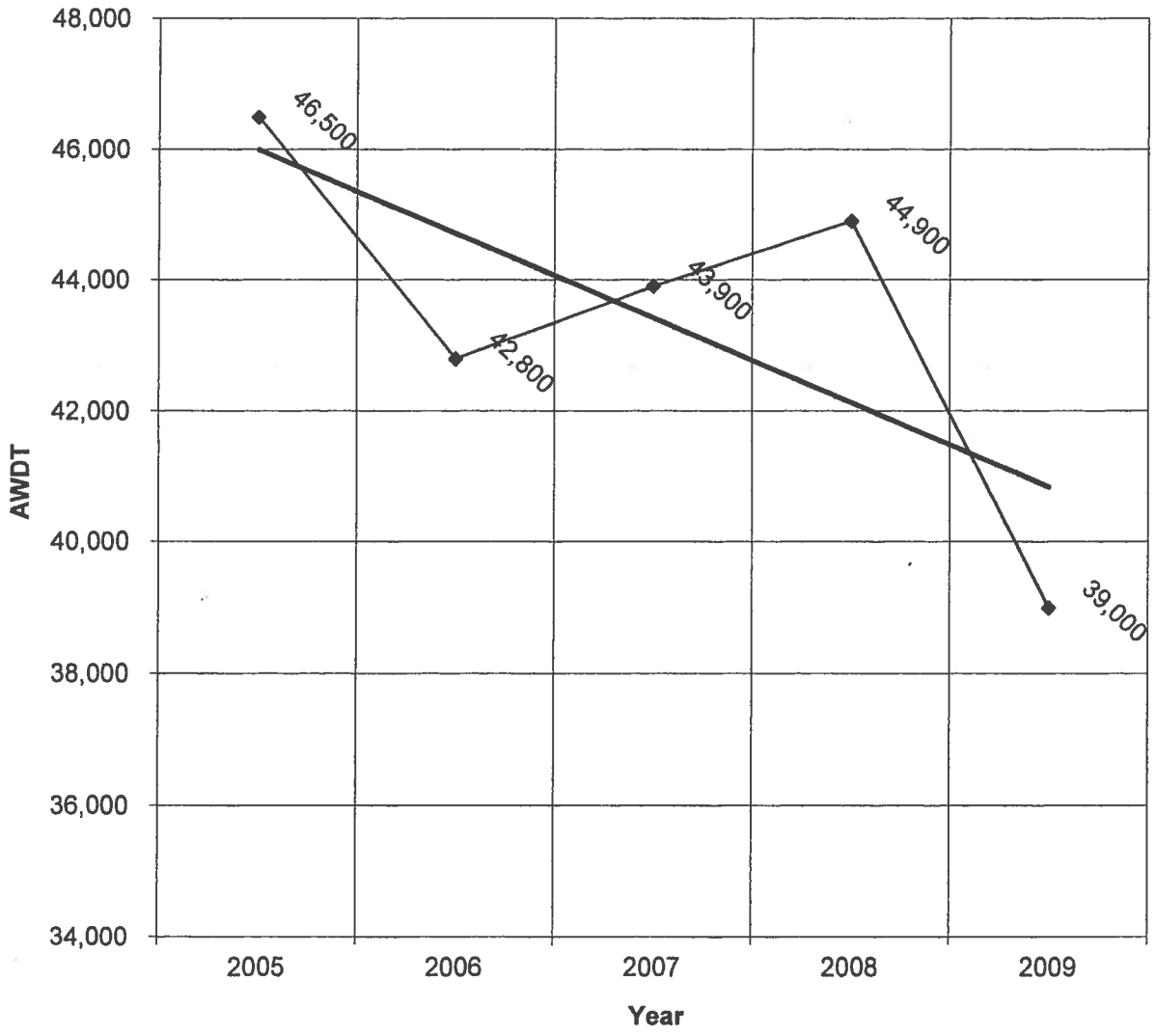
Rate of Increase 110/ 28,100

Growth Rate = 0.39%

Use 0.40 % Growth Rate

$y = 110x + 27570$
$R^2 = 0.4654$

Growth Chart for Coors Blvd. North of Montano



Annual Increase in Volume - -1290 vehicles/day

Rate of Increase - 1290/ 39,000

Growth Rate = -3.31%

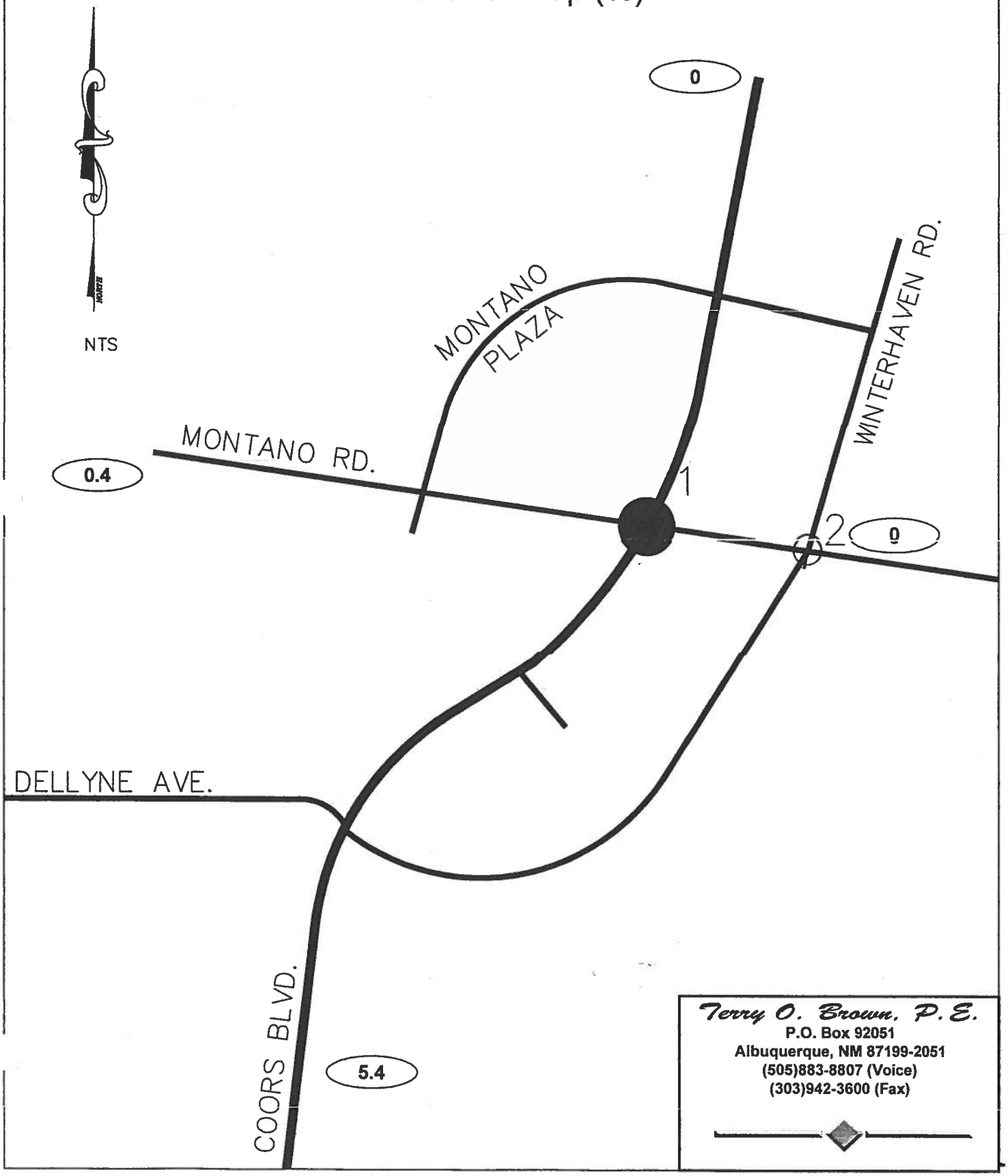
Use 0% Growth Rate

$y = -1290x + 47290$

$R^2 = 0.5228$

Montano Access Study

Montaño Rd / Coors Blvd
Growth Map (%)



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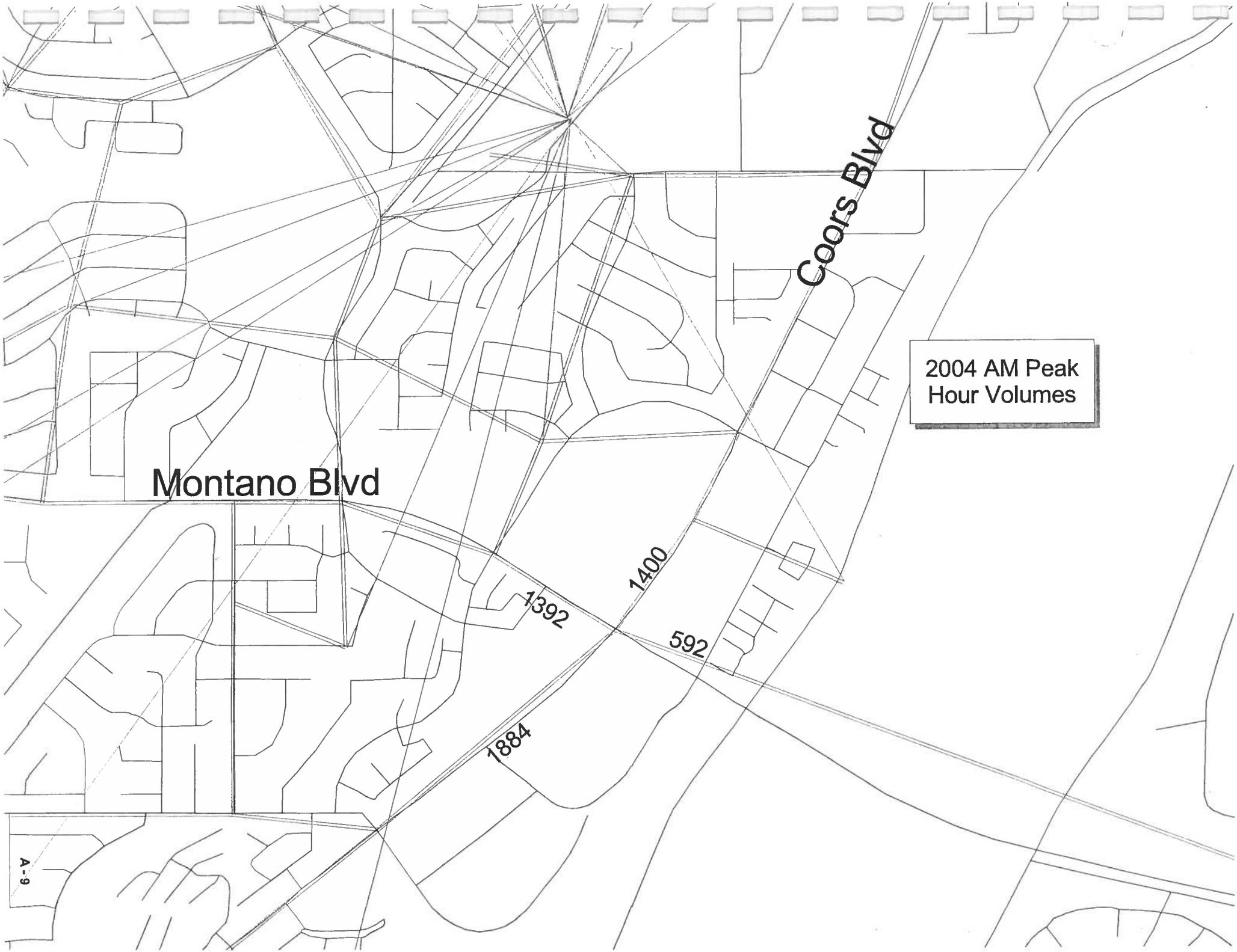
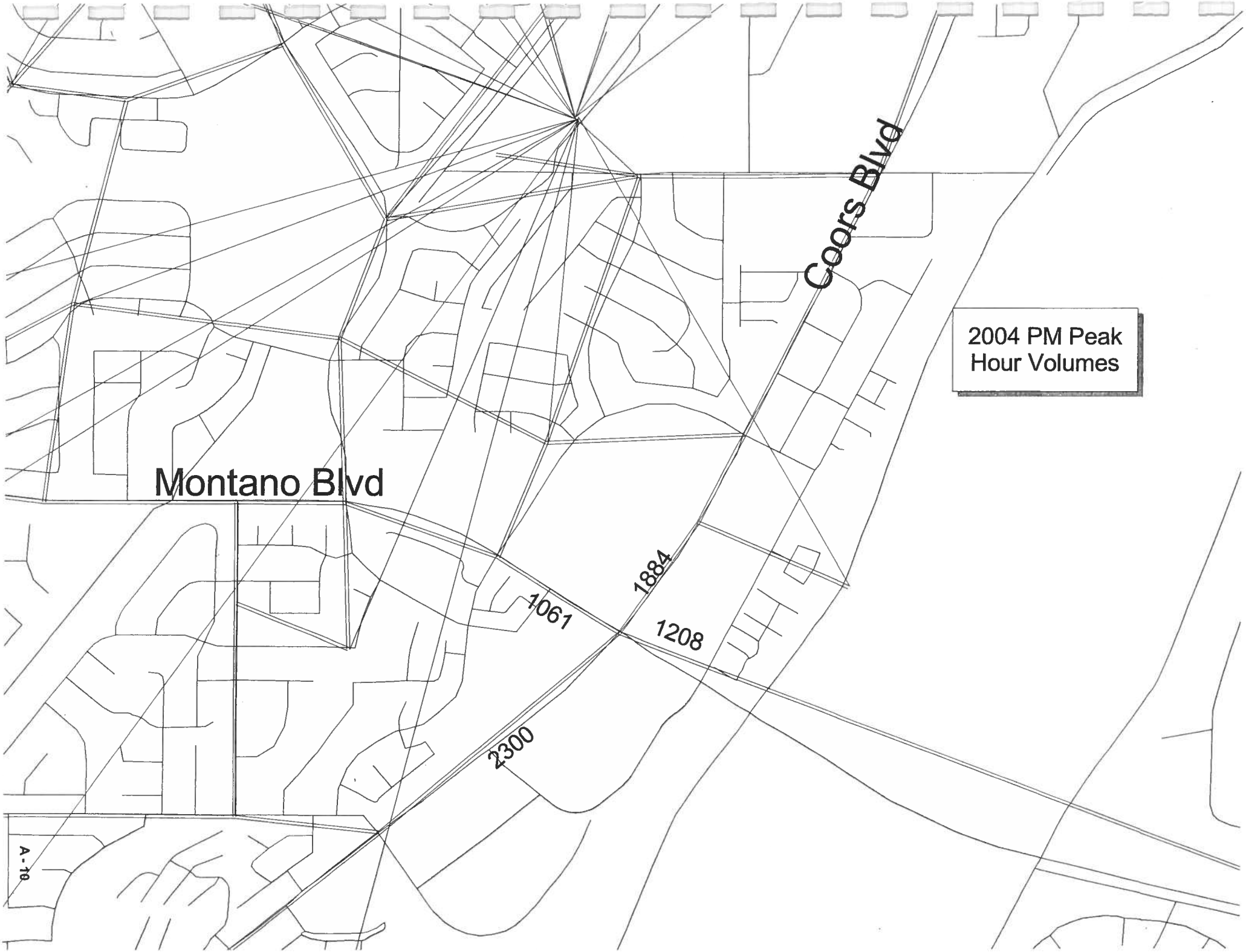
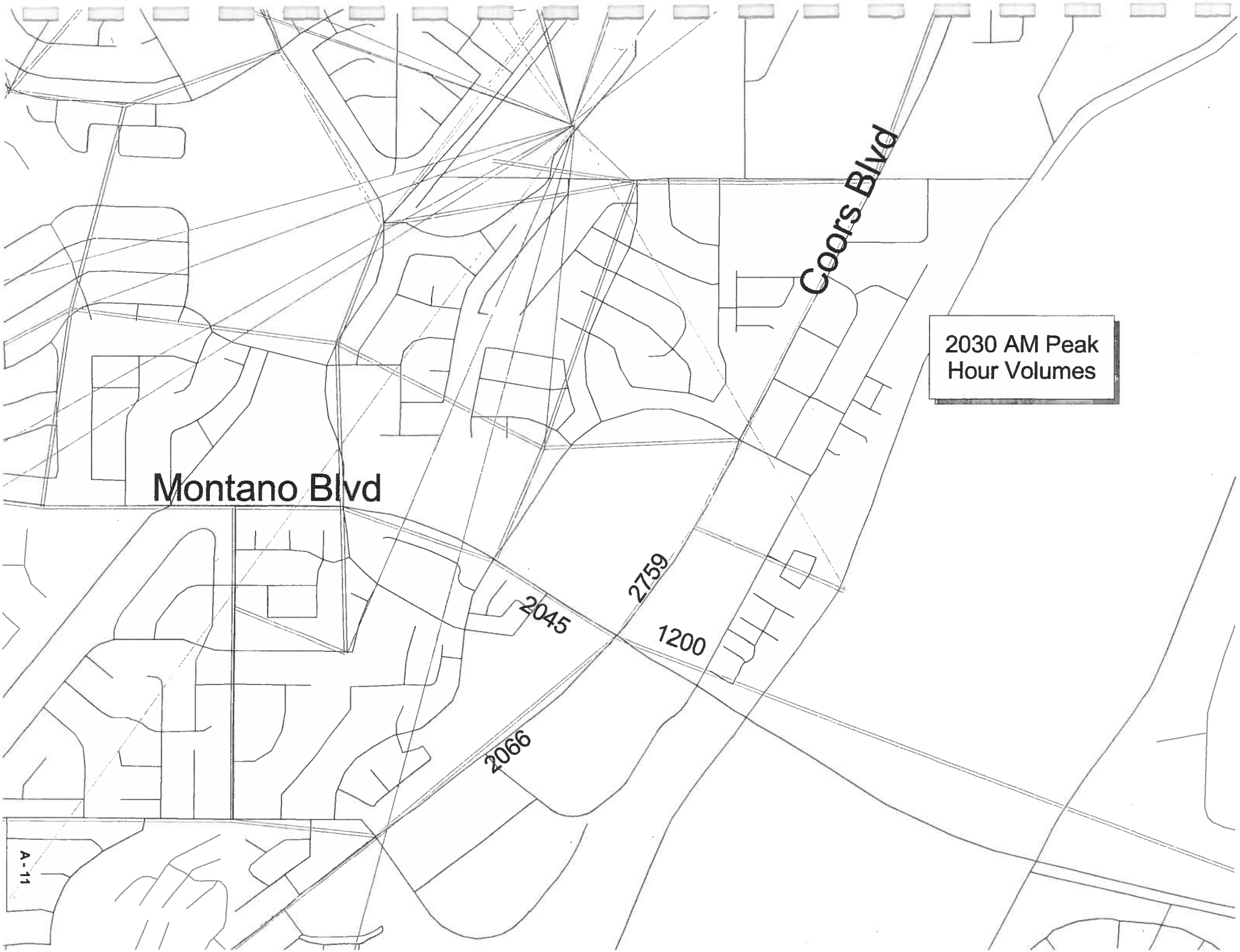
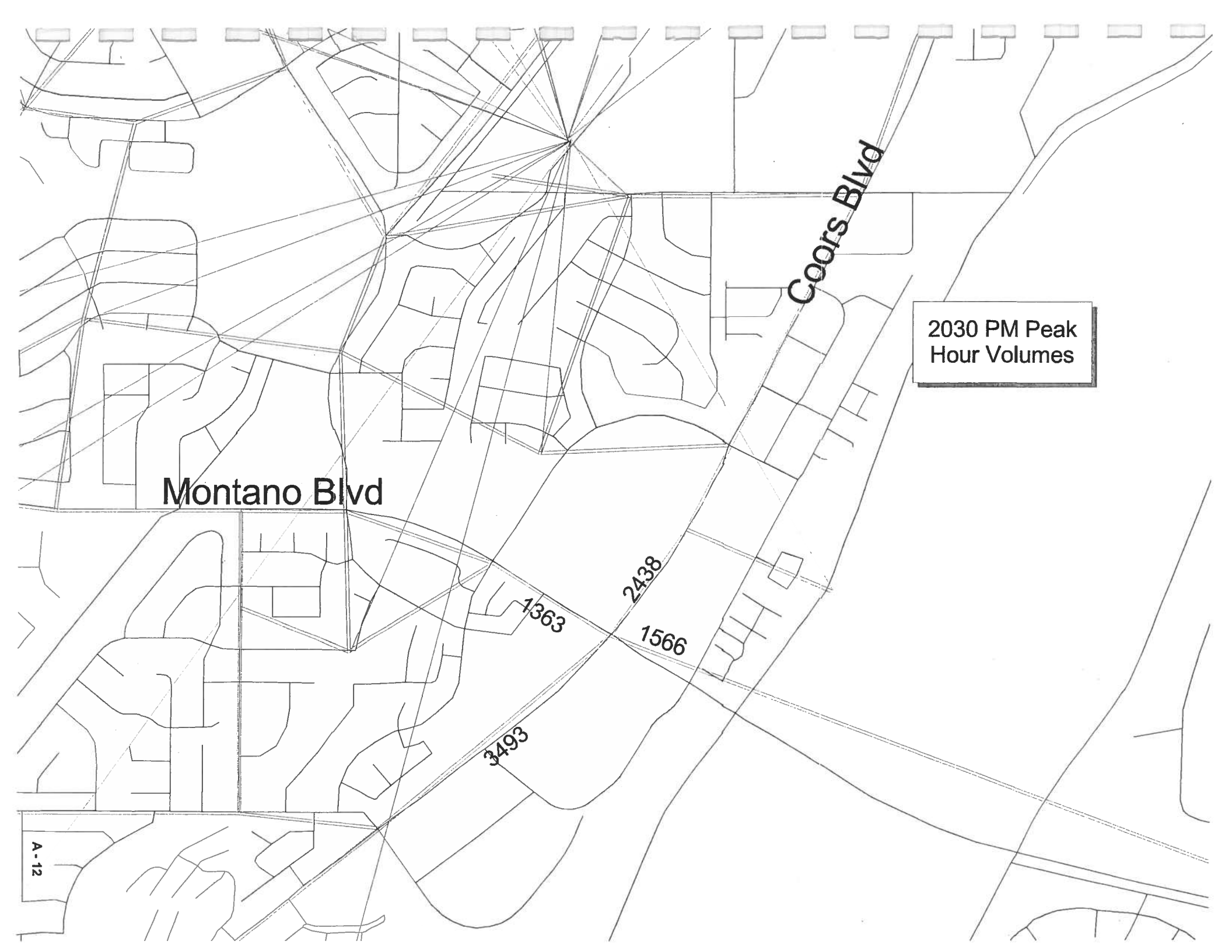
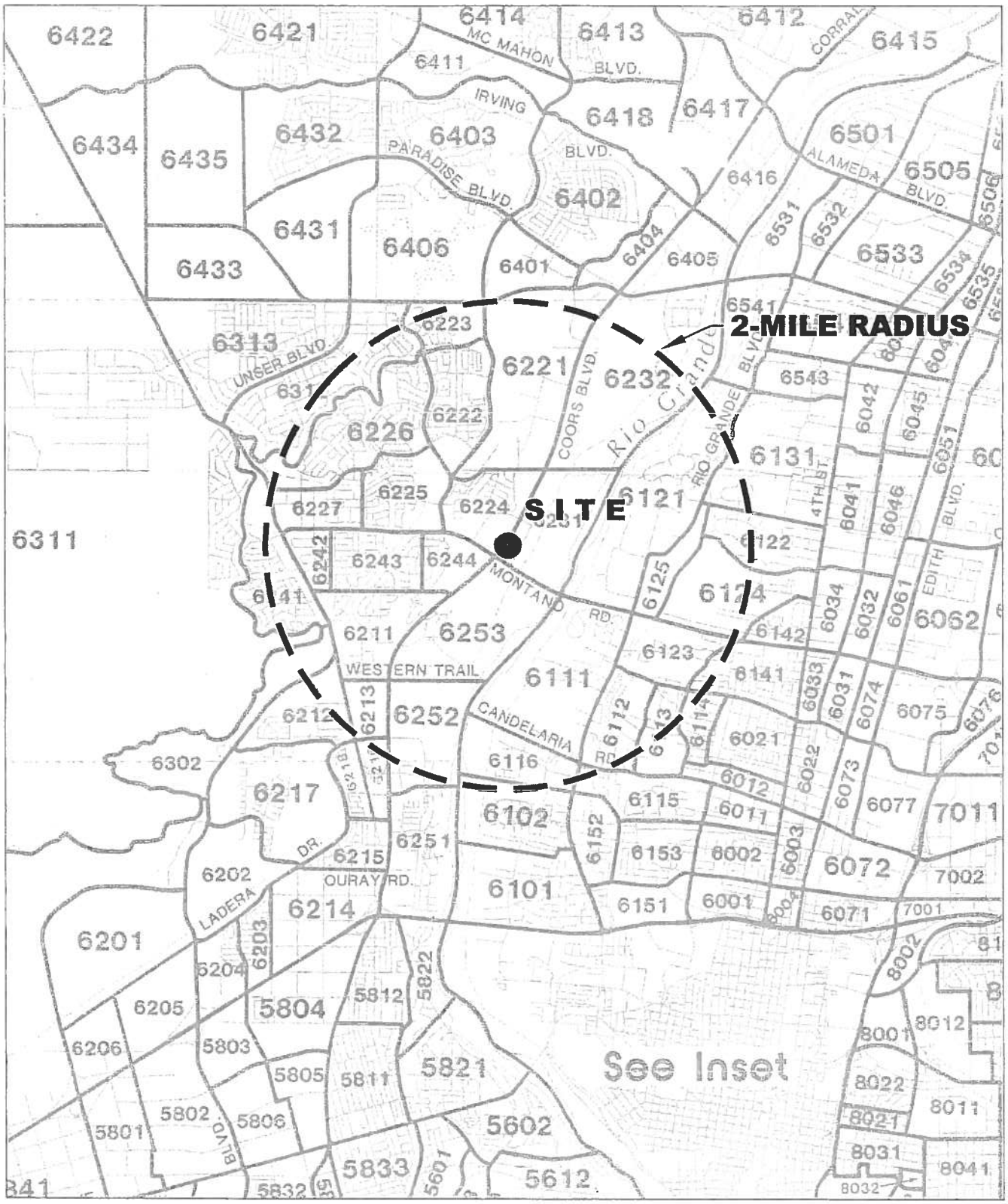

