

***FINAL***

# **Taco Bell / Retail Development Snow Vista Blvd SW Albuquerque, NM**

## **Traffic Impact Assessment**

Prepared for:  
Wallace Design Collective

April 19, 2025

Prepared by: Charles W. Huffine, PE, PTOE  
NM PE License #18214



## TABLE OF CONTENTS

|                                                                 |    |
|-----------------------------------------------------------------|----|
| EXECUTIVE SUMMARY .....                                         | 3  |
| I. INTRODUCTION .....                                           | 4  |
| A. Purpose of Study .....                                       | 4  |
| B. Study Procedures .....                                       | 4  |
| II. DESCRIPTION OF PROPOSED DEVELOPMENT .....                   | 4  |
| A. Site Development Characteristics .....                       | 4  |
| III. STUDY AREA CONDITIONS .....                                | 5  |
| A. General Area Characteristics .....                           | 5  |
| B. Area Street Network.....                                     | 5  |
| IV. ANALYSIS of EXISTING CONDITION.....                         | 5  |
| A. Existing Traffic Volumes .....                               | 5  |
| B. Existing Levels of Service.....                              | 6  |
| C. Existing Transit Service .....                               | 6  |
| D. Bicycle and Pedestrian Considerations.....                   | 6  |
| V. ANALYSIS of IMPLEMENTATION YEAR CONDITIONS.....              | 6  |
| A. Project Implementation Year/ Horizon Year.....               | 6  |
| B. Growth in Through Traffic.....                               | 6  |
| C. Other Planned Development .....                              | 6  |
| D. Consideration of Planned Roadway Improvements.....           | 7  |
| E. Site Access and Circulation Plan.....                        | 7  |
| F. Trip Generation .....                                        | 7  |
| G. Trip Distribution .....                                      | 7  |
| H. Trip Assignment.....                                         | 8  |
| I. Build Future Traffic.....                                    | 8  |
| J. Intersection Analysis.....                                   | 8  |
| K. Queuing Analysis .....                                       | 9  |
| L. Auxiliary Lanes and Roadway Improvements.....                | 9  |
| M. Drive-Thru Queuing Assessment .....                          | 10 |
| N. Transit and Pedestrian/Bicycle Connectivity .....            | 10 |
| VI. ANALYSIS OF HORIZON YEAR.....                               | 10 |
| VII. SUMMARY OF DEFICIENCIES, IMPACTS and RECOMMENDATIONS ..... | 10 |

## LIST OF TABLES

|                                                                    |   |
|--------------------------------------------------------------------|---|
| Table 1: Other Development Trip Generation .....                   | 5 |
| Table 2: Site Trip Generation .....                                | 5 |
| Table 3: Summary of Results – Intersection Capacity Analysis ..... | 6 |
| Table 4: Summary of Queuing Analysis .....                         | 7 |

## LIST OF FIGURES

|    |                                              |
|----|----------------------------------------------|
| 1  | Vicinity Map                                 |
| 2  | Overall Site Planned Developments            |
| 3  | Site Concept Plan                            |
| 4  | 2024 Existing Traffic Volumes                |
| 5  | Remaining Site Development Traffic           |
| 6  | 2025 No-Build Traffic Volumes                |
| 7  | 2035 No-Build Traffic Volumes                |
| 8  | New Trip Distribution                        |
| 9  | Site Generated New Trips                     |
| 10 | Site Generated Pass-By Trips                 |
| 11 | 2025 Build Traffic Volumes                   |
| 12 | 2035 Build Traffic Volumes                   |
| 13 | 2024 Existing Traffic Operational Conditions |
| 14 | 2025 No-Build Traffic Operational Conditions |
| 15 | 2025 Build Traffic Operational Conditions    |
| 16 | 2035 No-Build Traffic Operational Conditions |
| 17 | 2035 Build Traffic Operational Conditions    |

## APPENDIX “A”      TRAFFIC COUNT DATA

## APPENDIX “B”      INTERSECTION CAPACITY/QUEUE ANALYSIS WORKSHEETS

## EXECUTIVE SUMMARY

A development is being proposed on a parcel located on the west side of Snow Vista Blvd SW south of DeVargas Rd SW in Albuquerque, New Mexico. The proposed development is a 1,950 sf Taco Bell with drive thru and 7,645 sf of retail space. There are 46 parking spaces proposed, with space for 14 vehicles to queue in the drive-thru lane and additional storage on-site for an additional 8+ cars. One existing right-in, right out access is proposed to Snow Vista Blvd (Access #1). In addition, one full movement access is proposed to Snow Vista Blvd, and a right-in, right-out to DeVargas Rd within the rest of the corner development.

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed development on the study area intersections and roadway system. The study includes 2025 (implementation year) and 2035 (horizon year). A 1% annual growth rate was approved by the City of Albuquerque to forecast to the implementation and horizon years. Trips were also estimated for the other three parcels on this corner site. The study area was approved by the city during the scoping process and includes DeVargas Rd SW/Snow Vista Blvd SW, Benavides Rd SW/Snow Vista Blvd SW, and the proposed Site Access #1.

The following table summarizes the proposed Trip Generation for the site:

| Trip Generation                          | AM Peak Hour |           |            | PM Peak Hour |           |            |
|------------------------------------------|--------------|-----------|------------|--------------|-----------|------------|
|                                          | Enter        | Exit      | Total      | Enter        | Exit      | Total      |
| 1.95 ksf Fast Food w/Drive Thru (LU 934) | 44           | 43        | 87         | 33           | 31        | 64         |
| Pass-By Trips (50%)                      | 22           | 22        | 44         | 16           | 16        | 32         |
| 7.645 ksf Strip Retail (LU 822)          | 14           | 10        | 24         | 32           | 32        | 64         |
| Pass-By Trips (25%)                      | 3            | 3         | 6          | 8            | 8         | 16         |
| <b>TOTAL TRIPS</b>                       | <b>83</b>    | <b>78</b> | <b>161</b> | <b>89</b>    | <b>87</b> | <b>176</b> |
| <b>NEW TRIPS</b>                         | <b>58</b>    | <b>53</b> | <b>111</b> | <b>65</b>    | <b>63</b> | <b>128</b> |

## Summary of Findings

The proposed 1,950 sf Taco Bell with drive thru and 7,645 sf of retail space will not have a significant impact on the adjacent road system. No decreases in level of service to unacceptable levels are forecasts under both 2025 and 2035 build conditions. Delays are forecast to increase on the northbound and southbound Snow Vista Blvd approaches to Benevides Rd, which operate at levels of service E/F under existing conditions. The City of Albuquerque should consider alternate traffic control and intersection configurations to improve operations to acceptable levels.

Southbound Snow Vista Blvd at Access #1 meets the requirement for a right turn deceleration lane. However, since most of the right turning volumes will come from the Sage Ranch Ct. connector between the two directions of the divided Snow Vista Blvd, located less than 100 feet north of Access #1, construction of a southbound deceleration lane is not recommended as it would increase the crossing distance by 12 feet or more, creating an increased safety hazard.

## Recommendations and Mitigation Measures

Based on the analyses, the only recommended improvement to the roadway system is a “pork chop” hardscape island at Access #1 eastbound to channelize existing traffic to turn right only.

## I. INTRODUCTION

### A. Purpose of Study

A development is being proposed on a parcel located on the west side of Snow Vista Blvd SW south of DeVargas Rd SW in Albuquerque, New Mexico. The proposed development is a 1,950 sf Taco Bell with drive thru and 7,645 sf of retail space. This development is one portion of an overall four parcel development on this corner. There are 46 parking spaces proposed, with space for 14 vehicles to queue in the drive-thru lane and additional storage on-site for an additional 8+ cars. One existing right-in, right out access is proposed to Snow Vista Blvd. In addition, one full movement access is proposed to Snow Vista Blvd, and a right-in, right-out to DeVargas Rd within the rest of the corner development.

The purpose of this study is to evaluate the impact of the vehicular trips projected to be generated by the proposed development on the study area intersections and roadway system.

### B. Study Procedures

**Information Sources** – Trip Generation, 11<sup>th</sup> edition, by the Institute of Transportation Engineers (ITE) was used for trip generation estimates.

The City of Albuquerque specified a 1% annual growth rate to the implementation year of 2025 and horizon year of 2035, a site traffic distribution based on existing area travel patterns, and data concerning the other three proposed developments on this corner parcel.

The study area encompasses the existing roadway system in the vicinity of the project site and was approved by the City of Albuquerque during the scoping process.

- DeVargas Rd SW / Snow Vista Blvd SW
- Benavides Rd SW / Snow Vista Blvd SW
- Snow Vista Blvd SW / Access #1
- DeVargas Rd SW / Access #2
- Snow Vista Blvd SW / Access #3

**Level of Service (LOS)** – LOS D-E is considered acceptable in the study area.

## II. DESCRIPTION OF PROPOSED DEVELOPMENT

### A. Site Development Characteristics

The proposed development is a 1,950 sf Taco Bell with drive thru and 7,645 sf of retail space. There are 46 parking spaces proposed, with space for 14 vehicles to queue in the drive-thru lane and additional storage on-site for an additional 8+ cars. One existing right-in, right out access is proposed to Snow Vista Blvd (Access #1). In addition, one full movement access is proposed to Snow Vista Blvd (Access #3), and a right-in, right-out to DeVargas Rd within the rest of the corner development (Access #2). The Site Concept Plan is included in Figure 3.

### III. STUDY AREA CONDITIONS

#### A. General Area Characteristics

Figure 1 illustrates the location of the development site. Existing land uses around the site consist of a mix of retail/commercial and residential.

#### B. Area Street Network

The existing transportation network in the vicinity of the proposed development is illustrated in Figure 1.

##### Study Area Roadways:

- **Snow Vista Blvd SW** – Snow Vista Blvd SW is classified as a Principal Arterial – Other. By the site, the roadway section consists of two travel lanes in each direction with a wide dirt median. There are paved shoulders and detached sidewalks on both sides. The posted speed limit is 35 mph.
- **DeVargas Rd SW** – DeVargas Rd SW is classified as a Major Collector. East of Snow Vista Blvd SW, this road is called Sage Rd SW. By the site, the roadway section consists of two travel lanes in each direction. There are paved shoulders and attached sidewalks on both sides. The posted speed limit is 30/35 mph.
- **Benavides Rd SW** – Benavides Rd is classified as a local road. By the site, the roadway section consists of one travel lane in each direction. There are no shoulders and detached sidewalks on both sides. The posted speed limit is 25 mph.

##### Study Area Intersections:

- **DeVargas Rd SW / Snow Vista Blvd SW** – The intersection consists of one left turn lane, one thru and one shared thru-right turn lane on each approach. Control consists of an 8-phase traffic signal with protected left turns.
- **Benavides Rd SW / Snow Vista Blvd SW** – These function as two separate intersections, separated by a wide dirt median. Both intersections are under “all-way stop” control. The western intersection consists of one lane per direction eastbound and westbound, and one left turn, one thru and one thru-right lane southbound. The eastern intersection also consists of one lane per direction eastbound and westbound, but with one left-thru and one thru-right lane northbound.

### IV. ANALYSIS of EXISTING CONDITION

#### A. Existing Traffic Volumes

Turning movement AM and PM peak period traffic count data was collected on Tuesday, December 17, 2024. A summary of the existing peak hour traffic volumes is illustrated in Figure 4. Detailed traffic count data is provided in Appendix “A”. Peak hours were determined to be 7:15 – 8:15 am and 3:45 – 4:45 pm

## B. Existing Levels of Service

The capacity analyses in this study utilized the methodologies contained in the Highway Capacity Manual 6<sup>th</sup> edition (HCM) employing “Synchro 11” software and resulted in a qualitative measure of the operational characteristics of each intersection described by a letter designation ranging from “A” to “F” known as “Level of Service” (LOS). LOS “A” represents free-flow operating conditions, whereas LOS “F” represents excessive congestion and delay. Unsignalized intersection capacity analysis reports a LOS designation for each impeded intersection movement.

Table 3 presents the existing levels of service, by movement. All movements at the DeVargas/ Snow Vista intersection currently operate at acceptable levels of service. However, northbound Snow Vista at Benavides operates at unacceptable LOS during the AM Peak Hour and southbound Snow Vista operates at LOS “F” during PM Peak Hour. The thru volumes are too high for the existing all-way stop control to process.

## C. Existing Transit Service

Bus Route 198 travels north/south along Snow Vista Blvd SW. Bus Route 54 travels east/west along Benavides Rd SW.

## D. Bicycle and Pedestrian Considerations

There are sidewalks along both sides of all the study area roads. The Amole Arroyo Trail runs north/south and connects to the Snow Vista Trail at DeVargas Rd SW. It continues south for several miles.

# V. ANALYSIS of IMPLEMENTATION YEAR CONDITIONS

## A. Project Implementation Year/ Horizon Year

The project development is forecast to open and be operating in 2025.

## B. Growth in Through Traffic

A 1% annual growth rate was specified by the city to project volumes to the implementation year of 2025 and horizon year of 2035. Figure 6 shows the 2025 no-build volumes.

## C. Other Planned Development

Three other developments are proposed for other parcels on this corner site. Figure 2 illustrates the locations and proposed access points of these three parcels. Parcel A is proposed to have a 104 ksf storage facility. Parcel B is proposed for a 1.7 ksf oil change business. Finally, Parcel C is proposed to have a 1 tunnel carwash. Three access points are proposed for the site that can be used by all parcels, including the proposed taco bell/retail on Parcel D.

Table 1 shows the forecast trip generation and Figure 4 presents the forecast peak hour trips for the three parcels. Figure 7 shows the 2035 no-build volumes.

**TABLE 1  
OTHER DEVELOPMENT TRIP GENERATION**

| Trip Generation                  | AM Peak Hour |           |           | PM Peak Hour |           |            |
|----------------------------------|--------------|-----------|-----------|--------------|-----------|------------|
|                                  | Enter        | Exit      | Total     | Enter        | Exit      | Total      |
| A - 104 ksf Storage (LU 150)     | 28           | 8         | 36        | 11           | 28        | 39         |
| B - 1.7 ksf Oil Change (LU 941)  | 7            | 3         | 10        | 6            | 9         | 15         |
| Pass-By Trips (25%)              | 2            | 2         | 4         | 2            | 2         | 4          |
| C - Car Wash - 1 Tunnel (LU 948) | 0            | 0         | 0         | 39           | 39        | 78         |
| Pass-By Trips (25%)              | 0            | 0         | 0         | 10           | 10        | 20         |
| <b>TOTAL TRIPS</b>               | <b>37</b>    | <b>13</b> | <b>50</b> | <b>68</b>    | <b>88</b> | <b>156</b> |
| <b>NEW TRIPS</b>                 | <b>35</b>    | <b>11</b> | <b>46</b> | <b>56</b>    | <b>76</b> | <b>132</b> |

D. Consideration of Planned Roadway Improvements

No planned roadway improvements were specified by the city for the study area.

E. Site Access and Circulation Plan

The proposed site concept plan is included in Figure 3.

F. Trip Generation

Trip Generation, 11<sup>th</sup> Edition, by ITE was used for trip generation estimates. Land Use 934 – Fast Food with Drive-Thru is the best land use match for the Taco Bell, and Land Use 822 – Strip Retail was used for the retail portion. As indicated in ITE Trip Generation, 50% pass-by trips were assumed for the Taco Bell and 25% for the Strip Retail. Trip generation projections are provided in Table 2.

**TABLE 2  
SITE TRIP GENERATION**

| Trip Generation                          | AM Peak Hour |           |            | PM Peak Hour |           |            |
|------------------------------------------|--------------|-----------|------------|--------------|-----------|------------|
|                                          | Enter        | Exit      | Total      | Enter        | Exit      | Total      |
| 1.95 ksf Fast Food w/Drive Thru (LU 934) | 44           | 43        | 87         | 33           | 31        | 64         |
| Pass-By Trips (50%)                      | 22           | 22        | 44         | 16           | 16        | 32         |
| 7.645 ksf Strip Retail (LU 822)          | 14           | 10        | 24         | 32           | 32        | 64         |
| Pass-By Trips (25%)                      | 3            | 3         | 6          | 8            | 8         | 16         |
| <b>TOTAL TRIPS</b>                       | <b>83</b>    | <b>78</b> | <b>161</b> | <b>89</b>    | <b>87</b> | <b>176</b> |
| <b>NEW TRIPS</b>                         | <b>58</b>    | <b>53</b> | <b>111</b> | <b>65</b>    | <b>63</b> | <b>128</b> |

G. Trip Distribution

The distribution of the projected vehicle trips generated by the development was established based on an examination of travel patterns through the study intersections. Figure 8 illustrates the new trip distribution patterns for the development.

## H. Trip Assignment

Figure 9 illustrates the proposed new site trips, while Figure 10 presents the pass-by trips.

## I. Build Future Traffic

The site generated new and pass-by trips were added to the existing volumes to form the build traffic volumes. Figure 11 presents the 2025 build traffic volumes. Figure 12 shows the 2035 build traffic volumes.

## J. Intersection Analysis

All traffic scenarios (AM and PM peaks, existing, no-build and build volumes, 2025 and 2035) were analyzed to assess the traffic effects of the proposed development. Capacity analysis results are presented in Table 3. Traffic operational conditions for the various scenarios are illustrated in Figures 13 - 17. All movements will continue to operate at acceptable levels of service with the proposed growth and the proposed Taco Bell and strip retail. The exceptions are northbound Snow Vista at Benavides which operates at unacceptable LOS during the AM Peak Hour and southbound Snow Vista which operates at LOS "F" during PM Peak Hour. These delays will increase as traffic growth continues. Detailed "Synchro 11" intersection capacity analysis reports are provided in Appendix "B".

**TABLE 3**  
**SUMMARY OF RESULTS – INTERSECTION CAPACITY ANALYSIS**

| INTERSECTION                           | 2024 EXISTING TRAFFIC |         | 2025 NO BUILD TRAFFIC |         | 2025 BUILD TRAFFIC |         | 2035 NO BUILD TRAFFIC |         | 2035 BUILD TRAFFIC |         |
|----------------------------------------|-----------------------|---------|-----------------------|---------|--------------------|---------|-----------------------|---------|--------------------|---------|
|                                        | AM PEAK               | PM PEAK | AM PEAK               | PM PEAK | AM PEAK            | PM PEAK | AM PEAK               | PM PEAK | AM PEAK            | PM PEAK |
|                                        | LOS                   | LOS     | LOS                   | LOS     | LOS                | LOS     | LOS                   | LOS     | LOS                | LOS     |
| <b>1. DeVargas / Sage / Snow Vista</b> |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. NB L                                | A                     | B       | B                     | B       | B                  | B       | B                     | C       | B                  | C       |
| b. NB TR                               | B                     | C       | B                     | C       | B                  | C       | C                     | C       | C                  | C       |
| c. SB L                                | B                     | B       | B                     | B       | B                  | B       | B                     | C       | B                  | C       |
| d. SB TR                               | B                     | C       | B                     | C       | B                  | C       | B                     | C       | C                  | C       |
| f. EB L                                | D                     | D       | D                     | D       | D                  | D       | D                     | D       | D                  | D       |
| g. EB TR                               | D                     | D       | D                     | D       | D                  | D       | D                     | D       | D                  | D       |
| h. WB L                                | D                     | C       | D                     | D       | D                  | D       | D                     | D       | D                  | D       |
| i. WB TR                               | D                     | D       | D                     | D       | D                  | D       | D                     | D       | D                  | D       |
| j. Intersection                        | C                     | C       | C                     | C       | C                  | C       | C                     | C       | C                  | C       |
| <b>2. Snow Vista NB / Benavides</b>    |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. NB LTR                              | E                     | C       | F                     | C       | F                  | C       | F                     | C       | F                  | C       |
| b. EB LT                               | C                     | B       | C                     | B       | C                  | B       | C                     | B       | C                  | B       |
| c. WB TR                               | B                     | A       | B                     | A       | B                  | A       | B                     | A       | B                  | A       |
| <b>3. Snow Vista SB / Benavides</b>    |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. SB L                                | A                     | A       | A                     | A       | B                  | A       | B                     | A       | B                  | A       |
| b. SB TR                               | B                     | F       | B                     | F       | B                  | F       | B                     | F       | B                  | F       |
| c. EB TR                               | B                     | B       | B                     | B       | B                  | B       | B                     | B       | B                  | B       |
| d. WB LT                               | A                     | B       | A                     | B       | A                  | B       | B                     | B       | B                  | B       |
| <b>4. Snow Vista SB / Access #3</b>    |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. EB T                                | -                     | -       | B                     | D       | B                  | D       | B                     | E       | B                  | E       |
| b. EB R                                | -                     | -       | B                     | B       | B                  | B       | B                     | B       | B                  | B       |
| c. WB T                                | -                     | -       | B                     | D       | B                  | D       | C                     | D       | C                  | D       |
| <b>5. Snow Vista NB / Access #3</b>    |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. EB L                                | -                     | -       | B                     | B       | B                  | B       | B                     | B       | B                  | B       |
| <b>6. DeVargas / Access #2</b>         |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. NB R                                | -                     | -       | A                     | A       | B                  | A       | B                     | B       | B                  | A       |
| <b>7. Snow Vista SB / Access #1</b>    |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. EB R                                | -                     | -       | A                     | A       | B                  | C       | A                     | A       | B                  | C       |

## K. Queuing Analysis

Queue lengths at the study area intersections were calculated for each traffic scenario utilizing the “Synchro 11” HCM 6<sup>th</sup> edition 95<sup>th</sup> percentile reported queues for unsignalized intersections and 50<sup>th</sup> percentile queues for the signalized intersection. The queue length calculations are based on a 25-foot vehicle length. Table 4 provides a summary of this analysis for each of the study area intersections. All turning storage bay lengths are long enough to handle forecast maximum queue lengths in 2025 and 2035 with the development. Northbound left turning traffic volumes on Snow Vista at Access #3 are not forecast to be high enough to need a left turn lane.

**TABLE 4  
SUMMARY OF QUEUING ANALYSIS**

| INTERSECTION                           | EXISTING STORAGE (FT/LN) | 2024 EXISTING TRAFFIC |         | 2025 NO BUILD TRAFFIC |         | 2025 BUILD TRAFFIC |         | 2035 NO BUILD TRAFFIC |         | 2035 BUILD TRAFFIC |         |
|----------------------------------------|--------------------------|-----------------------|---------|-----------------------|---------|--------------------|---------|-----------------------|---------|--------------------|---------|
|                                        |                          | Queue Length          |         | Queue Length          |         | Queue Length       |         | Queue Length          |         | Queue Length       |         |
|                                        |                          | AM PEAK               | PM PEAK | AM PEAK               | PM PEAK | AM PEAK            | PM PEAK | AM PEAK               | PM PEAK | AM PEAK            | PM PEAK |
| <b>1. DeVargas / Sage / Snow Vista</b> |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. NB L                                | 125'                     | 25'                   | 25'     | 25'                   | 50'     | 25'                | 50'     | 25'                   | 50'     | 25'                | 50'     |
| b. NB TR                               |                          | 200'                  | 525'    | 250'                  | 125'    | 250'               | 225'    | 325'                  | 275'    | 325'               | 275'    |
| c. SB L                                | 250'                     | 25'                   | 75'     | 50'                   | 75'     | 50'                | 75'     | 50'                   | 100'    | 50'                | 100'    |
| d. SB TR                               |                          | 100'                  | 275'    | 125'                  | 300'    | 125'               | 325'    | 150'                  | 375'    | 150'               | 375'    |
| f. EB L                                | 325'                     | 150'                  | 125'    | 150'                  | 125'    | 175'               | 150'    | 175'                  | 175'    | 200'               | 150'    |
| g. EB TR                               |                          | 75'                   | 75'     | 100'                  | 75'     | 100'               | 75'     | 100'                  | 100'    | 100'               | 100'    |
| h. WB L                                | 75'                      | 50'                   | 75'     | 50'                   | 100'    | 50'                | 100'    | 50'                   | 100'    | 50'                | 100'    |
| i. WB TR                               |                          | 75'                   | 150'    | 100'                  | 150'    | 100'               | 150'    | 100'                  | 175'    | 100'               | 175'    |
| <b>2. Snow Vista NB / Benavides</b>    |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. NB LTR                              |                          | 250'                  | 100'    | 375'                  | 100'    | 400'               | 100'    | 525'                  | 150'    | 550'               | 150'    |
| b. EB LT                               |                          | 75'                   | 25'     | 100'                  | 25'     | 100'               | 25'     | 100'                  | 25'     | 125'               | 25'     |
| c. WB TR                               |                          | 25'                   | 25'     | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| <b>3. Snow Vista SB / Benavides</b>    |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. SB L                                | 125'                     | 25'                   | 25'     | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| b. SB TR                               |                          | 50'                   | 475'    | 50'                   | 525'    | 50'                | 550'    | 75'                   | 700'    | 75'                | 700'    |
| c. EB TR                               |                          | 50'                   | 50'     | 50'                   | 50'     | 50'                | 50'     | 50'                   | 50'     | 50'                | 50'     |
| d. WB LT                               |                          | 25'                   | 25'     | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| <b>4. Snow Vista SB / Access #3</b>    |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. EB L                                |                          | -                     | -       | 25'                   | 25'     | 25'                | 25'     | 25'                   | 50'     | 25'                | 50'     |
| b. EB R                                |                          | -                     | -       | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| c. WB TR                               |                          | -                     | -       | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| <b>5. Snow Vista NB / Access #3</b>    |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. EB L                                |                          | -                     | -       | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| <b>6. DeVargas / Access #2</b>         |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. NB R                                |                          | -                     | -       | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |
| <b>7. Snow Vista SB / Access #1</b>    |                          |                       |         |                       |         |                    |         |                       |         |                    |         |
| a. EB R                                |                          | -                     | -       | 25'                   | 25'     | 25'                | 25'     | 25'                   | 25'     | 25'                | 25'     |

\* - 95th percentile queue for unsignalized, 50th percentile queues for signalized intersections.