Coors Blvd
2004 AM Peak
Hour Volumes
Montano Blvd
1400
1392
592
1884


Coors Blvd
2004 PM Peak
Hour Volumes
Montano Blvd
1884
1061
1208
2300
A - 10


Coors Blvd
2030 AM Peak
Hour Volumes
Montano Blvd
2759
2045
1200
2066
A-11


Coors Blvd
2030 PM Peak
Hour Volumes
Montano Blvd
1363
2438
1566
3493
A - 12

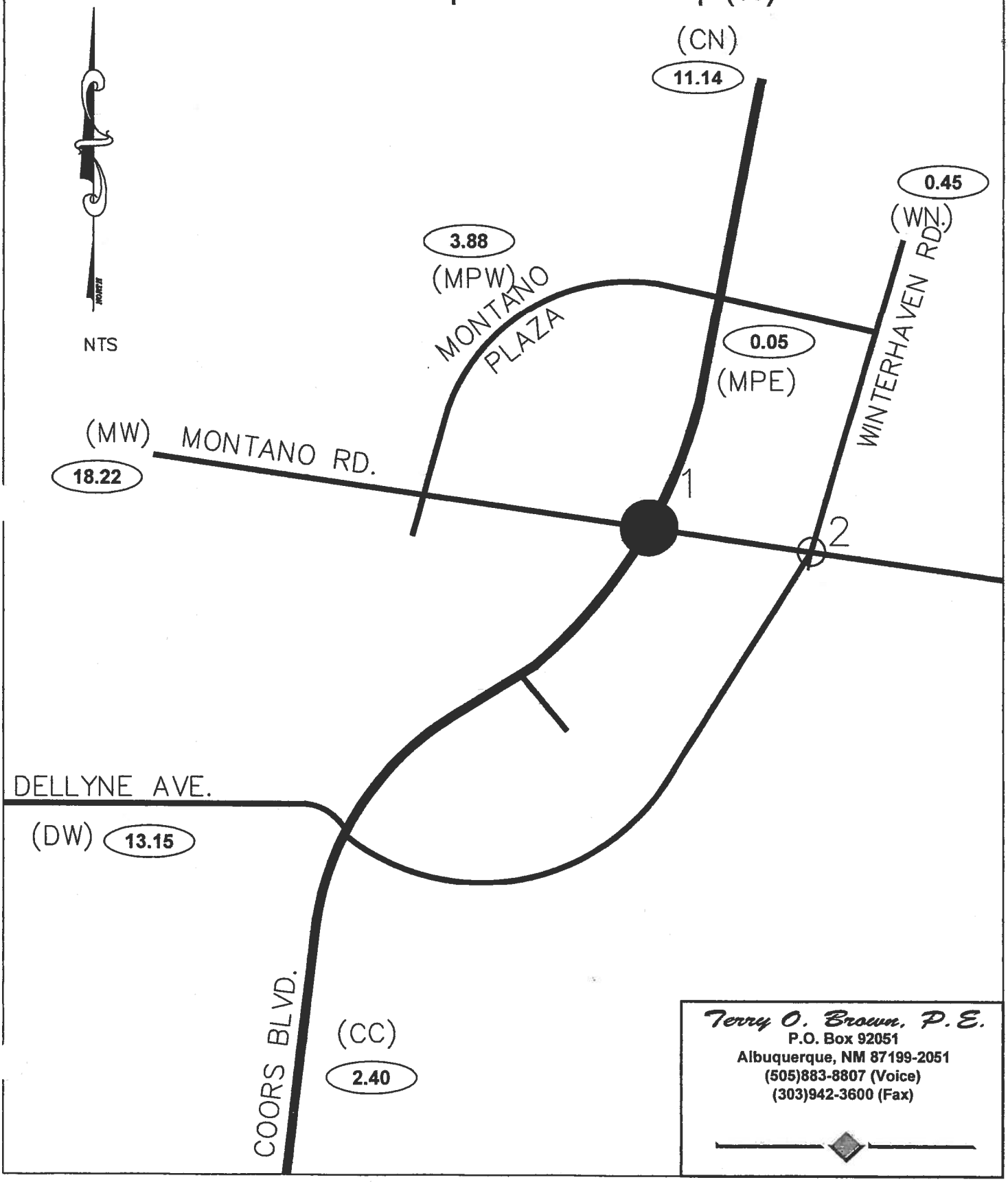


DATA ANALYSIS SUBZONE (DASZ) MAP

Andalucia Tr. 6 Montano Access Study

Montano Access Study

Montaño Rd / Coors Blvd
Commercial Trip Distribution Map (%)



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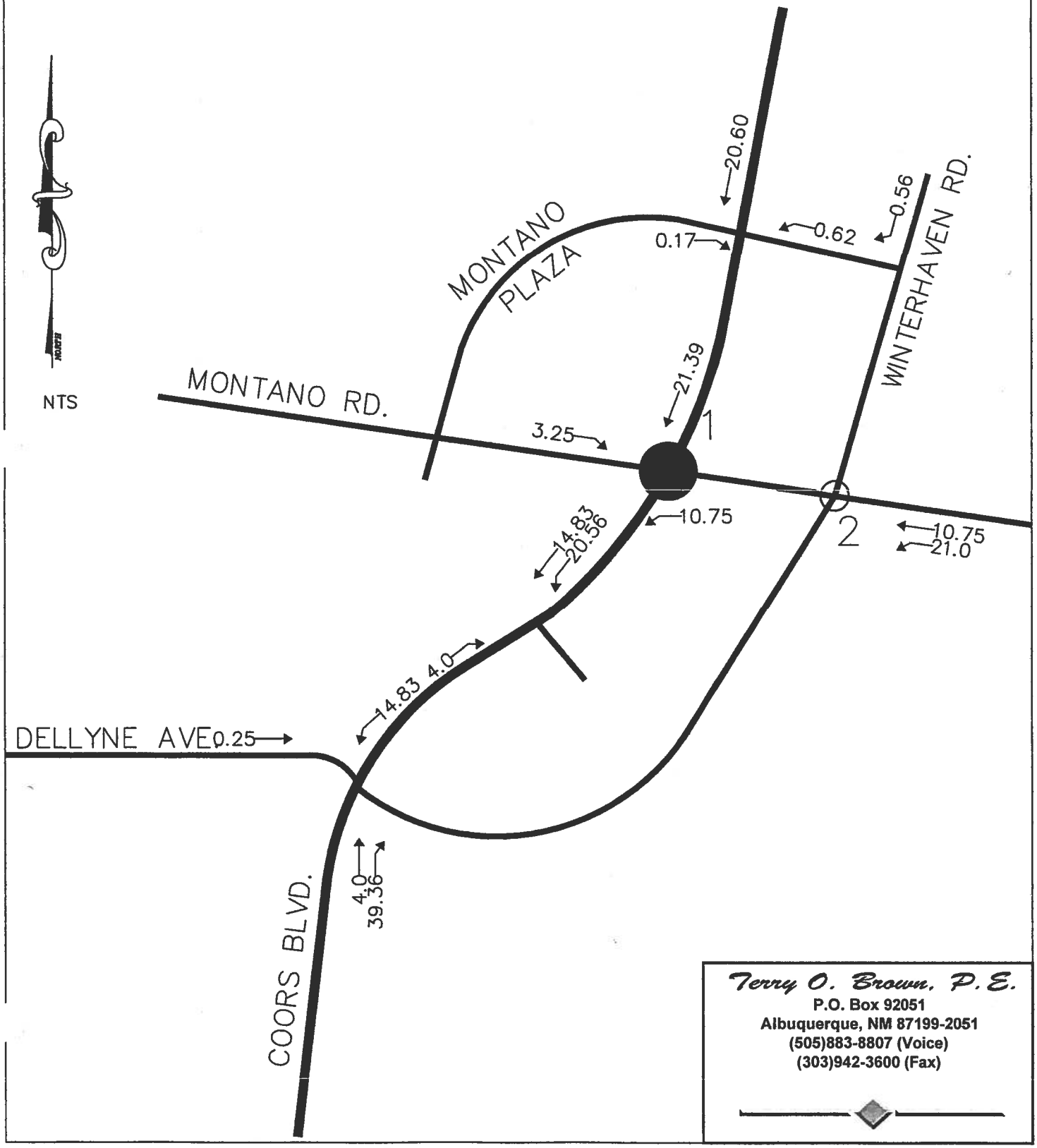
Montano Access Study

Montaño Rd / Coors Blvd
Residential Trip Assignments (% Entering)
CASE "N"



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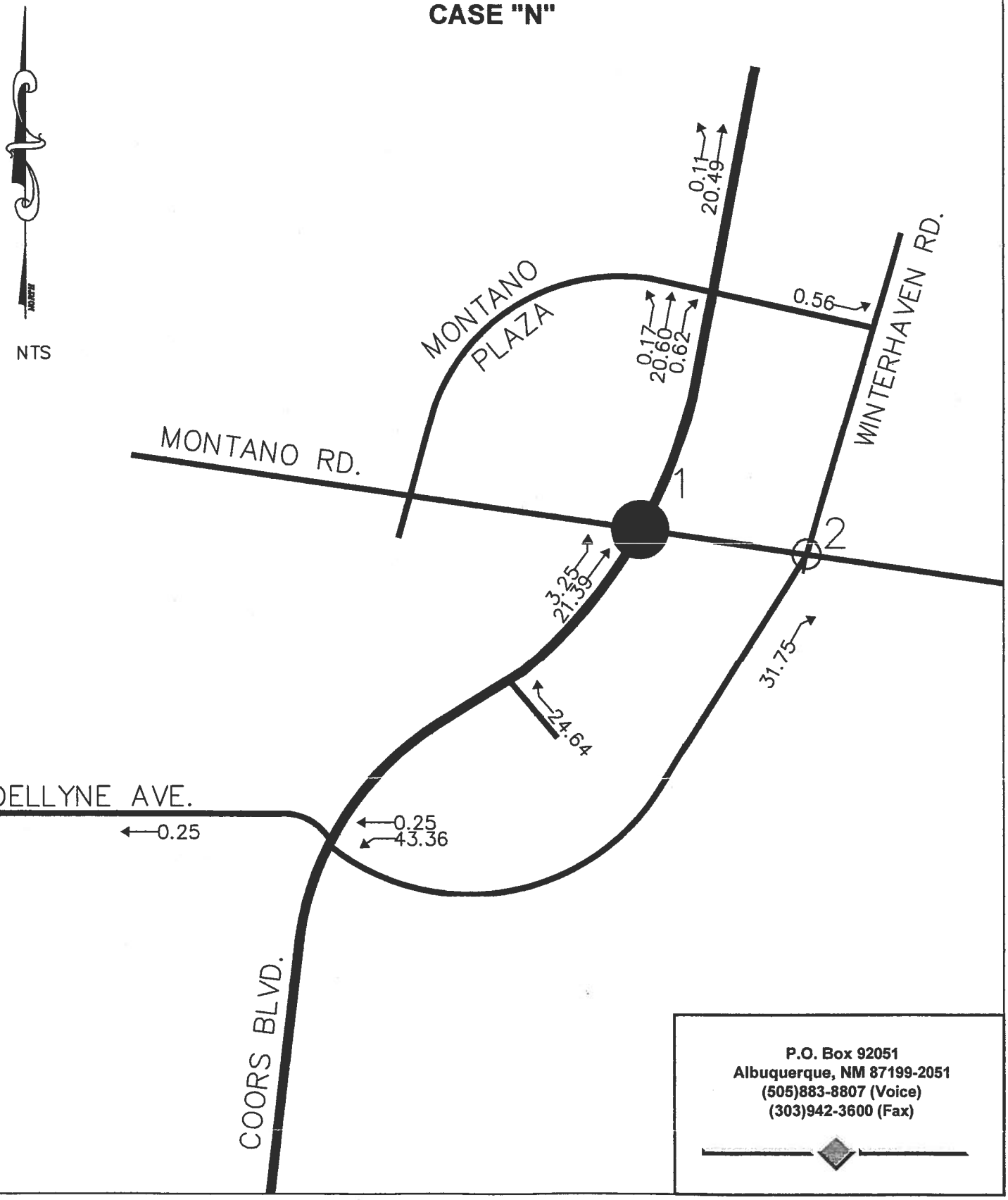
Montaño Rd / Coors Blvd
Residential Trip Assignments (% Exiting)

CASE "N"



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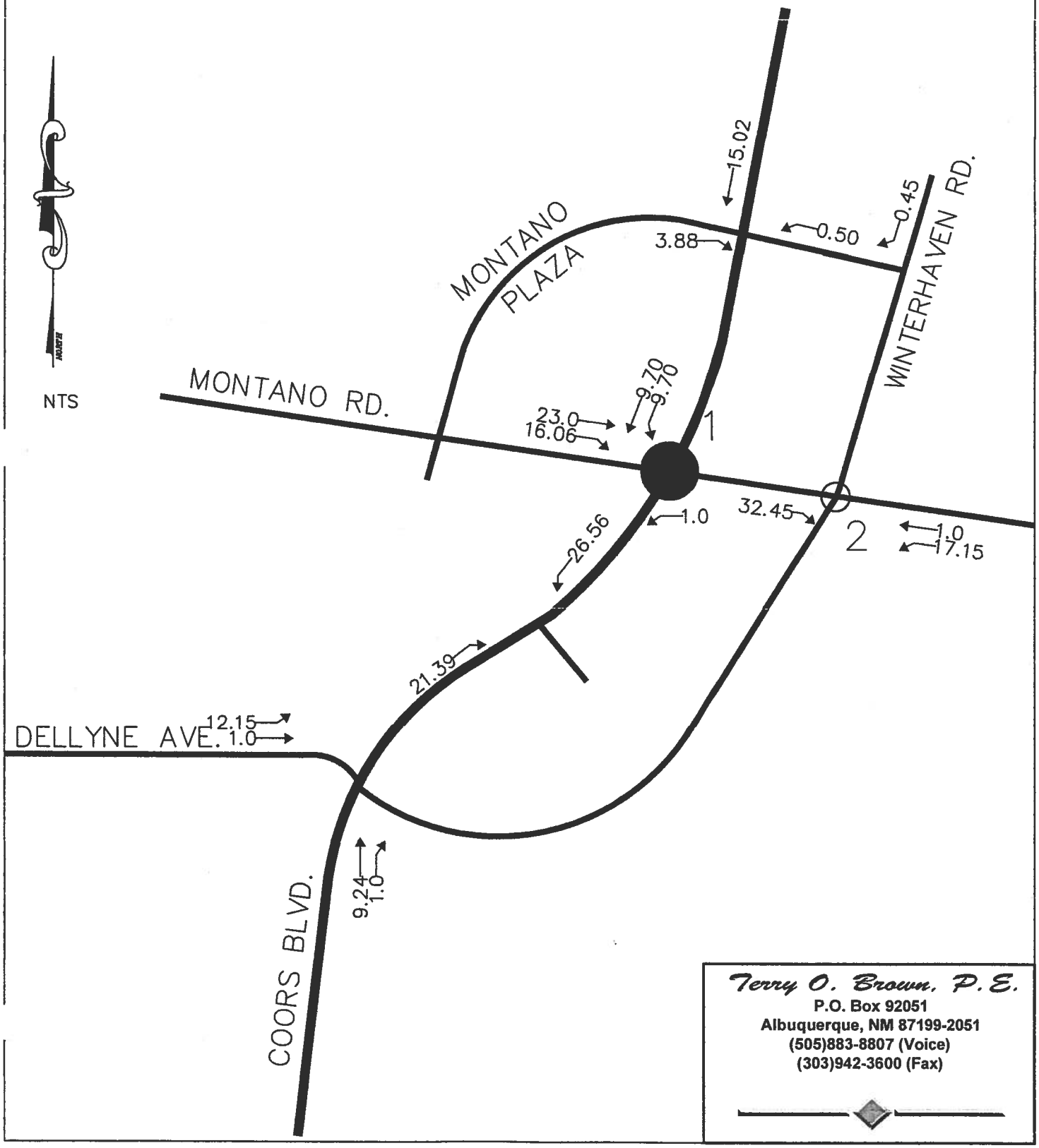
Montaño Rd / Coors Blvd

Commercial Trip Assignments (% Entering)

CASE "N"