## L. Auxiliary Lanes and Roadway Improvements

Speed Change Lane requirements, as stated in the NMDOT “SAMM” (2001), were checked to see if a right turn deceleration lane is needed on Snow Vista Blvd southbound at Access #1. SAMM, Table 17.B.2 – Criteria for Deceleration Lanes on Urban Multi-Lane Highways was checked. On roads with a speed limit of 35 mph and 554 vehicles estimated in the adjacent thru lane (2025 build PM peak hour), a right turn deceleration lane is normally required for right

turning volumes of 10 vph or more. However, Access #1 is a special situation. Most of the right turning volumes will come from the Sage Ranch Ct. connector between the two directions of the divided Snow Vista Blvd, located less than 100 feet north of Access #1. Most traffic traveling northbound on Snow Vista Blvd. would turn left and use this connector to access the site. Due to the short distance to cross lanes to get to Access #1, construction of a southbound deceleration lane is not recommended as it would increase the crossing distance by 12 feet or more, creating an increased safety hazard.

#### **M. Drive-Thru Queuing Assessment**

Several studies have been performed on queuing at drive-thru windows. "Drive-Through Queue Generation", published in February 2012 by Mike Spack, PE, PTOE, et.al., collected queue data at several fast-food restaurants over a twelve to fourteen-day period. The average maximum queue was 11 vehicles, with an 85th-percentile queue of 14 vehicles. The drive-thru lane in the proposed site plan provides enough space to queue 14 vehicles, with space for an additional 8 vehicles in the parking lot. The stacking proposed on the site plan is adequate.

#### **N. Transit and Pedestrian/Bicycle Connectivity**

Bus stops exist on Snow Vista Blvd SW adjacent to the larger corner parcels. An internal connection should be included on the site plan to provide pedestrian access to the sidewalk. A pedestrian/bicycle connection should also be made to Amole Arroyo Trail on the southwest side of the site.

### **VI. ANALYSIS OF HORIZON YEAR**

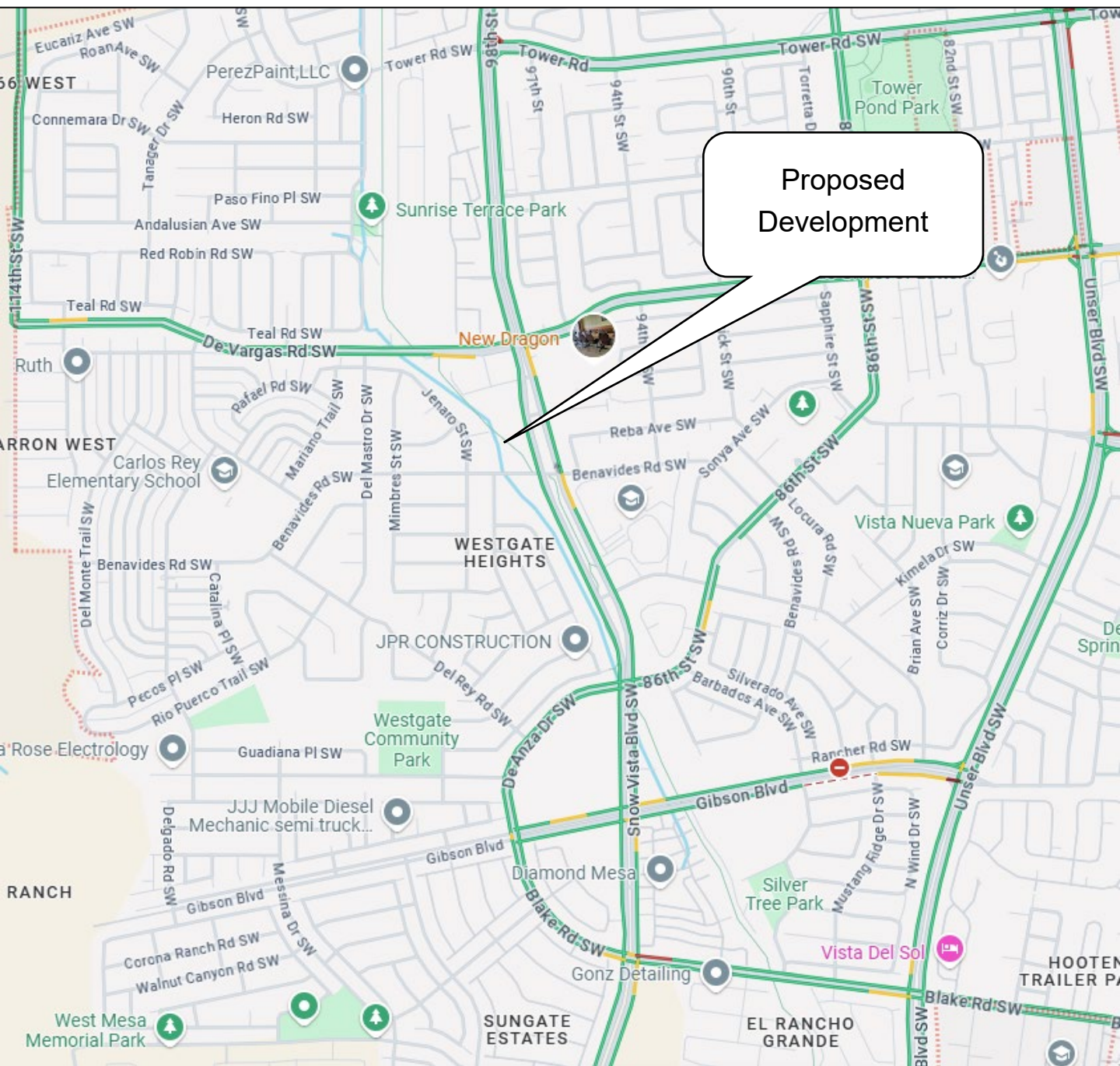
The 2035 horizon year build traffic conditions are forecast to be similar levels to 2025 build conditions. Review of Tables 3 and 4 show similar levels of service and adequate turn lane queue storage to handle forecasts traffic volumes.

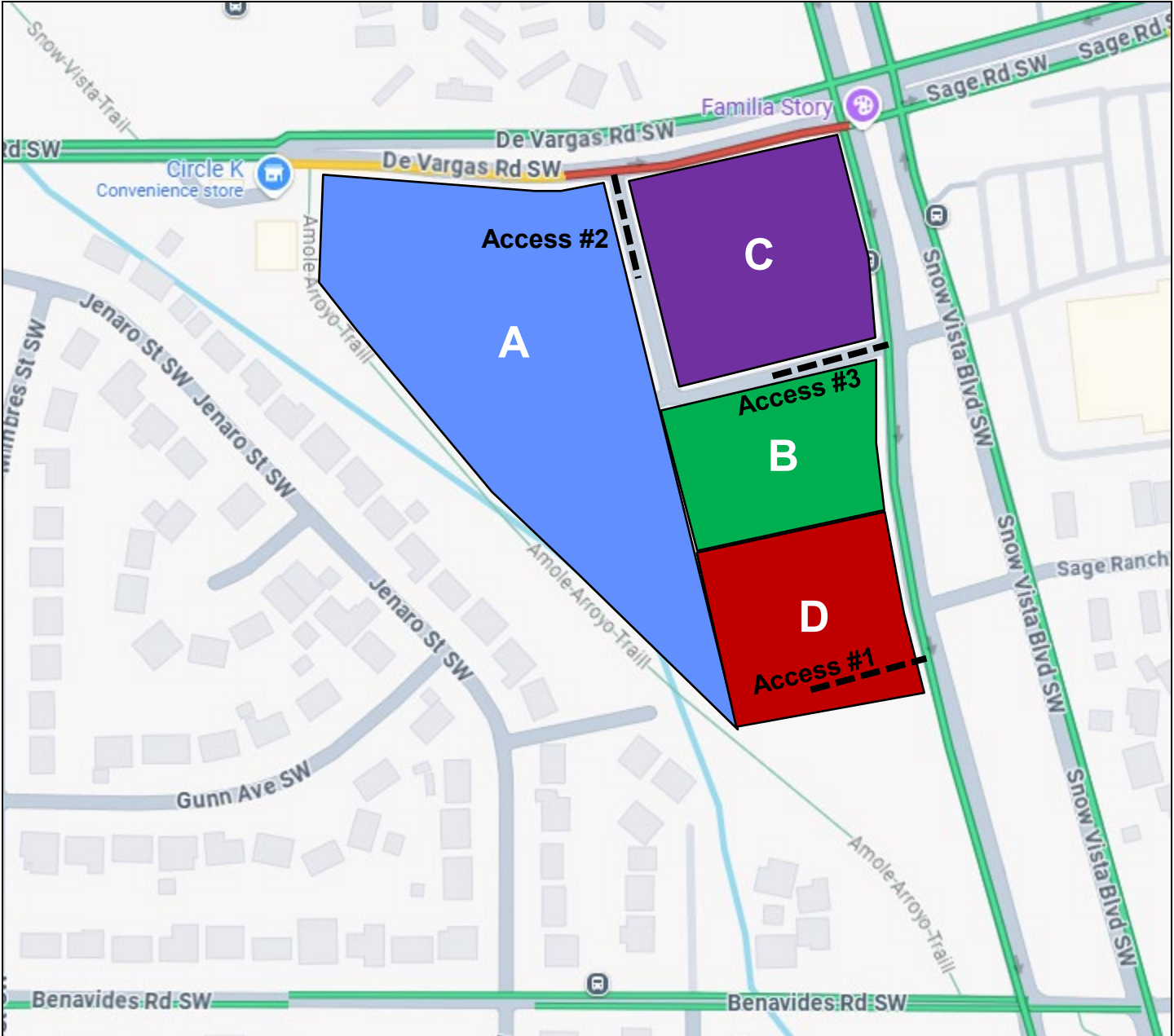
### **VII. SUMMARY OF DEFICIENCIES, IMPACTS and RECOMMENDATIONS**

The proposed 1,950 sf Taco Bell with drive thru and 7,645 sf of retail space will not have a significant impact on the adjacent road system. No decreases in level of service to unacceptable levels are forecasts under both 2025 and 2035 build conditions. Delays are forecast to increase on the northbound and southbound Snow Vista Blvd approaches to Benevides Rd, which operate at levels of service E/F under existing conditions. The City of Albuquerque should consider alternate traffic control and intersection configurations to improve operations to acceptable levels.

Southbound Snow Vista Blvd at Access #1 meets the requirement for a right turn deceleration lane. However, since most of the right turning volumes will come from the Sage Ranch Ct. connector between the two directions of the divided Snow Vista Blvd, located less than 100 feet north of Access #1, construction of a southbound deceleration lane is not recommended as it would increase the crossing distance by 12 feet or more, creating an increased safety hazard.

Based on the analyses, the only recommended improvement to the roadway system is a "pork chop" hardscape island at Access #1 eastbound to channelize existing traffic to turn right only.





- A. 104,000 sf Storage
- B. 1,700 sf Oil Change
- C. 5,200 sf Car Wash
- D. 1,950 sf Taco Bell,  
7,645 sf Retail

| Trip Generation                  | AM Peak Hour |           |           | PM Peak Hour |           |            |
|----------------------------------|--------------|-----------|-----------|--------------|-----------|------------|
|                                  | Enter        | Exit      | Total     | Enter        | Exit      | Total      |
| A - 104 ksf Storage (LU 150)     | 28           | 8         | 36        | 11           | 28        | 39         |
| B - 1.7 ksf Oil Change (LU 941)  | 7            | 3         | 10        | 6            | 9         | 15         |
| Pass-By Trips (25%)              | 2            | 2         | 4         | 2            | 2         | 4          |
| C - Car Wash - 1 Tunnel (LU 948) | 0            | 0         | 0         | 39           | 39        | 78         |
| Pass-By Trips (25%)              | 0            | 0         | 0         | 10           | 10        | 20         |
| <b>TOTAL TRIPS</b>               | <b>37</b>    | <b>13</b> | <b>50</b> | <b>68</b>    | <b>88</b> | <b>156</b> |
| <b>NEW TRIPS</b>                 | <b>35</b>    | <b>11</b> | <b>46</b> | <b>56</b>    | <b>76</b> | <b>132</b> |

Taco Bell / Retail, Snow Vista



VICINITY MAP  
1"=400'

# TRAFFIC CIRCULATION LAYOUT TACO BELL - SNOW VISTA BOULEVARD ALBUQUERQUE, NM

LOT 1D. TOWN OF ASTRICO GRANT, PROJECTED SECTION 33, TOWNSHIP 10 NORTH, RANGE 2 EAST, N.M.P.M.  
ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, DECEMBER 2021



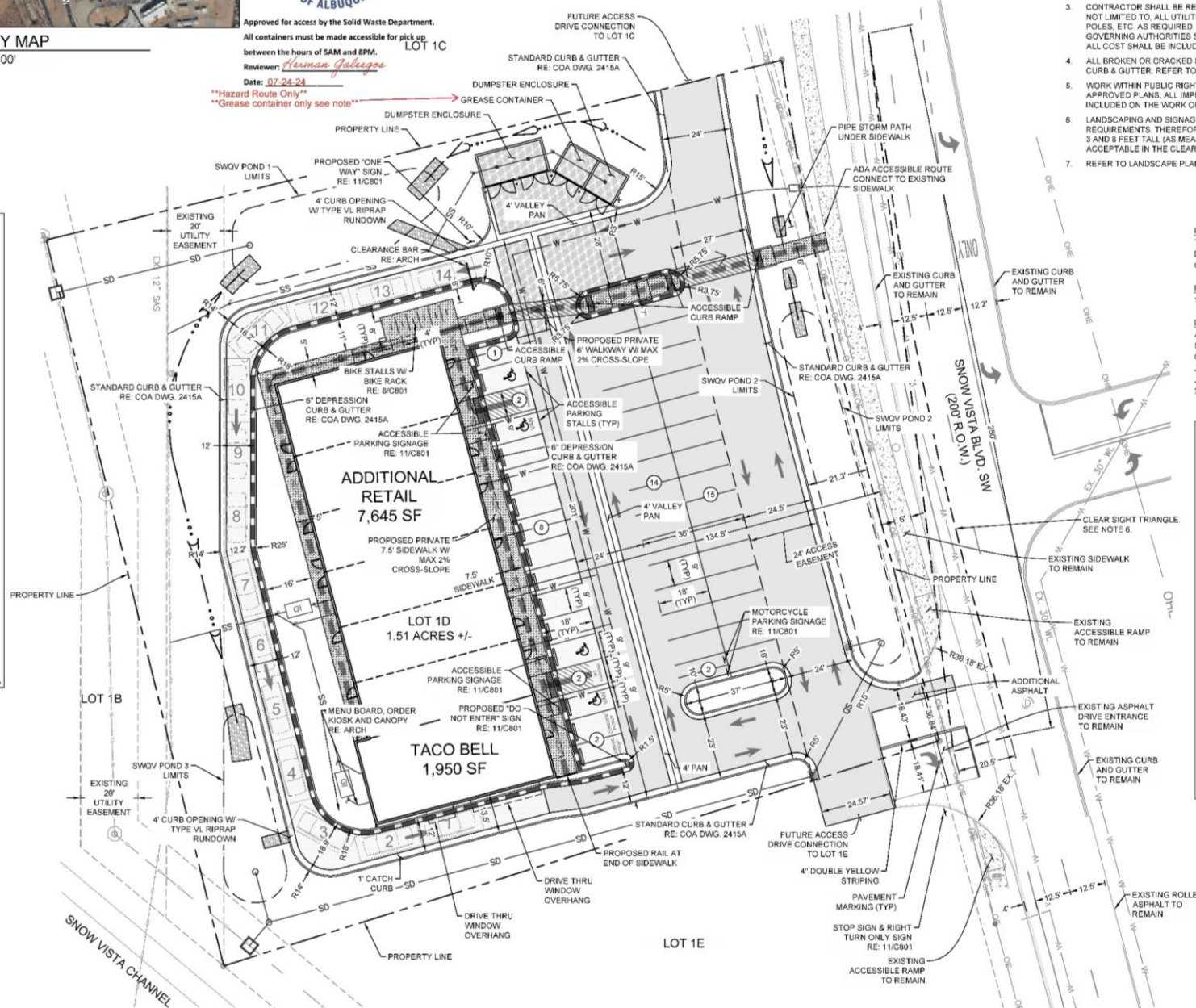
Approved for access by the Solid Waste Department.  
All containers must be made accessible for pick up  
between the hours of 8AM and 8PM.  
Reviewer: *Herman Gallegos*  
Date: 07/24/24  
\*\*Hazard Route Only\*\*  
\*\*Grease container only see note\*\*

|                          |            |
|--------------------------|------------|
| TOTAL DISTURBED AREA     | 1.51 ACRES |
| PROJECT SITE AREA        | 1.51 ACRES |
| EXISTING IMPERVIOUS AREA | 0.01 ACRES |
| EXISTING PERVIOUS AREA   | 1.50 ACRES |
| PROPOSED IMPERVIOUS AREA | 0.92 ACRES |
| PROPOSED PERVIOUS AREA   | 0.59 ACRES |

| PARKING SUMMARY TABLE                                                                                 |            |
|-------------------------------------------------------------------------------------------------------|------------|
| RE: 2022 DCA, TABLE 5-5.1, TABLE 5-5.4, TABLE 5-5.5<br>2020 DCA, SECTION 7-4(K)(2), SECTION 7-4(K)(3) |            |
| REQUIRED OFF-STREET PARKING:                                                                          |            |
| RESTAURANT: 1,950 SF                                                                                  |            |
| 5.6 SPACES PER 1,000 SF (0.56*1950) =                                                                 | 10         |
| GENERAL RETAIL ≤ 10,000 SF, 7,645 SF                                                                  |            |
| 3.5 SPACES PER 1,000 SF (3.5*7645) =                                                                  | 26         |
| REQUIRED MOTORCYCLE PARKING:                                                                          |            |
| 25-50 OFF-STREET SPACES =                                                                             | 2          |
| TOTAL =                                                                                               | 38         |
| PROVIDED PARKING:                                                                                     |            |
| STANDARD:                                                                                             | 46         |
| ACCESSIBLE:                                                                                           | 2          |
| VAN ACCESSIBLE:                                                                                       | 2          |
| MOTORCYCLE:                                                                                           | 2          |
| TOTAL PROVIDED PARKING:                                                                               | 46         |
| MINIMUM PARKING STALL DIMENSIONS PROVIDED:                                                            |            |
| STANDARD:                                                                                             | 9' x 18'   |
| ACCESSIBLE:                                                                                           | 9' x 18'   |
| VAN ACCESSIBLE:                                                                                       | 9' x 18'   |
| MOTORCYCLE:                                                                                           | 4.5' x 18' |
| MINIMUM REQUIRED BICYCLE PARKING:                                                                     |            |
| NON-RESIDENTIAL USES:                                                                                 |            |
| 10% OF REQUIRED OFF-STREET PARKING = 4                                                                |            |
| MINIMUM BICYCLE STALL DIMENSIONS PROVIDED: 4' x 6'                                                    |            |

## CAUTION

NOTICE TO CONTRACTOR  
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.



## NOTES

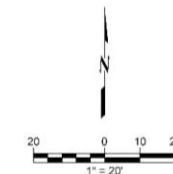
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL MUNICIPAL REGULATIONS AND CODES, WHICHEVER IS MORE STRINGENT.
2. ALL WORK AND MATERIALS SHALL COMPLY WITH O.S.H.A. STANDARDS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
4. ALL BROKEN OR CRACKED SIDEWALK MUST BE REPLACED WITH SIDEWALK AND CURB & GUTTER. REFER TO CITY OF ALBUQUERQUE DWG 2415A AND DWG 2430.
5. WORK WITHIN PUBLIC RIGHT OF WAY REQUIRES A WORK ORDER WITH DRC APPROVED PLANS. ALL IMPROVEMENTS LOCATED IN THE RIGHT OF WAY MUST BE INCLUDED ON THE WORK ORDER.
6. LANDSCAPING AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES, AND SHRUBBERY BETWEEN 3 AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.
7. REFER TO LANDSCAPE PLANS FOR GRASS, TREES AND PLANTED MATERIALS.

PROPERTY DESCRIPTION  
TRACT A PLAT FOR TRACT A SNOW VISTA, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT THEREOF FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON 2022.

PROPERTY ADDRESS  
1125 SNOW VISTA BLVD SW  
DEVELOPER NAME AND ADDRESS  
ALVARADO RESTAURANT NATION  
5654 GREENWOOD PLAZA BLVD.  
GREENWOOD VILLAGE, CO 80111  
JEFF D. JOHNSTON  
JDJOHNSTON@TEAMARN.COM  
720.385.5100

## LEGEND

|                                                                                                                                                                                           |                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
|                                                                                                        | STANDARD DUTY ASPHALT PAVEMENT                              |
|                                                                                                        | REINFORCED CONCRETE PAD                                     |
|                                                                                                       | CONCRETE SIDEWALK                                           |
|                                                                                                      | RIPRAP                                                      |
|                                                                                                      | EXISTING CONCRETE SIDEWALK                                  |
|                                                                                                      | 6" DEPRESSED CURB AND GUTTER                                |
|                                                                                                      | ADA ACCESSIBLE ROUTE PATH                                   |
|                                                                                                      | STORM DRAIN                                                 |
|                                                                                                      | DRAINAGE FLOW PATH                                          |
|                                                                                                      | STORM BASIN W/ LID                                          |
|  | CITY OF ALBUQUERQUE DRAINAGE STORM INLET TYPE "C" DWG. 2205 |
|                                                                                                      | SANITARY SEWER CLEANOUT                                     |



TACO BELL  
98TH & SAGE  
1125 SNOW VISTA BLVD SW  
ALBUQUERQUE, NM



| REV                        | DATE       | DESCRIPTION                            |
|----------------------------|------------|----------------------------------------|
| 1                          | 06/28/2024 | TRASH ENCLOSURE UPDATE FOR SOLID WASTE |
| 1                          | 07/23/2024 | TRAFFIC CIRCULATION LAYOUT             |
| PROJECT NO. 2175023.03     |            | SHEET NAME                             |
| TRAFFIC CIRCULATION LAYOUT |            | SHEET NO.                              |
| C400                       |            |                                        |

Taco Bell / Retail, Snow Vista

Site Concept Plan

Figure 3



VICINITY MAP

1"=400'

# SITE PLAN

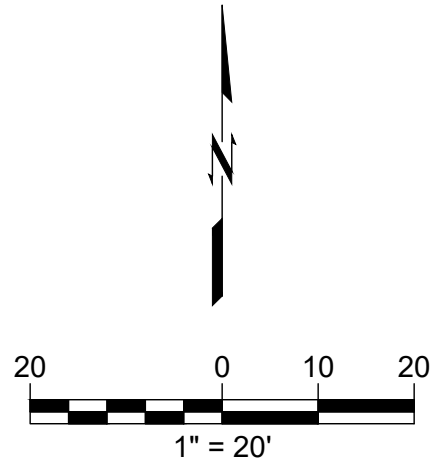
## TACO BELL - SNOW VISTA BOULEVARD

### ALBUQUERQUE, NM

LOT 1D. TOWN OF ASTRICO GRANT, PROJECTED SECTION 33, TOWNSHIP 10 NORTH, RANGE 2 EAST, N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, DECEMBER 2021

CAUTION: IF THIS SHEET IS NOT 22"x34" IT IS A REDUCED PRINT



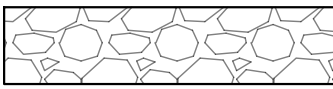
### NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL MUNICIPAL REGULATIONS AND CODES, WHICHEVER IS MORE STRINGENT.
- ALL WORK AND MATERIALS SHALL COMPLY WITH O.S.H.A. STANDARDS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
- ALL BROKEN OR CRACKED SIDEWALK MUST BE REPLACED WITH SIDEWALK AND CURB & GUTTER. REFER TO CITY OF ALBUQUERQUE DWG 2415A AND DWG 2430.
- WORK WITHIN PUBLIC RIGHT OF WAY REQUIRES A WORK ORDER WITH DRC APPROVED PLANS. ALL IMPROVEMENTS LOCATED IN THE RIGHT OF WAY MUST BE INCLUDED ON THE WORK ORDER.
- LANDSCAPING AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES, AND SHRUBBERY BETWEEN 3 AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.
- REFER TO LANDSCAPE PLANS FOR GRASS, TREES AND PLANTED MATERIALS.

PROPERTY DESCRIPTION  
TRACT A PLAT FOR TRACT A SNOW VISTA, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT THEROF FILLED IN THE OFFICE OF THE COUNTRY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON 2022.

PROPERTY ADDRESS  
1115 SNOW VISTA BLVD SW

### LEGEND

|                                                                                       |                                                                |
|---------------------------------------------------------------------------------------|----------------------------------------------------------------|
|  | STANDARD DUTY ASPHALT PAVEMENT                                 |
|  | REINFORCED CONCRETE PAD                                        |
|  | CONCRETE SIDEWALK                                              |
|  | RIPRAP                                                         |
|  | EXISTING CONCRETE SIDEWALK                                     |
|  | 6" DEPRESSED CURB AND GUTTER                                   |
|  | ADA<br>ADA ACCESSIBLE ROUTE PATH                               |
|  | SD<br>STORM DRAIN                                              |
|  | DRAINAGE FLOW PATH                                             |
|  | STORM BASIN W/ LID                                             |
|  | CITY OF ALBUQUERQUE DRAINAGE<br>STORM INLET TYPE "C" DWG. 2205 |
|  | SANITARY SEWER CLEANOUT                                        |

|                          |            |
|--------------------------|------------|
| TOTAL DISTURBED AREA     | 1.57 ACRES |
| PROJECT SITE AREA        | 1.51 ACRES |
| EXISTING IMPERVIOUS AREA | 0.01 ACRES |
| EXISTING PERVIOUS AREA   | 1.50 ACRES |
| PROPOSED IMPERVIOUS AREA | 0.92 ACRES |
| PROPOSED PERVIOUS AREA   | 0.59 ACRES |

### CAUTION

#### NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES.

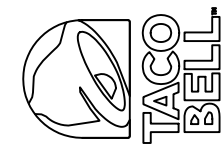


wallace design collective, p.c.  
structural-civil-landscape-survey  
9800 pyramid court, suite 350  
englewood, co 80112  
303.330.1690-800.364.5858



TACO BELL  
98TH & SAGE

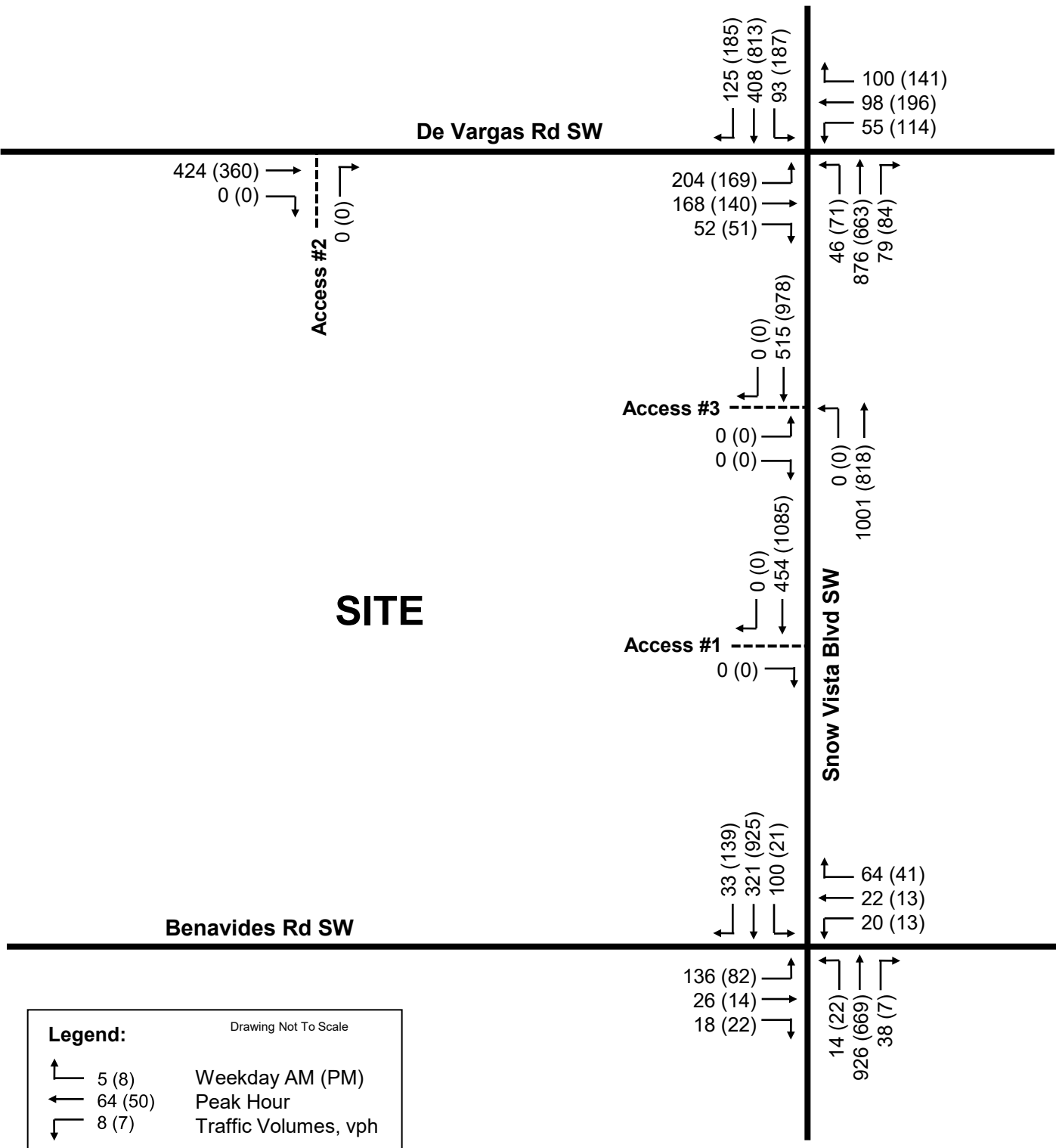
1115 SNOW VISTA BLVD SW  
ALBUQUERQUE, NM

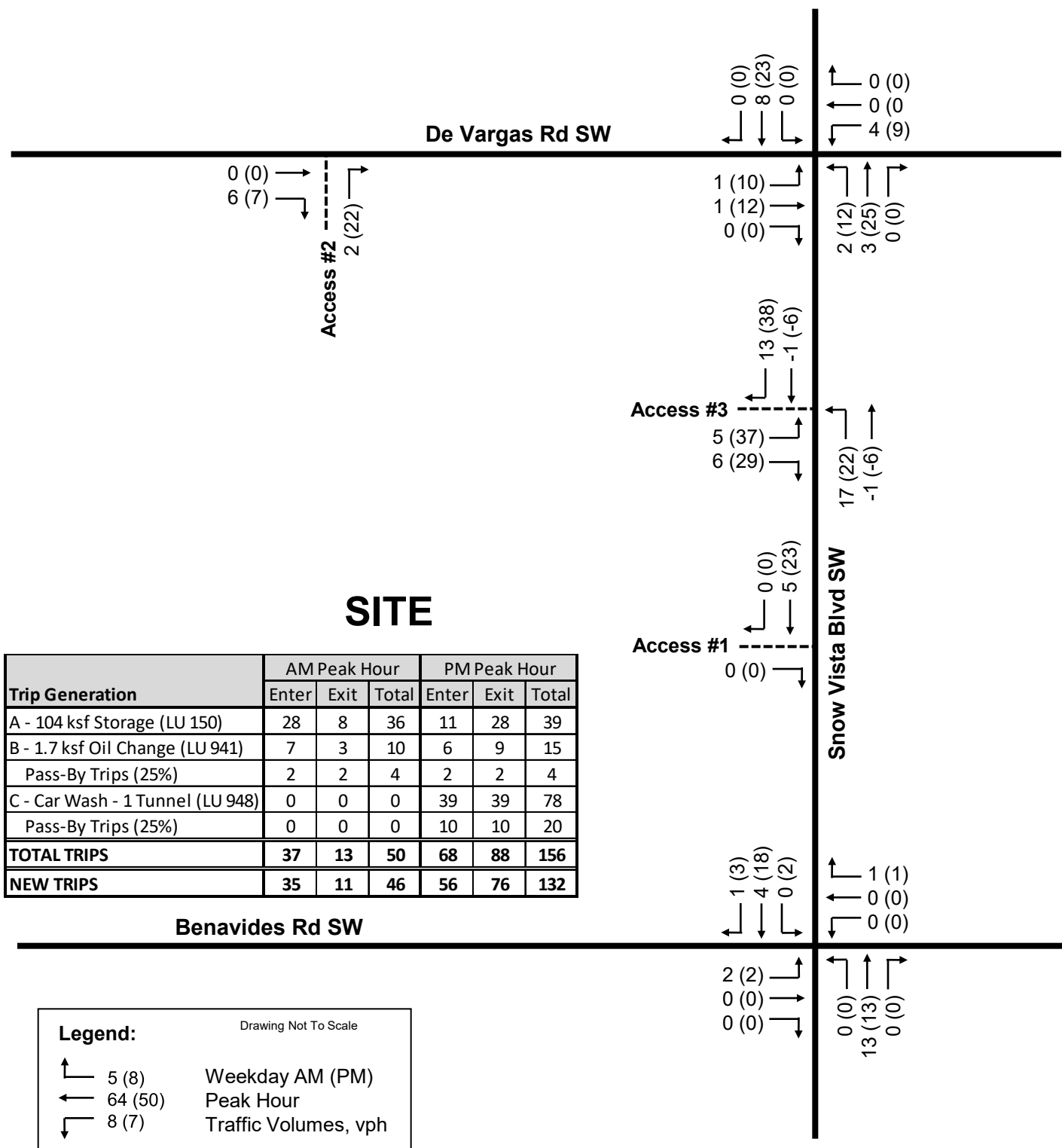


| DATE       | DESCRIPTION         | REV |
|------------|---------------------|-----|
| 04/24/2025 | PROJECT NO. 2175023 |     |
|            | SHEET NAME          |     |

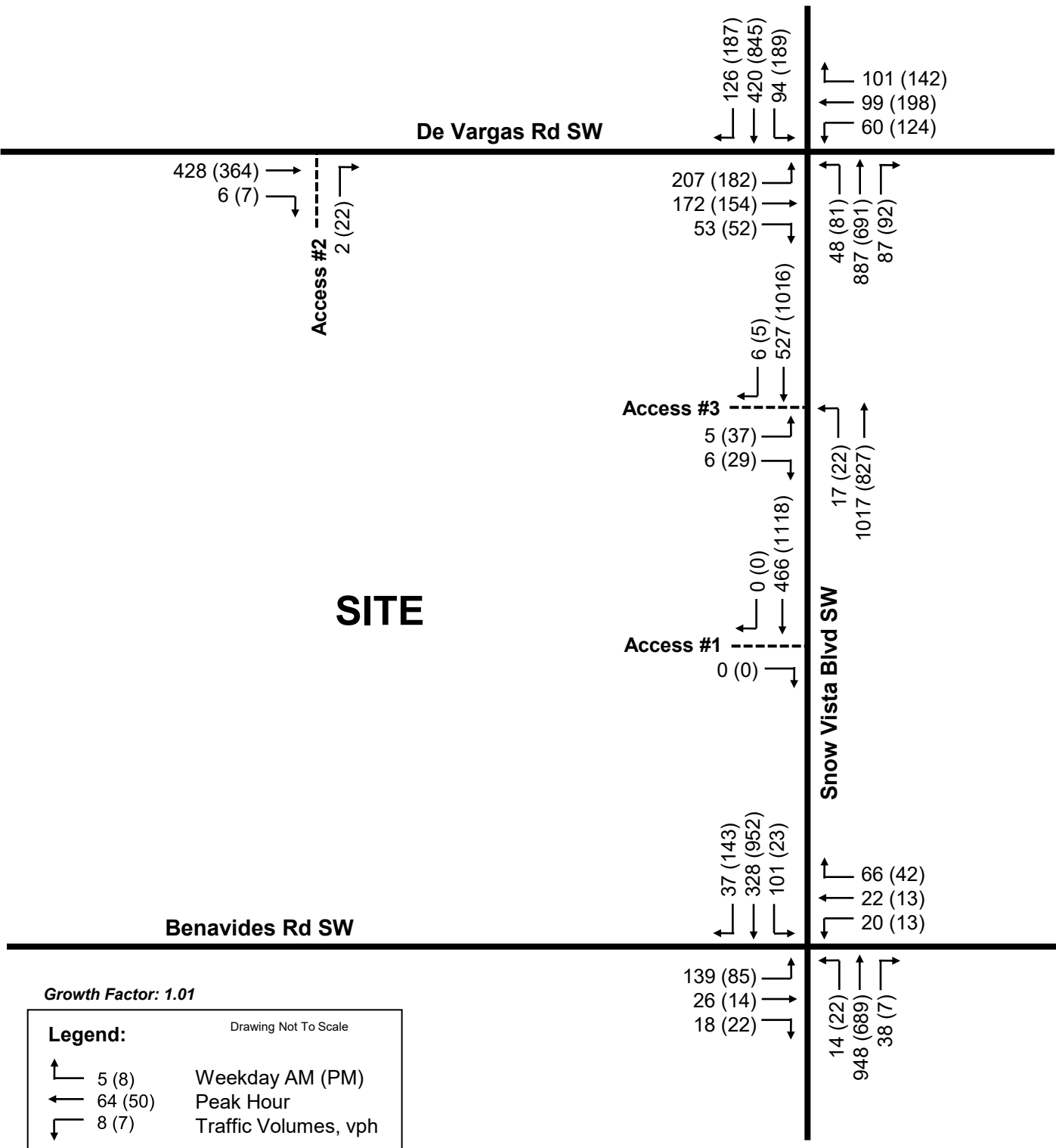
SITE PLAN  
SHEET NO.