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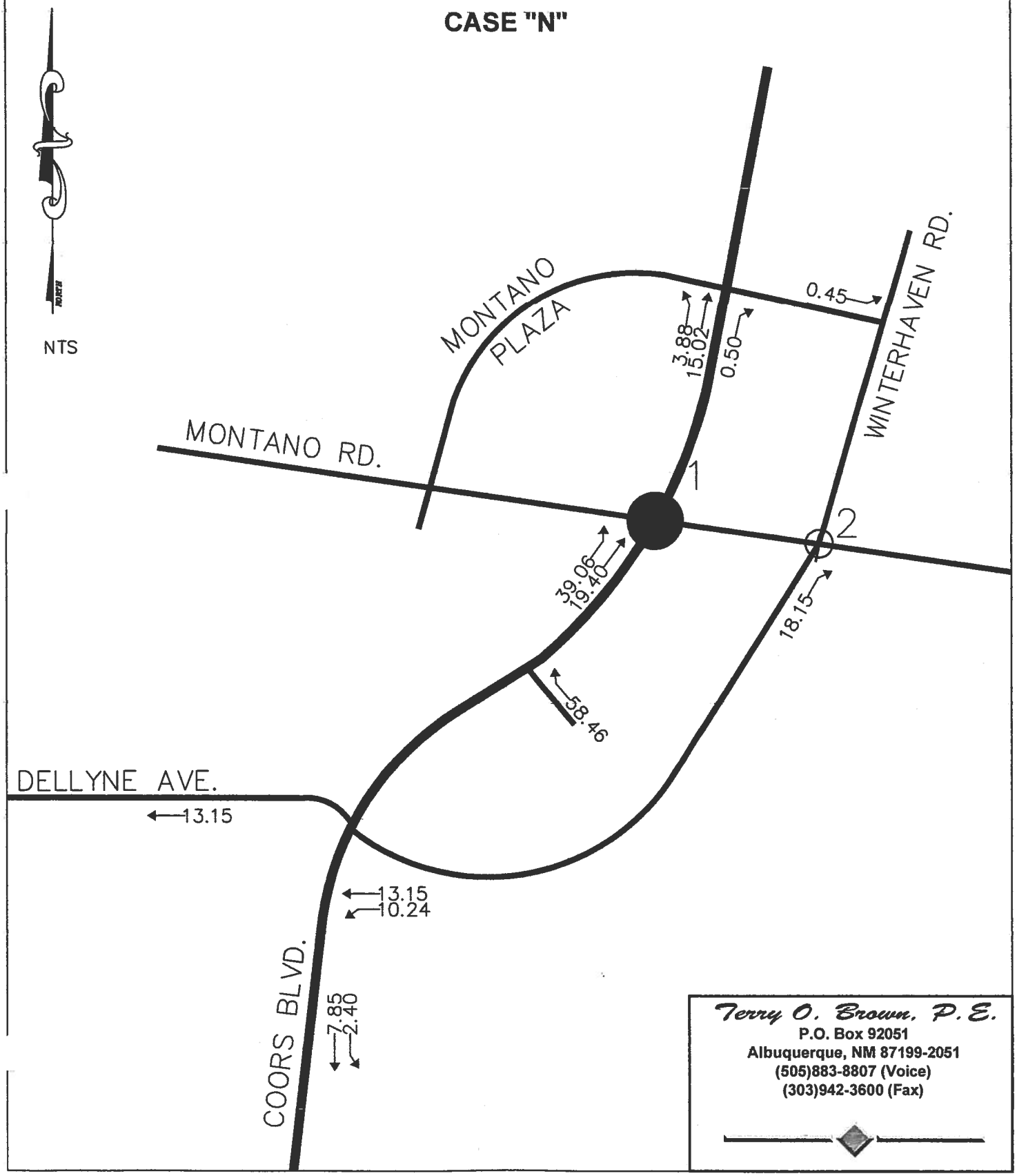
Montano Access Study

Montaño Rd / Coors Blvd
Commercial Trip Assignments (% Exiting)
CASE "N"



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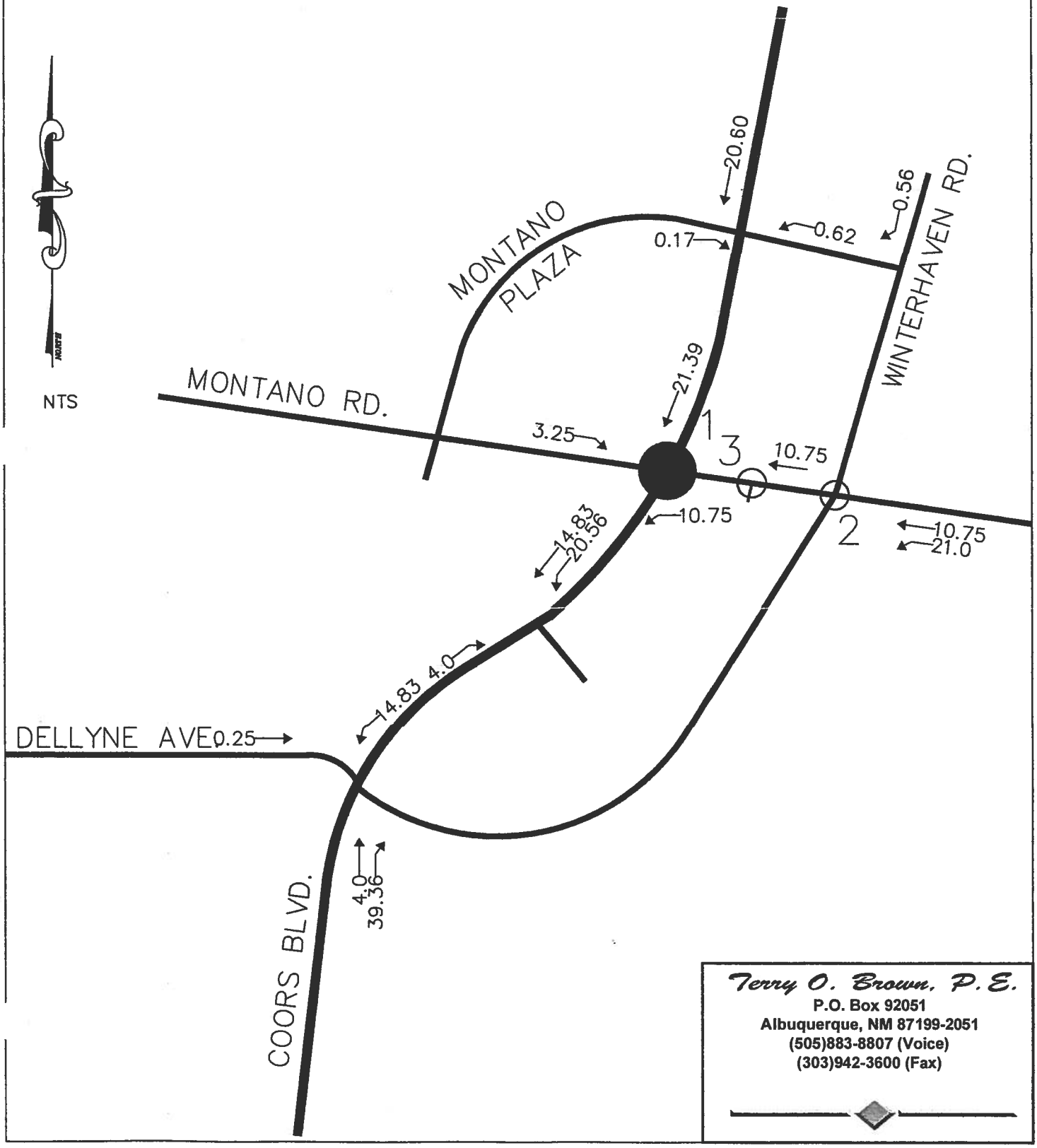
Montano Access Study

Montaño Rd / Coors Blvd
Residential Trip Assignments (% Entering)
CASE "Y"



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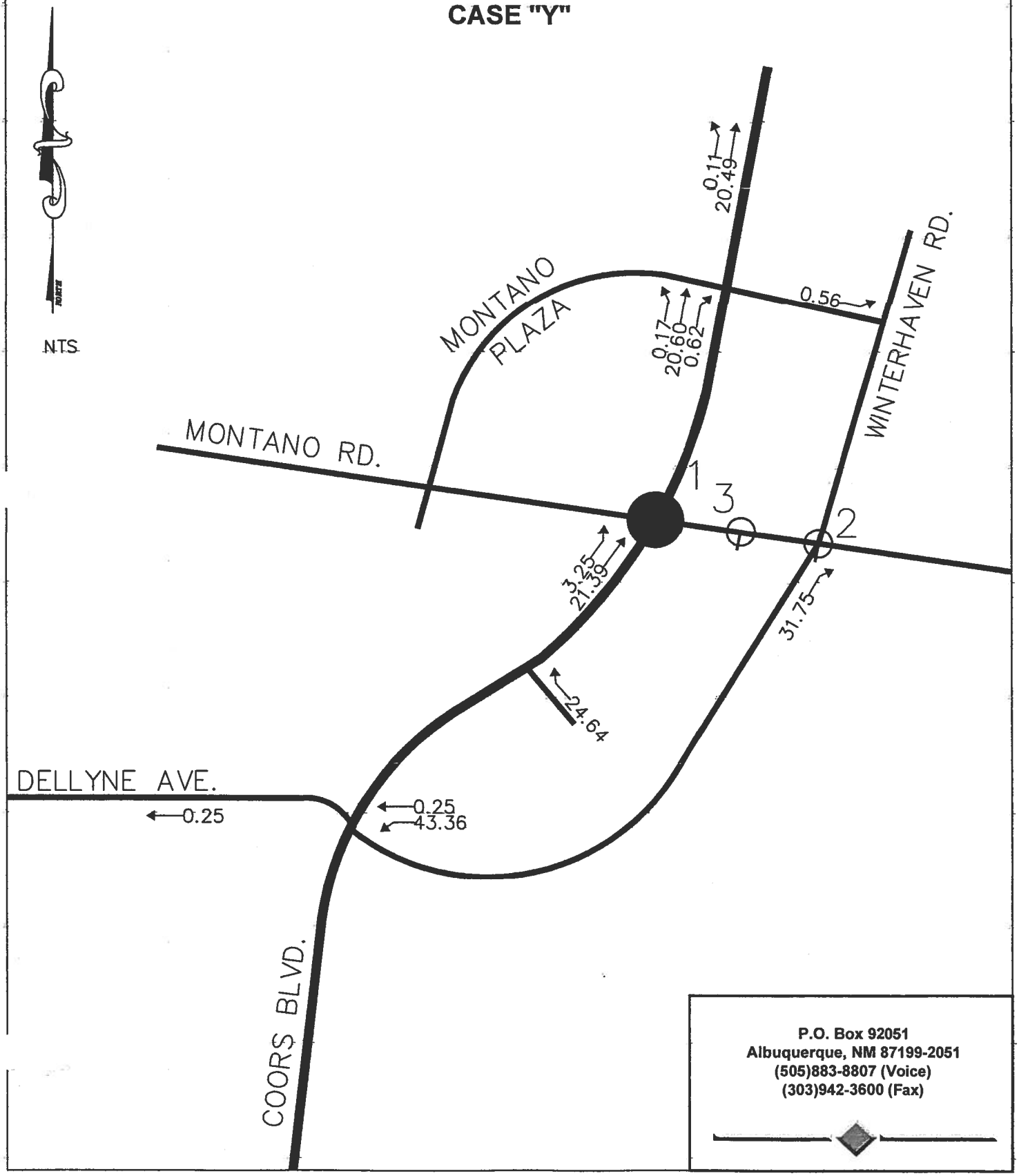
Montano Access Study

Montaño Rd / Coors Blvd
Residential Trip Assignments (% Exiting)

CASE "Y"



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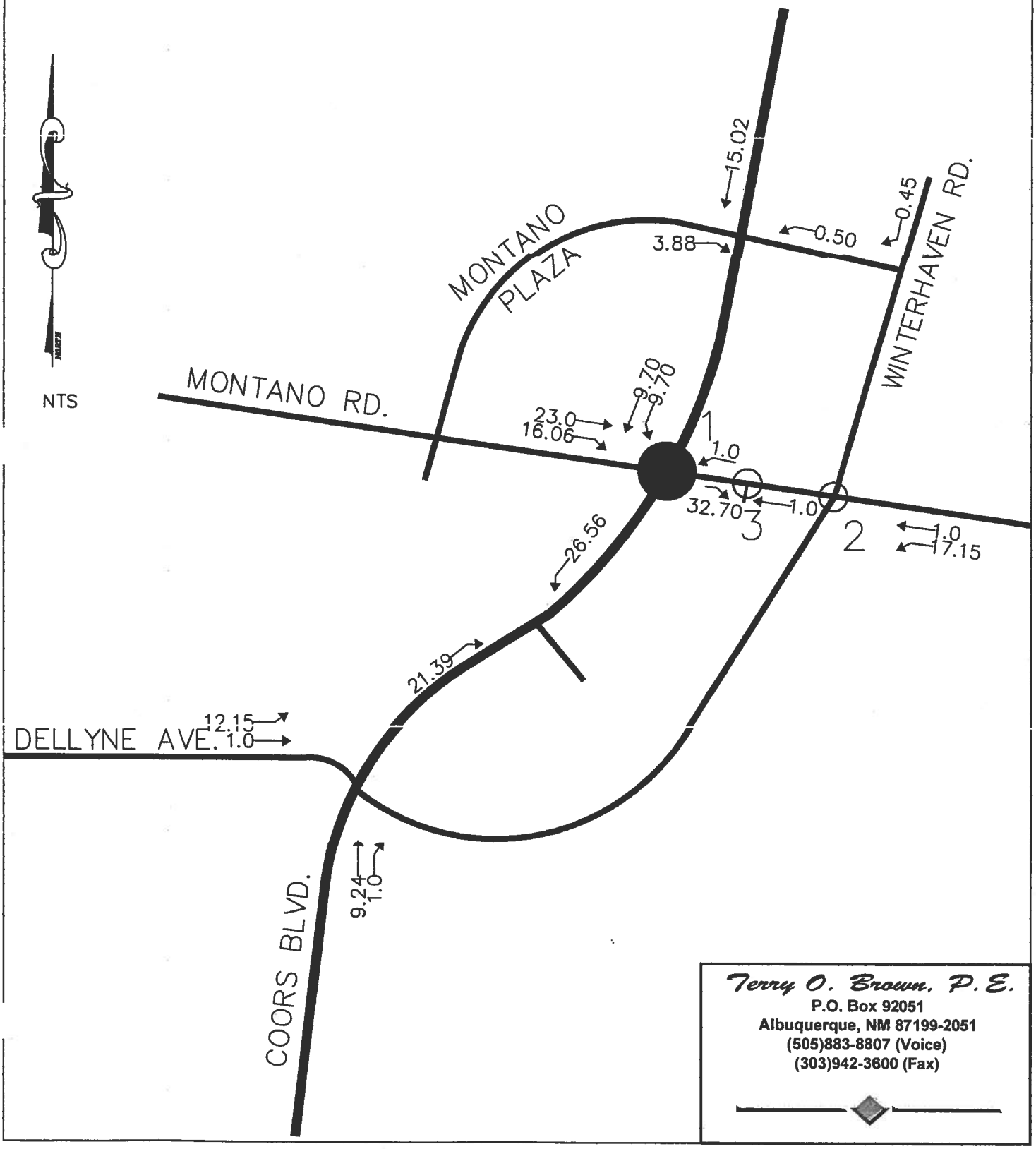
Montano Access Study

Montaño Rd / Coors Blvd

Commercial Trip Assignments (% Entering)

CASE "Y"



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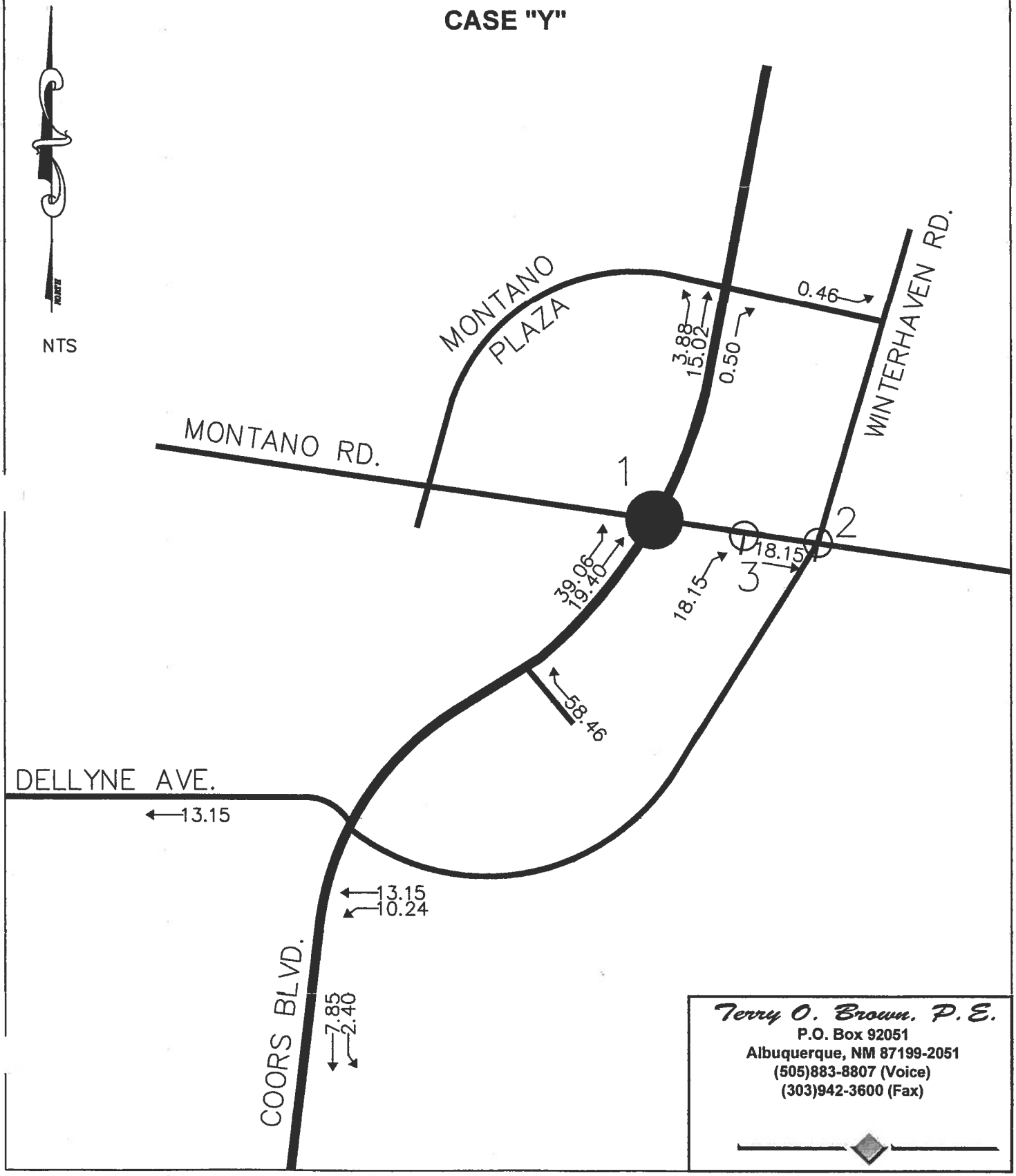
Montano Access Study

Montaño Rd / Coors Blvd
Commercial Trip Assignments (% Exiting)

CASE "Y"