C400

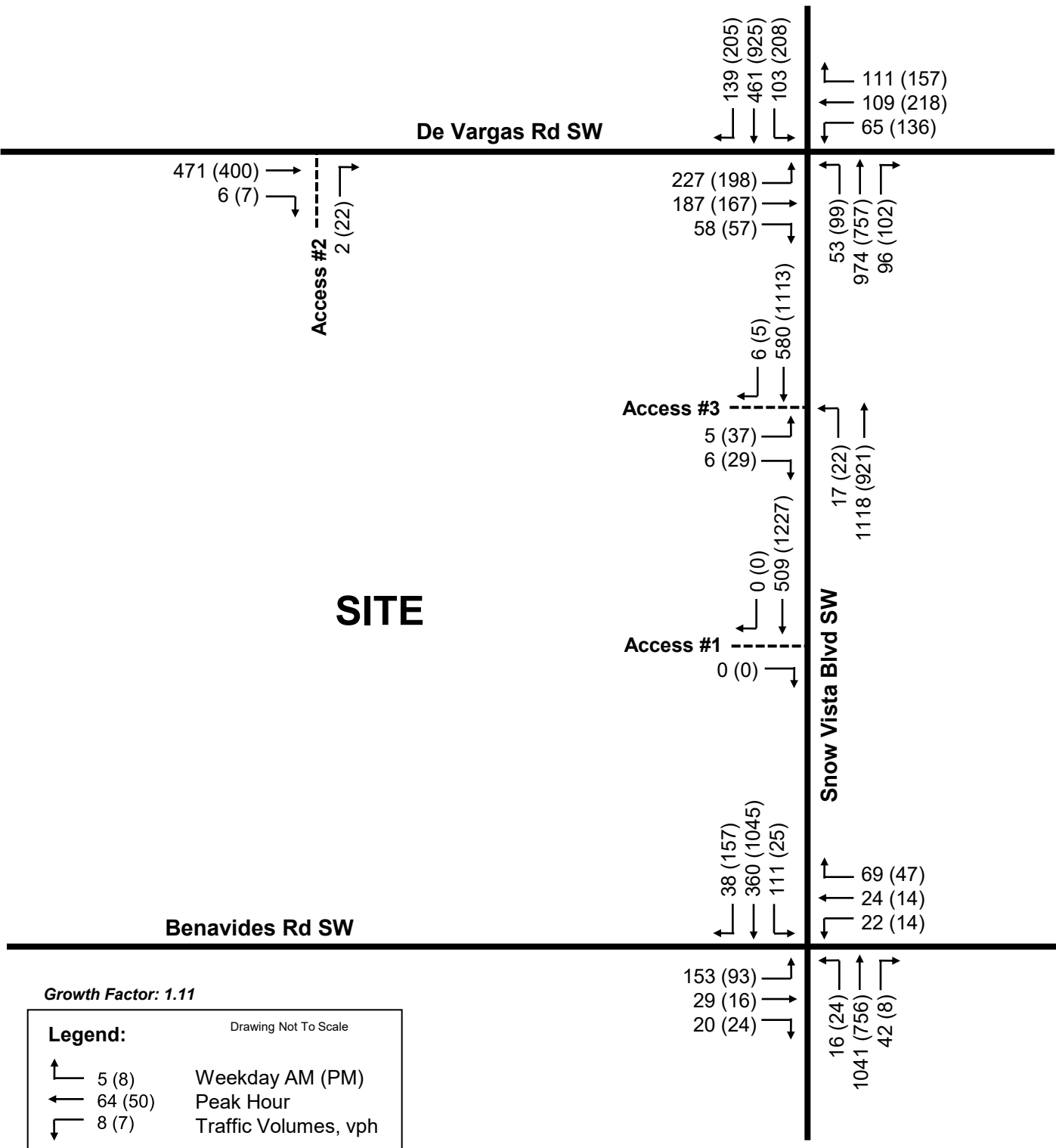




Taco Bell / Retail, Snow Vista



Taco Bell / Retail, Snow Vista



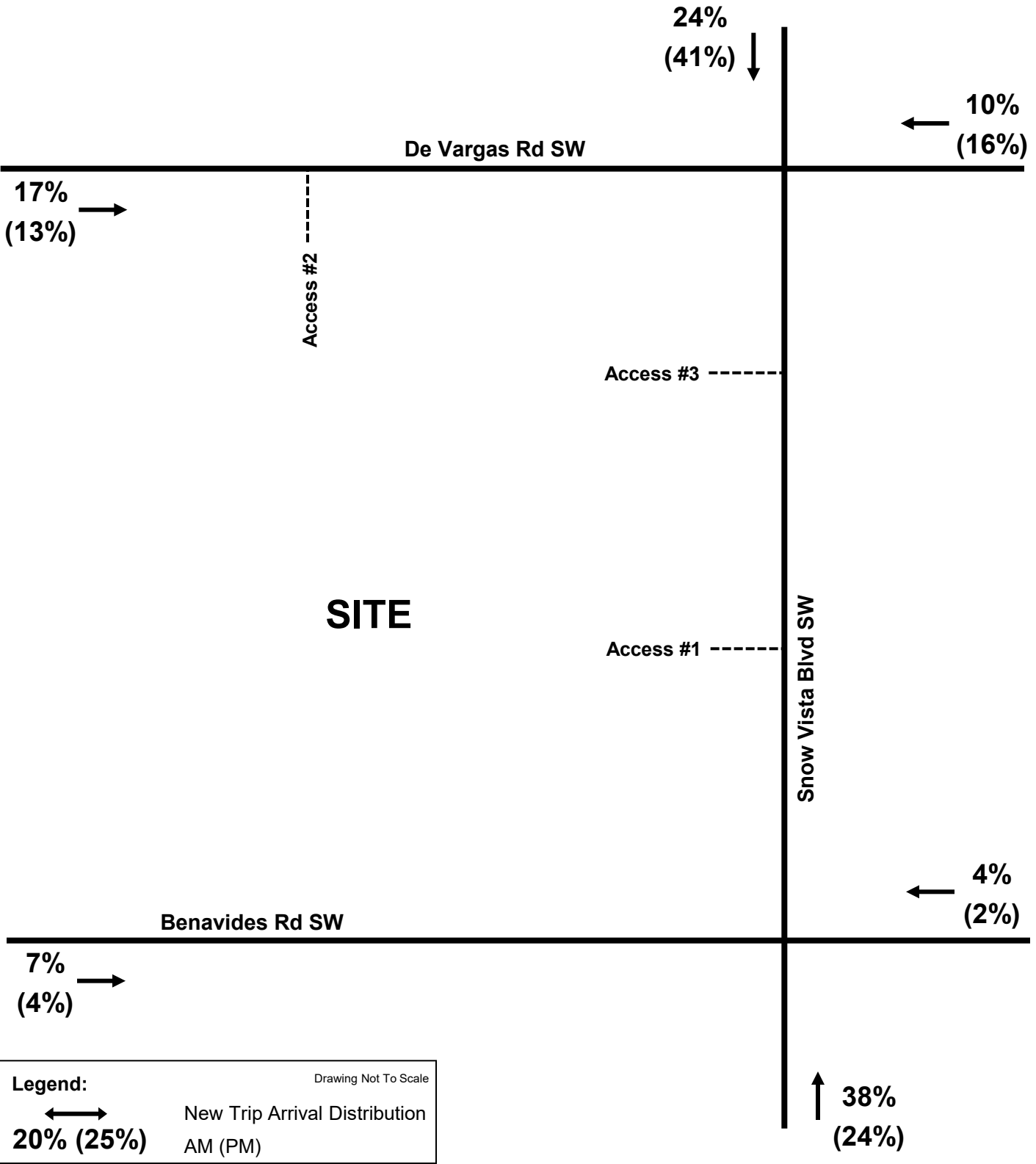
Growth Factor: 1.11

Drawing Not To Scale

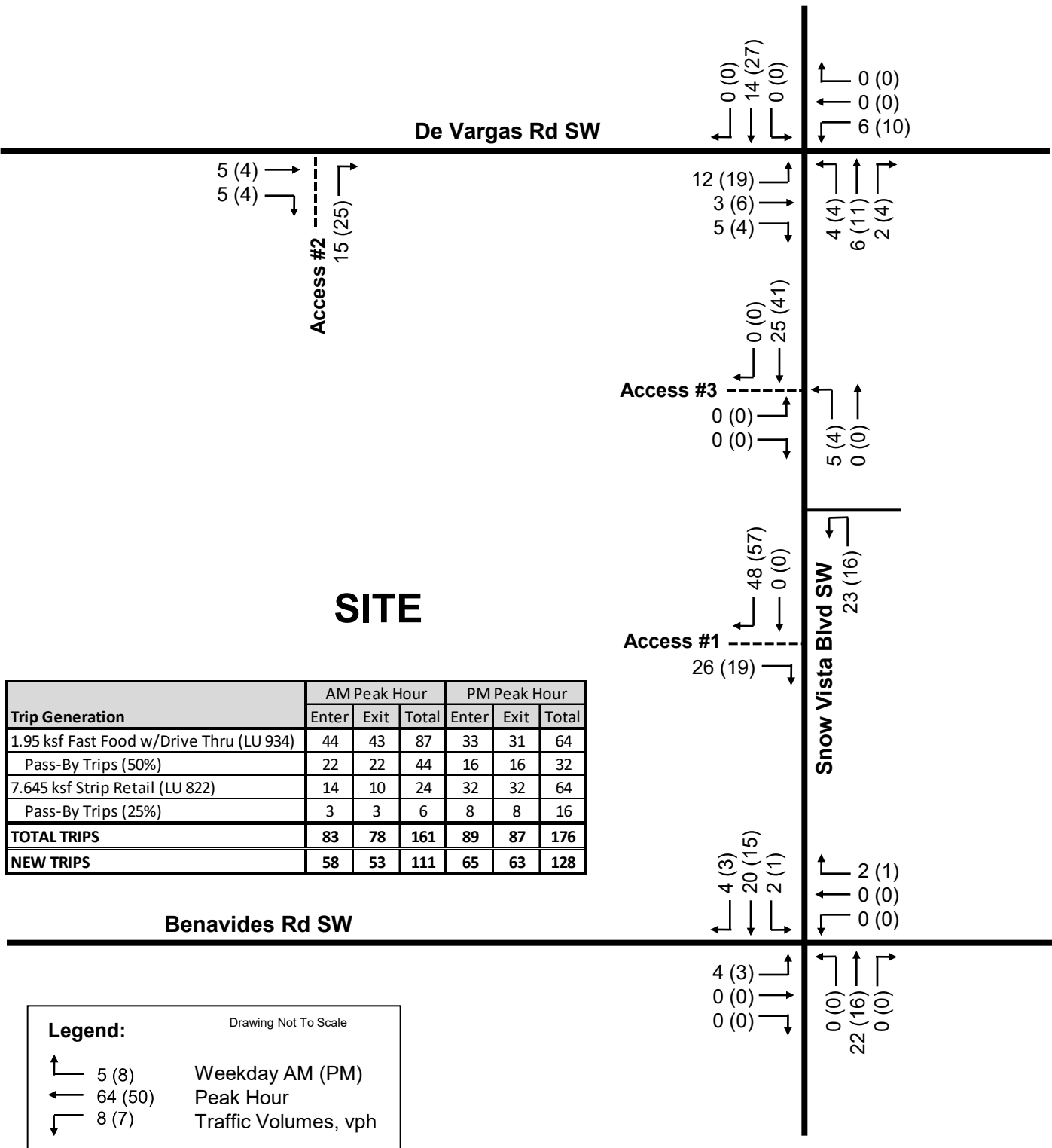
**Legend:**

- Weekday AM (PM)
- Peak Hour
- Traffic Volumes, vph

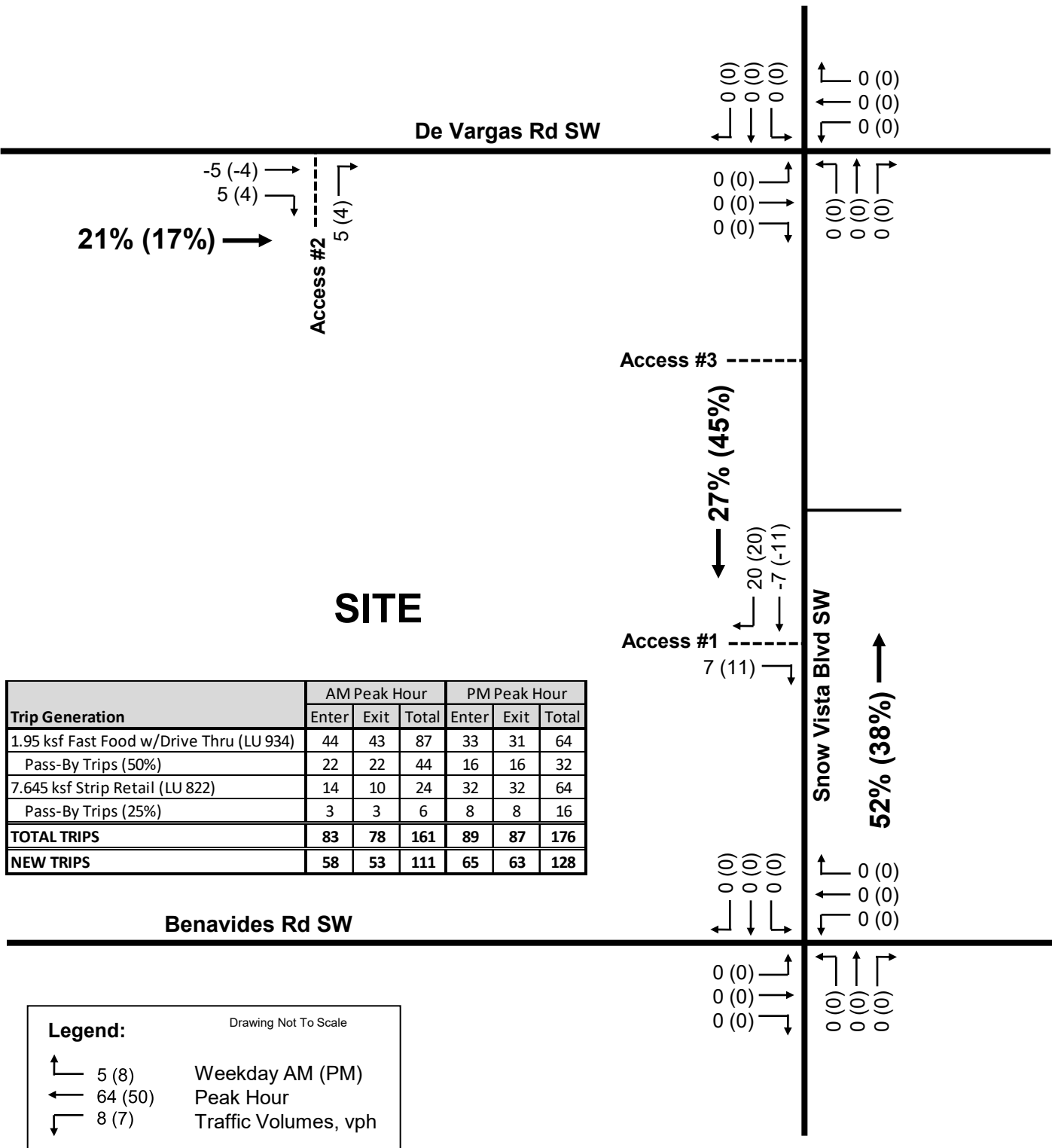
Taco Bell / Retail, Snow Vista



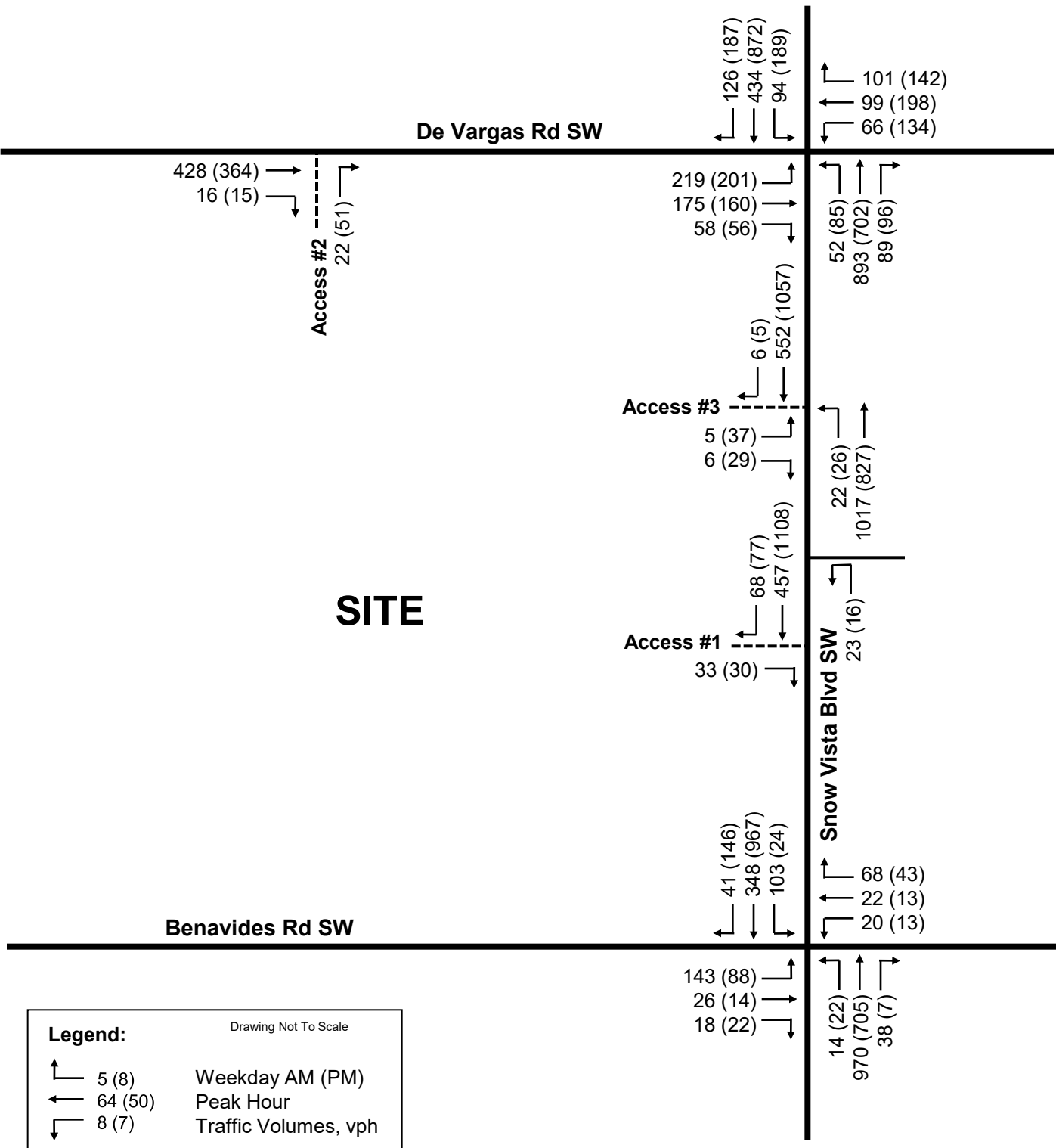
Taco Bell / Retail, Snow Vista



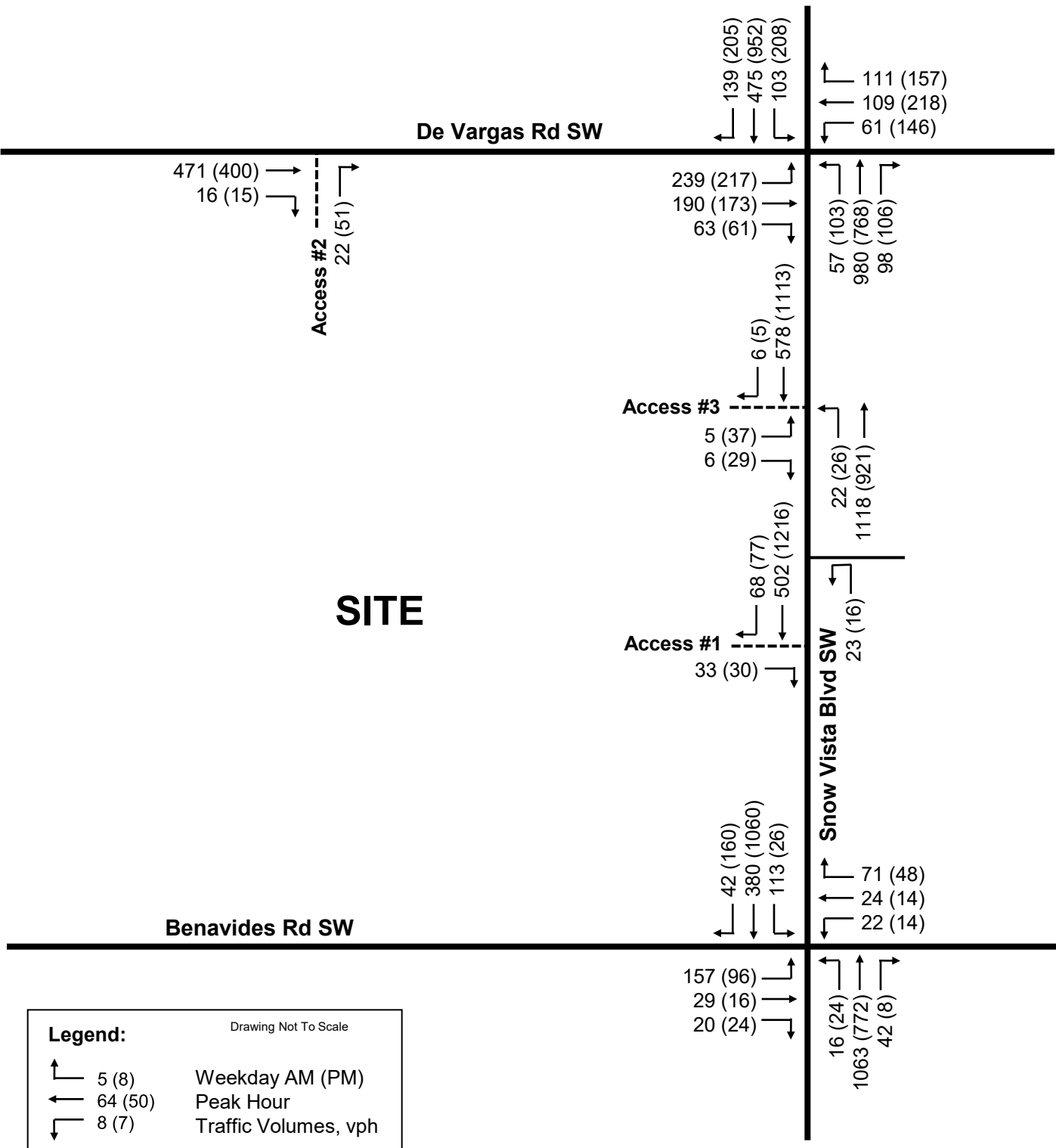
Taco Bell / Retail, Snow Vista

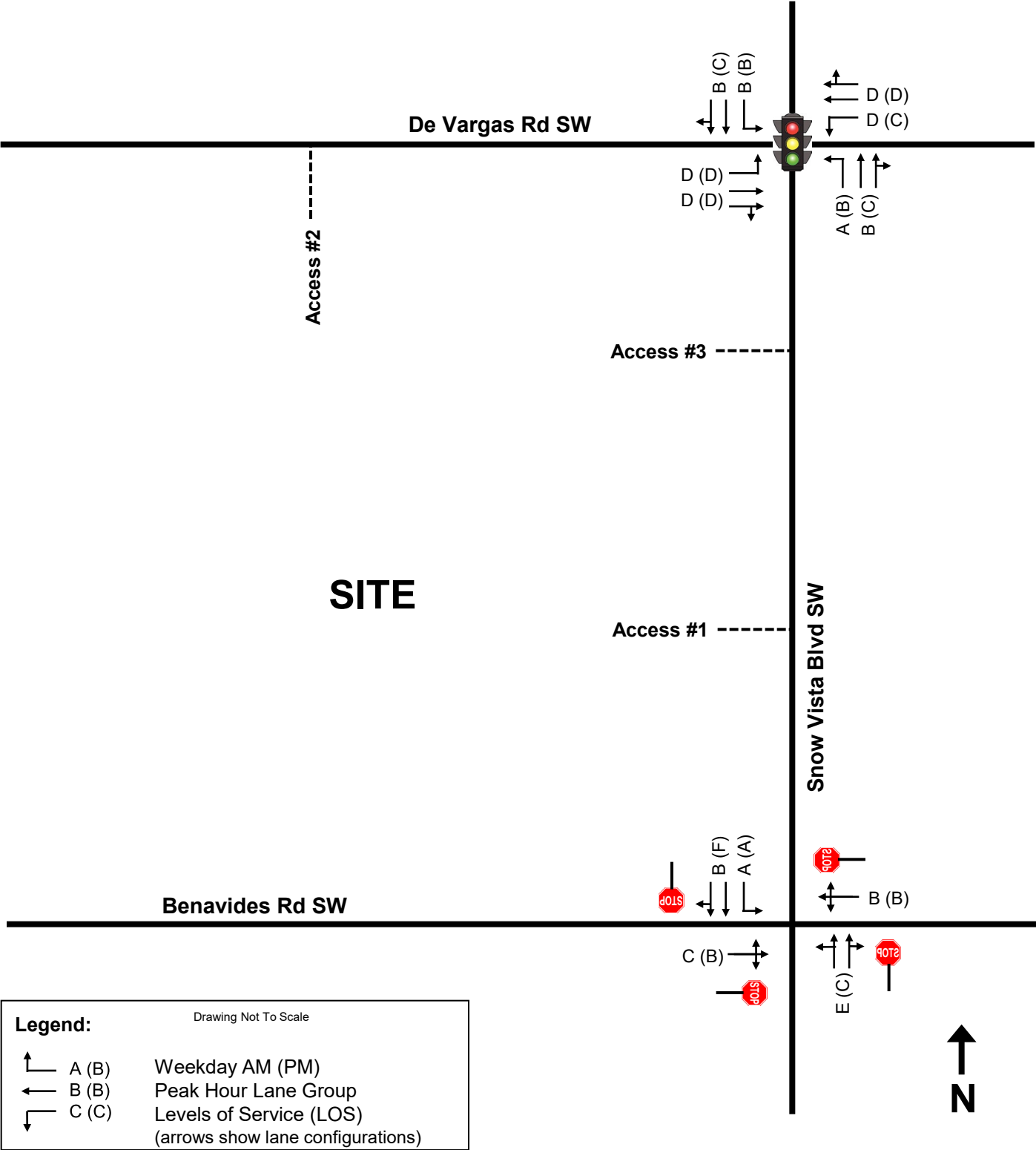


Taco Bell / Retail, Snow Vista

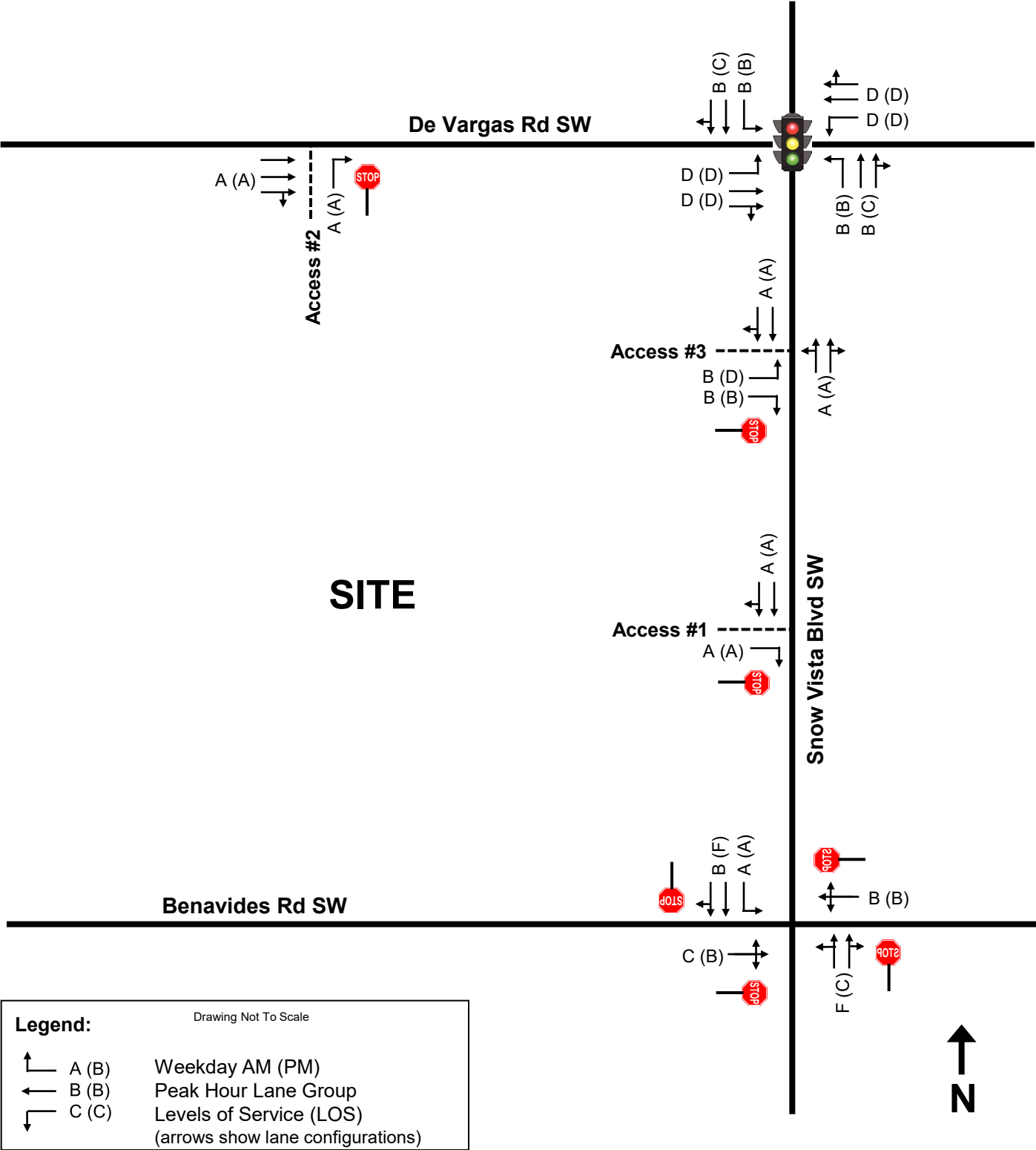


Taco Bell / Retail, Snow Vista





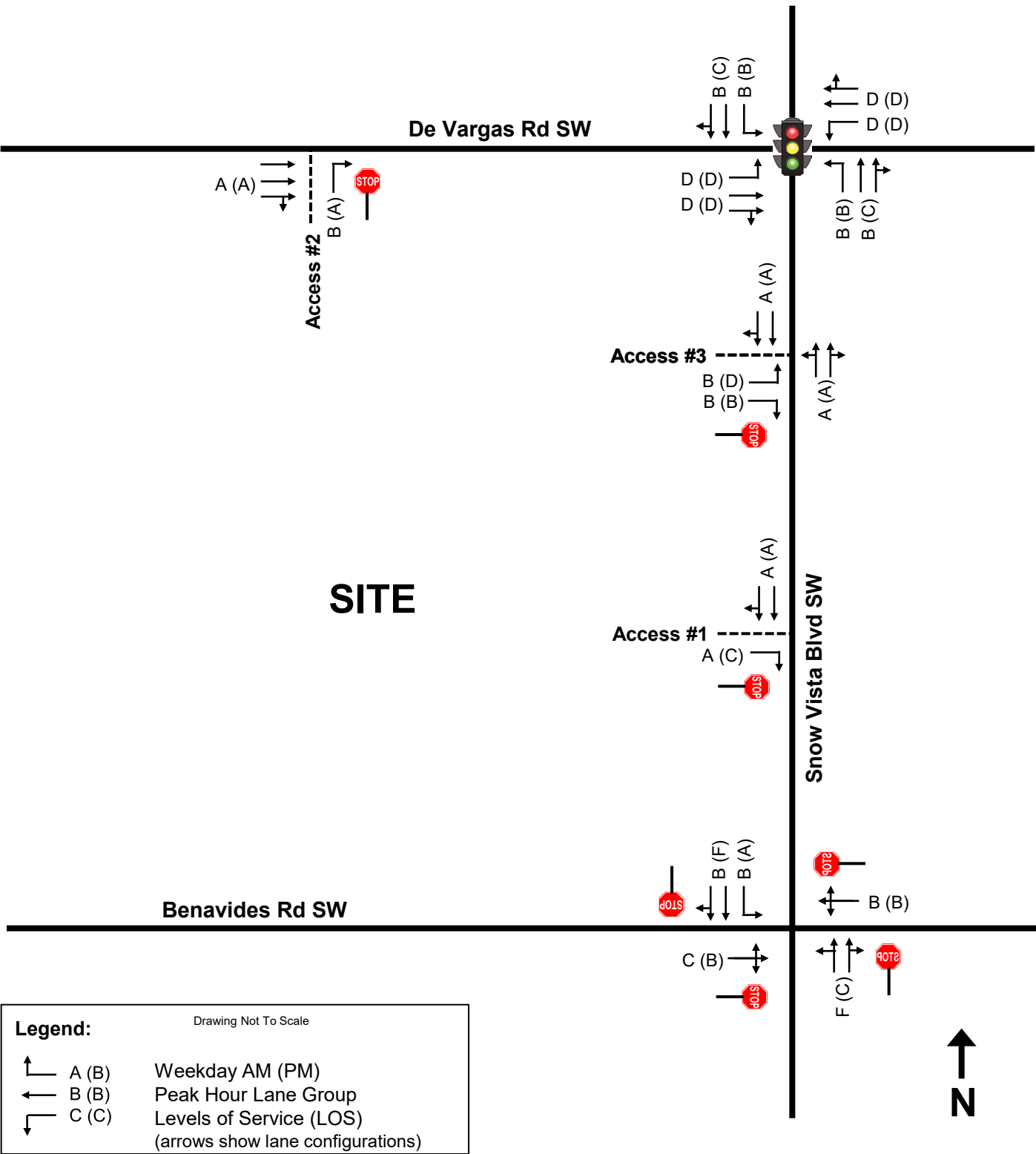
Taco Bell / Retail, Snow Vista



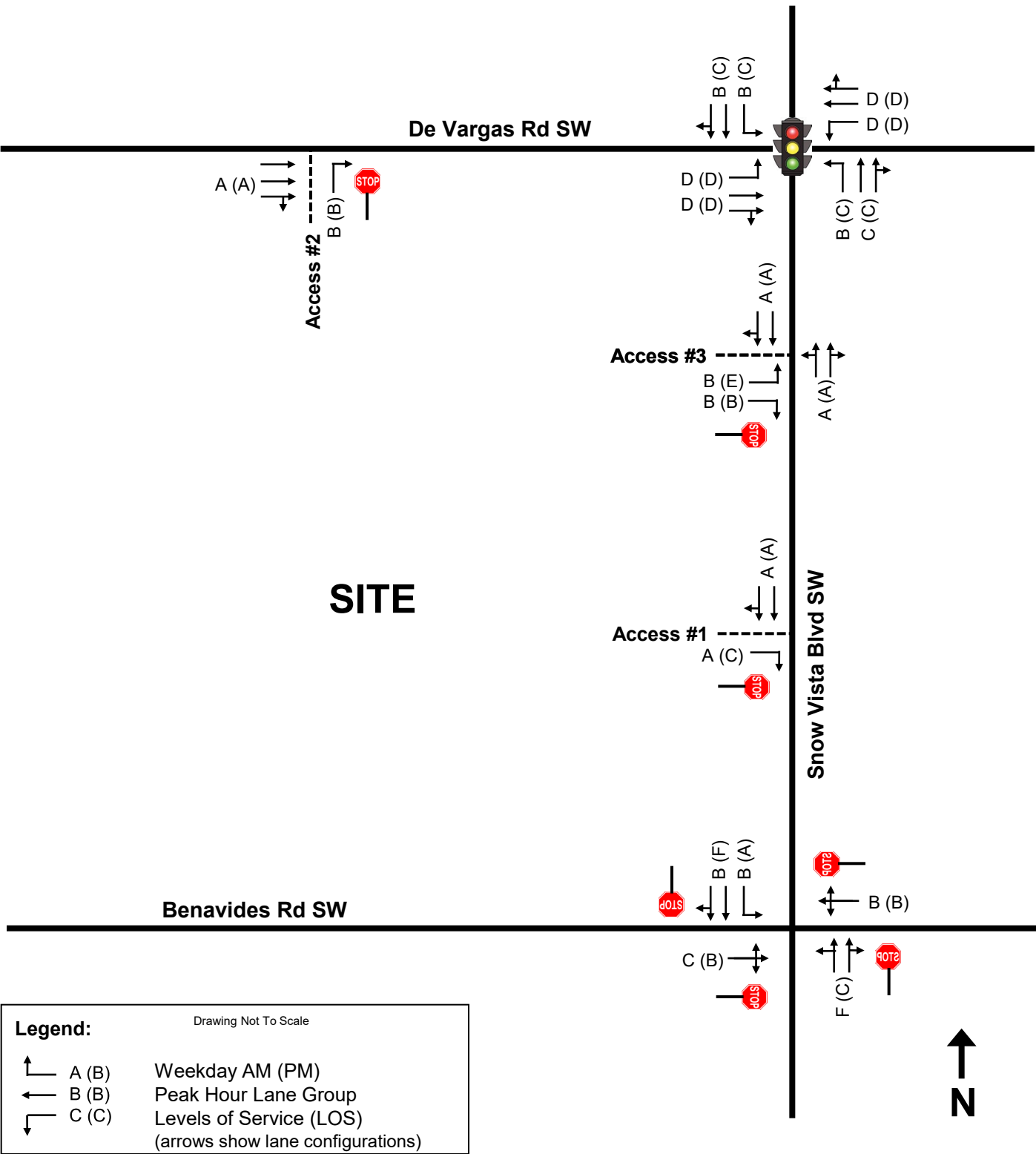
Taco Bell / Retail, Snow Vista

# 2025 No-Build Traffic Operational Conditions

Figure 14



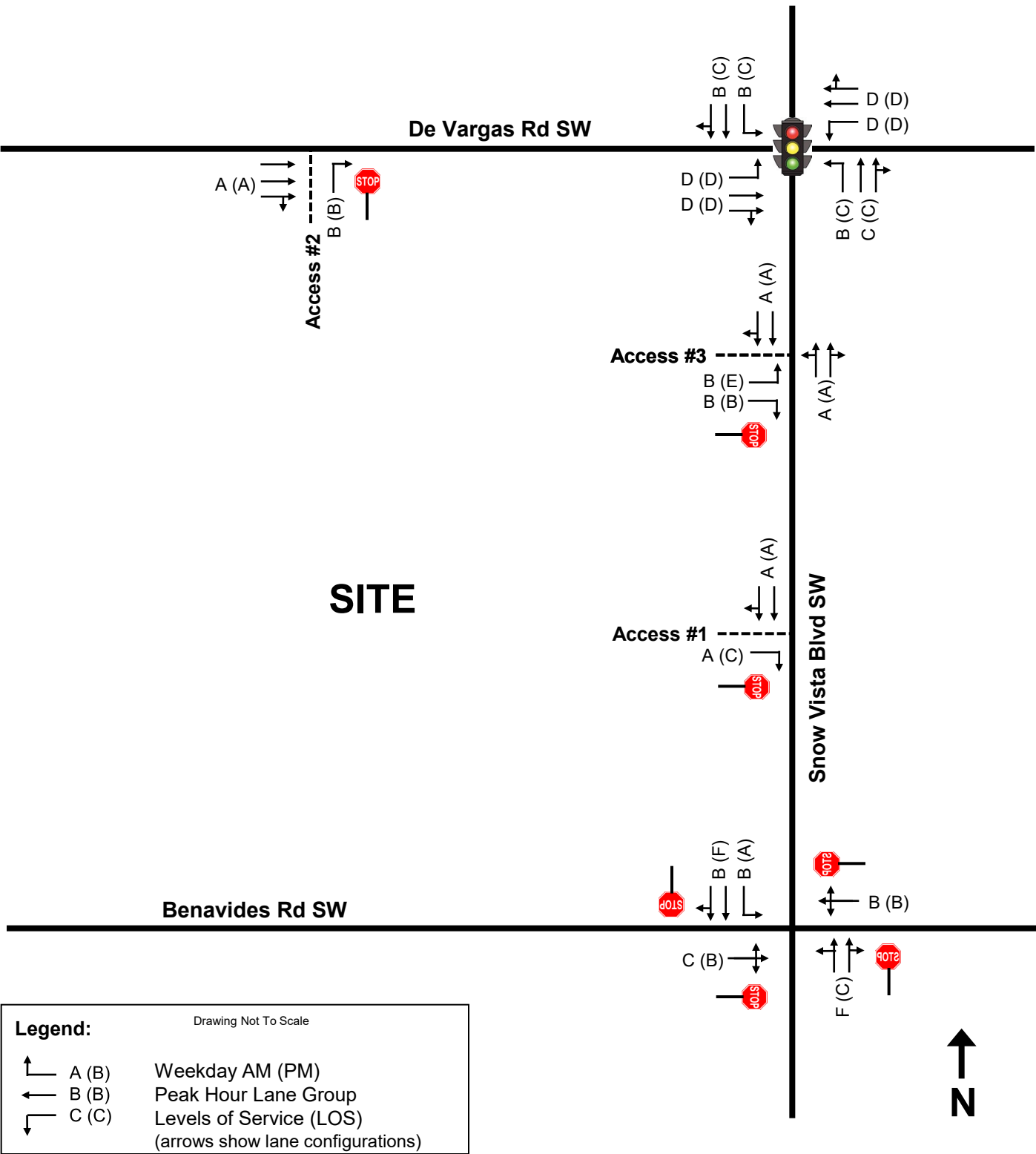
Taco Bell / Retail, Snow Vista



Taco Bell / Retail, Snow Vista

# 2035 No-Build Traffic Operational Conditions

Figure 16



Taco Bell / Retail, Snow Vista

## Appendix A

### TRAFFIC COUNT DATA



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

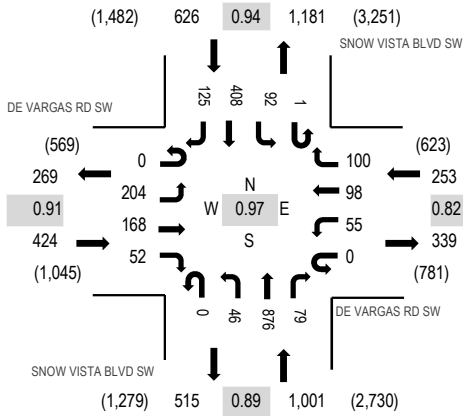
Location: 1 SNOW VISTA BLVD SW &amp; DE VARGAS RD SW AM

Date: Tuesday, December 17, 2024

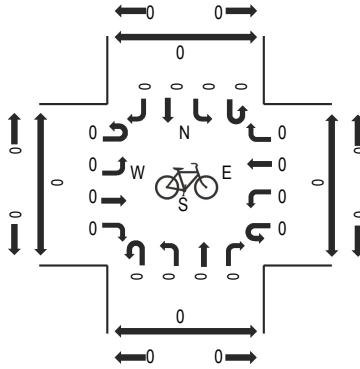
Peak Hour: 07:15 AM - 08:15 AM

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

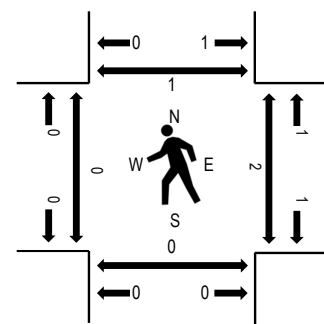
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | DE VARGAS RD SW<br>Eastbound |      |      |       | DE VARGAS RD SW<br>Westbound |      |      |       | SNOW VISTA BLVD SW<br>Northbound |      |       |       | SNOW VISTA BLVD SW<br>Southbound |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|----------------------------------|------|-------|-------|----------------------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                           | Left | Thru  | Right | U-Turn                           | Left | Thru  | Right |       |                 | West                 | East | South | North |
| 6:30 AM                | 0                            | 49   | 24   | 9     | 0                            | 8    | 8    | 20    | 0                                | 5    | 255   | 12    | 0                                | 8    | 50    | 4     | 452   | 1,971           | 0                    | 0    | 0     | 0     |
| 6:45 AM                | 0                            | 44   | 24   | 7     | 0                            | 11   | 11   | 18    | 0                                | 8    | 222   | 7     | 1                                | 12   | 71    | 16    | 452   | 2,104           | 2                    | 0    | 0     | 0     |
| 7:00 AM                | 0                            | 44   | 35   | 12    | 0                            | 13   | 13   | 18    | 0                                | 10   | 253   | 16    | 1                                | 17   | 57    | 17    | 506   | 2,248           | 0                    | 0    | 0     | 0     |
| 7:15 AM                | 0                            | 40   | 40   | 13    | 0                            | 5    | 16   | 26    | 0                                | 10   | 280   | 19    | 0                                | 21   | 75    | 16    | 561   | 2,304           | 0                    | 0    | 0     | 0     |
| 7:30 AM                | 0                            | 39   | 37   | 23    | 0                            | 12   | 21   | 18    | 0                                | 18   | 238   | 17    | 0                                | 23   | 110   | 29    | 585   | 2,245           | 0                    | 0    | 0     | 0     |
| 7:45 AM                | 0                            | 53   | 50   | 12    | 0                            | 17   | 39   | 24    | 0                                | 10   | 189   | 27    | 1                                | 28   | 103   | 43    | 596   | 2,136           | 0                    | 0    | 0     | 1     |
| 8:00 AM                | 0                            | 72   | 41   | 4     | 0                            | 21   | 22   | 32    | 0                                | 8    | 169   | 16    | 0                                | 20   | 120   | 37    | 562   | 1,984           | 0                    | 2    | 0     | 0     |
| 8:15 AM                | 0                            | 47   | 29   | 13    | 0                            | 15   | 11   | 25    | 0                                | 11   | 176   | 24    | 0                                | 22   | 115   | 14    | 502   | 1,774           | 0                    | 0    | 0     | 0     |
| 8:30 AM                | 0                            | 46   | 23   | 9     | 0                            | 15   | 19   | 21    | 0                                | 8    | 197   | 14    | 0                                | 16   | 90    | 18    | 476   | 1,664           | 0                    | 0    | 0     | 0     |
| 8:45 AM                | 0                            | 45   | 29   | 4     | 0                            | 16   | 18   | 17    | 0                                | 4    | 169   | 17    | 0                                | 16   | 95    | 14    | 444   |                 | 0                    | 0    | 0     | 0     |
| 9:00 AM                | 0                            | 43   | 24   | 3     | 0                            | 12   | 14   | 18    | 0                                | 5    | 139   | 12    | 0                                | 12   | 54    | 16    | 352   |                 | 0                    | 0    | 0     | 0     |
| 9:15 AM                | 0                            | 35   | 18   | 5     | 0                            | 8    | 25   | 16    | 0                                | 6    | 151   | 8     | 0                                | 23   | 72    | 25    | 392   |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0                            | 557  | 374  | 114   | 0                            | 153  | 217  | 253   | 0                                | 103  | 2,438 | 189   | 3                                | 218  | 1,012 | 249   | 5,880 |                 | 2                    | 2    | 0     | 1     |
| Peak Hour              | 0                            | 204  | 168  | 52    | 0                            | 55   | 98   | 100   | 0                                | 46   | 876   | 79    | 1                                | 92   | 408   | 125   | 2,304 |                 | 0                    | 2    | 0     | 1     |



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

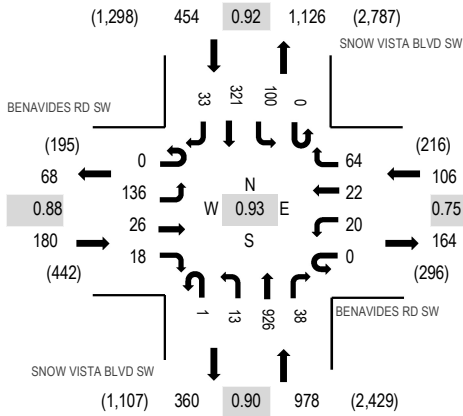
Location: 2 SNOW VISTA BLVD SW & BENAVIDES RD SW AM

Date: Tuesday, December 17, 2024

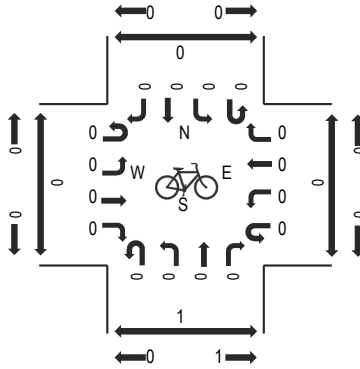
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

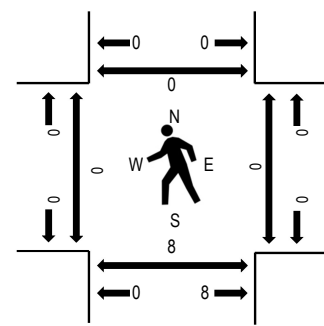
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BENAVIDES RD SW |      |      |       | BENAVIDES RD SW |      |      |       | SNOW VISTA BLVD SW |      |       |       | SNOW VISTA BLVD SW |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------|------|------|-------|-----------------|------|------|-------|--------------------|------|-------|-------|--------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | Eastbound       |      |      |       | Westbound       |      |      |       | Northbound         |      |       |       | Southbound         |      |       |       |       |                 | West                 | East | South | North |
|                        | U-Turn          | Left | Thru | Right | U-Turn          | Left | Thru | Right | U-Turn             | Left | Thru  | Right | U-Turn             | Left | Thru  | Right |       |                 |                      |      |       |       |
| 6:30 AM                | 0               | 29   | 3    | 0     | 0               | 2    | 0    | 5     | 0                  | 2    | 241   | 1     | 0                  | 7    | 49    | 6     | 345   | 1,496           | 0                    | 0    | 0     | 0     |
| 6:45 AM                | 0               | 31   | 3    | 2     | 0               | 0    | 3    | 3     | 0                  | 1    | 194   | 1     | 0                  | 12   | 71    | 5     | 326   | 1,611           | 0                    | 0    | 0     | 0     |
| 7:00 AM                | 0               | 32   | 6    | 7     | 0               | 0    | 1    | 11    | 1                  | 2    | 266   | 3     | 0                  | 11   | 69    | 9     | 418   | 1,718           | 0                    | 0    | 0     | 0     |
| 7:15 AM                | 0               | 37   | 2    | 4     | 0               | 1    | 2    | 7     | 0                  | 3    | 253   | 3     | 0                  | 15   | 79    | 1     | 407   | 1,704           | 0                    | 0    | 1     | 0     |
| 7:30 AM                | 0               | 30   | 6    | 4     | 0               | 6    | 7    | 23    | 0                  | 5    | 240   | 10    | 0                  | 29   | 87    | 13    | 460   | 1,702           | 0                    | 0    | 0     | 0     |
| 7:45 AM                | 0               | 37   | 12   | 3     | 0               | 13   | 12   | 23    | 0                  | 3    | 167   | 22    | 0                  | 45   | 86    | 10    | 433   | 1,577           | 0                    | 0    | 7     | 0     |
| 8:00 AM                | 0               | 28   | 11   | 9     | 0               | 15   | 8    | 20    | 1                  | 3    | 151   | 13    | 0                  | 17   | 114   | 14    | 404   | 1,468           | 0                    | 0    | 0     | 0     |
| 8:15 AM                | 0               | 28   | 6    | 9     | 0               | 5    | 2    | 10    | 0                  | 5    | 184   | 2     | 0                  | 10   | 129   | 15    | 405   | 1,325           | 0                    | 0    | 0     | 0     |
| 8:30 AM                | 0               | 27   | 4    | 3     | 0               | 3    | 0    | 4     | 0                  | 2    | 179   | 2     | 0                  | 7    | 99    | 5     | 335   | 1,187           | 0                    | 0    | 0     | 1     |
| 8:45 AM                | 0               | 29   | 0    | 4     | 0               | 2    | 2    | 5     | 0                  | 6    | 161   | 1     | 0                  | 11   | 89    | 14    | 324   |                 | 0                    | 0    | 0     | 0     |
| 9:00 AM                | 0               | 17   | 3    | 1     | 0               | 3    | 2    | 9     | 0                  | 4    | 135   | 2     | 0                  | 9    | 62    | 14    | 261   |                 | 0                    | 1    | 0     | 0     |
| 9:15 AM                | 0               | 12   | 1    | 2     | 0               | 3    | 1    | 3     | 0                  | 2    | 156   | 2     | 0                  | 4    | 70    | 11    | 267   |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0               | 337  | 57   | 48    | 0               | 53   | 40   | 123   | 2                  | 38   | 2,327 | 62    | 0                  | 177  | 1,004 | 117   | 4,385 |                 | 0                    | 1    | 8     | 1     |
| Peak Hour              | 0               | 136  | 26   | 18    | 0               | 20   | 22   | 64    | 1                  | 13   | 926   | 38    | 0                  | 100  | 321   | 33    | 1,718 |                 | 0                    | 0    | 8     | 0     |



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

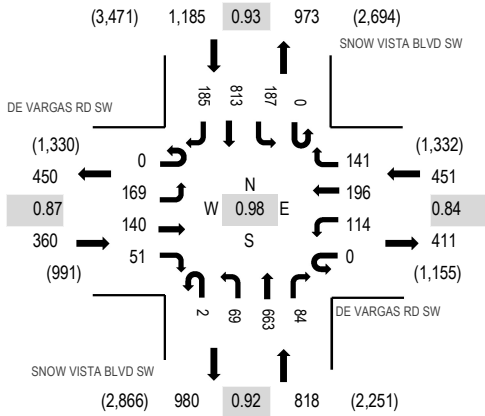
Location: 1 SNOW VISTA BLVD SW &amp; DE VARGAS RD SW PM

Date: Tuesday, December 17, 2024

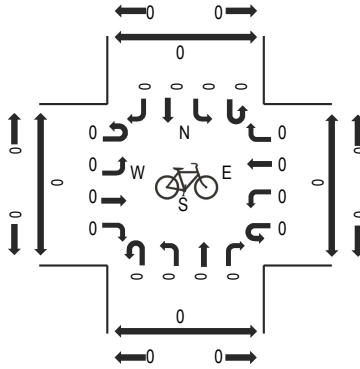
Peak Hour: 03:45 PM - 04:45 PM

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

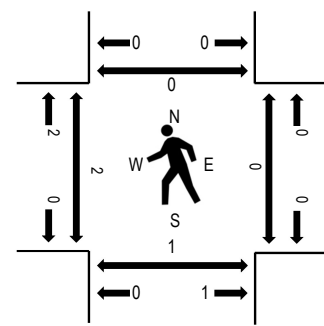
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | DE VARGAS RD SW |      |      |       | DE VARGAS RD SW |      |      |       | SNOW VISTA BLVD SW |      |       |       | SNOW VISTA BLVD SW |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------------|------|------|-------|-----------------|------|------|-------|--------------------|------|-------|-------|--------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | Eastbound       |      |      |       | Westbound       |      |      |       | Northbound         |      |       |       | Southbound         |      |       |       |       |                 | West                 | East | South | North |
|                        | U-Turn          | Left | Thru | Right | U-Turn          | Left | Thru | Right | U-Turn             | Left | Thru  | Right | U-Turn             | Left | Thru  | Right |       |                 |                      |      |       |       |
| 3:30 PM                | 0               | 44   | 42   | 20    | 0               | 24   | 42   | 34    | 0                  | 20   | 163   | 15    | 0                  | 36   | 187   | 45    | 672   | 2,799           | 0                    | 0    | 1     | 0     |
| 3:45 PM                | 0               | 51   | 36   | 10    | 0               | 31   | 47   | 41    | 0                  | 15   | 175   | 34    | 0                  | 38   | 191   | 35    | 704   | 2,814           | 2                    | 0    | 1     | 0     |
| 4:00 PM                | 0               | 34   | 34   | 13    | 0               | 24   | 37   | 31    | 1                  | 26   | 168   | 16    | 0                  | 60   | 216   | 57    | 717   | 2,782           | 0                    | 0    | 0     | 0     |
| 4:15 PM                | 0               | 35   | 37   | 14    | 0               | 26   | 58   | 38    | 0                  | 13   | 154   | 21    | 0                  | 50   | 208   | 52    | 706   | 2,763           | 0                    | 0    | 0     | 0     |
| 4:30 PM                | 0               | 49   | 33   | 14    | 0               | 33   | 54   | 31    | 1                  | 15   | 166   | 13    | 0                  | 39   | 198   | 41    | 687   | 2,750           | 0                    | 0    | 0     | 0     |
| 4:45 PM                | 0               | 27   | 39   | 12    | 0               | 26   | 40   | 33    | 0                  | 16   | 143   | 16    | 0                  | 58   | 205   | 57    | 672   | 2,736           | 0                    | 0    | 0     | 0     |
| 5:00 PM                | 0               | 44   | 32   | 20    | 0               | 29   | 52   | 38    | 0                  | 15   | 154   | 13    | 0                  | 46   | 217   | 38    | 698   | 2,673           | 0                    | 0    | 1     | 0     |
| 5:15 PM                | 0               | 27   | 24   | 17    | 0               | 29   | 46   | 35    | 1                  | 23   | 184   | 13    | 0                  | 45   | 193   | 56    | 693   | 2,649           | 1                    | 0    | 0     | 2     |
| 5:30 PM                | 0               | 30   | 31   | 13    | 0               | 36   | 48   | 41    | 0                  | 17   | 129   | 15    | 0                  | 52   | 214   | 47    | 673   | 2,496           | 0                    | 0    | 1     | 1     |
| 5:45 PM                | 0               | 31   | 30   | 10    | 1               | 23   | 33   | 31    | 1                  | 21   | 142   | 17    | 0                  | 47   | 182   | 40    | 609   |                 | 0                    | 0    | 0     | 0     |
| 6:00 PM                | 0               | 32   | 32   | 16    | 1               | 39   | 59   | 39    | 0                  | 13   | 148   | 13    | 0                  | 43   | 187   | 52    | 674   |                 | 0                    | 0    | 0     | 0     |
| 6:15 PM                | 0               | 18   | 29   | 11    | 0               | 26   | 42   | 34    | 0                  | 13   | 120   | 8     | 0                  | 46   | 148   | 45    | 540   |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0               | 422  | 399  | 170   | 2               | 346  | 558  | 426   | 4                  | 207  | 1,846 | 194   | 0                  | 560  | 2,346 | 565   | 8,045 |                 | 3                    | 0    | 4     | 3     |
| Peak Hour              | 0               | 169  | 140  | 51    | 0               | 114  | 196  | 141   | 2                  | 69   | 663   | 84    | 0                  | 187  | 813   | 185   | 2,814 |                 | 2                    | 0    | 1     | 0     |



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

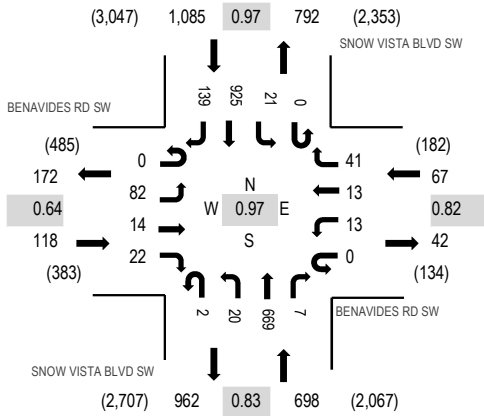
Location: 2 SNOW VISTA BLVD SW & BENAVIDES RD SW PM

Date: Tuesday, December 17, 2024

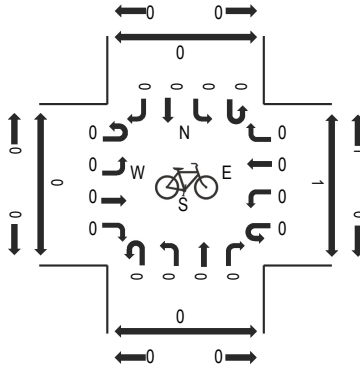
Peak Hour: 04:15 PM - 05:15 PM

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

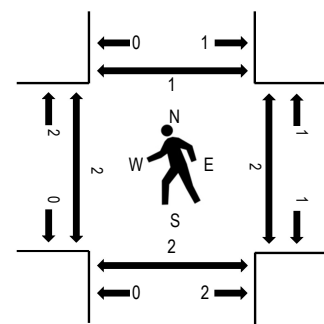
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | BENAVIDES RD SW<br>Eastbound |      |      |       | BENAVIDES RD SW<br>Westbound |      |      |       | SNOW VISTA BLVD SW<br>Northbound |      |       |       | SNOW VISTA BLVD SW<br>Southbound |      |       |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|----------------------------------|------|-------|-------|----------------------------------|------|-------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                           | Left | Thru  | Right | U-Turn                           | Left | Thru  | Right |       |                 | West                 | East | South | North |
| 3:30 PM                | 0                            | 21   | 4    | 11    | 0                            | 3    | 4    | 12    | 1                                | 9    | 170   | 7     | 0                                | 7    | 205   | 21    | 475   | 1,964           | 0                    | 0    | 0     | 0     |
| 3:45 PM                | 0                            | 37   | 5    | 15    | 0                            | 2    | 0    | 16    | 0                                | 6    | 212   | 5     | 0                                | 4    | 209   | 36    | 547   | 1,965           | 0                    | 1    | 1     | 0     |
| 4:00 PM                | 0                            | 16   | 3    | 4     | 0                            | 2    | 3    | 22    | 0                                | 2    | 155   | 3     | 0                                | 9    | 196   | 34    | 449   | 1,910           | 0                    | 0    | 0     | 0     |
| 4:15 PM                | 0                            | 23   | 2    | 4     | 0                            | 2    | 5    | 17    | 0                                | 7    | 162   | 3     | 0                                | 5    | 224   | 39    | 493   | 1,968           | 0                    | 1    | 0     | 1     |
| 4:30 PM                | 0                            | 23   | 3    | 3     | 0                            | 4    | 1    | 15    | 0                                | 5    | 157   | 2     | 0                                | 6    | 227   | 30    | 476   | 1,935           | 0                    | 1    | 0     | 0     |
| 4:45 PM                | 0                            | 19   | 5    | 6     | 0                            | 3    | 3    | 5     | 1                                | 1    | 176   | 0     | 0                                | 3    | 231   | 39    | 492   | 1,941           | 2                    | 0    | 0     | 0     |
| 5:00 PM                | 0                            | 17   | 4    | 9     | 0                            | 4    | 4    | 4     | 1                                | 7    | 174   | 2     | 0                                | 7    | 243   | 31    | 507   | 1,936           | 0                    | 0    | 2     | 0     |
| 5:15 PM                | 0                            | 24   | 2    | 2     | 0                            | 2    | 1    | 5     | 0                                | 4    | 174   | 3     | 0                                | 5    | 203   | 35    | 460   | 1,867           | 0                    | 0    | 0     | 0     |
| 5:30 PM                | 0                            | 27   | 2    | 5     | 0                            | 3    | 3    | 7     | 0                                | 8    | 147   | 1     | 0                                | 5    | 240   | 34    | 482   | 1,780           | 0                    | 0    | 0     | 0     |
| 5:45 PM                | 0                            | 30   | 5    | 5     | 0                            | 3    | 3    | 6     | 0                                | 9    | 158   | 3     | 0                                | 2    | 237   | 26    | 487   |                 | 0                    | 0    | 1     | 0     |
| 6:00 PM                | 0                            | 14   | 3    | 2     | 0                            | 3    | 3    | 6     | 0                                | 3    | 157   | 3     | 0                                | 1    | 206   | 37    | 438   |                 | 0                    | 0    | 0     | 0     |
| 6:15 PM                | 0                            | 21   | 1    | 6     | 0                            | 1    | 1    | 4     | 0                                | 9    | 120   | 0     | 0                                | 9    | 179   | 22    | 373   |                 | 0                    | 0    | 0     | 0     |
| Count Total            | 0                            | 272  | 39   | 72    | 0                            | 32   | 31   | 119   | 3                                | 70   | 1,962 | 32    | 0                                | 63   | 2,600 | 384   | 5,679 |                 | 2                    | 3    | 4     | 1     |
| Peak Hour              | 0                            | 82   | 14   | 22    | 0                            | 13   | 13   | 41    | 2                                | 20   | 669   | 7     | 0                                | 21   | 925   | 139   | 1,968 |                 | 2                    | 2    | 2     | 1     |