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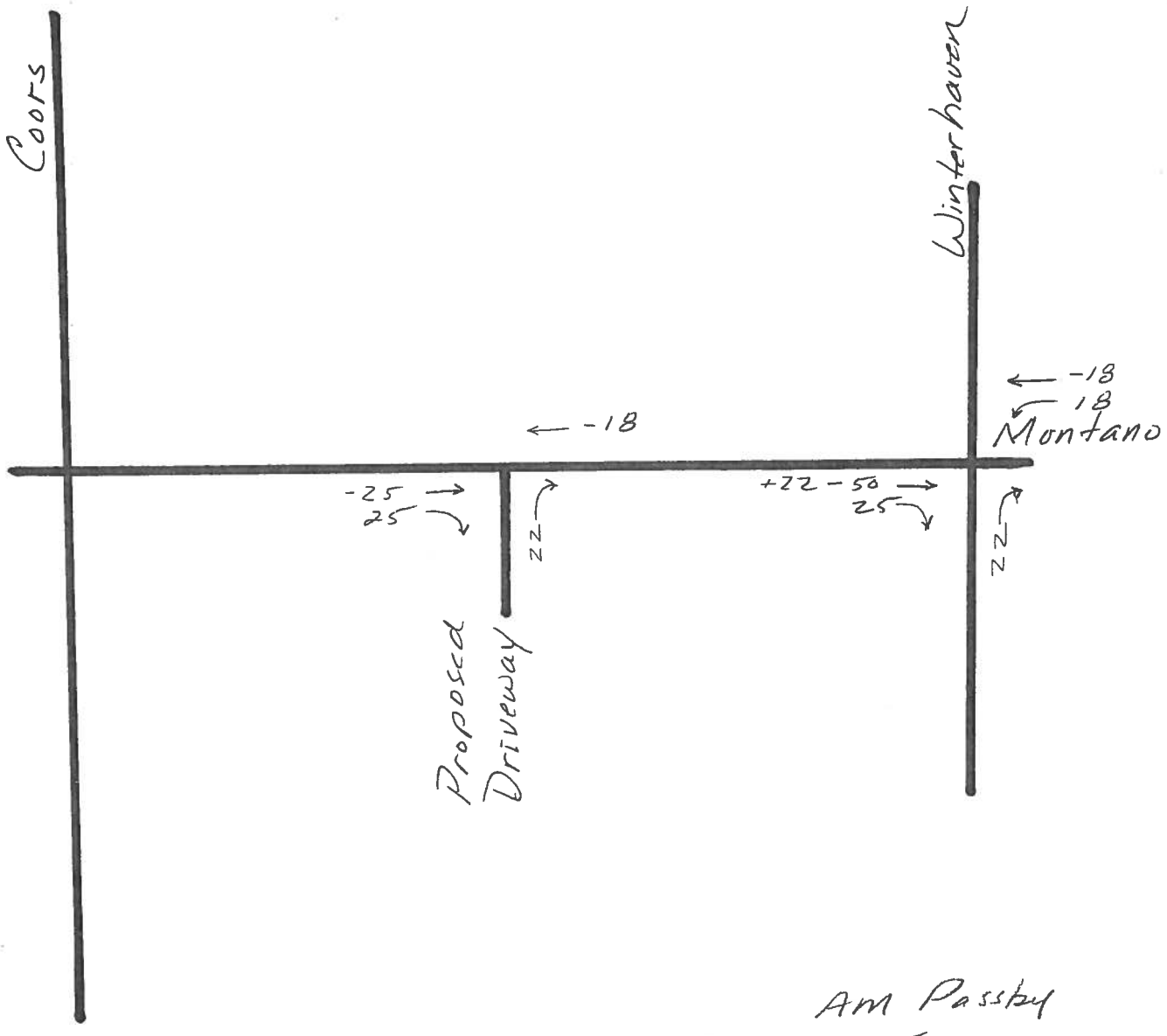
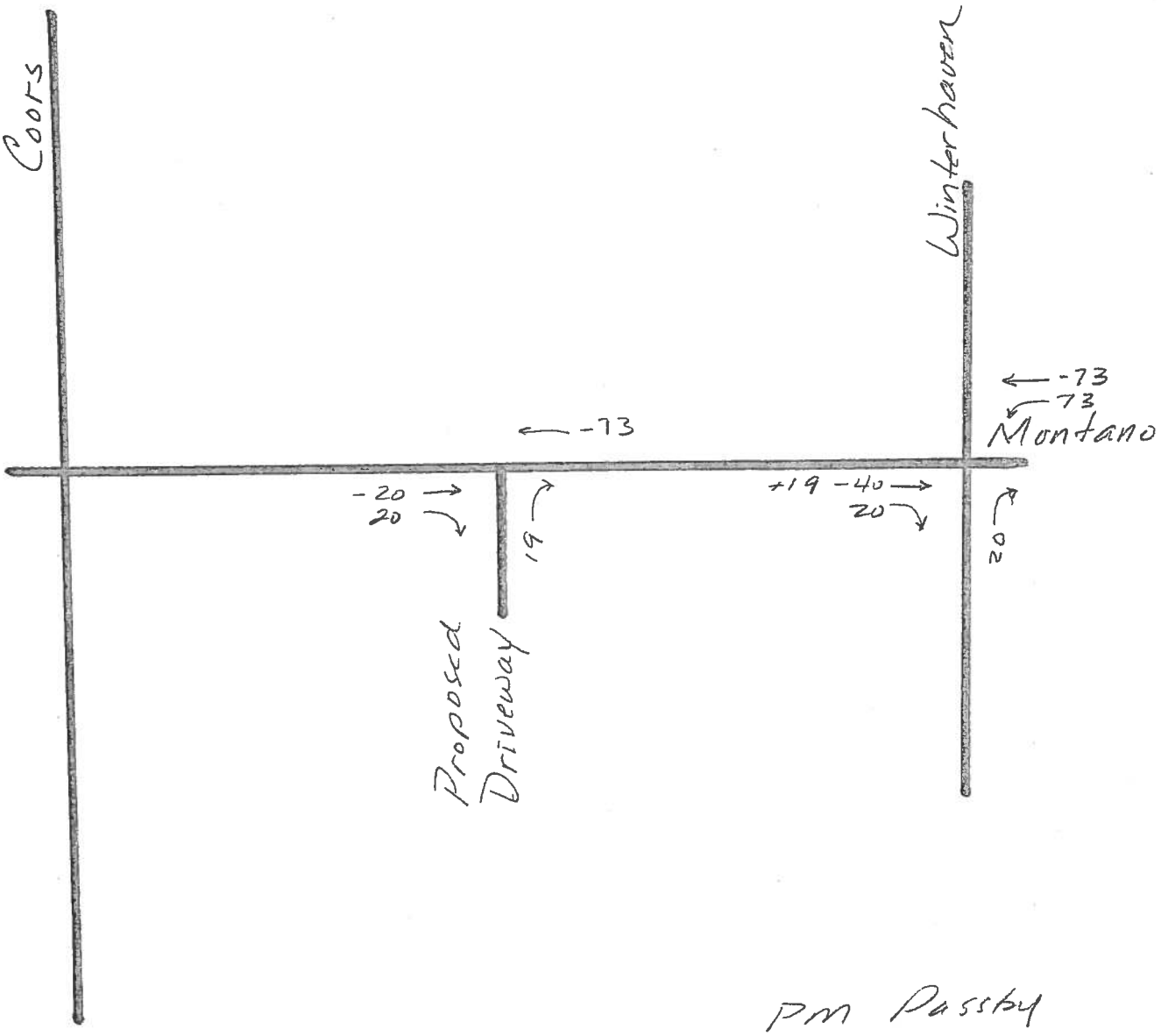


AM Passby Trips



PM Passby Trips

Montano Access Daskalos

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2015) - 100% Development

Case "N"

INTERSECTION: Summary

Montano / Coors

(1)

3.0% Truck

	0.88			0.76			0.88			0.90			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	235	1,111	301	230	216	148	266	1,185	656	622	1,312	11	
2015 (NO BUILD - A.M.)	*239*	*1,129*	*306*	*230*	*216*	*148*	*320*	*1,427*	*790*	*622*	*1,312*	*11*	
2015 (BUILD - A.M.)	***239***	***1,235***	***381***	***239***	***216***	***148***	***487***	***1,551***	***790***	***667***	***1,366***	***11***	

	0.91			0.93			0.96			0.92			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	263	272	358	378	1,051	154	598	1,726	248	314	1,463	65	
2015 (NO BUILD - P.M.)	*267*	*276*	*364*	*378*	*1,051*	*154*	*720*	*2,080*	*298*	*314*	*1,463*	*65*	
2015 (BUILD - P.M.)	***267***	***470***	***506***	***407***	***1,051***	***154***	***1,040***	***2,257***	***298***	***396***	***1,586***	***65***	

Montano / Winterhaven

(2)

3.0% Truck

	0.84			0.78			0.75			0.75			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	44	2,464	28	96	495	28	0	0	69	0	0	42	
2015 (NO BUILD - A.M.)	*44*	*2,464*	*28*	*96*	*495*	*28*	*0*	*0*	*69*	*0*	*0*	*42*	
2015 (BUILD - A.M.)	***44***	***2,414***	***228***	***201***	***486***	***28***	***0***	***0***	***254***	***0***	***0***	***42***	

	0.93			0.94			0.75			0.75			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	71	731	14	22	1,424	377	0	0	30	0	0	91	
2015 (NO BUILD - P.M.)	*71*	*731*	*14*	*22*	*1,424*	*377*	*0*	*0*	*30*	*0*	*0*	*91*	
2015 (BUILD - P.M.)	***71***	***691***	***328***	***281***	***1,380***	***377***	***0***	***0***	***246***	***0***	***0***	***91***	

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Coors

INTERSECTION: E-W Street: **Montano** (1)

N-S Street: **Coors**

Year of Existing Counts 2010

Horizon Year **2015**

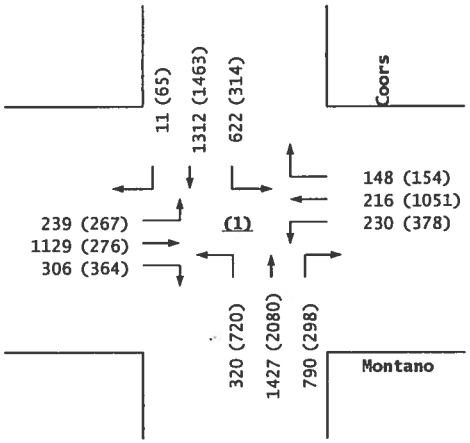
Growth Rates	0.40%			0.00%			5.40%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
Background Traffic Growth	5	22	6	0	0	0	68	303	168	0	0	0
Subtotal (NO BUILD - A.M.)	***239***	***1,129***	***306***	***230***	***216***	***148***	***320***	***1,427***	***790***	***622***	***1,312***	***11***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	106	75	9	0	0	167	124	0	45	54	0
Total AM Peak Hour BUILD Volumes	**239**	**1,235**	**381**	**239**	**216**	**148**	**487**	**1,551**	**790**	**667**	**1,366**	**11**

	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
Background Traffic Growth	5	5	7	0	0	0	153	442	63	0	0	0
Subtotal (NO BUILD - P.M.)	***267***	***276***	***364***	***378***	***1,051***	***154***	***720***	***2,080***	***298***	***314***	***1,463***	***65***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	194	142	29	0	0	320	177	0	82	123	0
Total PM Peak Hour BUILD Volumes	**267**	**470**	**506**	**407**	**1,051**	**154**	**1,040**	**2,257**	**298**	**396**	**1,586**	**65**

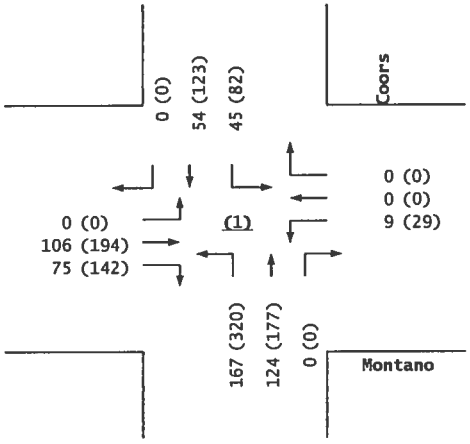
	Entering	Exiting		
Number of Residential Trips Generated	40	211	A.M.	100% Residential Development
	194	95	P.M.	
Number of Commercial Trips Generated	462	409	A.M.	100% Commercial Development
	844	811	P.M.	

	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
2011 AM Peak Hr. Volumes	235	1111	301	230	216	148	266	1,185	656	622	1,312	11
2011 PM Peak Hr. Volumes	263	272	358	378	1,051	154	598	1,726	248	314	1,463	65

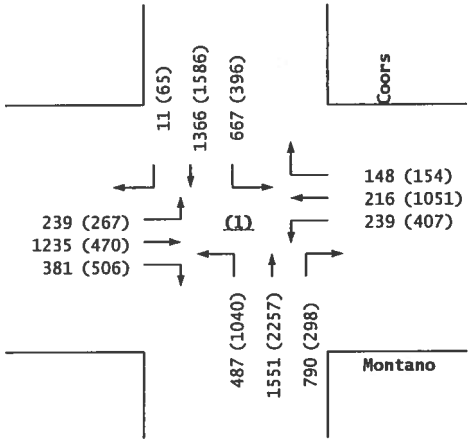
2015
NO BUILD



Trips



2015
BUILD



Montano / Coors

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Winterhaven

INTERSECTION: E-W Street: **Montano** (2)

N-S Street: **Winterhaven**

Year of Existing Counts **2010**

Horizon Year **2015**

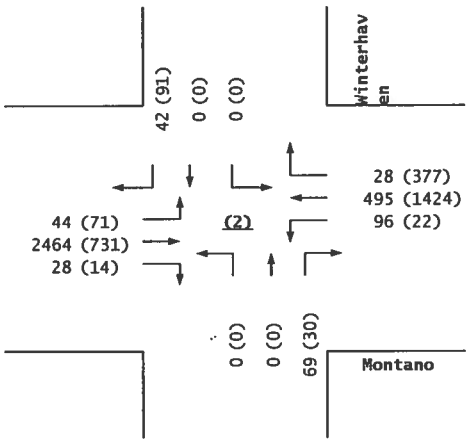
Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	2,464	28	96	495	28	0	0	69	0	0	42
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***44***	***2,464***	***28***	***96***	***495***	***28***	***0***	***0***	***69***	***0***	***0***	***42***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.45%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	150	87	9	0	0	0	141	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**44**	**2,464**	**178**	**183**	**504**	**28**	**0**	**0**	**210**	**0**	**0**	**42**
Pass-by Trip Adjustments	*0*	*-50*	*50*	*18*	*-18*	*0*	*0*	*0*	*44*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**44**	**2,414**	**228**	**201**	**486**	**28**	**0**	**0**	**254**	**0**	**0**	**42**

	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	71	731	14	22	1,424	377	0	0	30	0	0	91
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***71***	***731***	***14***	***22***	***1,424***	***377***	***0***	***0***	***30***	***0***	***0***	***91***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.45%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	274	186	29	0	0	0	177	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**71**	**731**	**288**	**208**	**1,453**	**377**	**0**	**0**	**207**	**0**	**0**	**91**
Pass-by Trip Adjustments	*0*	*-40*	*40*	*73*	*-73*	*0*	*0*	*0*	*39*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**71**	**691**	**328**	**281**	**1,380**	**377**	**0**	**0**	**246**	**0**	**0**	**91**

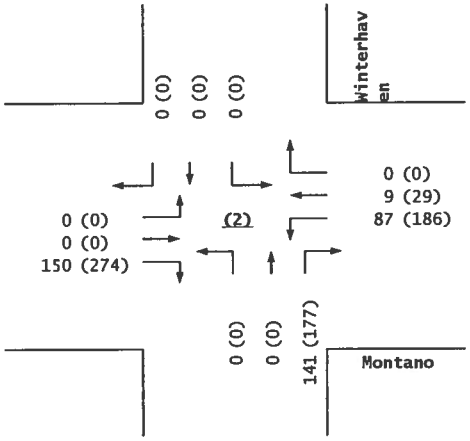
	Entering	Exiting		
Number of Residential Trips Generated	**40**	**211**	A.M.	100% Residential Development
	194	**95**	P.M.	
Number of Commercial Trips Generated	**462**	**409**	A.M.	100% Commercial Development
	844	**811**	P.M.	

	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
2011 AM Peak Hr. Volumes	44	2464	28	96	495	28	0	0	69	0	0	42
2011 PM Peak Hr. Volumes	71	731	14	22	1,424	377	0	0	30	0	0	91

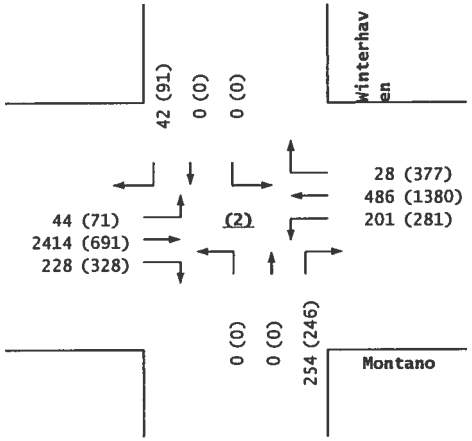
2015
NO BUILD



Trips



2015
BUILD



Montano / Winterhaven

Montano Access Daskalos

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2015) - 100% Development

Case "Y"

INTERSECTION: **Summary**

Montano / Coors
(1)
3.0% Truck

	0.88			0.76			0.88			0.90		PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	235	1,111	301	230	216	148	266	1,185	656	622	1,312	11
2015 (NO BUILD - A.M.)	*239*	*1,129*	*306*	*230*	*216*	*148*	*320*	*1,427*	*790*	*622*	*1,312*	*11*
2015 (BUILD - A.M.)	***239***	***1,235***	***381***	***239***	***216***	***148***	***487***	***1,551***	***790***	***667***	***1,366***	***11***

	0.91			0.93			0.96			0.92		PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	263	272	358	378	1,051	154	598	1,726	248	314	1,463	65
2015 (NO BUILD - P.M.)	*267*	*276*	*364*	*378*	*1,051*	*154*	*720*	*2,080*	*298*	*314*	*1,463*	*65*
2015 (BUILD - P.M.)	***267***	***470***	***506***	***407***	***1,051***	***154***	***1,040***	***2,257***	***298***	***396***	***1,586***	***65***

Montano / Winterhaven
(2)
3.0% Truck

	0.84			0.78			0.75			0.75		PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	44	2,464	28	96	495	28	0	0	69	0	0	42
2015 (NO BUILD - A.M.)	*44*	*2,464*	*28*	*96*	*495*	*28*	*0*	*0*	*69*	*0*	*0*	*42*
2015 (BUILD - A.M.)	***44***	***2,510***	***53***	***201***	***486***	***28***	***0***	***0***	***158***	***0***	***0***	***42***

	0.93			0.94			0.75			0.75		PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	71	731	14	22	1,424	377	0	0	30	0	0	91
2015 (NO BUILD - P.M.)	*71*	*731*	*14*	*22*	*1,424*	*377*	*0*	*0*	*30*	*0*	*0*	*91*
2015 (BUILD - P.M.)	***71***	***857***	***34***	***281***	***1,380***	***377***	***0***	***0***	***80***	***0***	***0***	***91***

Montano / Driveway 'A'
(3)
3.0% Truck

	0.76			0.76			0.85			0.85		PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	0	2,351	0	0	594	0	0	0	0	0	0	0
2015 (NO BUILD - A.M.)	*0*	*2,351*	*0*	*0*	*594*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2015 (BUILD - A.M.)	***0***	***2,326***	***176***	***0***	***585***	***0***	***0***	***0***	***96***	***0***	***0***	***0***

	0.93			0.93			0.85			0.85		PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	0	820	0	0	1,116	0	0	0	0	0	0	0
2015 (NO BUILD - P.M.)	*0*	*820*	*0*	*0*	*1,116*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2015 (BUILD - P.M.)	***0***	***800***	***296***	***0***	***1,072***	***0***	***0***	***0***	***166***	***0***	***0***	***0***

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Coors

Case "Y"

INTERSECTION: E-W Street: **Montano** (1)

N-S Street: **Coors**

Year of Existing Counts 2010

Horizon Year **2015**

	Growth Rates	0.40%			0.00%			5.40%			0.00%		
		Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
Background Traffic Growth		5	22	6	0	0	0	68	303	168	0	0	0
Subtotal (NO BUILD - A.M.)		***239***	***1,129***	***306***	***230***	***216***	***148***	***320***	***1,427***	***790***	***622***	***1,312***	***11***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	106	75	9	0	0	167	124	0	45	54	0
Total AM Peak Hour BUILD Volumes		**239**	**1,235**	**381**	**239**	**216**	**148**	**487**	**1,551**	**790**	**667**	**1,366**	**11**

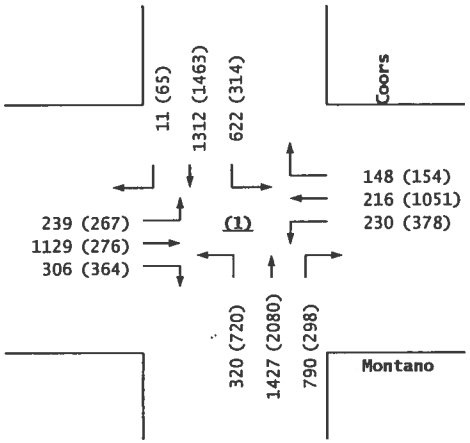
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
Background Traffic Growth	5	5	7	0	0	0	153	442	63	0	0	0
Subtotal (NO BUILD - P.M.)	***267***	***276***	***364***	***378***	***1,051***	***154***	***720***	***2,080***	***298***	***314***	***1,463***	***65***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	194	142	29	0	0	320	177	0	82	123	0
Total PM Peak Hour BUILD Volumes	**267**	**470**	**506**	**407**	**1,051**	**154**	**1,040**	**2,257**	**298**	**396**	**1,586**	**65**

	Entering	Exiting		
Number of Residential Trips Generated	**40**	**211**	A.M.	100% Residential Development
	194	**95**	P.M.	
Number of Commercial Trips Generated	**462**	**409**	A.M.	100% Commercial Development
	844	**811**	P.M.	

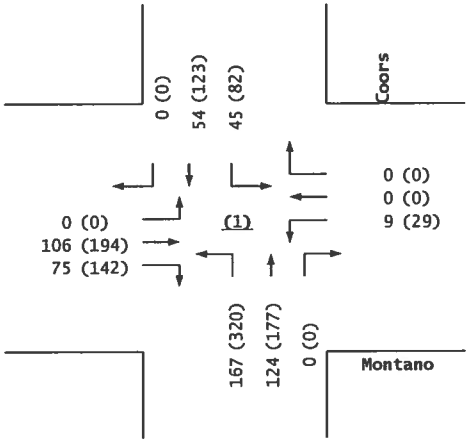
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
2011 AM Peak Hr. Volumes	235	1111	301	230	216	148	266	1,185	656	622	1,312	11
2011 PM Peak Hr. Volumes	263	272	358	378	1,051	154	598	1,726	248	314	1,463	65

Case "Y"

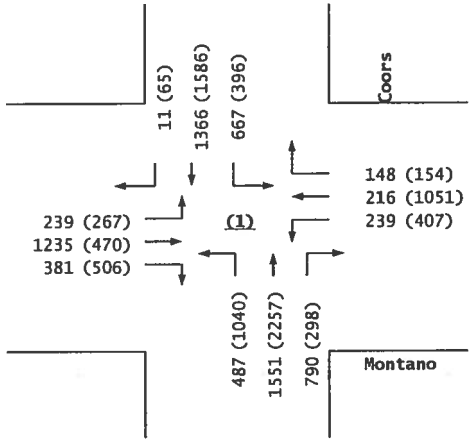
2015
NO BUILD



Trips



2015
BUILD



Montano / Coors

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Winterhaven

Case "Y"

INTERSECTION: E-W Street: **Montano** (2)

N-S Street: **Winterhaven**

Year of Existing Counts **2010**

Horizon Year **2015**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	2,464	28	96	495	28	0	0	69	0	0	42
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***44***	***2,464***	***28***	***96***	***495***	***28***	***0***	***0***	***69***	***0***	***0***	***42***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	74	0	87	9	0	0	0	67	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**44**	**2,538**	**28**	**183**	**504**	**28**	**0**	**0**	**136**	**0**	**0**	**42**
Pass-by Trip Adjustments	*0*	*-28*	*25*	*18*	*-18*	*0*	*0*	*0*	*22*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**44**	**2,510**	**53**	**201**	**486**	**28**	**0**	**0**	**158**	**0**	**0**	**42**

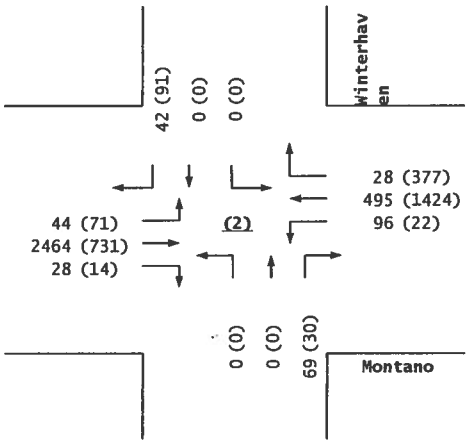
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	71	731	14	22	1,424	377	0	0	30	0	0	91
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***71***	***731***	***14***	***22***	***1,424***	***377***	***0***	***0***	***30***	***0***	***0***	***91***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	147	0	186	29	0	0	0	30	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**71**	**878**	**14**	**208**	**1,453**	**377**	**0**	**0**	**60**	**0**	**0**	**91**
Pass-by Trip Adjustments	*0*	*-21*	*20*	*73*	*-73*	*0*	*0*	*0*	*20*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**71**	**857**	**34**	**281**	**1,380**	**377**	**0**	**0**	**80**	**0**	**0**	**91**

	Entering	Exiting		
Number of Residential Trips Generated	**40**	**211**	A.M.	100% Residential Development
	194	**95**	P.M.	
Number of Commercial Trips Generated	**462**	**409**	A.M.	100% Commercial Development
	844	**811**	P.M.	