## **Appendix B**

### **INTERSECTION CAPACITY/QUEUE ANALYSIS WORKSHEETS**

# HCM 6th Signalized Intersection Summary

1: Snow Vista B;vd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 204                                                                               | 168                                                                               | 52                                                                                | 55                                                                                | 98                                                                                | 100                                                                               | 46                                                                                  | 876                                                                                 | 79                                                                                  | 93                                                                                  | 408                                                                                 | 125                                                                                 |
| Future Volume (veh/h)        | 204                                                                               | 168                                                                               | 52                                                                                | 55                                                                                | 98                                                                                | 100                                                                               | 46                                                                                  | 876                                                                                 | 79                                                                                  | 93                                                                                  | 408                                                                                 | 125                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 227                                                                               | 187                                                                               | 58                                                                                | 61                                                                                | 109                                                                               | 111                                                                               | 51                                                                                  | 973                                                                                 | 88                                                                                  | 103                                                                                 | 453                                                                                 | 139                                                                                 |
| Peak Hour Factor             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 336                                                                               | 500                                                                               | 151                                                                               | 251                                                                               | 169                                                                               | 151                                                                               | 525                                                                                 | 1826                                                                                | 165                                                                                 | 346                                                                                 | 1510                                                                                | 460                                                                                 |
| Arrive On Green              | 0.13                                                                              | 0.19                                                                              | 0.19                                                                              | 0.04                                                                              | 0.10                                                                              | 0.10                                                                              | 0.04                                                                                | 0.55                                                                                | 0.55                                                                                | 0.05                                                                                | 0.56                                                                                | 0.56                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2691                                                                              | 811                                                                               | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 3296                                                                                | 298                                                                                 | 1781                                                                                | 2683                                                                                | 817                                                                                 |
| Grp Volume(v), veh/h         | 227                                                                               | 122                                                                               | 123                                                                               | 61                                                                                | 109                                                                               | 111                                                                               | 51                                                                                  | 525                                                                                 | 536                                                                                 | 103                                                                                 | 299                                                                                 | 293                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1724                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1817                                                                                | 1781                                                                                | 1777                                                                                | 1723                                                                                |
| Q Serve(g_s), s              | 11.4                                                                              | 6.2                                                                               | 6.5                                                                               | 3.2                                                                               | 6.2                                                                               | 7.1                                                                               | 1.3                                                                                 | 19.4                                                                                | 19.4                                                                                | 2.6                                                                                 | 9.2                                                                                 | 9.3                                                                                 |
| Cycle Q Clear(g_c), s        | 11.4                                                                              | 6.2                                                                               | 6.5                                                                               | 3.2                                                                               | 6.2                                                                               | 7.1                                                                               | 1.3                                                                                 | 19.4                                                                                | 19.4                                                                                | 2.6                                                                                 | 9.2                                                                                 | 9.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.16                                                                                | 1.00                                                                                |                                                                                     | 0.47                                                                                |
| Lane Grp Cap(c), veh/h       | 336                                                                               | 330                                                                               | 321                                                                               | 251                                                                               | 169                                                                               | 151                                                                               | 525                                                                                 | 984                                                                                 | 1006                                                                                | 346                                                                                 | 1000                                                                                | 969                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.37                                                                              | 0.38                                                                              | 0.24                                                                              | 0.65                                                                              | 0.74                                                                              | 0.10                                                                                | 0.53                                                                                | 0.53                                                                                | 0.30                                                                                | 0.30                                                                                | 0.30                                                                                |
| Avail Cap(c_a), veh/h        | 434                                                                               | 545                                                                               | 529                                                                               | 282                                                                               | 316                                                                               | 282                                                                               | 553                                                                                 | 984                                                                                 | 1006                                                                                | 461                                                                                 | 1000                                                                                | 969                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 34.3                                                                              | 37.0                                                                              | 37.1                                                                              | 40.2                                                                              | 45.4                                                                              | 45.8                                                                              | 9.3                                                                                 | 14.7                                                                                | 14.7                                                                                | 11.1                                                                                | 12.0                                                                                | 12.0                                                                                |
| Incr Delay (d2), s/veh       | 2.8                                                                               | 0.7                                                                               | 0.8                                                                               | 0.5                                                                               | 4.1                                                                               | 6.8                                                                               | 0.1                                                                                 | 2.1                                                                                 | 2.0                                                                                 | 0.5                                                                                 | 0.8                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.2                                                                               | 2.8                                                                               | 2.8                                                                               | 1.4                                                                               | 2.9                                                                               | 3.1                                                                               | 0.5                                                                                 | 8.0                                                                                 | 8.2                                                                                 | 1.0                                                                                 | 3.7                                                                                 | 3.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 37.1                                                                              | 37.7                                                                              | 37.9                                                                              | 40.7                                                                              | 49.5                                                                              | 52.6                                                                              | 9.4                                                                                 | 16.7                                                                                | 16.7                                                                                | 11.6                                                                                | 12.7                                                                                | 12.8                                                                                |
| LnGrp LOS                    | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 472                                                                               |                                                                                   |                                                                                   | 281                                                                               |                                                                                   |                                                                                   | 1112                                                                                |                                                                                     |                                                                                     | 695                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.4                                                                              |                                                                                   |                                                                                   | 48.8                                                                              |                                                                                   |                                                                                   | 16.4                                                                                |                                                                                     |                                                                                     | 12.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.2                                                                               | 62.1                                                                              | 8.8                                                                               | 23.8                                                                              | 8.4                                                                               | 63.0                                                                              | 18.3                                                                                | 14.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 52.5                                                                              | 6.1                                                                               | 31.9                                                                              | 5.5                                                                               | 58.5                                                                              | 19.5                                                                                | 18.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.6                                                                               | 21.4                                                                              | 5.2                                                                               | 8.5                                                                               | 3.3                                                                               | 11.3                                                                              | 13.4                                                                                | 9.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 8.4                                                                               | 0.0                                                                               | 1.4                                                                               | 0.0                                                                               | 4.2                                                                               | 0.3                                                                                 | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 22.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Intersection

Intersection Delay, s/veh 30

Intersection LOS D

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 136  | 126  | 0    | 0    | 42   | 64   | 14   | 926  | 38   | 0    | 0    | 0    |
| Future Vol, veh/h   | 136  | 126  | 0    | 0    | 42   | 64   | 14   | 926  | 38   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 151  | 140  | 0    | 0    | 47   | 71   | 16   | 1029 | 42   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB   | NB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  |      | NB   | EB   |
| Conflicting Lanes Left     | 0    | 2    | 1    |
| Conflicting Approach Right | NB   |      | WB   |
| Conflicting Lanes Right    | 2    | 0    | 1    |
| HCM Control Delay          | 15.1 | 10.6 | 36.1 |
| HCM LOS                    | C    | B    | E    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 0%    | 52%   | 0%    |
| Vol Thru, %            | 97%   | 92%   | 48%   | 40%   |
| Vol Right, %           | 0%    | 8%    | 0%    | 60%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 477   | 501   | 262   | 106   |
| LT Vol                 | 14    | 0     | 136   | 0     |
| Through Vol            | 463   | 463   | 126   | 42    |
| RT Vol                 | 0     | 38    | 0     | 64    |
| Lane Flow Rate         | 530   | 557   | 291   | 118   |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.86  | 0.892 | 0.495 | 0.2   |
| Departure Headway (Hd) | 5.839 | 5.77  | 6.118 | 6.105 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 625   | 629   | 585   | 590   |
| Service Time           | 3.545 | 3.477 | 4.214 | 4.115 |
| HCM Lane V/C Ratio     | 0.848 | 0.886 | 0.497 | 0.2   |
| HCM Control Delay      | 34.1  | 38.1  | 15.1  | 10.6  |
| HCM Lane LOS           | D     | E     | C     | B     |
| HCM 95th-tile Q        | 9.7   | 10.8  | 2.7   | 0.7   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/14/2025

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↱    |      |      | ↱    |      |      |      |      | ↱    | ↱↱   |      |
| Traffic Vol, veh/h  | 0    | 162  | 18   | 20   | 36   | 0    | 0    | 0    | 0    | 100  | 321  | 33   |
| Future Vol, veh/h   | 0    | 162  | 18   | 20   | 36   | 0    | 0    | 0    | 0    | 100  | 321  | 33   |
| Peak Hour Factor    | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 180  | 20   | 22   | 40   | 0    | 0    | 0    | 0    | 111  | 357  | 37   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 0    |

| Approach                   | EB   | WB  | SB   |
|----------------------------|------|-----|------|
| Opposing Approach          | WB   | EB  |      |
| Opposing Lanes             | 1    | 1   | 0    |
| Conflicting Approach Left  | SB   |     | WB   |
| Conflicting Lanes Left     | 3    | 0   | 1    |
| Conflicting Approach Right |      | SB  | EB   |
| Conflicting Lanes Right    | 0    | 3   | 1    |
| HCM Control Delay          | 11.2 | 9.7 | 10.2 |
| HCM LOS                    | B    | A   | B    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 36%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 90%   | 64%   | 0%    | 100%  | 76%   |
| Vol Right, %           | 10%   | 0%    | 0%    | 0%    | 24%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 180   | 56    | 100   | 214   | 140   |
| LT Vol                 | 0     | 20    | 100   | 0     | 0     |
| Through Vol            | 162   | 36    | 0     | 214   | 107   |
| RT Vol                 | 18    | 0     | 0     | 0     | 33    |
| Lane Flow Rate         | 200   | 62    | 111   | 238   | 156   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.318 | 0.106 | 0.179 | 0.349 | 0.221 |
| Departure Headway (Hd) | 5.721 | 6.155 | 5.785 | 5.282 | 5.116 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 624   | 577   | 618   | 678   | 698   |
| Service Time           | 3.491 | 3.943 | 3.547 | 3.043 | 2.877 |
| HCM Lane V/C Ratio     | 0.321 | 0.107 | 0.18  | 0.351 | 0.223 |
| HCM Control Delay      | 11.2  | 9.7   | 9.8   | 10.9  | 9.3   |
| HCM Lane LOS           | B     | A     | A     | B     | A     |
| HCM 95th-tile Q        | 1.4   | 0.4   | 0.6   | 1.6   | 0.8   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 207                                                                               | 172                                                                               | 53                                                                                | 60                                                                                | 99                                                                                | 101                                                                               | 48                                                                                  | 887                                                                                 | 87                                                                                  | 94                                                                                  | 420                                                                                 | 126                                                                                 |
| Future Volume (veh/h)        | 207                                                                               | 172                                                                               | 53                                                                                | 60                                                                                | 99                                                                                | 101                                                                               | 48                                                                                  | 887                                                                                 | 87                                                                                  | 94                                                                                  | 420                                                                                 | 126                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 244                                                                               | 202                                                                               | 62                                                                                | 71                                                                                | 116                                                                               | 119                                                                               | 56                                                                                  | 1044                                                                                | 102                                                                                 | 111                                                                                 | 494                                                                                 | 148                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 357                                                                               | 781                                                                               | 233                                                                               | 189                                                                               | 187                                                                               | 167                                                                               | 487                                                                                 | 1724                                                                                | 168                                                                                 | 307                                                                                 | 1674                                                                                | 498                                                                                 |
| Arrive On Green              | 0.14                                                                              | 0.29                                                                              | 0.29                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.53                                                                                | 0.53                                                                                | 0.53                                                                                | 0.05                                                                                | 0.62                                                                                | 0.62                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2697                                                                              | 805                                                                               | 1115                                                                              | 1777                                                                              | 1585                                                                              | 787                                                                                 | 3270                                                                                | 319                                                                                 | 1781                                                                                | 2699                                                                                | 804                                                                                 |
| Grp Volume(v), veh/h         | 244                                                                               | 131                                                                               | 133                                                                               | 71                                                                                | 116                                                                               | 119                                                                               | 56                                                                                  | 567                                                                                 | 579                                                                                 | 111                                                                                 | 324                                                                                 | 318                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1725                                                                              | 1115                                                                              | 1777                                                                              | 1585                                                                              | 787                                                                                 | 1777                                                                                | 1813                                                                                | 1781                                                                                | 1777                                                                                | 1726                                                                                |
| Q Serve(g_s), s              | 11.6                                                                              | 5.6                                                                               | 5.9                                                                               | 6.1                                                                               | 6.2                                                                               | 7.2                                                                               | 3.6                                                                                 | 22.1                                                                                | 22.1                                                                                | 2.7                                                                                 | 8.4                                                                                 | 8.5                                                                                 |
| Cycle Q Clear(g_c), s        | 11.6                                                                              | 5.6                                                                               | 5.9                                                                               | 6.1                                                                               | 6.2                                                                               | 7.2                                                                               | 3.6                                                                                 | 22.1                                                                                | 22.1                                                                                | 2.7                                                                                 | 8.4                                                                                 | 8.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.18                                                                                | 1.00                                                                                |                                                                                     | 0.47                                                                                |
| Lane Grp Cap(c), veh/h       | 357                                                                               | 514                                                                               | 499                                                                               | 189                                                                               | 187                                                                               | 167                                                                               | 487                                                                                 | 937                                                                                 | 956                                                                                 | 307                                                                                 | 1102                                                                                | 1070                                                                                |
| V/C Ratio(X)                 | 0.68                                                                              | 0.25                                                                              | 0.27                                                                              | 0.37                                                                              | 0.62                                                                              | 0.71                                                                              | 0.11                                                                                | 0.61                                                                                | 0.61                                                                                | 0.36                                                                                | 0.29                                                                                | 0.30                                                                                |
| Avail Cap(c_a), veh/h        | 422                                                                               | 562                                                                               | 546                                                                               | 302                                                                               | 366                                                                               | 326                                                                               | 487                                                                                 | 937                                                                                 | 956                                                                                 | 428                                                                                 | 1102                                                                                | 1070                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.8                                                                              | 27.1                                                                              | 27.2                                                                              | 42.6                                                                              | 42.7                                                                              | 43.1                                                                              | 12.0                                                                                | 16.4                                                                                | 16.4                                                                                | 12.5                                                                                | 8.8                                                                                 | 8.8                                                                                 |
| Incr Delay (d2), s/veh       | 3.6                                                                               | 0.3                                                                               | 0.3                                                                               | 1.2                                                                               | 3.4                                                                               | 5.6                                                                               | 0.5                                                                                 | 2.9                                                                                 | 2.9                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 0.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.3                                                                               | 2.4                                                                               | 2.5                                                                               | 1.7                                                                               | 2.9                                                                               | 3.1                                                                               | 0.7                                                                                 | 9.3                                                                                 | 9.4                                                                                 | 1.0                                                                                 | 3.2                                                                                 | 3.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 35.3                                                                              | 27.4                                                                              | 27.5                                                                              | 43.8                                                                              | 46.0                                                                              | 48.7                                                                              | 12.5                                                                                | 19.3                                                                                | 19.2                                                                                | 13.2                                                                                | 9.5                                                                                 | 9.5                                                                                 |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 508                                                                               |                                                                                   |                                                                                   | 306                                                                               |                                                                                   |                                                                                   | 1202                                                                                |                                                                                     |                                                                                     | 753                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 31.2                                                                              |                                                                                   |                                                                                   | 46.6                                                                              |                                                                                   |                                                                                   | 18.9                                                                                |                                                                                     |                                                                                     | 10.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.3                                                                               | 57.0                                                                              | 33.3                                                                              |                                                                                   |                                                                                   | 66.3                                                                              | 18.4                                                                                | 15.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 52.5                                                                              | 31.5                                                                              |                                                                                   |                                                                                   | 58.5                                                                              | 17.5                                                                                | 20.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.7                                                                               | 24.1                                                                              | 7.9                                                                               |                                                                                   |                                                                                   | 10.5                                                                              | 13.6                                                                                | 9.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 9.7                                                                               | 1.5                                                                               |                                                                                   |                                                                                   | 4.6                                                                               | 0.3                                                                                 | 1.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 21.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/14/2025

Intersection

Int Delay, s/veh 0

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 428  | 6    | 0    | 273  | 0    | 2    |
| Future Vol, veh/h        | 428  | 6    | 0    | 273  | 0    | 2    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 504  | 7    | 0    | 321  | 0    | 2    |

| Major/Minor          | Major1 | Major2 | Minor1  |
|----------------------|--------|--------|---------|
| Conflicting Flow All | 0      | -      | - 252   |
| Stage 1              | -      | -      | - -     |
| Stage 2              | -      | -      | - -     |
| Critical Hdwy        | -      | -      | - 6.94  |
| Critical Hdwy Stg 1  | -      | -      | - -     |
| Critical Hdwy Stg 2  | -      | -      | - -     |
| Follow-up Hdwy       | -      | -      | - 3.32  |
| Pot Cap-1 Maneuver   | -      | 0      | 0 - 748 |
| Stage 1              | -      | 0      | 0 -     |
| Stage 2              | -      | 0      | 0 -     |
| Platoon blocked, %   | -      |        | -       |
| Mov Cap-1 Maneuver   | -      | -      | - 748   |
| Mov Cap-2 Maneuver   | -      | -      | - -     |
| Stage 1              | -      | -      | - -     |
| Stage 2              | -      | -      | - -     |

| Approach             | EB | WB | NB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0  | 0  | 9.8 |
| HCM LOS              |    |    | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 748   | -   | -   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   |
| HCM Control Delay (s) | 9.8   | -   | -   |
| HCM Lane LOS          | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/14/2025

| Intersection             |        |                                                                                   |        |      |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0      |                                                                                   |        |      |                                                                                   |      |
| Movement                 | EBL    | EBR                                                                               | NBL    | NBT  | SBT                                                                               | SBR  |
| Lane Configurations      |        |  |        |      |  |      |
| Traffic Vol, veh/h       | 0      | 0                                                                                 | 0      | 0    | 466                                                                               | 0    |
| Future Vol, veh/h        | 0      | 0                                                                                 | 0      | 0    | 466                                                                               | 0    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0      | 0    | 0                                                                                 | 0    |
| Sign Control             | Stop   | Stop                                                                              | Free   | Free | Free                                                                              | Free |
| RT Channelized           | -      | Stop                                                                              | -      | None | -                                                                                 | None |
| Storage Length           | -      | 0                                                                                 | -      | -    | -                                                                                 | -    |
| Veh in Median Storage, # | 0      | -                                                                                 | -      | 0    | 0                                                                                 | -    |
| Grade, %                 | 0      | -                                                                                 | -      | 0    | 0                                                                                 | -    |
| Peak Hour Factor         | 85     | 85                                                                                | 85     | 85   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2      | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0      | 0                                                                                 | 0      | 0    | 548                                                                               | 0    |
| Major/Minor              | Minor2 |                                                                                   | Major2 |      |                                                                                   |      |
| Conflicting Flow All     | -      | 274                                                                               | -      | -    | -                                                                                 | 0    |
| Stage 1                  | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Critical Hdwy            | -      | 6.94                                                                              | -      | -    | -                                                                                 | -    |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Follow-up Hdwy           | -      | 3.32                                                                              | -      | -    | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 0      | 724                                                                               | -      | -    | -                                                                                 | -    |
| Stage 1                  | 0      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Stage 2                  | 0      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Platoon blocked, %       | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | -      | 724                                                                               | -      | -    | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Stage 1                  | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -      | -    | -                                                                                 | -    |
| Approach                 | EB     |                                                                                   | SB     |      |                                                                                   |      |
| HCM Control Delay, s     | 0      |                                                                                   | 0      |      |                                                                                   |      |
| HCM LOS                  | A      |                                                                                   |        |      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBLn1  | SBT                                                                               | SBR    |      |                                                                                   |      |
| Capacity (veh/h)         | -      | -                                                                                 | -      |      |                                                                                   |      |
| HCM Lane V/C Ratio       | -      | -                                                                                 | -      |      |                                                                                   |      |
| HCM Control Delay (s)    | 0      | -                                                                                 | -      |      |                                                                                   |      |
| HCM Lane LOS             | A      | -                                                                                 | -      |      |                                                                                   |      |
| HCM 95th %tile Q(veh)    | -      | -                                                                                 | -      |      |                                                                                   |      |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/14/2025

Intersection

Int Delay, s/veh 0.1

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 5                                                                                 | 0    | 17   | 1017                                                                              | 0    | 0    |
| Future Vol, veh/h        | 5                                                                                 | 0    | 17   | 1017                                                                              | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 6                                                                                 | 0    | 20   | 1196                                                                              | 0    | 0    |

| Major/Minor          | Minor2 | Major1   |
|----------------------|--------|----------|
| Conflicting Flow All | 638    | - 0 0    |
| Stage 1              | 0      | - - -    |
| Stage 2              | 638    | - - -    |
| Critical Hdwy        | 6.84   | - 4.14 - |
| Critical Hdwy Stg 1  | -      | - - -    |
| Critical Hdwy Stg 2  | 5.84   | - - -    |
| Follow-up Hdwy       | 3.52   | - 2.22 - |
| Pot Cap-1 Maneuver   | 409    | 0 - -    |
| Stage 1              | -      | 0 - -    |
| Stage 2              | 488    | 0 - -    |
| Platoon blocked, %   |        | -        |
| Mov Cap-1 Maneuver   | 409    | - - -    |
| Mov Cap-2 Maneuver   | 409    | - - -    |
| Stage 1              | -      | - - -    |
| Stage 2              | 488    | - - -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 13.9 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 409   |
| HCM Lane V/C Ratio    | -   | -   | 0.014 |
| HCM Control Delay (s) | -   | -   | 13.9  |
| HCM Lane LOS          | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0     |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑    | ↗    |      | ↑    |      |      |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0    | 5    | 6    | 0    | 17   | 0    | 0    | 0    | 0    | 0    | 527  | 6    |
| Future Vol, veh/h        | 0    | 5    | 6    | 0    | 17   | 0    | 0    | 0    | 0    | 0    | 527  | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 6    | 7    | 0    | 20   | 0    | 0    | 0    | 0    | 0    | 620  | 7    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major2 |   |       |
|----------------------|--------|------|--------|---|--------|---|-------|
| Conflicting Flow All | -      | 624  | 314    | - | 627    | - | - - 0 |
| Stage 1              | -      | 624  | -      | - | 0      | - | - - - |
| Stage 2              | -      | 0    | -      | - | 627    | - | - - - |
| Critical Hdwy        | -      | 6.54 | 6.94   | - | 6.54   | - | - - - |
| Critical Hdwy Stg 1  | -      | 5.54 | -      | - | -      | - | - - - |
| Critical Hdwy Stg 2  | -      | -    | -      | - | 5.54   | - | - - - |
| Follow-up Hdwy       | -      | 4.02 | 3.32   | - | 4.02   | - | - - - |
| Pot Cap-1 Maneuver   | 0      | 400  | 682    | 0 | 399    | 0 | 0 - - |
| Stage 1              | 0      | 476  | -      | 0 | -      | 0 | 0 - - |
| Stage 2              | 0      | -    | -      | 0 | 474    | 0 | 0 - - |
| Platoon blocked, %   |        |      |        |   |        |   | - -   |
| Mov Cap-1 Maneuver   | -      | 400  | 682    | - | 399    | - | - - - |
| Mov Cap-2 Maneuver   | -      | 400  | -      | - | 399    | - | - - - |
| Stage 1              | -      | 476  | -      | - | -      | - | - - - |
| Stage 2              | -      | -    | -      | - | 474    | - | - - - |

| Approach             | EB | WB   | SB |
|----------------------|----|------|----|
| HCM Control Delay, s | 12 | 14.5 | 0  |
| HCM LOS              | B  | B    |    |

| Minor Lane/Major Mvmt | EBLn1 | EBLn2 | WBLn1 | SBT | SBR |
|-----------------------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 400   | 682   | 399   | -   | -   |
| HCM Lane V/C Ratio    | 0.015 | 0.01  | 0.05  | -   | -   |
| HCM Control Delay (s) | 14.1  | 10.3  | 14.5  | -   | -   |
| HCM Lane LOS          | B     | B     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | 0     | 0.2   | -   | -   |