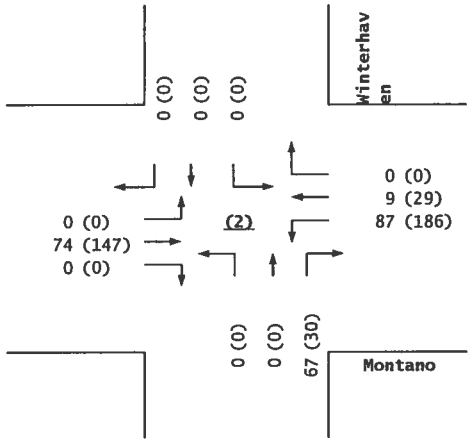
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
2011 AM Peak Hr. Volumes	44	2464	28	96	495	28	0	0	69	0	0	42
2011 PM Peak Hr. Volumes	71	731	14	22	1,424	377	0	0	30	0	0	91

Case "Y"

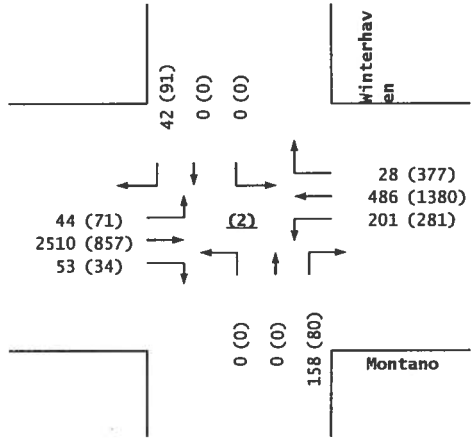
2015
NO BUILD



Trips



2015
BUILD



Montano / Winterhaven

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Driveway 'A'

Case "Y"

INTERSECTION: E-W Street: **Montano** (3)

N-S Street: **Driveway 'A'**

There are no residential exiting trips for this drive

Year of Existing Counts 2010

Horizon Year **2015**

Growth Rates **0.00%** **0.00%** **0.00%** **0.00%**

	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2,351	0	0	594	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***2,351***	***0***	***0***	***594***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.70%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	151	0	9	0	0	0	74	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	2,351	151	0	603	0	0	0	74	0	0	0
Pass-by Trip Adjustments	*0*	*-25*	*25*	*0*	*-18*	*0*	*0*	*0*	*22*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**2,326**	**176**	**0**	**585**	**0**	**0**	**0**	**96**	**0**	**0**	**0**

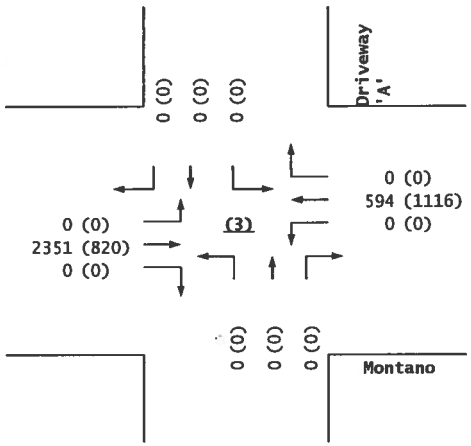
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	820	0	0	1,116	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***820***	***0***	***0***	***1,116***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.70%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	276	0	29	0	0	0	147	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	820	276	0	1,145	0	0	0	147	0	0	0
Pass-by Trip Adjustments	*0*	*-20*	*20*	*0*	*-73*	*0*	*0*	*0*	*19*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**800**	**296**	**0**	**1,072**	**0**	**0**	**0**	**166**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	40	211	A.M.	100% Residential Development
	194	95	P.M.	
Number of Commercial Trips Generated	462	409	A.M.	100% Commercial Development
	844	811	P.M.	

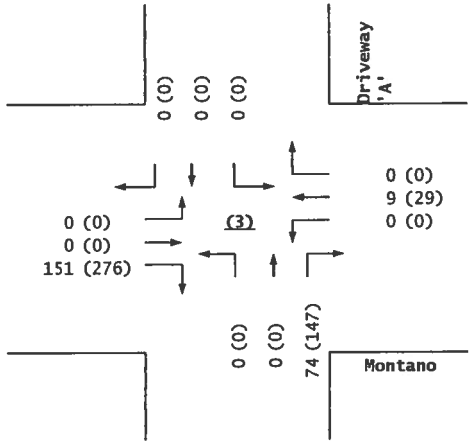
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
2011 AM Peak Hr. Volumes	0	2351	0	0	594	0	0	0	0	0	0	0
2011 PM Peak Hr. Volumes	0	820	0	0	1,116	0	0	0	0	0	0	0

Case "Y"

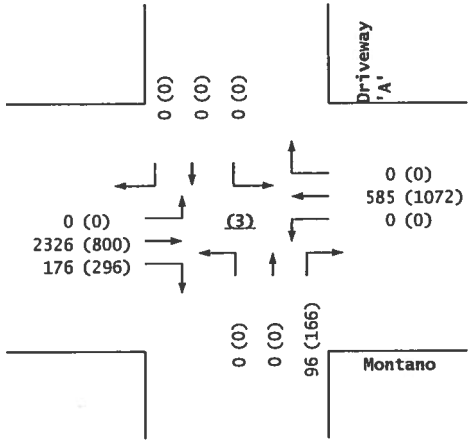
2015
NO BUILD



Trips



2015
BUILD



Montano / Driveway 'A'

Montano Access Daskalos

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2030) - 100% Development

Case "N"

INTERSECTION: Summary

Montano / Coors

(1)

3.0% Truck

	PHF	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	*0.88*	237	1,121	304	242	227	156	252	1,126	623	635	1,339	11
2030 (NO BUILD - A.M.)	*0.76*	*292*	*1,380*	*374*	*465*	*436*	*299*	*261*	*1,162*	*643*	*882*	*1,861*	*16*
2030 (BUILD - A.M.)	*0.88*	***292***	***1,486***	***449***	***474***	***436***	***299***	***428***	***1,286***	***643***	***927***	***1,915***	***16***
		Eastbound (Montano)			**Westbound (Montano)**			**Northbound (Coors)**			**Southbound (Coors)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	*0.90*	269	278	366	378	1,051	154	579	1,673	240	319	1,487	66
2030 (NO BUILD - P.M.)	*0.91*	*401*	*415*	*547*	*378*	*1,051*	*154*	*812*	*2,345*	*336*	*416*	*1,936*	*86*
2030 (BUILD - P.M.)	*0.93*	***401***	***609***	***689***	***407***	***1,051***	***154***	***1,132***	***2,522***	***336***	***498***	***2,059***	***86***

Montano / Winterhaven

(2)

3.0% Truck

	PHF	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	*0.84*	44	2,489	28	101	520	29	0	0	69	0	0	42
2030 (NO BUILD - A.M.)	*0.78*	*53*	*2,957*	*34*	*194*	*1,000*	*57*	*0*	*0*	*69*	*0*	*0*	*42*
2030 (BUILD - A.M.)	*0.75*	***53***	***2,907***	***234***	***299***	***991***	***57***	***0***	***0***	***254***	***0***	***0***	***42***
		Eastbound (Montano)			**Westbound (Montano)**			**Northbound (Winterhaven)**			**Southbound (Winterhaven)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	*0.75*	72	746	14	22	1,424	377	0	0	30	0	0	91
2030 (NO BUILD - P.M.)	*0.93*	*99*	*1,023*	*20*	*22*	*1,424*	*377*	*0*	*0*	*30*	*0*	*0*	*91*
2030 (BUILD - P.M.)	*0.94*	***99***	***983***	***334***	***281***	***1,380***	***377***	***0***	***0***	***246***	***0***	***0***	***91***

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Coors

INTERSECTION: E-W Street: **Montano** (1)

N-S Street: **Coors**

Year of Existing Counts 2010

Horizon Year 2030

Growth Rates	1.23%			5.10%			0.17%			2.09%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
Background Traffic Growth	58	273	74	235	220	151	9	38	21	260	549	5
Subtotal (NO BUILD - A.M.)	***292***	***1,380***	***374***	***465***	***436***	***299***	***261***	***1,162***	***643***	***882***	***1,861***	***16***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	106	75	9	0	0	167	124	0	45	54	0
Total AM Peak Hour BUILD Volumes	**292**	**1,486**	**449**	**474**	**436**	**299**	**428**	**1,286**	**643**	**927**	**1,915**	**16**

	2.66%			0.00%			2.16%			1.62%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
Background Traffic Growth	139	144	190	0	0	0	245	707	101	102	473	21
Subtotal (NO BUILD - P.M.)	***401***	***415***	***547***	***378***	***1,051***	***154***	***812***	***2,345***	***336***	***416***	***1,936***	***86***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	194	142	29	0	0	320	177	0	82	123	0
Total PM Peak Hour BUILD Volumes	**401**	**609**	**689**	**407**	**1,051**	**154**	**1,132**	**2,522**	**336**	**498**	**2,059**	**86**

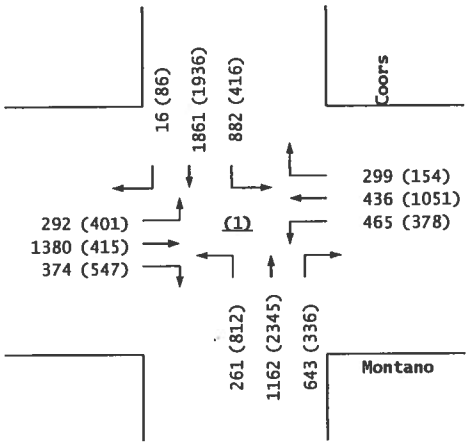
	Entering	Exiting		
Number of Residential Trips Generated	40	211	A.M.	100% Residential Development
	194	95	P.M.	
Number of Commercial Trips Generated	462	409	A.M.	100% Commercial Development
	844	811	P.M.	

	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
2011 AM Peak Hr. Volumes	237	1121	304	242	227	156	252	1,126	623	635	1,339	11
2011 PM Peak Hr. Volumes	269	278	366	378	1,051	154	579	1,673	240	319	1,487	66

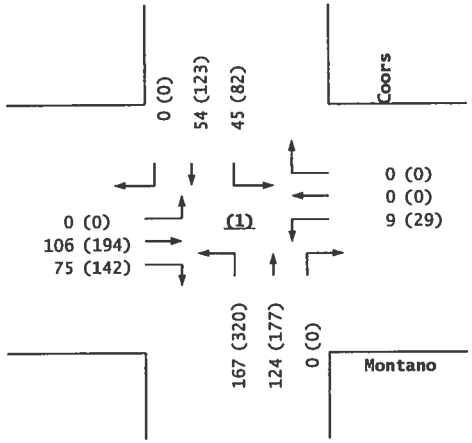
MRCOG Forecast Volumes Worksheet

Based on 2010 Traffic Count				
2010 AM Link Volume	**1,641**	**594**	**1,998**	**1,945**
2010 PM Link Volume	**890**	**1,583**	**2,440**	**1,842**
Based on MRCOG Model (2030 Data Set)				
2004 AM Link Volume	**1392**	**592**	**1884**	**1400**
2004 PM Link Volume	**1061**	**1208**	**2300**	**1884**
2030 AM Link Volume	**2045**	**1200**	**2066**	**2759**
2030 PM Link Volume	**1363**	**1566**	**3493**	**2438**
Growth Rate to Apply to Existing Counts to Match 2030 Forecasts				
2010-2030 AM Growth Rates	1.23%	5.10%	0.17%	2.09%
2010-2030 PM Growth Rates	2.66%	-0.05%	2.16%	1.62%
Growth Rate to Apply to 2004 Model Volumes to Match 2025 Forecasts				
2004-2030 AM Growth Rates	1.80%	3.95%	0.37%	3.73%
2004-2030 PM Growth Rates	1.09%	1.14%	1.99%	1.13%

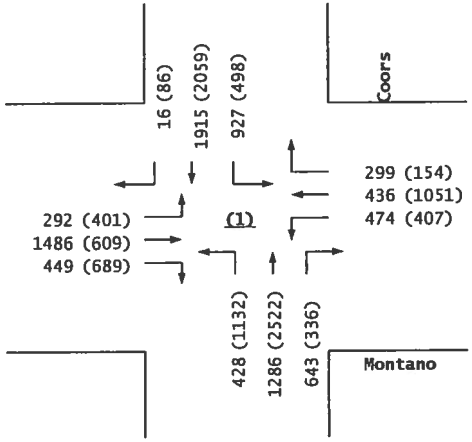
2030
NO BUILD



Trips



2030
BUILD



Montano / Coors

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Winterhaven

INTERSECTION: E-W Streel: **Montano** (2)

N-S Streel: **Winterhaven**

Year of Existing Counts **2010**

Horizon Year **2030**

Growth Rates	1.00%			5.10%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	2,464	28	96	495	28	0	0	69	0	0	42
Background Traffic Growth	9	493	6	98	505	29	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***53***	***2,957***	***34***	***194***	***1,000***	***57***	***0***	***0***	***69***	***0***	***0***	***42***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.45%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	150	87	9	0	0	0	141	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**53**	**2,957**	**184**	**281**	**1,009**	**57**	**0**	**0**	**210**	**0**	**0**	**42**
Pass-by Trip Adjustments	*0*	*-50*	*50*	*18*	*-18*	*0*	*0*	*0*	*44*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**53**	**2,907**	**234**	**299**	**991**	**57**	**0**	**0**	**254**	**0**	**0**	**42**

	2.00%			0.00%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	71	731	14	22	1,424	377	0	0	30	0	0	91
Background Traffic Growth	28	292	6	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***99***	***1,023***	***20***	***22***	***1,424***	***377***	***0***	***0***	***30***	***0***	***0***	***91***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.45%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	274	186	29	0	0	0	177	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**99**	**1,023**	**294**	**208**	**1,453**	**377**	**0**	**0**	**207**	**0**	**0**	**91**
Pass-by Trip Adjustments	*0*	*-40*	*40*	*73*	*-73*	*0*	*0*	*0*	*39*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**99**	**983**	**334**	**281**	**1,380**	**377**	**0**	**0**	**246**	**0**	**0**	**91**

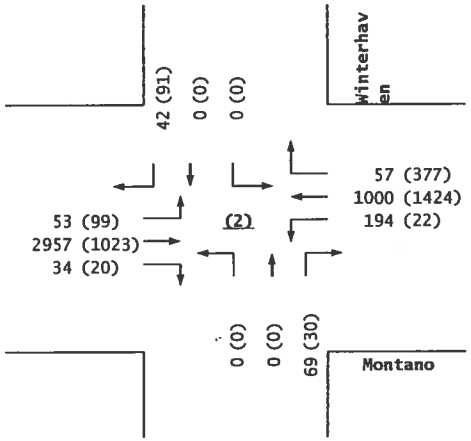
	Entering	Exiting		
Number of Residential Trips Generated	40	211	A.M.	100% Residential Development
	194	95	P.M.	
Number of Commercial Trips Generated	462	409	A.M.	100% Commercial Development
	844	811	P.M.	

	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
2011 AM Peak Hr. Volumes	44	2489	28	101	520	29	0	0	69	0	0	42
2011 PM Peak Hr. Volumes	72	746	14	22	1,424	377	0	0	30	0	0	91

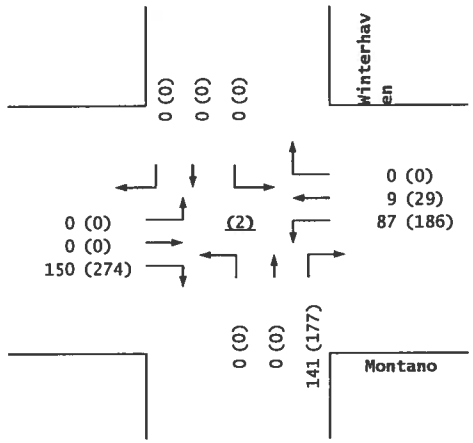
MRCOG Forecast Volumes Worksheet

Based on 2010 Traffic Count				
2010 AM Link Volume	2,536	619	69	42
2010 PM Link Volume	816	1,823	30	91
Based on MRCOG Model (2030 Data Set)				
2004 AM Link Volume	370	327	1248	1049
2004 PM Link Volume	313	1024	1058	1246
2030 AM Link Volume	1468	848	1609	777
2030 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2030 Forecasts				
2010-2030 AM Growth Rates	-2.11%	1.85%	111.59%	87.50%
2010-2030 PM Growth Rates	0.66%	-0.19%	226.50%	79.29%
Growth Rate to Apply to 2004 Model Volumes to Match 2025 Forecasts				
2004-2030 AM Growth Rates	11.41%	6.13%	1.11%	-1.00%
2004-2030 PM Growth Rates	7.50%	2.74%	1.20%	0.89%

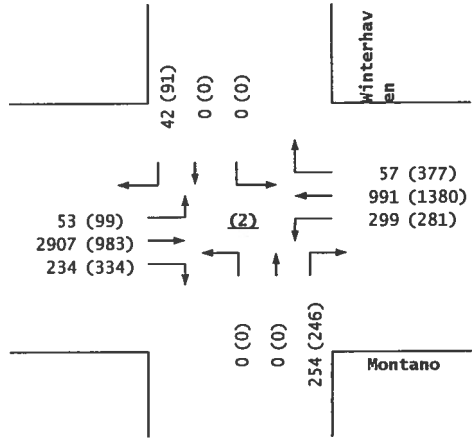
2030
NO BUILD



Trips



2030
BUILD



Montano / Winterhaven

Montano Access Daskalos

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2030) - 100% Development

Case "Y"

INTERSECTION: **Summary**

Montano / Coors

(1)

3.0% Truck

	0.88			0.76			0.88			0.90			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	237	1,121	304	242	227	156	252	1,126	623	635	1,339	11	
2030 (NO BUILD - A.M.)	*292*	*1,380*	*374*	*465*	*436*	*299*	*261*	*1,162*	*643*	*882*	*1,861*	*16*	
2030 (BUILD - A.M.)	***292***	***1,486***	***449***	***474***	***436***	***299***	***428***	***1,286***	***643***	***927***	***1,915***	***16***	

	0.91			0.93			0.96			0.92			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	269	278	366	378	1,051	154	579	1,673	240	319	1,487	66	
2030 (NO BUILD - P.M.)	*401*	*415*	*547*	*378*	*1,051*	*154*	*812*	*2,345*	*336*	*416*	*1,936*	*86*	
2030 (BUILD - P.M.)	***401***	***609***	***689***	***407***	***1,051***	***154***	***1,132***	***2,522***	***336***	***498***	***2,059***	***86***	

Montano / Winterhaven

(2)

3.0% Truck

	0.84			0.78			0.75			0.75			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	44	2,489	28	101	520	29	0	0	69	0	0	42	
2030 (NO BUILD - A.M.)	*53*	*2,957*	*34*	*194*	*1,000*	*57*	*0*	*0*	*69*	*0*	*0*	*42*	
2030 (BUILD - A.M.)	***53***	***3,003***	***59***	***299***	***991***	***57***	***0***	***0***	***158***	***0***	***0***	***42***	

	0.93			0.94			0.75			0.75			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	72	746	14	22	1,424	377	0	0	30	0	0	91	
2030 (NO BUILD - P.M.)	*99*	*1,023*	*20*	*22*	*1,424*	*377*	*0*	*0*	*30*	*0*	*0*	*91*	
2030 (BUILD - P.M.)	***99***	***1,149***	***40***	***281***	***1,380***	***377***	***0***	***0***	***80***	***0***	***0***	***91***	

Montano / Driveway 'A'

(3)

3.0% Truck

	0.76			0.76			0.85			0.85			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	2,375	0	0	624	0	0	0	0	0	0	0	
2030 (NO BUILD - A.M.)	*0*	*2,821*	*0*	*0*	*1,200*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2030 (BUILD - A.M.)	***0***	***2,796***	***176***	***0***	***1,191***	***0***	***0***	***0***	***96***	***0***	***0***	***0***	

	0.93			0.93			0.85			0.85			PHF
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	836	0	0	1,116	0	0	0	0	0	0	0	
2030 (NO BUILD - P.M.)	*0*	*1,148*	*0*	*0*	*1,116*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2030 (BUILD - P.M.)	***0***	***1,128***	***296***	***0***	***1,072***	***0***	***0***	***0***	***166***	***0***	***0***	***0***	

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Coors

INTERSECTION: E-W Street: **Montano** (1)

N-S Street: **Coors**

Year of Existing Counts **2010**

Horizon Year **2030**

Growth Rates	1.23%			5.10%			0.17%			2.09%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
Background Traffic Growth	58	273	74	235	220	151	9	38	21	260	549	5
Subtotal (NO BUILD - A.M.)	***292***	***1,380***	***374***	***465***	***436***	***299***	***261***	***1,162***	***643***	***882***	***1,861***	***16***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	106	75	9	0	0	167	124	0	45	54	0
Total AM Peak Hour BUILD Volumes	**292**	**1,486**	**449**	**474**	**436**	**299**	**428**	**1,286**	**643**	**927**	**1,915**	**16**

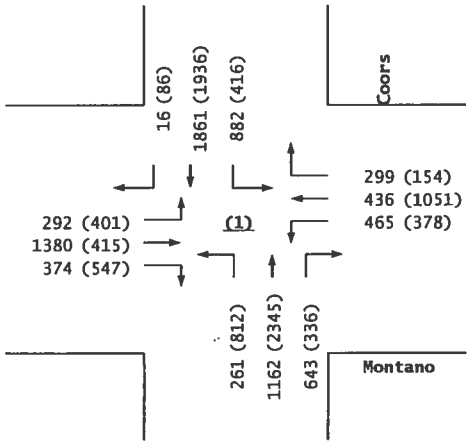
	2.66%			0.00%			2.16%			1.62%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
Background Traffic Growth	139	144	190	0	0	0	245	707	101	102	473	21
Subtotal (NO BUILD - P.M.)	***401***	***415***	***547***	***378***	***1,051***	***154***	***812***	***2,345***	***336***	***416***	***1,936***	***86***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.25%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.39%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.25%*	*21.39%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*23.00%*	*16.06%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.70%*	*9.70%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*39.06%*	*19.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	194	142	29	0	0	320	177	0	82	123	0
Total PM Peak Hour BUILD Volumes	**401**	**609**	**689**	**407**	**1,051**	**154**	**1,132**	**2,522**	**336**	**498**	**2,059**	**86**

	Entering	Exiting		
Number of Residential Trips Generated	**40**	**211**	A.M.	100% Residential Development
	194	**95**	P.M.	
Number of Commercial Trips Generated	**462**	**409**	A.M.	100% Commercial Development
	844	**811**	P.M.	