**Intersection**

Intersection Delay, s/veh 42.3

Intersection LOS E

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |      |      |
| Traffic Vol, veh/h  | 139  | 127                                                                               | 0    | 0    | 42                                                                                | 66   | 14   | 948                                                                                 | 38   | 0    | 0    | 0    |
| Future Vol, veh/h   | 139  | 127                                                                               | 0    | 0    | 42                                                                                | 66   | 14   | 948                                                                                 | 38   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                                | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 164  | 149                                                                               | 0    | 0    | 49                                                                                | 78   | 16   | 1115                                                                                | 45   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 2                                                                                   | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB   | NB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  |      | NB   | EB   |
| Conflicting Lanes Left     | 0    | 2    | 1    |
| Conflicting Approach Right | NB   |      | WB   |
| Conflicting Lanes Right    | 2    | 0    | 1    |
| HCM Control Delay          | 16.3 | 10.9 | 52.6 |
| HCM LOS                    | C    | B    | F    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 0%    | 52%   | 0%    |
| Vol Thru, %            | 97%   | 93%   | 48%   | 39%   |
| Vol Right, %           | 0%    | 7%    | 0%    | 61%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 488   | 512   | 266   | 108   |
| LT Vol                 | 14    | 0     | 139   | 0     |
| Through Vol            | 474   | 474   | 127   | 42    |
| RT Vol                 | 0     | 38    | 0     | 66    |
| Lane Flow Rate         | 574   | 602   | 313   | 127   |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.949 | 0.984 | 0.538 | 0.215 |
| Departure Headway (Hd) | 5.948 | 5.881 | 6.193 | 6.1   |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 614   | 620   | 579   | 583   |
| Service Time           | 3.648 | 3.581 | 4.264 | 4.197 |
| HCM Lane V/C Ratio     | 0.935 | 0.971 | 0.541 | 0.218 |
| HCM Control Delay      | 48.9  | 56.1  | 16.3  | 10.9  |
| HCM Lane LOS           | E     | F     | C     | B     |
| HCM 95th-tile Q        | 12.9  | 14.4  | 3.2   | 0.8   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/14/2025

Intersection

Intersection Delay, s/veh 10.8

Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 165                                                                               | 18   | 20   | 36                                                                                | 0    | 0    | 0    | 0    | 101                                                                                 | 328                                                                                 | 37   |
| Future Vol, veh/h   | 0    | 165                                                                               | 18   | 20   | 36                                                                                | 0    | 0    | 0    | 0    | 101                                                                                 | 328                                                                                 | 37   |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 194                                                                               | 21   | 24   | 42                                                                                | 0    | 0    | 0    | 0    | 119                                                                                 | 386                                                                                 | 44   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB   | WB  | SB   |
|----------------------------|------|-----|------|
| Opposing Approach          | WB   | EB  |      |
| Opposing Lanes             | 1    | 1   | 0    |
| Conflicting Approach Left  | SB   |     | WB   |
| Conflicting Lanes Left     | 3    | 0   | 1    |
| Conflicting Approach Right |      | SB  | EB   |
| Conflicting Lanes Right    | 0    | 3   | 1    |
| HCM Control Delay          | 11.7 | 9.9 | 10.5 |
| HCM LOS                    | B    | A   | B    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 36%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 90%   | 64%   | 0%    | 100%  | 75%   |
| Vol Right, %           | 10%   | 0%    | 0%    | 0%    | 25%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 183   | 56    | 101   | 219   | 146   |
| LT Vol                 | 0     | 20    | 101   | 0     | 0     |
| Through Vol            | 165   | 36    | 0     | 219   | 109   |
| RT Vol                 | 18    | 0     | 0     | 0     | 37    |
| Lane Flow Rate         | 215   | 66    | 119   | 257   | 172   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.348 | 0.115 | 0.193 | 0.382 | 0.247 |
| Departure Headway (Hd) | 5.824 | 6.279 | 5.849 | 5.345 | 5.167 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 614   | 565   | 610   | 669   | 690   |
| Service Time           | 3.603 | 4.079 | 3.619 | 3.116 | 2.937 |
| HCM Lane V/C Ratio     | 0.35  | 0.117 | 0.195 | 0.384 | 0.249 |
| HCM Control Delay      | 11.7  | 9.9   | 10    | 11.4  | 9.6   |
| HCM Lane LOS           | B     | A     | A     | B     | A     |
| HCM 95th-tile Q        | 1.6   | 0.4   | 0.7   | 1.8   | 1     |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/19/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 219                                                                               | 175                                                                               | 58                                                                                | 66                                                                                | 99                                                                                | 101                                                                               | 52                                                                                  | 893                                                                                 | 89                                                                                  | 94                                                                                  | 434                                                                                 | 126                                                                                 |
| Future Volume (veh/h)        | 219                                                                               | 175                                                                               | 58                                                                                | 66                                                                                | 99                                                                                | 101                                                                               | 52                                                                                  | 893                                                                                 | 89                                                                                  | 94                                                                                  | 434                                                                                 | 126                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 258                                                                               | 206                                                                               | 68                                                                                | 78                                                                                | 116                                                                               | 119                                                                               | 61                                                                                  | 1051                                                                                | 105                                                                                 | 111                                                                                 | 511                                                                                 | 148                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 374                                                                               | 793                                                                               | 254                                                                               | 192                                                                               | 189                                                                               | 169                                                                               | 471                                                                                 | 1668                                                                                | 167                                                                                 | 298                                                                                 | 1652                                                                                | 476                                                                                 |
| Arrive On Green              | 0.15                                                                              | 0.30                                                                              | 0.30                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.51                                                                                | 0.51                                                                                | 0.51                                                                                | 0.05                                                                                | 0.61                                                                                | 0.61                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2646                                                                              | 849                                                                               | 1105                                                                              | 1777                                                                              | 1585                                                                              | 775                                                                                 | 3263                                                                                | 326                                                                                 | 1781                                                                                | 2722                                                                                | 784                                                                                 |
| Grp Volume(v), veh/h         | 258                                                                               | 136                                                                               | 138                                                                               | 78                                                                                | 116                                                                               | 119                                                                               | 61                                                                                  | 572                                                                                 | 584                                                                                 | 111                                                                                 | 333                                                                                 | 326                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1718                                                                              | 1105                                                                              | 1777                                                                              | 1585                                                                              | 775                                                                                 | 1777                                                                                | 1812                                                                                | 1781                                                                                | 1777                                                                                | 1729                                                                                |
| Q Serve(g_s), s              | 11.9                                                                              | 5.6                                                                               | 5.9                                                                               | 6.5                                                                               | 6.0                                                                               | 7.0                                                                               | 4.0                                                                                 | 22.4                                                                                | 22.4                                                                                | 2.7                                                                                 | 8.7                                                                                 | 8.8                                                                                 |
| Cycle Q Clear(g_c), s        | 11.9                                                                              | 5.6                                                                               | 5.9                                                                               | 6.5                                                                               | 6.0                                                                               | 7.0                                                                               | 4.0                                                                                 | 22.4                                                                                | 22.4                                                                                | 2.7                                                                                 | 8.7                                                                                 | 8.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.49                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.18                                                                                | 1.00                                                                                |                                                                                     | 0.45                                                                                |
| Lane Grp Cap(c), veh/h       | 374                                                                               | 532                                                                               | 515                                                                               | 192                                                                               | 189                                                                               | 169                                                                               | 471                                                                                 | 908                                                                                 | 926                                                                                 | 298                                                                                 | 1079                                                                                | 1050                                                                                |
| V/C Ratio(X)                 | 0.69                                                                              | 0.26                                                                              | 0.27                                                                              | 0.41                                                                              | 0.61                                                                              | 0.71                                                                              | 0.13                                                                                | 0.63                                                                                | 0.63                                                                                | 0.37                                                                                | 0.31                                                                                | 0.31                                                                                |
| Avail Cap(c_a), veh/h        | 437                                                                               | 581                                                                               | 561                                                                               | 310                                                                               | 378                                                                               | 337                                                                               | 471                                                                                 | 908                                                                                 | 926                                                                                 | 423                                                                                 | 1079                                                                                | 1050                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 30.3                                                                              | 25.6                                                                              | 25.7                                                                              | 41.4                                                                              | 41.2                                                                              | 41.6                                                                              | 12.5                                                                                | 17.0                                                                                | 17.0                                                                                | 13.0                                                                                | 9.2                                                                                 | 9.2                                                                                 |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.3                                                                               | 0.3                                                                               | 1.4                                                                               | 3.2                                                                               | 5.3                                                                               | 0.1                                                                                 | 1.4                                                                                 | 1.4                                                                                 | 0.8                                                                                 | 0.7                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.4                                                                               | 2.4                                                                               | 2.4                                                                               | 1.8                                                                               | 2.8                                                                               | 3.0                                                                               | 0.7                                                                                 | 9.0                                                                                 | 9.2                                                                                 | 1.0                                                                                 | 3.3                                                                                 | 3.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.0                                                                              | 25.9                                                                              | 26.0                                                                              | 42.8                                                                              | 44.4                                                                              | 46.9                                                                              | 12.6                                                                                | 18.4                                                                                | 18.4                                                                                | 13.8                                                                                | 9.9                                                                                 | 9.9                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 532                                                                               |                                                                                   |                                                                                   | 313                                                                               |                                                                                   |                                                                                     | 1217                                                                                |                                                                                     |                                                                                     | 770                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 29.8                                                                              |                                                                                   |                                                                                   | 44.9                                                                              |                                                                                   |                                                                                     | 18.1                                                                                |                                                                                     |                                                                                     | 10.5                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.2                                                                               | 53.8                                                                              |                                                                                   | 33.4                                                                              |                                                                                   | 63.0                                                                              | 18.6                                                                                | 14.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 18.0                                                                              |                                                                                   | 31.5                                                                              |                                                                                   | 58.5                                                                              | 17.5                                                                                | 20.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.7                                                                               | 24.4                                                                              |                                                                                   | 7.9                                                                               |                                                                                   | 10.8                                                                              | 13.9                                                                                | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 0.0                                                                               |                                                                                   | 1.6                                                                               |                                                                                   | 4.8                                                                               | 0.3                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/19/2025

Intersection

Int Delay, s/veh 0.3

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 428  | 6    | 0    | 274  | 0    | 22   |
| Future Vol, veh/h        | 428  | 6    | 0    | 274  | 0    | 22   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 504  | 7    | 0    | 322  | 0    | 26   |

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

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 748   | -   | -   |
| HCM Lane V/C Ratio    | 0.035 | -   | -   |
| HCM Control Delay (s) | 10    | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/19/2025

| Intersection             |      |                                                                                   |      |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6  |                                                                                   |      |      |                                                                                   |      |
| Movement                 | EBL  | EBR                                                                               | NBL  | NBT  | SBT                                                                               | SBR  |
| Lane Configurations      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 0    | 33                                                                                | 0    | 0    | 457                                                                               | 68   |
| Future Vol, veh/h        | 0    | 33                                                                                | 0    | 0    | 457                                                                               | 68   |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    |
| Sign Control             | Stop | Stop                                                                              | Free | Free | Free                                                                              | Free |
| RT Channelized           | -    | Stop                                                                              | -    | None | -                                                                                 | None |
| Storage Length           | -    | 0                                                                                 | -    | -    | -                                                                                 | -    |
| Veh in Median Storage, # | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Grade, %                 | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Peak Hour Factor         | 85   | 85                                                                                | 85   | 85   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 39                                                                                | 0    | 0    | 538                                                                               | 80   |

| Major/Minor          | Minor2 |      | Major2 |   |
|----------------------|--------|------|--------|---|
| Conflicting Flow All | -      | 309  | -      | 0 |
| Stage 1              | -      | -    | -      | - |
| Stage 2              | -      | -    | -      | - |
| Critical Hdwy        | -      | 6.94 | -      | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - |
| Critical Hdwy Stg 2  | -      | -    | -      | - |
| Follow-up Hdwy       | -      | 3.32 | -      | - |
| Pot Cap-1 Maneuver   | 0      | 687  | -      | - |
| Stage 1              | 0      | -    | -      | - |
| Stage 2              | 0      | -    | -      | - |
| Platoon blocked, %   |        |      | -      | - |
| Mov Cap-1 Maneuver   | -      | 687  | -      | - |
| Mov Cap-2 Maneuver   | -      | -    | -      | - |
| Stage 1              | -      | -    | -      | - |
| Stage 2              | -      | -    | -      | - |

| Approach             | EB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 10.6 | 0  |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 687   | -   | -   |
| HCM Lane V/C Ratio    | 0.057 | -   | -   |
| HCM Control Delay (s) | 10.6  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/19/2025

Intersection

Int Delay, s/veh 0.1

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 5                                                                                 | 0    | 22   | 1017                                                                              | 0    | 0    |
| Future Vol, veh/h        | 5                                                                                 | 0    | 22   | 1017                                                                              | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 6                                                                                 | 0    | 26   | 1196                                                                              | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |      |
|----------------------|--------|--------|------|
| Conflicting Flow All | 650    | -      | 0    |
| Stage 1              | 0      | -      | -    |
| Stage 2              | 650    | -      | -    |
| Critical Hdwy        | 6.84   | -      | 4.14 |
| Critical Hdwy Stg 1  | -      | -      | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -    |
| Follow-up Hdwy       | 3.52   | -      | 2.22 |
| Pot Cap-1 Maneuver   | 402    | 0      | -    |
| Stage 1              | -      | 0      | -    |
| Stage 2              | 481    | 0      | -    |
| Platoon blocked, %   |        |        | -    |
| Mov Cap-1 Maneuver   | 402    | -      | -    |
| Mov Cap-2 Maneuver   | 402    | -      | -    |
| Stage 1              | -      | -      | -    |
| Stage 2              | 481    | -      | -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 14.1 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 402   |
| HCM Lane V/C Ratio    | -   | -   | 0.015 |
| HCM Control Delay (s) | -   | -   | 14.1  |
| HCM Lane LOS          | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0     |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑    | ↗    |      | ↑    |      |      |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0    | 5    | 6    | 0    | 17   | 0    | 0    | 0    | 0    | 0    | 552  | 6    |
| Future Vol, veh/h        | 0    | 5    | 6    | 0    | 17   | 0    | 0    | 0    | 0    | 0    | 552  | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 6    | 7    | 0    | 20   | 0    | 0    | 0    | 0    | 0    | 649  | 7    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major2 |   |       |
|----------------------|--------|------|--------|---|--------|---|-------|
| Conflicting Flow All | -      | 653  | 328    | - | 656    | - | - - 0 |
| Stage 1              | -      | 653  | -      | - | 0      | - | - - - |
| Stage 2              | -      | 0    | -      | - | 656    | - | - - - |
| Critical Hdwy        | -      | 6.54 | 6.94   | - | 6.54   | - | - - - |
| Critical Hdwy Stg 1  | -      | 5.54 | -      | - | -      | - | - - - |
| Critical Hdwy Stg 2  | -      | -    | -      | - | 5.54   | - | - - - |
| Follow-up Hdwy       | -      | 4.02 | 3.32   | - | 4.02   | - | - - - |
| Pot Cap-1 Maneuver   | 0      | 385  | 668    | 0 | 384    | 0 | 0 - - |
| Stage 1              | 0      | 462  | -      | 0 | -      | 0 | 0 - - |
| Stage 2              | 0      | -    | -      | 0 | 460    | 0 | 0 - - |
| Platoon blocked, %   |        |      |        |   |        |   | - -   |
| Mov Cap-1 Maneuver   | -      | 385  | 668    | - | 384    | - | - - - |
| Mov Cap-2 Maneuver   | -      | 385  | -      | - | 384    | - | - - - |
| Stage 1              | -      | 462  | -      | - | -      | - | - - - |
| Stage 2              | -      | -    | -      | - | 460    | - | - - - |

| Approach             | EB   | WB   | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 12.3 | 14.9 | 0  |
| HCM LOS              | B    | B    |    |

| Minor Lane/Major Mvmt | EBLn1 | EBLn2 | WBLn1 | SBT | SBR |
|-----------------------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 385   | 668   | 384   | -   | -   |
| HCM Lane V/C Ratio    | 0.015 | 0.011 | 0.052 | -   | -   |
| HCM Control Delay (s) | 14.5  | 10.4  | 14.9  | -   | -   |
| HCM Lane LOS          | B     | B     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | 0     | 0.2   | -   | -   |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 46.5 |
| Intersection LOS          | E    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 139  | 129  | 0    | 0    | 42   | 68   | 14   | 970  | 38   | 0    | 0    | 0    |
| Future Vol, veh/h   | 139  | 129  | 0    | 0    | 42   | 68   | 14   | 970  | 38   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 164  | 152  | 0    | 0    | 49   | 80   | 16   | 1141 | 45   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB   | NB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  |      | NB   | EB   |
| Conflicting Lanes Left     | 0    | 2    | 1    |
| Conflicting Approach Right | NB   |      | WB   |
| Conflicting Lanes Right    | 2    | 0    | 1    |
| HCM Control Delay          | 16.5 | 10.9 | 58.2 |
| HCM LOS                    | C    | B    | F    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 0%    | 52%   | 0%    |
| Vol Thru, %            | 97%   | 93%   | 48%   | 38%   |
| Vol Right, %           | 0%    | 7%    | 0%    | 62%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 499   | 523   | 268   | 110   |
| LT Vol                 | 14    | 0     | 139   | 0     |
| Through Vol            | 485   | 485   | 129   | 42    |
| RT Vol                 | 0     | 38    | 0     | 68    |
| Lane Flow Rate         | 587   | 615   | 315   | 129   |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.973 | 1.008 | 0.544 | 0.22  |
| Departure Headway (Hd) | 5.966 | 5.9   | 6.21  | 6.114 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 611   | 621   | 580   | 582   |
| Service Time           | 3.666 | 3.6   | 4.271 | 4.203 |
| HCM Lane V/C Ratio     | 0.961 | 0.99  | 0.543 | 0.222 |
| HCM Control Delay      | 54.1  | 62.2  | 16.5  | 10.9  |
| HCM Lane LOS           | F     | F     | C     | B     |
| HCM 95th-tile Q        | 13.9  | 15.5  | 3.3   | 0.8   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/19/2025

Intersection

Intersection Delay, s/veh 11

Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 165                                                                               | 18   | 20   | 36                                                                                | 0    | 0    | 0    | 0    | 103                                                                                 | 348                                                                                 | 41   |
| Future Vol, veh/h   | 0    | 165                                                                               | 18   | 20   | 36                                                                                | 0    | 0    | 0    | 0    | 103                                                                                 | 348                                                                                 | 41   |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 194                                                                               | 21   | 24   | 42                                                                                | 0    | 0    | 0    | 0    | 121                                                                                 | 409                                                                                 | 48   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB   | WB | SB   |
|----------------------------|------|----|------|
| Opposing Approach          | WB   | EB |      |
| Opposing Lanes             | 1    | 1  | 0    |
| Conflicting Approach Left  | SB   |    | WB   |
| Conflicting Lanes Left     | 3    | 0  | 1    |
| Conflicting Approach Right |      | SB | EB   |
| Conflicting Lanes Right    | 0    | 3  | 1    |
| HCM Control Delay          | 11.9 | 10 | 10.8 |
| HCM LOS                    | B    | A  | B    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 36%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 90%   | 64%   | 0%    | 100%  | 74%   |
| Vol Right, %           | 10%   | 0%    | 0%    | 0%    | 26%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 183   | 56    | 103   | 232   | 157   |
| LT Vol                 | 0     | 20    | 103   | 0     | 0     |
| Through Vol            | 165   | 36    | 0     | 232   | 116   |
| RT Vol                 | 18    | 0     | 0     | 0     | 41    |
| Lane Flow Rate         | 215   | 66    | 121   | 273   | 185   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.352 | 0.118 | 0.197 | 0.406 | 0.265 |
| Departure Headway (Hd) | 5.883 | 6.449 | 5.854 | 5.351 | 5.167 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 607   | 559   | 608   | 666   | 689   |
| Service Time           | 3.669 | 4.149 | 3.632 | 3.128 | 2.944 |
| HCM Lane V/C Ratio     | 0.354 | 0.118 | 0.199 | 0.41  | 0.269 |
| HCM Control Delay      | 11.9  | 10    | 10.1  | 11.8  | 9.8   |
| HCM Lane LOS           | B     | A     | B     | B     | A     |
| HCM 95th-tile Q        | 1.6   | 0.4   | 0.7   | 2     | 1.1   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 227                                                                               | 187                                                                               | 58                                                                                | 65                                                                                | 109                                                                               | 111                                                                               | 53                                                                                  | 974                                                                                 | 96                                                                                  | 103                                                                                 | 461                                                                                 | 139                                                                                 |
| Future Volume (veh/h)        | 227                                                                               | 187                                                                               | 58                                                                                | 65                                                                                | 109                                                                               | 111                                                                               | 53                                                                                  | 974                                                                                 | 96                                                                                  | 103                                                                                 | 461                                                                                 | 139                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 267                                                                               | 220                                                                               | 68                                                                                | 76                                                                                | 128                                                                               | 131                                                                               | 62                                                                                  | 1146                                                                                | 113                                                                                 | 121                                                                                 | 542                                                                                 | 164                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 371                                                                               | 820                                                                               | 247                                                                               | 193                                                                               | 200                                                                               | 178                                                                               | 447                                                                                 | 1678                                                                                | 165                                                                                 | 269                                                                                 | 1634                                                                                | 492                                                                                 |
| Arrive On Green              | 0.15                                                                              | 0.30                                                                              | 0.30                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.51                                                                                | 0.51                                                                                | 0.51                                                                                | 0.05                                                                                | 0.61                                                                                | 0.61                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2691                                                                              | 810                                                                               | 1091                                                                              | 1777                                                                              | 1585                                                                              | 742                                                                                 | 3268                                                                                | 322                                                                                 | 1781                                                                                | 2690                                                                                | 811                                                                                 |
| Grp Volume(v), veh/h         | 267                                                                               | 143                                                                               | 145                                                                               | 76                                                                                | 128                                                                               | 131                                                                               | 62                                                                                  | 622                                                                                 | 637                                                                                 | 121                                                                                 | 357                                                                                 | 349                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1724                                                                              | 1091                                                                              | 1777                                                                              | 1585                                                                              | 742                                                                                 | 1777                                                                                | 1812                                                                                | 1781                                                                                | 1777                                                                                | 1724                                                                                |
| Q Serve(g_s), s              | 13.0                                                                              | 6.2                                                                               | 6.5                                                                               | 6.8                                                                               | 7.0                                                                               | 8.2                                                                               | 4.6                                                                                 | 26.8                                                                                | 26.9                                                                                | 3.1                                                                                 | 10.1                                                                                | 10.2                                                                                |
| Cycle Q Clear(g_c), s        | 13.0                                                                              | 6.2                                                                               | 6.5                                                                               | 6.8                                                                               | 7.0                                                                               | 8.2                                                                               | 5.2                                                                                 | 26.8                                                                                | 26.9                                                                                | 3.1                                                                                 | 10.1                                                                                | 10.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.18                                                                                | 1.00                                                                                |                                                                                     | 0.47                                                                                |
| Lane Grp Cap(c), veh/h       | 371                                                                               | 542                                                                               | 526                                                                               | 193                                                                               | 200                                                                               | 178                                                                               | 447                                                                                 | 912                                                                                 | 931                                                                                 | 269                                                                                 | 1079                                                                                | 1047                                                                                |
| V/C Ratio(X)                 | 0.72                                                                              | 0.26                                                                              | 0.28                                                                              | 0.39                                                                              | 0.64                                                                              | 0.74                                                                              | 0.14                                                                                | 0.68                                                                                | 0.68                                                                                | 0.45                                                                                | 0.33                                                                                | 0.33                                                                                |
| Avail Cap(c_a), veh/h        | 412                                                                               | 547                                                                               | 531                                                                               | 289                                                                               | 356                                                                               | 318                                                                               | 447                                                                                 | 912                                                                                 | 931                                                                                 | 381                                                                                 | 1079                                                                                | 1047                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.8                                                                              | 26.9                                                                              | 27.0                                                                              | 43.3                                                                              | 43.4                                                                              | 43.9                                                                              | 13.5                                                                                | 18.6                                                                                | 18.6                                                                                | 15.2                                                                                | 9.9                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       | 5.4                                                                               | 0.3                                                                               | 0.3                                                                               | 1.3                                                                               | 3.4                                                                               | 5.8                                                                               | 0.6                                                                                 | 4.1                                                                                 | 4.1                                                                                 | 1.2                                                                                 | 0.8                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 6.1                                                                               | 2.7                                                                               | 2.7                                                                               | 1.9                                                                               | 3.3                                                                               | 3.5                                                                               | 0.8                                                                                 | 11.5                                                                                | 11.8                                                                                | 1.2                                                                                 | 3.9                                                                                 | 3.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 37.2                                                                              | 27.1                                                                              | 27.3                                                                              | 44.6                                                                              | 46.8                                                                              | 49.7                                                                              | 14.2                                                                                | 22.7                                                                                | 22.7                                                                                | 16.4                                                                                | 10.7                                                                                | 10.7                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | B                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 555                                                                               |                                                                                   |                                                                                   | 335                                                                               |                                                                                   |                                                                                   | 1321                                                                                |                                                                                     |                                                                                     | 827                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.0                                                                              |                                                                                   |                                                                                   | 47.4                                                                              |                                                                                   |                                                                                   | 22.3                                                                                |                                                                                     |                                                                                     | 11.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.6                                                                               | 57.0                                                                              | 35.7                                                                              |                                                                                   |                                                                                   | 66.6                                                                              | 19.7                                                                                | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 52.5                                                                              | 31.5                                                                              |                                                                                   |                                                                                   | 58.5                                                                              | 17.5                                                                                | 20.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.1                                                                               | 28.9                                                                              | 8.5                                                                               |                                                                                   |                                                                                   | 12.2                                                                              | 15.0                                                                                | 10.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 10.2                                                                              | 1.7                                                                               |                                                                                   |                                                                                   | 5.2                                                                               | 0.2                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 23.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/14/2025