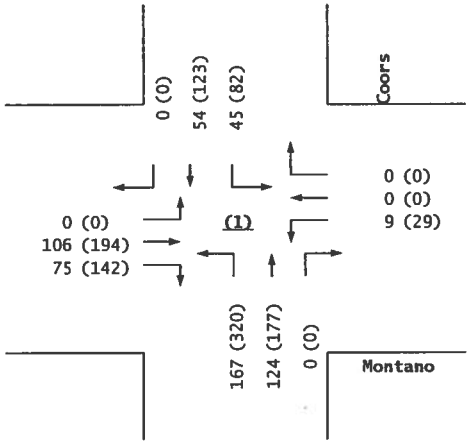
	Eastbound (Montano)			Westbound (Montano)			Northbound (Coors)			Southbound (Coors)		
2011 AM Peak Hr. Volumes	237	1121	304	242	227	156	252	1,126	623	635	1,339	11
2011 PM Peak Hr. Volumes	269	278	366	378	1,051	154	579	1,673	240	319	1,487	66

MRCOG Forecast Volumes Worksheet				
Based on 2010 Traffic Count				
2010 AM Link Volume	**1,641**	**594**	**1,998**	**1,945**
2010 PM Link Volume	**890**	**1,583**	**2,440**	**1,842**
Based on MRCOG Model (2030 Data Set)				
2004 AM Link Volume	**1392**	**592**	**1884**	**1400**
2004 PM Link Volume	**1061**	**1208**	**2300**	**1884**
2030 AM Link Volume	**2045**	**1200**	**2066**	**2759**
2030 PM Link Volume	**1363**	**1566**	**3493**	**2438**
Growth Rate to Apply to Existing Counts to Match 2030 Forecasts				
2010-2030 AM Growth Rates	**1.23%**	**5.10%**	**0.17%**	**2.09%**
2010-2030 PM Growth Rates	**2.66%**	**-0.05%**	**2.16%**	**1.62%**
Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts				
2004-2030 AM Growth Rates	1.80%	3.95%	0.37%	3.73%
2004-2030 PM Growth Rates	1.09%	1.14%	1.99%	1.13%

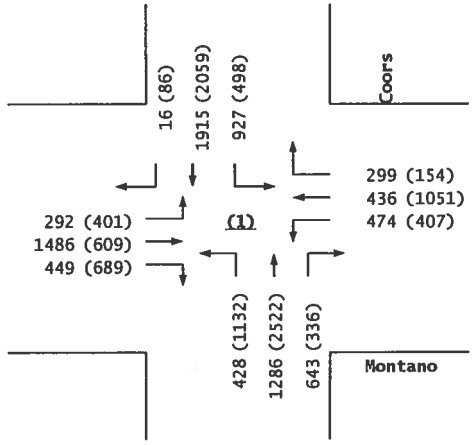
2030
NO BUILD



Trips



2030
BUILD



Montano / Coors

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Winterhaven

INTERSECTION: E-W Street: **Montano** (2)

N-S Street: **Winterhaven**

Year of Existing Counts **2010**

Horizon Year **2030**

Growth Rates	1.00%			5.10%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	2,464	28	96	495	28	0	0	69	0	0	42
Background Traffic Growth	9	493	6	98	505	29	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***53***	***2,957***	***34***	***194***	***1,000***	***57***	***0***	***0***	***69***	***0***	***0***	***42***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	74	0	87	9	0	0	0	67	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**53**	**3,031**	**34**	**281**	**1,009**	**57**	**0**	**0**	**136**	**0**	**0**	**42**
Pass-by Trip Adjustments	*0*	*-28*	*25*	*18*	*-18*	*0*	*0*	*0*	*22*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**53**	**3,003**	**59**	**299**	**991**	**57**	**0**	**0**	**158**	**0**	**0**	**42**

	2.00%			0.00%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	71	731	14	22	1,424	377	0	0	30	0	0	91
Background Traffic Growth	28	292	6	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***99***	***1,023***	***20***	***22***	***1,424***	***377***	***0***	***0***	***30***	***0***	***0***	***91***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*21.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.75%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*17.15%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	147	0	186	29	0	0	0	30	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**99**	**1,170**	**20**	**208**	**1,453**	**377**	**0**	**0**	**60**	**0**	**0**	**91**
Pass-by Trip Adjustments	*0*	*-21*	*20*	*73*	*-73*	*0*	*0*	*0*	*20*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**99**	**1,149**	**40**	**281**	**1,380**	**377**	**0**	**0**	**80**	**0**	**0**	**91**

	Entering	Exiting		
Number of Residential Trips Generated	**40**	**211**	A.M.	100% Residential Development
	194	**95**	P.M.	
Number of Commercial Trips Generated	**462**	**409**	A.M.	100% Commercial Development
	844	**811**	P.M.	

	Eastbound (Montano)			Westbound (Montano)			Northbound (Winterhaven)			Southbound (Winterhaven)		
2011 AM Peak Hr. Volumes	44	2489	28	101	520	29	0	0	69	0	0	42
2011 PM Peak Hr. Volumes	72	746	14	22	1,424	377	0	0	30	0	0	91

MRCOG Forecast Volumes Worksheet

Based on 2010 Traffic Count				
2010 AM Link Volume	**2,536**	**619**	**69**	**42**
2010 PM Link Volume	**816**	**1,823**	**30**	**91**
Based on MRCOG Model (2030 Data Set)				
2004 AM Link Volume	**370**	**327**	**1248**	**1049**
2004 PM Link Volume	**313**	**1024**	**1058**	**1246**
2030 AM Link Volume	**1468**	**848**	**1609**	**777**
2030 PM Link Volume	**923**	**1753**	**1389**	**1534**
Growth Rate to Apply to Existing Counts to Match 2030 Forecasts				
2010-2030 AM Growth Rates	**-2.11%**	**1.85%**	**111.59%**	**87.50%**
2010-2030 PM Growth Rates	**0.66%**	**-0.19%**	**226.50%**	**79.29%**
Growth Rate to Apply to 2004 Model Volumes to Match 2025 Forecasts				
2004-2030 AM Growth Rates	11.41%	8.13%	1.11%	-1.00%
2004-2030 PM Growth Rates	7.50%	2.74%	1.20%	0.89%

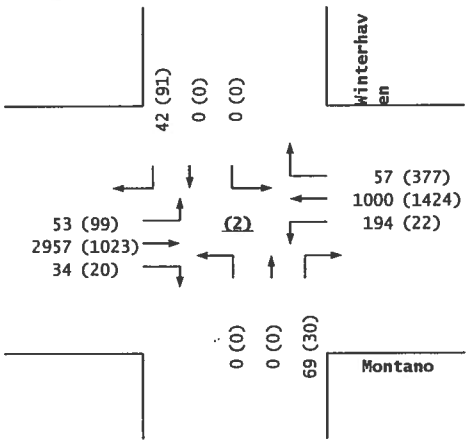
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Montano)***			***Westbound (Montano)***			***Northbound (Winterhaven)***			***Southbound (Winterhaven)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

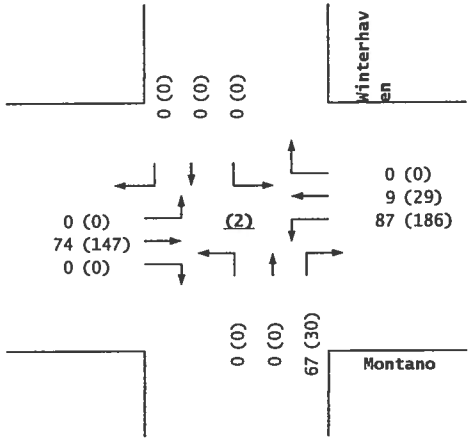
PM Pass-by Trips	***Eastbound (Montano)***			***Westbound (Montano)***			***Northbound (Winterhaven)***			***Southbound (Winterhaven)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	Entering	Exiting	
Pass-by Trips	***0***	***0***	*AM*
	0	***0***	*PM*

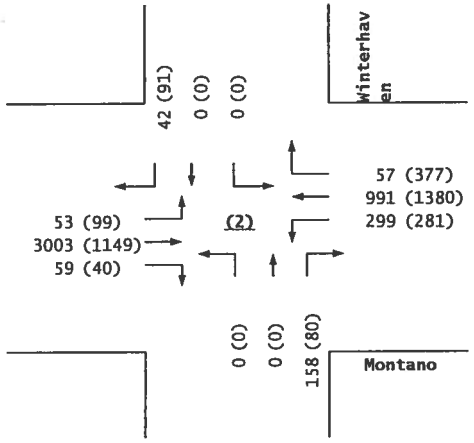
2030
NO BUILD



Trips



2030
BUILD



Montano / Winterhaven

Montano Access Daskalos

Projected Turning Movements Worksheet

Montano / Driveway 'A'

INTERSECTION: E-W Street: Montano (3)

N-S Street: Driveway 'A'

There are no residential exiting trips for this drive

Year of Existing Counts 2010

Horizon Year **2030**

Growth Rates	1.00%			5.10%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2,351	0	0	594	0	0	0	0	0	0	0
Background Traffic Growth	0	470	0	0	606	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***2,821***	***0***	***0***	***1,200***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.70%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	151	0	9	0	0	0	74	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**2,821**	**151**	**0**	**1,209**	**0**	**0**	**0**	**74**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*-25*	*25*	*0*	*-18*	*0*	*0*	*0*	*22*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**2,796**	**176**	**0**	**1,191**	**0**	**0**	**0**	**96**	**0**	**0**	**0**

	2.00%			0.00%			0.00%			0.00%		
	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	820	0	0	1,116	0	0	0	0	0	0	0
Background Traffic Growth	0	328	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***1,148***	***0***	***0***	***1,116***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*32.70%*	*0.00%*	*1.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.15%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	276	0	29	0	0	0	147	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**1,148**	**276**	**0**	**1,145**	**0**	**0**	**0**	**147**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*-20*	*20*	*0*	*-73*	*0*	*0*	*0*	*19*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**1,128**	**296**	**0**	**1,072**	**0**	**0**	**0**	**166**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**40**	**211**	A.M.	100% Residential Development
	194	**95**	P.M.	
Number of Commercial Trips Generated	**462**	**409**	A.M.	100% Commercial Development
	844	**811**	P.M.	

	Eastbound (Montano)			Westbound (Montano)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
2011 AM Peak Hr. Volumes	0	2375	0	0	624	0	0	0	0	0	0	0
2011 PM Peak Hr. Volumes	0	836	0	0	1,116	0	0	0	0	0	0	0

MRCOG Forecast Volumes Worksheet

Based on 2010 Traffic Count				
2010 AM Link Volume	**2,351**	**594**	**0**	**0**
2010 PM Link Volume	**820**	**1,116**	**0**	**0**
Based on MRCOG Model (2030 Data Set)				
2004 AM Link Volume	**370**	**327**	**1248**	**1049**
2004 PM Link Volume	**313**	**1024**	**1058**	**1246**
2030 AM Link Volume	**1488**	**848**	**1609**	**777**
2030 PM Link Volume	**923**	**1753**	**1389**	**1534**
Growth Rate to Apply to Existing Counts to Match 2030 Forecasts				
2010-2030 AM Growth Rates	**-1.88%**	**2.14%**	**#DIV/0!**	**#DIV/0!**
2010-2030 PM Growth Rates	**0.63%**	**2.85%**	**#DIV/0!**	**#DIV/0!**
Growth Rate to Apply to 2004 Model Volumes to Match 2025 Forecasts				
2004-2030 AM Growth Rates	11.41%	6.13%	1.11%	-1.00%
2004-2030 PM Growth Rates	7.50%	2.74%	1.20%	0.89%

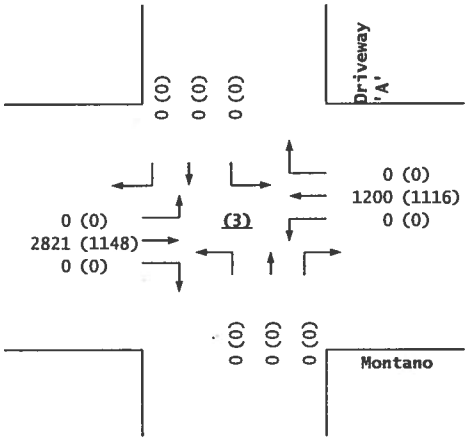
Pass-by Trip Calculations:

AM Pass-by Trips	*Eastbound (Montano)*			*Westbound (Montano)*			*Northbound (Driveway 'A')*			*Southbound (Driveway 'A')*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

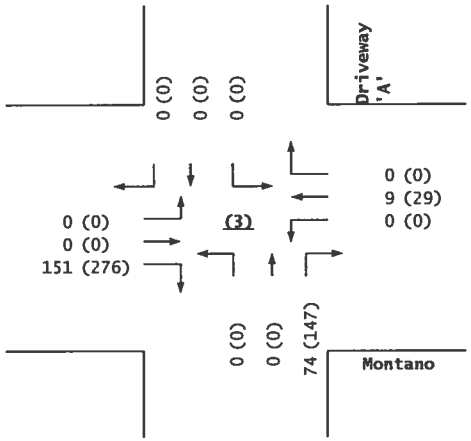
PM Pass-by Trips	*Eastbound (Montano)*			*Westbound (Montano)*			*Northbound (Driveway 'A')*			*Southbound (Driveway 'A')*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	Entering	Exiting	
Pass-by Trips	***0***	***0***	*AM*
	0	***0***	*PM*

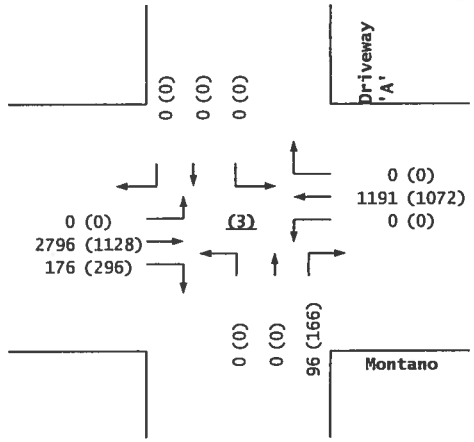
2030
NO BUILD



Trips



2030
BUILD



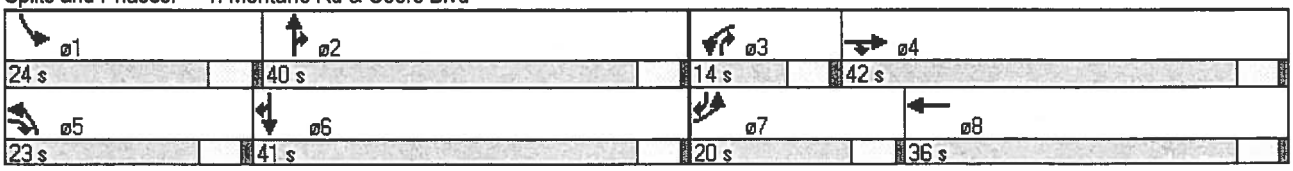
Montano / Driveway 'A'

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	239	1235	381	239	216	487	1551	790	667	1366	11
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	20.0	42.0	65.0	14.0	36.0	23.0	40.0	54.0	24.0	41.0	61.0
Total Split (%)	16.7%	35.0%	54.2%	11.7%	30.0%	19.2%	33.3%	45.0%	20.0%	34.2%	50.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	Max		Min	Max	
Act Effct Green (s)	13.8	37.0	60.0	9.0	32.2	18.0	35.0	49.0	19.0	36.0	54.8
Actuated g/C Ratio	0.12	0.31	0.50	0.08	0.27	0.15	0.29	0.41	0.16	0.30	0.46
v/c Ratio	0.70	1.30	0.55	1.23	0.49	1.08	1.20	0.80	1.38	1.00	0.02
Control Delay	61.0	176.2	24.0	179.2	27.9	112.4	134.5	37.4	219.8	66.3	8.2
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	61.0	176.2	24.0	179.2	27.9	112.4	134.5	37.4	219.8	66.3	8.2
LOS	E	F	C	F	C	F	F	D	F	E	A
Approach Delay		130.1			87.8		103.5			116.1	
Approach LOS		F			F		F			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 130
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 112.1 — Intersection LOS: F
Intersection Capacity Utilization 106.6% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



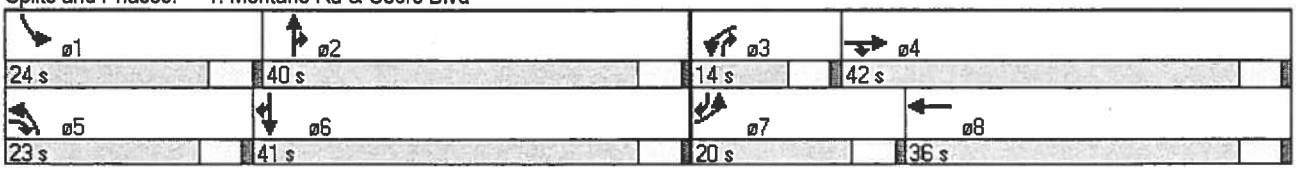
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	239	1235	381	239	216	148	487	1551	790	667	1366	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	272	1403	433	314	284	195	553	1762	898	741	1518	12
RTOR Reduction (vph)	0	0	1	0	101	0	0	0	2	0	0	7
Lane Group Flow (vph)	272	1403	433	314	378	0	553	1762	896	741	1518	5
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	13.8	37.0	60.0	9.0	32.2		18.0	35.0	49.0	19.0	36.0	54.8
Effective Green, g (s)	13.8	37.0	60.0	9.0	32.2		18.0	35.0	49.0	19.0	36.0	54.8
Actuated g/C Ratio	0.12	0.31	0.50	0.08	0.27		0.15	0.29	0.41	0.16	0.30	0.46
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	391	1081	784	255	883		510	1469	1127	538	1511	716
v/s Ratio Prot	0.08	c0.40	0.28	c0.09	0.11		0.16	c0.35	0.32	c0.22	0.30	0.00
v/s Ratio Perm												
v/c Ratio	0.70	1.30	0.55	1.23	0.43		1.08	1.20	0.80	1.38	1.00	0.01
Uniform Delay, d1	51.1	41.5	20.7	55.5	36.3		51.0	42.5	31.1	50.5	42.0	17.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	140.9	0.8	133.4	0.3		64.6	96.6	4.0	181.2	24.3	0.0
Delay (s)	56.4	182.4	21.6	188.9	36.6		115.6	139.1	35.1	231.7	66.3	17.8
Level of Service	E	F	C	F	D		F	F	D	F	E	B
Approach Delay (s)		133.1			96.9			106.0			120.0	
Approach LOS		F			F			F			F	

Intersection Summary				
HCM Average Control Delay	115.7	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.27			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0	
Intersection Capacity Utilization	106.6%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	239	1235	381	239	216	487	1551	790	667	1366	11
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	20.0	42.0	65.0	14.0	36.0	23.0	40.0	54.0	24.0	41.0	61.0
Total Split (%)	16.7%	35.0%	54.2%	11.7%	30.0%	19.2%	33.3%	45.0%	20.0%	34.2%	50.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	Max		Min	Max	
Act Effct Green (s)	13.8	37.0	60.0	9.0	32.2	18.0	35.0	49.0	19.0	36.0	54.8
Actuated g/C Ratio	0.12	0.31	0.50	0.08	0.27	0.15	0.29	0.41	0.16	0.30	0.46
v/c Ratio	0.70	1.30	0.55	1.23	0.49	1.08	1.20	0.80	1.38	1.00	0.02
Control Delay	61.0	176.2	24.0	179.2	27.9	112.4	134.5	37.4	219.8	66.3	8.2
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	61.0	176.2	24.0	179.2	27.9	112.4	134.5	37.4	219.8	66.3	8.2
LOS	E	F	C	F	C	F	F	D	F	E	A
Approach Delay		130.1			87.8		103.5			116.1	
Approach LOS		F			F		F			F	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 130	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 112.1	Intersection LOS: F
Intersection Capacity Utilization 106.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Montano Rd & Coors Blvd



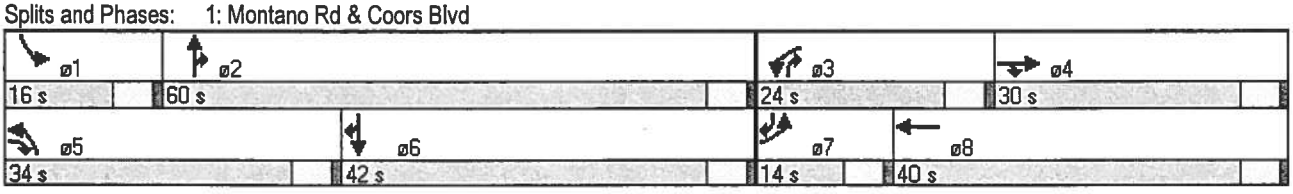
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	239	1235	381	239	216	148	487	1551	790	667	1366	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	272	1403	433	314	284	195	553	1762	898	741	1518	12
RTOR Reduction (vph)	0	0	1	0	101	0	0	0	2	0	0	7
Lane Group Flow (vph)	272	1403	433	314	378	0	553	1762	896	741	1518	5
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	13.8	37.0	60.0	9.0	32.2		18.0	35.0	49.0	19.0	36.0	54.8
Effective Green, g (s)	13.8	37.0	60.0	9.0	32.2		18.0	35.0	49.0	19.0	36.0	54.8
Actuated g/C Ratio	0.12	0.31	0.50	0.08	0.27		0.15	0.29	0.41	0.16	0.30	0.46
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	391	1081	784	255	883		510	1469	1127	538	1511	716
v/s Ratio Prot	0.08	c0.40	0.28	c0.09	0.11		0.16	c0.35	0.32	c0.22	0.30	0.00
v/s Ratio Perm												
v/c Ratio	0.70	1.30	0.55	1.23	0.43		1.08	1.20	0.80	1.38	1.00	0.01
Uniform Delay, d1	51.1	41.5	20.7	55.5	36.3		51.0	42.5	31.1	50.5	42.0	17.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	140.9	0.8	133.4	0.3		64.6	96.6	4.0	181.2	24.3	0.0
Delay (s)	56.4	182.4	21.6	188.9	36.6		115.6	139.1	35.1	231.7	66.3	17.8
Level of Service	E	F	C	F	D		F	F	D	F	E	B
Approach Delay (s)		133.1			96.9			106.0			120.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	115.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	267	470	506	407	1051	1040	2257	298	396	1586	65
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	14.0	30.0	64.0	24.0	40.0	34.0	60.0	84.0	16.0	42.0	56.0
Total Split (%)	10.8%	23.1%	49.2%	18.5%	30.8%	26.2%	46.2%	64.6%	12.3%	32.3%	43.1%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Max		Min	C-Max	
Act Effct Green (s)	9.0	25.3	59.3	18.7	35.0	29.0	55.0	78.7	11.0	37.0	51.0
Actuated g/C Ratio	0.07	0.19	0.46	0.14	0.27	0.22	0.42	0.61	0.08	0.28	0.39
v/c Ratio	1.25	0.76	0.78	0.89	1.39	1.43	1.10	0.18	1.49	1.20	0.12
Control Delay	189.7	57.6	38.5	76.2	217.5	237.9	90.1	10.2	279.4	138.8	25.2
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	189.7	57.6	38.5	76.2	217.5	237.9	90.1	10.2	279.4	138.8	25.2
LOS	F	E	D	E	F	F	F	B	F	F	C
Approach Delay		78.2			181.8		126.2			162.4	
Approach LOS		E			F		F			F	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 138.5	Intersection LOS: F
Intersection Capacity Utilization 118.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	267	470	506	407	1051	154	1040	2257	298	396	1586	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	293	516	556	438	1130	166	1083	2351	310	430	1724	71
RTOR Reduction (vph)	0	0	3	0	9	0	0	0	14	0	0	1
Lane Group Flow (vph)	293	516	553	438	1287	0	1083	2351	296	430	1724	70
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	9.0	25.3	59.3	18.7	35.0		29.0	55.0	78.7	11.0	37.0	51.0
Effective Green, g (s)	9.0	25.3	59.3	18.7	35.0		29.0	55.0	78.7	11.0	37.0	51.0
Actuated g/C Ratio	0.07	0.19	0.46	0.14	0.27		0.22	0.42	0.61	0.08	0.28	0.39
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	235	682	715	489	926		758	2131	1671	288	1433	615
v/s Ratio Prot	c0.09	0.15	0.35	0.13	c0.37		c0.32	0.47	0.11	0.13	c0.34	0.04
v/s Ratio Perm												
v/c Ratio	1.25	0.76	0.77	0.90	1.39		1.43	1.10	0.18	1.49	1.20	0.11
Uniform Delay, d1	60.5	49.4	29.7	54.7	47.5		50.5	37.5	11.3	59.5	46.5	25.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	141.4	4.8	5.2	18.6	182.2		200.6	54.2	0.1	239.4	98.3	0.1
Delay (s)	201.9	54.2	34.9	73.3	229.7		251.1	91.7	11.4	298.9	144.8	25.2
Level of Service	F	D	C	E	F		F	F	B	F	F	C
Approach Delay (s)		78.1			190.2			131.1			170.8	
Approach LOS		E			F			F			F	

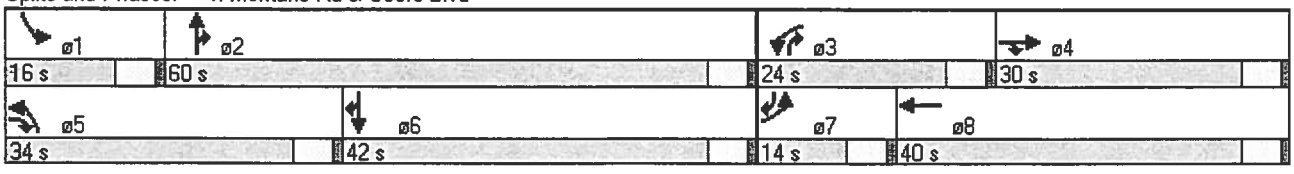
Intersection Summary					
HCM Average Control Delay	144.2	HCM Level of Service		F	
HCM Volume to Capacity ratio	1.33				
Actuated Cycle Length (s)	130.0	Sum of lost time (s)		20.0	
Intersection Capacity Utilization	118.6%	ICU Level of Service		H	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	267	470	506	407	1051	1040	2257	298	396	1586	65
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	14.0	30.0	64.0	24.0	40.0	34.0	60.0	84.0	16.0	42.0	56.0
Total Split (%)	10.8%	23.1%	49.2%	18.5%	30.8%	26.2%	46.2%	64.6%	12.3%	32.3%	43.1%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Max		Min	C-Max	
Act Effct Green (s)	9.0	25.3	59.3	18.7	35.0	29.0	55.0	78.7	11.0	37.0	51.0
Actuated g/C Ratio	0.07	0.19	0.46	0.14	0.27	0.22	0.42	0.61	0.08	0.28	0.39
v/c Ratio	1.25	0.76	0.78	0.89	1.39	1.43	1.10	0.18	1.49	1.20	0.12
Control Delay	189.7	57.6	38.5	76.2	217.5	237.9	90.1	10.2	279.4	138.8	25.2
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	189.7	57.6	38.5	76.2	217.5	237.9	90.1	10.2	279.4	138.8	25.2
LOS	F	E	D	E	F	F	F	B	F	F	C
Approach Delay		78.2			181.8		126.2			162.4	
Approach LOS		E			F		F			F	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 138.5 — Intersection LOS: F
Intersection Capacity Utilization 118.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	267	470	506	407	1051	154	1040	2257	298	396	1586	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	293	516	556	438	1130	166	1083	2351	310	430	1724	71
RTOR Reduction (vph)	0	0	3	0	9	0	0	0	14	0	0	1
Lane Group Flow (vph)	293	516	553	438	1287	0	1083	2351	296	430	1724	70
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	9.0	25.3	59.3	18.7	35.0		29.0	55.0	78.7	11.0	37.0	51.0
Effective Green, g (s)	9.0	25.3	59.3	18.7	35.0		29.0	55.0	78.7	11.0	37.0	51.0
Actuated g/C Ratio	0.07	0.19	0.46	0.14	0.27		0.22	0.42	0.61	0.08	0.28	0.39
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	235	682	715	489	926		758	2131	1671	288	1433	615
v/s Ratio Prot	c0.09	0.15	0.35	0.13	c0.37		c0.32	0.47	0.11	0.13	c0.34	0.04
v/s Ratio Perm												
v/c Ratio	1.25	0.76	0.77	0.90	1.39		1.43	1.10	0.18	1.49	1.20	0.11
Uniform Delay, d1	60.5	49.4	29.7	54.7	47.5		50.5	37.5	11.3	59.5	46.5	25.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	141.4	4.8	5.2	18.6	182.2		200.6	54.2	0.1	239.4	98.3	0.1
Delay (s)	201.9	54.2	34.9	73.3	229.7		251.1	91.7	11.4	298.9	144.8	25.2
Level of Service	F	D	C	E	F		F	F	B	F	F	C
Approach Delay (s)		78.1			190.2			131.1			170.8	
Approach LOS		E			F			F			F	

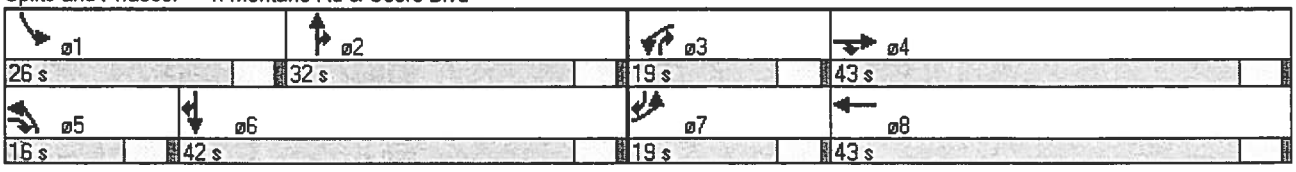
Intersection Summary			
HCM Average Control Delay	144.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	118.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	292	1486	449	474	436	428	1286	643	927	1915	16
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	19.0	43.0	59.0	19.0	43.0	16.0	32.0	51.0	26.0	42.0	61.0
Total Split (%)	15.8%	35.8%	49.2%	15.8%	35.8%	13.3%	26.7%	42.5%	21.7%	35.0%	50.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Max		Min	C-Max	
Act Effct Green (s)	13.8	38.0	54.0	14.0	38.2	11.0	27.0	46.0	21.0	37.0	55.8
Actuated g/C Ratio	0.12	0.32	0.45	0.12	0.32	0.09	0.22	0.38	0.18	0.31	0.46
v/c Ratio	0.85	1.52	0.72	1.57	0.84	1.56	1.29	0.69	1.73	1.37	0.02
Control Delay	72.2	270.6	34.1	304.6	40.0	302.4	175.4	35.1	367.2	204.7	7.2
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	72.2	270.6	34.1	304.6	40.0	302.4	175.4	35.1	367.2	204.7	7.2
LOS	E	F	C	F	D	F	F	D	F	F	A
Approach Delay		196.9			143.7		160.2			256.3	
Approach LOS		F			F		F			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.73
Intersection Signal Delay: 197.5 — Intersection LOS: F
Intersection Capacity Utilization 122.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	292	1486	449	474	436	299	428	1286	643	927	1915	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	332	1689	510	624	574	393	486	1461	731	1030	2128	18
RTOR Reduction (vph)	0	0	0	0	102	0	0	0	1	0	0	10
Lane Group Flow (vph)	332	1689	510	624	865	0	486	1461	730	1030	2128	8
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	13.8	38.0	54.0	14.0	38.2		11.0	27.0	46.0	21.0	37.0	55.8
Effective Green, g (s)	13.8	38.0	54.0	14.0	38.2		11.0	27.0	46.0	21.0	37.0	55.8
Actuated g/C Ratio	0.12	0.32	0.45	0.12	0.32		0.09	0.22	0.38	0.18	0.31	0.46
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	391	1110	706	397	1048		312	1133	1058	595	1553	729
v/s Ratio Prot	0.10	c0.48	0.33	c0.18	0.26		0.14	0.29	0.26	c0.30	c0.42	0.01
v/s Ratio Perm												
v/c Ratio	0.85	1.52	0.72	1.57	0.83		1.56	1.29	0.69	1.73	1.37	0.01
Uniform Delay, d1	52.1	41.0	26.9	53.0	37.8		54.5	46.5	31.0	49.5	41.5	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.7	239.4	3.7	269.2	5.4		266.2	137.0	2.0	336.0	170.8	0.0
Delay (s)	67.7	280.4	30.6	322.2	43.2		320.7	183.5	33.0	385.5	212.3	17.3
Level of Service	E	F	C	F	D		F	F	C	F	F	B
Approach Delay (s)		202.1			152.7			167.3			267.4	
Approach LOS		F			F			F			F	

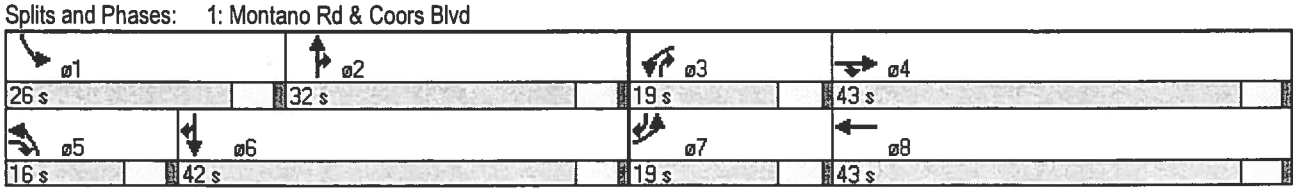
Intersection Summary			
HCM Average Control Delay	205.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	122.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	292	1486	449	474	436	428	1286	643	927	1915	16
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	19.0	43.0	59.0	19.0	43.0	16.0	32.0	51.0	26.0	42.0	61.0
Total Split (%)	15.8%	35.8%	49.2%	15.8%	35.8%	13.3%	26.7%	42.5%	21.7%	35.0%	50.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Max		Min	C-Max	
Act Effct Green (s)	13.8	38.0	54.0	14.0	38.2	11.0	27.0	46.0	21.0	37.0	55.8
Actuated g/C Ratio	0.12	0.32	0.45	0.12	0.32	0.09	0.22	0.38	0.18	0.31	0.46
v/c Ratio	0.85	1.52	0.72	1.57	0.84	1.56	1.29	0.69	1.73	1.37	0.02
Control Delay	72.2	270.6	34.1	304.6	40.0	302.4	175.4	35.1	367.2	204.7	7.2
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	72.2	270.6	34.1	304.6	40.0	302.4	175.4	35.1	367.2	204.7	7.2
LOS	E	F	C	F	D	F	F	D	F	F	A
Approach Delay		196.9			143.7		160.2			256.3	
Approach LOS		F			F		F			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.73
Intersection Signal Delay: 197.5 — Intersection LOS: F
Intersection Capacity Utilization 122.6% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



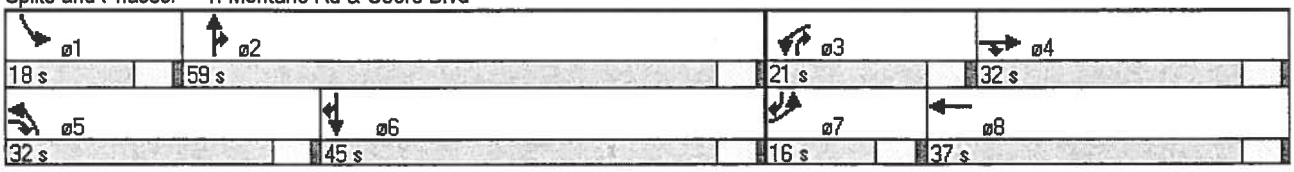
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	292	1486	449	474	436	299	428	1286	643	927	1915	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	332	1689	510	624	574	393	486	1461	731	1030	2128	18
RTOR Reduction (vph)	0	0	0	0	102	0	0	0	1	0	0	10
Lane Group Flow (vph)	332	1689	510	624	865	0	486	1461	730	1030	2128	8
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	13.8	38.0	54.0	14.0	38.2		11.0	27.0	46.0	21.0	37.0	55.8
Effective Green, g (s)	13.8	38.0	54.0	14.0	38.2		11.0	27.0	46.0	21.0	37.0	55.8
Actuated g/C Ratio	0.12	0.32	0.45	0.12	0.32		0.09	0.22	0.38	0.18	0.31	0.46
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	391	1110	706	397	1048		312	1133	1058	595	1553	729
v/s Ratio Prot	0.10	c0.48	0.33	c0.18	0.26		0.14	0.29	0.26	c0.30	c0.42	0.01
v/s Ratio Perm												
v/c Ratio	0.85	1.52	0.72	1.57	0.83		1.56	1.29	0.69	1.73	1.37	0.01
Uniform Delay, d1	52.1	41.0	26.9	53.0	37.8		54.5	46.5	31.0	49.5	41.5	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.7	239.4	3.7	269.2	5.4		266.2	137.0	2.0	336.0	170.8	0.0
Delay (s)	67.7	280.4	30.6	322.2	43.2		320.7	183.5	33.0	385.5	212.3	17.3
Level of Service	E	F	C	F	D		F	F	C	F	F	B
Approach Delay (s)		202.1			152.7			167.3			267.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	205.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	122.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	401	609	689	407	1051	1132	2522	336	498	2059	86
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	16.0	32.0	64.0	21.0	37.0	32.0	59.0	80.0	18.0	45.0	61.0
Total Split (%)	12.3%	24.6%	49.2%	16.2%	28.5%	24.6%	45.4%	61.5%	13.8%	34.6%	46.9%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Max		Min	C-Max	
Act Effct Green (s)	11.0	27.0	59.0	16.0	32.0	27.0	54.0	75.0	13.0	40.0	56.0
Actuated g/C Ratio	0.08	0.21	0.45	0.12	0.25	0.21	0.42	0.58	0.10	0.31	0.43
v/c Ratio	1.53	0.92	1.06	1.05	1.52	1.67	1.26	0.22	1.59	1.44	0.14
Control Delay	294.9	69.2	86.1	111.4	272.6	340.6	153.0	13.1	316.7	237.8	22.9
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	294.9	69.2	86.1	111.4	272.6	340.6	153.0	13.1	316.7	237.8	22.9
LOS	F	E	F	F	F	F	F	B	F	F	C
Approach Delay		129.3			231.9		194.4			245.7	
Approach LOS		F			F		F			F	

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.67		
Intersection Signal Delay: 203.0	Intersection LOS: F	
Intersection Capacity Utilization 134.1%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	401	609	689	407	1051	154	1132	2522	336	498	2059	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	441	669	757	438	1130	166	1179	2627	350	541	2238	93
RTOR Reduction (vph)	0	0	1	0	9	0	0	0	7	0	0	1
Lane Group Flow (vph)	441	669	756	438	1287	0	1179	2627	343	541	2238	92
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	11.0	27.0	59.0	16.0	32.0		27.0	54.0	75.0	13.0	40.0	56.0
Effective Green, g (s)	11.0	27.0	59.0	16.0	32.0		27.0	54.0	75.0	13.0	40.0	56.0
Actuated g/C Ratio	0.08	0.21	0.45	0.12	0.25		0.21	0.42	0.58	0.10	0.31	0.43
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	288	728	712	418	846		706	2092	1592	340	1550	675
v/s Ratio Prot	c0.13	0.19	0.48	0.13	c0.37		c0.35	0.52	0.12	0.16	c0.44	0.06
v/s Ratio Perm												
v/c Ratio	1.53	0.92	1.06	1.05	1.52		1.67	1.26	0.22	1.59	1.44	0.14
Uniform Delay, d1	59.5	50.4	35.5	57.0	49.0		51.5	38.0	13.3	58.5	45.0	22.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	255.9	16.5	51.3	57.1	240.6		307.7	119.2	0.1	279.6	203.5	0.1
Delay (s)	315.4	66.9	86.8	114.1	289.6		359.2	157.2	13.4	338.1	248.5	22.5
Level of Service	F	E	F	F	F		F	F	B	F	F	C
Approach Delay (s)		133.7			245.3			202.4			258.0	
Approach LOS		F			F			F			F	

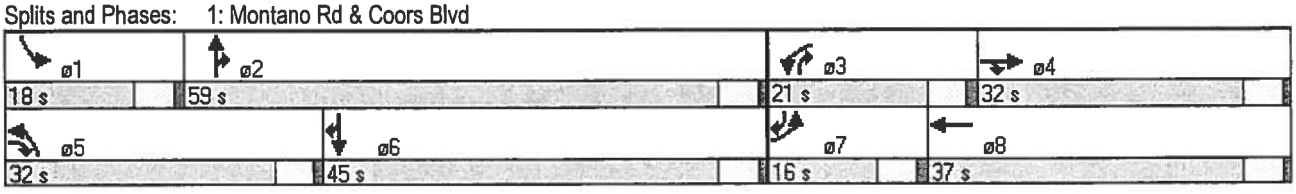
Intersection Summary			
HCM Average Control Delay	212.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	134.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	401	609	689	407	1051	1132	2522	336	498	2059	86
Turn Type	Prot		pt+ov	Prot		Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases											
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	16.0	32.0	64.0	21.0	37.0	32.0	59.0	80.0	18.0	45.0	61.0
Total Split (%)	12.3%	24.6%	49.2%	16.2%	28.5%	24.6%	45.4%	61.5%	13.8%	34.6%	46.9%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	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	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Max		Min	C-Max	
Act Effct Green (s)	11.0	27.0	59.0	16.0	32.0	27.0	54.0	75.0	13.0	40.0	56.0
Actuated g/C Ratio	0.08	0.21	0.45	0.12	0.25	0.21	0.42	0.58	0.10	0.31	0.43
v/c Ratio	1.53	0.92	1.06	1.05	1.52	1.67	1.26	0.22	1.59	1.44	0.14
Control Delay	294.9	69.2	86.1	111.4	272.6	340.6	153.0	13.1	316.7	237.8	22.9
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	294.9	69.2	86.1	111.4	272.6	340.6	153.0	13.1	316.7	237.8	22.9
LOS	F	E	F	F	F	F	F	B	F	F	C
Approach Delay		129.3			231.9		194.4			245.7	
Approach LOS		F			F		F			F	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.67
Intersection Signal Delay: 203.0 — Intersection LOS: F
Intersection Capacity Utilization 134.1% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	401	609	689	407	1051	154	1132	2522	336	498	2059	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	441	669	757	438	1130	166	1179	2627	350	541	2238	93
RTOR Reduction (vph)	0	0	1	0	9	0	0	0	7	0	0	1
Lane Group Flow (vph)	441	669	756	438	1287	0	1179	2627	343	541	2238	92
Turn Type	Prot		pt+ov	Prot			Prot		pt+ov	Prot		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Actuated Green, G (s)	11.0	27.0	59.0	16.0	32.0		27.0	54.0	75.0	13.0	40.0	56.0
Effective Green, g (s)	11.0	27.0	59.0	16.0	32.0		27.0	54.0	75.0	13.0	40.0	56.0
Actuated g/C Ratio	0.08	0.21	0.45	0.12	0.25		0.21	0.42	0.58	0.10	0.31	0.43
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	288	728	712	418	846		706	2092	1592	340	1550	675
v/s Ratio Prot	c0.13	0.19	0.48	0.13	c0.37		c0.35	0.52	0.12	0.16	c0.44	0.06
v/s Ratio Perm												
v/c Ratio	1.53	0.92	1.06	1.05	1.52		1.67	1.26	0.22	1.59	1.44	0.14
Uniform Delay, d1	59.5	50.4	35.5	57.0	49.0		51.5	38.0	13.3	58.5	45.0	22.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	255.9	16.5	51.3	57.1	240.6		307.7	119.2	0.1	279.6	203.5	0.1
Delay (s)	315.4	66.9	86.8	114.1	289.6		359.2	157.2	13.4	338.1	248.5	22.5
Level of Service	F	E	F	F	F		F	F	B	F	F	C
Approach Delay (s)		133.7			245.3			202.4			258.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	212.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.53		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	134.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	2414	228	201	486	28	0	0	254	0	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	46	2541	240	223	540	31	0	0	299	0	0	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1202										
pX, platoon unblocked				0.72			0.72	0.72	0.72	0.72	0.72	
vC, conflicting volume	571			2781			3400	3651	1271	2664	3876	286
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571			2694			3558	3910	585	2531	4223	286
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			0			0	0	8	0	0	93
cM capacity (veh/h)	991			106			0	0	324	0	0	708

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	46	1271	1271	240	223	360	211	299	49
Volume Left	46	0	0	0	223	0	0	0	0
Volume Right	0	0	0	240	0	0	31	299	49
cSH	991	1700	1700	1700	106	1700	1700	324	708
Volume to Capacity	0.05	0.75	0.75	0.14	2.11	0.21	0.12	0.92	0.07
Queue Length 95th (ft)	4	0	0	0	477	0	0	229	6
Control Delay (s)	8.8	0.0	0.0	0.0	598.0	0.0	0.0	69.1	10.5
Lane LOS	A				F			F	B
Approach Delay (s)	0.1				168.1			69.1	10.5
Approach LOS								F	B

Intersection Summary				
Average Delay	39.1			
Intersection Capacity Utilization	89.1%	ICU Level of Service		E
Analysis Period (min)	15			

Terry O. Brown, PE

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	2510	53	201	486	28	0	0	158	0	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	46	2642	56	223	540	31	0	0	186	0	0	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1202										
pX, platoon unblocked				0.72			0.72	0.72	0.72	0.72	0.72	
vC, conflicting volume	571			2698			3501	3753	1321	2602	3793	286
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571			2578			3699	4051	656	2444	4107	286
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			0			0	0	36	0	0	93
cM capacity (veh/h)	991			118			0	0	291	0	0	708

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	46	1321	1321	56	223	360	211	186	49
Volume Left	46	0	0	0	223	0	0	0	0
Volume Right	0	0	0	56	0	0	31	186	49
cSH	991	1700	1700	1700	118	1700	1700	291	708
Volume to Capacity	0.05	0.78	0.78	0.03	1.90	0.21	0.12	0.64	0.07
Queue Length 95th (ft)	4	0	0	0	447	0	0	102	6
Control Delay (s)	8.8	0.0	0.0	0.0	496.2	0.0	0.0	37.0	10.5
Lane LOS	A				F			E	B
Approach Delay (s)	0.1				139.5			37.0	10.5
Approach LOS								E	B

Intersection Summary				
Average Delay	31.4			
Intersection Capacity Utilization	87.2%	ICU Level of Service		E
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	691	328	281	1380	377	0	0	246	0	0	91
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	79	768	364	296	1453	397	0	0	289	0	0	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1202										
pX, platoon unblocked												
vC, conflicting volume	1849			1132			2351	3367	384	3074	3533	925
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1849			1132			2351	3367	384	3074	3533	925
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	75			51			100	100	53	100	100	60
cM capacity (veh/h)	320			607			6	3	611	1	2	269

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	79	384	384	364	296	968	881	289	107
Volume Left	79	0	0	0	296	0	0	0	0
Volume Right	0	0	0	364	0	0	397	289	107
cSH	320	1700	1700	1700	607	1700	1700	611	269
Volume to Capacity	0.25	0.23	0.23	0.21	0.49	0.57	0.52	0.47	0.40
Queue Length 95th (ft)	24	0	0	0	67	0	0	63	45
Control Delay (s)	19.9	0.0	0.0	0.0	16.4	0.0	0.0	16.1	26.9
Lane LOS	C				C			C	D
Approach Delay (s)	1.3				2.3			16.1	26.9
Approach LOS								C	D

Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	62.5%	ICU Level of Service		B
Analysis Period (min)	15			

Terry O. Brown, PE

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	857	34	281	1380	377	0	0	80	0	0	91
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	79	952	38	296	1453	397	0	0	94	0	0	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1203										
pX, platoon unblocked												
vC, conflicting volume	1849			990			2535	3551	476	2971	3390	925
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1849			990			2535	3551	476	2971	3390	925
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	75			57			100	100	82	100	100	60
cM capacity (veh/h)	320			688			4	2	532	3	3	269

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	79	476	476	38	296	968	881	94	107
Volume Left	79	0	0	0	296	0	0	0	0
Volume Right	0	0	0	38	0	0	397	94	107
cSH	320	1700	1700	1700	688	1700	1700	532	269
Volume to Capacity	0.25	0.28	0.28	0.02	0.43	0.57	0.52	0.18	0.40
Queue Length 95th (ft)	24	0	0	0	54	0	0	16	45
Control Delay (s)	19.9	0.0	0.0	0.0	14.1	0.0	0.0	13.2	26.9
Lane LOS	C				B			B	D
Approach Delay (s)	1.5				1.9			13.2	26.9
Approach LOS								B	D

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	62.5%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	2907	234	299	991	57	0	0	254	0	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	56	3060	246	332	1101	63	0	0	299	0	0	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1202										
pX, platoon unblocked				0.71			0.71	0.71	0.71	0.71	0.71	
vC, conflicting volume	1164			3306			4436	5000	1530	3738	5215	582
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1164			3433			5029	5827	923	4042	6130	582
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			0			0	0	0	0	0	89
cM capacity (veh/h)	590			52			0	0	191	0	0	454

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	56	1530	1530	246	332	734	430	299	49
Volume Left	56	0	0	0	332	0	0	0	0
Volume Right	0	0	0	246	0	0	63	299	49
cSH	590	1700	1700	1700	52	1700	1700	191	454
Volume to Capacity	0.09	0.90	0.90	0.14	6.36	0.43	0.25	1.56	0.11
Queue Length 95th (ft)	8	0	0	0	Err	0	0	482	9
Control Delay (s)	11.7	0.0	0.0	0.0	2566.3	0.0	0.0	322.0	13.9
Lane LOS	B				F			F	B
Approach Delay (s)	0.2				569.7			322.0	13.9
Approach LOS								F	B

Intersection Summary				
Average Delay	182.5			
Intersection Capacity Utilization	103.6%	ICU Level of Service		G
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	3003	59	299	991	57	0	0	158	0	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	56	3161	62	332	1101	63	0	0	186	0	0	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1202										
pX, platoon unblocked				0.71			0.71	0.71	0.71	0.71	0.71	
vC, conflicting volume	1164			3223			4537	5102	1581	3675	5132	582
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1164			3315			5172	5969	994	3954	6013	582
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			0			0	0	0	0	0	89
cM capacity (veh/h)	590			58			0	0	171	0	0	454

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	56	1581	1581	62	332	734	430	186	49
Volume Left	56	0	0	0	332	0	0	0	0
Volume Right	0	0	0	62	0	0	63	186	49
cSH	590	1700	1700	1700	58	1700	1700	171	454
Volume to Capacity	0.09	0.93	0.93	0.04	5.69	0.43	0.25	1.09	0.11
Queue Length 95th (ft)	8	0	0	0	Err	0	0	233	9
Control Delay (s)	11.7	0.0	0.0	0.0	2250.3	0.0	0.0	148.6	13.9
Lane LOS	B				F			F	B
Approach Delay (s)	0.2				499.5			148.6	13.9
Approach LOS								F	B

Intersection Summary				
Average Delay	155.0			
Intersection Capacity Utilization	106.2%	ICU Level of Service		G
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	983	334	281	1380	377	0	0	246	0	0	91
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	110	1092	371	296	1453	397	0	0	289	0	0	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1202										
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	1849			1463			2737	3753	546	3298	3926	925
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1849			1347			2717	3810	361	3321	3996	925
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	66			37			100	100	51	100	100	60
cM capacity (veh/h)	320			467			2	1	589	1	1	269

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	110	546	546	371	296	968	881	289	107
Volume Left	110	0	0	0	296	0	0	0	0
Volume Right	0	0	0	371	0	0	397	289	107
cSH	320	1700	1700	1700	467	1700	1700	589	269
Volume to Capacity	0.34	0.32	0.32	0.22	0.63	0.57	0.52	0.49	0.40
Queue Length 95th (ft)	37	0	0	0	108	0	0	68	45
Control Delay (s)	22.0	0.0	0.0	0.0	25.1	0.0	0.0	16.9	26.9
Lane LOS	C				D			C	D
Approach Delay (s)	1.5				3.5			16.9	26.9
Approach LOS								C	D

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	1149	40	281	1380	377	0	0	80	0	0	91
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	110	1277	44	296	1453	397	0	0	94	0	0	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1203										
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	1849			1321			2922	3938	638	3195	3784	925
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1849			1189			2915	4011	453	3210	3845	925
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	66			45			100	100	82	100	100	60
cM capacity (veh/h)	320			535			2	1	511	1	1	269

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	110	638	638	44	296	968	881	94	107
Volume Left	110	0	0	0	296	0	0	0	0
Volume Right	0	0	0	44	0	0	397	94	107
cSH	320	1700	1700	1700	535	1700	1700	511	269
Volume to Capacity	0.34	0.38	0.38	0.03	0.55	0.57	0.52	0.18	0.40
Queue Length 95th (ft)	37	0	0	0	83	0	0	17	45
Control Delay (s)	22.0	0.0	0.0	0.0	19.7	0.0	0.0	13.6	26.9
Lane LOS	C				C			B	D
Approach Delay (s)	1.7				2.7			13.6	26.9
Approach LOS								B	D

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	62.5%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	2326	176	0	585	0	96
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.85	0.85
Hourly flow rate (vph)	2448	185	0	650	0	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	707					
pX, platoon unblocked			0.71		0.71	0.71
vC, conflicting volume			2634		2773	1224
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2481		2679	483
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	70
cM capacity (veh/h)			127		12	372

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	1224	1224	185	325	325	113
Volume Left	0	0	0	0	0	0
Volume Right	0	0	185	0	0	113
cSH	1700	1700	1700	1700	1700	372
Volume to Capacity	0.72	0.72	0.11	0.19	0.19	0.30
Queue Length 95th (ft)	0	0	0	0	0	32
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	18.9
Lane LOS						C
Approach Delay (s)	0.0			0.0		18.9
Approach LOS						C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	800	296	0	1072	0	166
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	889	329	0	1128	0	195
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	709					
pX, platoon unblocked			0.93		0.93	0.93
vC, conflicting volume			1218		1453	444
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1075		1329	239
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	72
cM capacity (veh/h)			591		134	702

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	444	444	329	564	564	195
Volume Left	0	0	0	0	0	0
Volume Right	0	0	329	0	0	195
cSH	1700	1700	1700	1700	1700	702
Volume to Capacity	0.26	0.26	0.19	0.33	0.33	0.28
Queue Length 95th (ft)	0	0	0	0	0	28
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	12.1
Lane LOS						B
Approach Delay (s)	0.0			0.0		12.1
Approach LOS						B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	2796	176	0	1191	0	96
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.85	0.85
Hourly flow rate (vph)	2943	185	0	1323	0	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	707					
pX, platoon unblocked			0.70		0.70	0.70
vC, conflicting volume			3128		3605	1472
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3184		3867	808
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	50
cM capacity (veh/h)			65		2	224

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	1472	1472	185	662	662	113
Volume Left	0	0	0	0	0	0
Volume Right	0	0	185	0	0	113
cSH	1700	1700	1700	1700	1700	224
Volume to Capacity	0.87	0.87	0.11	0.39	0.39	0.50
Queue Length 95th (ft)	0	0	0	0	0	64
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	36.3
Lane LOS						E
Approach Delay (s)	0.0			0.0		36.3
Approach LOS						E

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	89.9%	ICU Level of Service		E
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	1128	296	0	1072	0	166
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	1253	329	0	1128	0	195
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	709					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			1582		1818	627
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1336		1613	215
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	71
cM capacity (veh/h)			432		80	670

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	627	627	329	564	564	195
Volume Left	0	0	0	0	0	0
Volume Right	0	0	329	0	0	195
cSH	1700	1700	1700	1700	1700	670
Volume to Capacity	0.37	0.37	0.19	0.33	0.33	0.29
Queue Length 95th (ft)	0	0	0	0	0	30
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	12.6
Lane LOS						B
Approach Delay (s)	0.0			0.0		12.6
Approach LOS						B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Traffic Count Data Sheet

Year Counts Taken: **2010**

E-W Street **Montano Blvd**
N-S Street: **Coors Blvd**

Speed Limit (Montano Blvd)= **40** MPH
Speed Limit (Coors Blvd)= **45** MPH
Date of Count: **11/16/10**

Begin Time	End Time	Eastbound (Montano Blvd)			Westbound (Montano Blvd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	**45**	**335**	**85**	**51**	**57**	**27**	**43**	**223**	**178**	**157**	**298**	**2**
7:15 AM	7:30 AM	**48**	**305**	**69**	**51**	**28**	**29**	**46**	**237**	**185**	**163**	**348**	**0**
7:30 AM	7:45 AM	**56**	**250**	**43**	**57**	**58**	**40**	**64**	**319**	**134**	**163**	**375**	**3**
7:45 AM	8:00 AM	**85**	**217**	**103**	**71**	**73**	**52**	**99**	**345**	**125**	**139**	**291**	**6**
8:00 AM	8:15 AM	~~42~~	~~168~~	~~102~~	~~59~~	~~125~~	~~63~~	~~73~~	~~225~~	~~83~~	~~89~~	~~225~~	~~2~~
8:15 AM	8:30 AM	~~35~~	~~146~~	~~142~~	~~37~~	~~73~~	~~43~~	~~42~~	~~269~~	~~66~~	~~44~~	~~246~~	~~4~~
8:30 AM	8:45 AM	~~67~~	~~166~~	~~124~~	~~42~~	~~85~~	~~30~~	~~28~~	~~200~~	~~64~~	~~70~~	~~162~~	~~2~~
8:45 AM	9:00 AM	~~59~~	~~124~~	~~134~~	~~54~~	~~71~~	~~33~~	~~39~~	~~285~~	~~59~~	~~69~~	~~226~~	~~1~~
AM Peak Hour Volumes		**234**	**1107**	**300**	**230**	**216**	**148**	**252**	**1124**	**622**	**622**	**1312**	**11**
% of Total Traffic		3.8%	17.9%	4.9%	3.7%	3.5%	2.4%	4.1%	18.2%	10.1%	10.1%	21.2%	0.2%
% Directional			26.6%			9.6%			32.3%			31.5%	
AM Peak Hour Factor			***0.88***			***0.76***			***0.88***			***0.90***	

Begin Time	End Time	Eastbound (Montano Blvd)			Westbound (Montano Blvd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~49~~	~~86~~	~~69~~	~~72~~	~~187~~	~~78~~	~~58~~	~~425~~	~~39~~	~~56~~	~~325~~	~~11~~
4:15 PM	4:30 PM	~~51~~	~~87~~	~~71~~	~~71~~	~~191~~	~~84~~	~~62~~	~~428~~	~~46~~	~~60~~	~~347~~	~~10~~
4:30 PM	4:45 PM	~~55~~	~~82~~	~~74~~	~~75~~	~~195~~	~~91~~	~~49~~	~~430~~	~~48~~	~~61~~	~~375~~	~~13~~
4:45 PM	5:00 PM	**62**	**74**	**70**	**99**	**272**	**55**	**127**	**383**	**68**	**70**	**374**	**24**
5:00 PM	5:15 PM	**73**	**70**	**86**	**88**	**249**	**24**	**149**	**413**	**65**	**87**	**333**	**11**
5:15 PM	5:30 PM	**67**	**68**	**110**	**107**	**279**	**38**	**142**	**406**	**54**	**88**	**390**	**20**
5:30 PM	5:45 PM	**60**	**59**	**91**	**84**	**251**	**37**	**149**	**436**	**48**	**69**	**366**	**10**
5:45 PM	6:00 PM	~~62~~	~~60~~	~~85~~	~~100~~	~~245~~	~~34~~	~~137~~	~~453~~	~~42~~	~~48~~	~~333~~	~~14~~
PM Peak Hour Volumes		**262**	**271**	**357**	**378**	**1051**	**154**	**567**	**1638**	**235**	**314**	**1463**	**65**
% of Total Traffic		3.9%	4.0%	5.3%	5.6%	15.6%	2.3%	8.4%	24.2%	3.5%	4.6%	21.7%	1.0%
% Directional			13.2%			23.4%			36.1%			27.3%	
PM Peak Hour Factor			***0.91***			***0.93***			***0.96***			***0.92***	

Traffic Count Data Sheet

Montano Access Dakalos

Year Counts Taken: **2011** E-W Street **Montano** Speed Limit (Montano)= **40** MPH

N-S Street: **Winter Haven** Speed Limit (Winter Haven)= **30** MPH

UNSIGNALIZED Date of Count: **2/23/11**

Begin Time	End Time	Eastbound (Montano)			Westbound (Montano)			Northbound (Winter Haven)			Southbound (Winter Haven)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~10~~	~~508~~	~~0~~	~~1~~	~~74~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~9~~
7:15 AM	7:30 AM	6	567	2	6	86	9	0	0	6	0	0	17
7:30 AM	7:45 AM	12	744	0	19	132	11	0	0	11	0	0	7
7:45 AM	8:00 AM	6	676	14	61	115	21	0	0	33	0	0	7
8:00 AM	8:15 AM	20	477	12	10	162	26	0	0	19	0	0	11
8:15 AM	8:30 AM	~~60~~	~~349~~	~~5~~	~~0~~	~~143~~	~~21~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~4~~
8:30 AM	8:45 AM	~~10~~	~~351~~	~~0~~	~~5~~	~~135~~	~~26~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~8~~
8:45 AM	9:00 AM	~~14~~	~~343~~	~~2~~	~~2~~	~~112~~	~~21~~	~~0~~	~~0~~	~~4~~	~~0~~	~~0~~	~~13~~
AM Peak Hour Volumes		**44**	**2464**	**28**	**96**	**495**	**28**	**0**	**0**	**69**	**0**	**0**	**42**
% of Total Traffic		1.3%	75.4%	0.9%	2.9%	15.2%	0.9%	0.0%	0.0%	2.1%	0.0%	0.0%	1.3%
% Directional			77.6%			19.0%			2.1%			1.3%	
AM Peak Hour Factor			***0.84***			***0.78***			***0.52***			***0.62***	

Begin Time	End Time	Eastbound (Montano)			Westbound (Montano)			Northbound (Winter Haven)			Southbound (Winter Haven)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	8	178	3	4	389	92	0	0	3	0	0	35
4:15 PM	4:30 PM	20	168	4	8	326	95	0	0	8	0	0	22
4:30 PM	4:45 PM	20	193	3	7	357	82	0	0	11	0	0	20
4:45 PM	5:00 PM	23	192	4	3	352	108	0	0	8	0	0	14
5:00 PM	5:15 PM	~~5~~	~~174~~	~~2~~	~~4~~	~~379~~	~~71~~	~~0~~	~~0~~	~~5~~	~~0~~	~~0~~	~~20~~
5:15 PM	5:30 PM	~~17~~	~~190~~	~~6~~	~~6~~	~~356~~	~~81~~	~~0~~	~~0~~	~~11~~	~~0~~	~~0~~	~~23~~
5:30 PM	5:45 PM	~~7~~	~~184~~	~~2~~	~~0~~	~~379~~	~~93~~	~~0~~	~~0~~	~~4~~	~~0~~	~~0~~	~~11~~
5:45 PM	6:00 PM	~~9~~	~~168~~	~~0~~	~~1~~	~~354~~	~~85~~	~~0~~	~~0~~	~~4~~	~~0~~	~~0~~	~~13~~
PM Peak Hour Volumes		**71**	**731**	**14**	**22**	**1424**	**377**	**0**	**0**	**30**	**0**	**0**	**91**
% of Total Traffic		2.6%	26.5%	0.5%	0.8%	51.6%	13.7%	0.0%	0.0%	1.1%	0.0%	0.0%	3.3%
% Directional			29.6%			66.1%			1.1%			3.3%	
PM Peak Hour Factor			***0.93***			***0.94***			***0.68***			***0.65***	