Intersection

Int Delay, s/veh 0

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 471  | 6    | 0    | 301  | 0    | 2    |
| Future Vol, veh/h        | 471  | 6    | 0    | 301  | 0    | 2    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 554  | 7    | 0    | 354  | 0    | 2    |

| Major/Minor          | Major1 | Major2 | Minor1  |
|----------------------|--------|--------|---------|
| Conflicting Flow All | 0      | -      | - 277   |
| Stage 1              | -      | -      | -       |
| Stage 2              | -      | -      | -       |
| Critical Hdwy        | -      | -      | - 6.94  |
| Critical Hdwy Stg 1  | -      | -      | -       |
| Critical Hdwy Stg 2  | -      | -      | -       |
| Follow-up Hdwy       | -      | -      | - 3.32  |
| Pot Cap-1 Maneuver   | -      | 0      | 0 - 720 |
| Stage 1              | -      | 0      | 0 -     |
| Stage 2              | -      | 0      | 0 -     |
| Platoon blocked, %   | -      |        | -       |
| Mov Cap-1 Maneuver   | -      | -      | - 720   |
| Mov Cap-2 Maneuver   | -      | -      | -       |
| Stage 1              | -      | -      | -       |
| Stage 2              | -      | -      | -       |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 720   | -   | -   |
| HCM Lane V/C Ratio    | 0.003 | -   | -   |
| HCM Control Delay (s) | 10    | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/14/2025

| Intersection             |        |      |        |      |      |      |
|--------------------------|--------|------|--------|------|------|------|
| Int Delay, s/veh         | 0      |      |        |      |      |      |
| Movement                 | EBL    | EBR  | NBL    | NBT  | SBT  | SBR  |
| Lane Configurations      |        | ↗    |        |      | ↖↗   |      |
| Traffic Vol, veh/h       | 0      | 0    | 0      | 0    | 509  | 0    |
| Future Vol, veh/h        | 0      | 0    | 0      | 0    | 509  | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop | Free   | Free | Free | Free |
| RT Channelized           | -      | Stop | -      | None | -    | None |
| Storage Length           | -      | 0    | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0    | -    |
| Grade, %                 | 0      | -    | -      | 0    | 0    | -    |
| Peak Hour Factor         | 85     | 85   | 85     | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 0    | 0      | 0    | 599  | 0    |
| Major/Minor              | Minor2 |      | Major2 |      |      |      |
| Conflicting Flow All     | -      | 300  | -      | -    | -    | 0    |
| Stage 1                  | -      | -    | -      | -    | -    | -    |
| Stage 2                  | -      | -    | -      | -    | -    | -    |
| Critical Hdwy            | -      | 6.94 | -      | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | -    | -    |
| Follow-up Hdwy           | -      | 3.32 | -      | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 696  | -      | -    | -    | -    |
| Stage 1                  | 0      | -    | -      | -    | -    | -    |
| Stage 2                  | 0      | -    | -      | -    | -    | -    |
| Platoon blocked, %       | -      | -    | -      | -    | -    | -    |
| Mov Cap-1 Maneuver       | -      | 696  | -      | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | -    | -    |
| Stage 1                  | -      | -    | -      | -    | -    | -    |
| Stage 2                  | -      | -    | -      | -    | -    | -    |
| Approach                 | EB     |      | SB     |      |      |      |
| HCM Control Delay, s     | 0      |      | 0      |      |      |      |
| HCM LOS                  | A      |      |        |      |      |      |
| Minor Lane/Major Mvmt    | EBLn1  | SBT  | SBR    |      |      |      |
| Capacity (veh/h)         | -      | -    | -      |      |      |      |
| HCM Lane V/C Ratio       | -      | -    | -      |      |      |      |
| HCM Control Delay (s)    | 0      | -    | -      |      |      |      |
| HCM Lane LOS             | A      | -    | -      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -    | -      |      |      |      |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/14/2025

| Intersection             |                                                                                   |      |      |                                                                                   |      |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Int Delay, s/veh         | 0.1                                                                               |      |      |                                                                                   |      |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 5                                                                                 | 0    | 17   | 1118                                                                              | 0    | 0    |
| Future Vol, veh/h        | 5                                                                                 | 0    | 17   | 1118                                                                              | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 6                                                                                 | 0    | 20   | 1315                                                                              | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |      |
|----------------------|--------|--------|------|
| Conflicting Flow All | 698    | -      | 0    |
| Stage 1              | 0      | -      | -    |
| Stage 2              | 698    | -      | -    |
| Critical Hdwy        | 6.84   | -      | 4.14 |
| Critical Hdwy Stg 1  | -      | -      | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -    |
| Follow-up Hdwy       | 3.52   | -      | 2.22 |
| Pot Cap-1 Maneuver   | 375    | 0      | -    |
| Stage 1              | -      | 0      | -    |
| Stage 2              | 455    | 0      | -    |
| Platoon blocked, %   |        |        | -    |
| Mov Cap-1 Maneuver   | 375    | -      | -    |
| Mov Cap-2 Maneuver   | 375    | -      | -    |
| Stage 1              | -      | -      | -    |
| Stage 2              | 455    | -      | -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 14.8 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 375   |
| HCM Lane V/C Ratio    | -   | -   | 0.016 |
| HCM Control Delay (s) | -   | -   | 14.8  |
| HCM Lane LOS          | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0     |

| Intersection             |        |       |        |      |        |      |      |      |      |      |      |      |
|--------------------------|--------|-------|--------|------|--------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7    |       |        |      |        |      |      |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL  | WBT    | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        | ↑     | ↗      |      | ↑      |      |      |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0      | 5     | 6      | 0    | 17     | 0    | 0    | 0    | 0    | 0    | 580  | 6    |
| Future Vol, veh/h        | 0      | 5     | 6      | 0    | 17     | 0    | 0    | 0    | 0    | 0    | 580  | 6    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0      | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop | Stop   | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None   | -    | -      | None | -    | -    | None | -    | -    | None |
| Storage Length           | -      | -     | 100    | -    | -      | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -    | 0      | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -      | -    | 0      | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85     | 85    | 85     | 85   | 85     | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2    | 2      | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 6     | 7      | 0    | 20     | 0    | 0    | 0    | 0    | 0    | 682  | 7    |
| Major/Minor              | Minor2 |       | Minor1 |      | Major2 |      |      |      |      |      |      |      |
| Conflicting Flow All     | -      | 686   | 345    | -    | 689    | -    | -    | -    | -    | -    | -    | 0    |
| Stage 1                  | -      | 686   | -      | -    | 0      | -    | -    | -    | -    | -    | -    | -    |
| Stage 2                  | -      | 0     | -      | -    | 689    | -    | -    | -    | -    | -    | -    | -    |
| Critical Hdwy            | -      | 6.54  | 6.94   | -    | 6.54   | -    | -    | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | 5.54  | -      | -    | -      | -    | -    | -    | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.54   | -    | -    | -    | -    | -    | -    | -    |
| Follow-up Hdwy           | -      | 4.02  | 3.32   | -    | 4.02   | -    | -    | -    | -    | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 369   | 651    | 0    | 367    | 0    | -    | -    | -    | 0    | -    | -    |
| Stage 1                  | 0      | 446   | -      | 0    | -      | 0    | -    | -    | -    | 0    | -    | -    |
| Stage 2                  | 0      | -     | -      | 0    | 445    | 0    | -    | -    | -    | 0    | -    | -    |
| Platoon blocked, %       | -      | -     | -      | -    | -      | -    | -    | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | -      | 369   | 651    | -    | 367    | -    | -    | -    | -    | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | 369   | -      | -    | 367    | -    | -    | -    | -    | -    | -    | -    |
| Stage 1                  | -      | 446   | -      | -    | -      | -    | -    | -    | -    | -    | -    | -    |
| Stage 2                  | -      | -     | -      | -    | 445    | -    | -    | -    | -    | -    | -    | -    |
| Approach                 | EB     |       | WB     |      | SB     |      |      |      |      |      |      |      |
| HCM Control Delay, s     | 12.6   |       | 15.4   |      | 0      |      |      |      |      |      |      |      |
| HCM LOS                  | B      |       | C      |      |        |      |      |      |      |      |      |      |
| Minor Lane/Major Mvmt    | EBLn1  | EBLn2 | WBLn1  | SBT  | SBR    |      |      |      |      |      |      |      |
| Capacity (veh/h)         | 369    | 651   | 367    | -    | -      |      |      |      |      |      |      |      |
| HCM Lane V/C Ratio       | 0.016  | 0.011 | 0.054  | -    | -      |      |      |      |      |      |      |      |
| HCM Control Delay (s)    | 14.9   | 10.6  | 15.4   | -    | -      |      |      |      |      |      |      |      |
| HCM Lane LOS             | B      | B     | C      | -    | -      |      |      |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | 0      | 0     | 0.2    | -    | -      |      |      |      |      |      |      |      |

Intersection

Intersection Delay, s/veh 67.4

Intersection LOS F

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 153  | 140  | 0    | 0    | 46   | 69   | 16   | 1041 | 42   | 0    | 0    | 0    |
| Future Vol, veh/h   | 153  | 140  | 0    | 0    | 46   | 69   | 16   | 1041 | 42   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 180  | 165  | 0    | 0    | 54   | 81   | 19   | 1225 | 49   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB   | NB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  |      | NB   | EB   |
| Conflicting Lanes Left     | 0    | 2    | 1    |
| Conflicting Approach Right | NB   |      | WB   |
| Conflicting Lanes Right    | 2    | 0    | 1    |
| HCM Control Delay          | 18.2 | 11.2 | 86.4 |
| HCM LOS                    | C    | B    | F    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 0%    | 52%   | 0%    |
| Vol Thru, %            | 97%   | 93%   | 48%   | 40%   |
| Vol Right, %           | 0%    | 7%    | 0%    | 60%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 537   | 563   | 293   | 115   |
| LT Vol                 | 16    | 0     | 153   | 0     |
| Through Vol            | 521   | 521   | 140   | 46    |
| RT Vol                 | 0     | 42    | 0     | 69    |
| Lane Flow Rate         | 631   | 662   | 345   | 135   |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 1.067 | 1.107 | 0.599 | 0.234 |
| Departure Headway (Hd) | 6.088 | 6.02  | 6.253 | 6.221 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 600   | 609   | 579   | 576   |
| Service Time           | 3.788 | 3.72  | 4.275 | 4.268 |
| HCM Lane V/C Ratio     | 1.052 | 1.087 | 0.596 | 0.234 |
| HCM Control Delay      | 80    | 92.6  | 18.2  | 11.2  |
| HCM Lane LOS           | F     | F     | C     | B     |
| HCM 95th-tile Q        | 18.1  | 20.3  | 3.9   | 0.9   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/14/2025

Intersection

Intersection Delay, s/veh 11.5

Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 182                                                                               | 20   | 22   | 40                                                                                | 0    | 0    | 0    | 0    | 111                                                                                 | 360                                                                                 | 38   |
| Future Vol, veh/h   | 0    | 182                                                                               | 20   | 22   | 40                                                                                | 0    | 0    | 0    | 0    | 111                                                                                 | 360                                                                                 | 38   |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 214                                                                               | 24   | 26   | 47                                                                                | 0    | 0    | 0    | 0    | 131                                                                                 | 424                                                                                 | 45   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB   | WB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  | SB   |      | WB   |
| Conflicting Lanes Left     | 3    | 0    | 1    |
| Conflicting Approach Right |      | SB   | EB   |
| Conflicting Lanes Right    | 0    | 3    | 1    |
| HCM Control Delay          | 12.6 | 10.3 | 11.2 |
| HCM LOS                    | B    | B    | B    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 35%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 90%   | 65%   | 0%    | 100%  | 76%   |
| Vol Right, %           | 10%   | 0%    | 0%    | 0%    | 24%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 202   | 62    | 111   | 240   | 158   |
| LT Vol                 | 0     | 22    | 111   | 0     | 0     |
| Through Vol            | 182   | 40    | 0     | 240   | 120   |
| RT Vol                 | 20    | 0     | 0     | 0     | 38    |
| Lane Flow Rate         | 238   | 73    | 131   | 282   | 186   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.393 | 0.133 | 0.216 | 0.427 | 0.272 |
| Departure Headway (Hd) | 5.946 | 6.554 | 5.945 | 5.441 | 5.272 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 599   | 551   | 598   | 655   | 675   |
| Service Time           | 3.745 | 4.254 | 3.735 | 3.231 | 3.061 |
| HCM Lane V/C Ratio     | 0.397 | 0.132 | 0.219 | 0.431 | 0.276 |
| HCM Control Delay      | 12.6  | 10.3  | 10.4  | 12.3  | 10.1  |
| HCM Lane LOS           | B     | B     | B     | B     | B     |
| HCM 95th-tile Q        | 1.9   | 0.5   | 0.8   | 2.1   | 1.1   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/19/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 239                                                                               | 190                                                                               | 63                                                                                | 61                                                                                | 109                                                                               | 111                                                                               | 57                                                                                  | 980                                                                                 | 98                                                                                  | 103                                                                                 | 475                                                                                 | 139                                                                                 |
| Future Volume (veh/h)        | 239                                                                               | 190                                                                               | 63                                                                                | 61                                                                                | 109                                                                               | 111                                                                               | 57                                                                                  | 980                                                                                 | 98                                                                                  | 103                                                                                 | 475                                                                                 | 139                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 281                                                                               | 224                                                                               | 74                                                                                | 72                                                                                | 128                                                                               | 131                                                                               | 67                                                                                  | 1153                                                                                | 115                                                                                 | 121                                                                                 | 559                                                                                 | 164                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 381                                                                               | 820                                                                               | 264                                                                               | 191                                                                               | 199                                                                               | 177                                                                               | 434                                                                                 | 1661                                                                                | 165                                                                                 | 264                                                                                 | 1634                                                                                | 478                                                                                 |
| Arrive On Green              | 0.15                                                                              | 0.31                                                                              | 0.31                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.51                                                                                | 0.51                                                                                | 0.51                                                                                | 0.05                                                                                | 0.60                                                                                | 0.60                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2644                                                                              | 850                                                                               | 1081                                                                              | 1777                                                                              | 1585                                                                              | 730                                                                                 | 3264                                                                                | 325                                                                                 | 1781                                                                                | 2712                                                                                | 793                                                                                 |
| Grp Volume(v), veh/h         | 281                                                                               | 149                                                                               | 149                                                                               | 72                                                                                | 128                                                                               | 131                                                                               | 67                                                                                  | 627                                                                                 | 641                                                                                 | 121                                                                                 | 366                                                                                 | 357                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1717                                                                              | 1081                                                                              | 1777                                                                              | 1585                                                                              | 730                                                                                 | 1777                                                                                | 1812                                                                                | 1781                                                                                | 1777                                                                                | 1728                                                                                |
| Q Serve(g_s), s              | 13.8                                                                              | 6.5                                                                               | 6.8                                                                               | 6.5                                                                               | 7.1                                                                               | 8.3                                                                               | 5.2                                                                                 | 27.6                                                                                | 27.7                                                                                | 3.2                                                                                 | 10.6                                                                                | 10.7                                                                                |
| Cycle Q Clear(g_c), s        | 13.8                                                                              | 6.5                                                                               | 6.8                                                                               | 6.5                                                                               | 7.1                                                                               | 8.3                                                                               | 6.3                                                                                 | 27.6                                                                                | 27.7                                                                                | 3.2                                                                                 | 10.6                                                                                | 10.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.50                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.18                                                                                | 1.00                                                                                |                                                                                     | 0.46                                                                                |
| Lane Grp Cap(c), veh/h       | 381                                                                               | 551                                                                               | 533                                                                               | 191                                                                               | 199                                                                               | 177                                                                               | 434                                                                                 | 905                                                                                 | 922                                                                                 | 264                                                                                 | 1071                                                                                | 1041                                                                                |
| V/C Ratio(X)                 | 0.74                                                                              | 0.27                                                                              | 0.28                                                                              | 0.38                                                                              | 0.64                                                                              | 0.74                                                                              | 0.15                                                                                | 0.69                                                                                | 0.70                                                                                | 0.46                                                                                | 0.34                                                                                | 0.34                                                                                |
| Avail Cap(c_a), veh/h        | 408                                                                               | 551                                                                               | 533                                                                               | 285                                                                               | 353                                                                               | 315                                                                               | 434                                                                                 | 905                                                                                 | 922                                                                                 | 373                                                                                 | 1071                                                                                | 1041                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.9                                                                              | 26.8                                                                              | 26.9                                                                              | 43.6                                                                              | 43.8                                                                              | 44.3                                                                              | 14.3                                                                                | 19.2                                                                                | 19.2                                                                                | 15.8                                                                                | 10.3                                                                                | 10.3                                                                                |
| Incr Delay (d2), s/veh       | 6.4                                                                               | 0.3                                                                               | 0.3                                                                               | 1.2                                                                               | 3.5                                                                               | 5.9                                                                               | 0.8                                                                                 | 4.4                                                                                 | 4.3                                                                                 | 1.2                                                                                 | 0.9                                                                                 | 0.9                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 6.5                                                                               | 2.8                                                                               | 2.8                                                                               | 1.8                                                                               | 3.3                                                                               | 3.5                                                                               | 0.9                                                                                 | 11.9                                                                                | 12.2                                                                                | 1.3                                                                                 | 4.2                                                                                 | 4.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 38.3                                                                              | 27.0                                                                              | 27.2                                                                              | 44.8                                                                              | 47.3                                                                              | 50.2                                                                              | 15.0                                                                                | 23.6                                                                                | 23.5                                                                                | 17.0                                                                                | 11.1                                                                                | 11.2                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | B                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 579                                                                               |                                                                                   |                                                                                   | 331                                                                               |                                                                                   |                                                                                   | 1335                                                                                |                                                                                     |                                                                                     | 844                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.6                                                                              |                                                                                   |                                                                                   | 47.9                                                                              |                                                                                   |                                                                                   | 23.1                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.6                                                                               | 57.0                                                                              | 36.5                                                                              |                                                                                   |                                                                                   | 66.6                                                                              | 20.4                                                                                | 16.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 11.5                                                                              | 52.5                                                                              | 31.5                                                                              |                                                                                   |                                                                                   | 58.5                                                                              | 17.5                                                                                | 20.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.2                                                                               | 29.7                                                                              | 8.8                                                                               |                                                                                   |                                                                                   | 12.7                                                                              | 15.8                                                                                | 10.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 10.2                                                                              | 1.7                                                                               |                                                                                   |                                                                                   | 5.4                                                                               | 0.2                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 24.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/19/2025

Intersection

Int Delay, s/veh 0.3

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 471  | 16   | 0    | 305  | 0    | 22   |
| Future Vol, veh/h        | 471  | 16   | 0    | 305  | 0    | 22   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 554  | 19   | 0    | 359  | 0    | 26   |

| Major/Minor          | Major1 | Major2 | Minor1  |
|----------------------|--------|--------|---------|
| Conflicting Flow All | 0      | -      | - 277   |
| Stage 1              | -      | -      | -       |
| Stage 2              | -      | -      | -       |
| Critical Hdwy        | -      | -      | - 6.94  |
| Critical Hdwy Stg 1  | -      | -      | -       |
| Critical Hdwy Stg 2  | -      | -      | -       |
| Follow-up Hdwy       | -      | -      | - 3.32  |
| Pot Cap-1 Maneuver   | -      | 0      | 0 - 720 |
| Stage 1              | -      | 0      | 0 -     |
| Stage 2              | -      | 0      | 0 -     |
| Platoon blocked, %   | -      |        | -       |
| Mov Cap-1 Maneuver   | -      | -      | - 720   |
| Mov Cap-2 Maneuver   | -      | -      | -       |
| Stage 1              | -      | -      | -       |
| Stage 2              | -      | -      | -       |

| Approach             | EB | WB | NB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 10.2 |
| HCM LOS              |    |    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 720   | -   | -   |
| HCM Lane V/C Ratio    | 0.036 | -   | -   |
| HCM Control Delay (s) | 10.2  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/19/2025

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      |      | ↗    |      |      | ↖↗   |      |
| Traffic Vol, veh/h       | 0    | 33   | 0    | 0    | 502  | 68   |
| Future Vol, veh/h        | 0    | 33   | 0    | 0    | 502  | 68   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | Stop | -    | None | -    | None |
| Storage Length           | -    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 39   | 0    | 0    | 591  | 80   |

| Major/Minor          | Minor2 |      | Major2 |   |
|----------------------|--------|------|--------|---|
| Conflicting Flow All | -      | 336  | -      | 0 |
| Stage 1              | -      | -    | -      | - |
| Stage 2              | -      | -    | -      | - |
| Critical Hdwy        | -      | 6.94 | -      | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - |
| Critical Hdwy Stg 2  | -      | -    | -      | - |
| Follow-up Hdwy       | -      | 3.32 | -      | - |
| Pot Cap-1 Maneuver   | 0      | 660  | -      | - |
| Stage 1              | 0      | -    | -      | - |
| Stage 2              | 0      | -    | -      | - |
| Platoon blocked, %   |        |      | -      | - |
| Mov Cap-1 Maneuver   | -      | 660  | -      | - |
| Mov Cap-2 Maneuver   | -      | -    | -      | - |
| Stage 1              | -      | -    | -      | - |
| Stage 2              | -      | -    | -      | - |

| Approach             | EB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 10.8 | 0  |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 660   | -   | -   |
| HCM Lane V/C Ratio    | 0.059 | -   | -   |
| HCM Control Delay (s) | 10.8  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/19/2025

Intersection

Int Delay, s/veh 0.1

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 6                                                                                 | 0    | 22   | 1118                                                                              | 0    | 0    |
| Future Vol, veh/h        | 6                                                                                 | 0    | 22   | 1118                                                                              | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 7                                                                                 | 0    | 26   | 1315                                                                              | 0    | 0    |

| Major/Minor          | Minor2 | Major1   |
|----------------------|--------|----------|
| Conflicting Flow All | 710    | - 0 0    |
| Stage 1              | 0      | - - -    |
| Stage 2              | 710    | - - -    |
| Critical Hdwy        | 6.84   | - 4.14 - |
| Critical Hdwy Stg 1  | -      | - - -    |
| Critical Hdwy Stg 2  | 5.84   | - - -    |
| Follow-up Hdwy       | 3.52   | - 2.22 - |
| Pot Cap-1 Maneuver   | 368    | 0 - -    |
| Stage 1              | -      | 0 - -    |
| Stage 2              | 448    | 0 - -    |
| Platoon blocked, %   |        | -        |
| Mov Cap-1 Maneuver   | 368    | - - -    |
| Mov Cap-2 Maneuver   | 368    | - - -    |
| Stage 1              | -      | - - -    |
| Stage 2              | 448    | - - -    |

| Approach             | EB | NB |
|----------------------|----|----|
| HCM Control Delay, s | 15 |    |
| HCM LOS              | C  |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 368   |
| HCM Lane V/C Ratio    | -   | -   | 0.019 |
| HCM Control Delay (s) | -   | -   | 15    |
| HCM Lane LOS          | -   | -   | C     |
| HCM 95th %tile Q(veh) | -   | -   | 0.1   |

| Intersection             |        |       |        |      |      |      |        |      |      |      |      |      |
|--------------------------|--------|-------|--------|------|------|------|--------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7    |       |        |      |      |      |        |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        | ↑     | ↗      |      | ↑    |      |        |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0      | 5     | 6      | 0    | 17   | 0    | 0      | 0    | 0    | 0    | 578  | 6    |
| Future Vol, veh/h        | 0      | 5     | 6      | 0    | 17   | 0    | 0      | 0    | 0    | 0    | 578  | 6    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop | Stop | Stop | Free   | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None   | -    | -    | None | -      | -    | None | -    | -    | None |
| Storage Length           | -      | -     | 100    | -    | -    | -    | -      | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -    | 0    | -    | -      | 0    | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -      | -    | 0    | -    | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85     | 85    | 85     | 85   | 85   | 85   | 85     | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2    | 2    | 2    | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 6     | 7      | 0    | 20   | 0    | 0      | 0    | 0    | 0    | 680  | 7    |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
| Major/Minor              | Minor2 |       | Minor1 |      |      |      | Major2 |      |      |      |      |      |
| Conflicting Flow All     | -      | 684   | 344    | -    | 687  | -    |        |      |      | -    | -    | 0    |
| Stage 1                  | -      | 684   | -      | -    | 0    | -    |        |      |      | -    | -    | -    |
| Stage 2                  | -      | 0     | -      | -    | 687  | -    |        |      |      | -    | -    | -    |
| Critical Hdwy            | -      | 6.54  | 6.94   | -    | 6.54 | -    |        |      |      | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | 5.54  | -      | -    | -    | -    |        |      |      | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.54 | -    |        |      |      | -    | -    | -    |
| Follow-up Hdwy           | -      | 4.02  | 3.32   | -    | 4.02 | -    |        |      |      | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 370   | 652    | 0    | 368  | 0    |        |      |      | 0    | -    | -    |
| Stage 1                  | 0      | 447   | -      | 0    | -    | 0    |        |      |      | 0    | -    | -    |
| Stage 2                  | 0      | -     | -      | 0    | 446  | 0    |        |      |      | 0    | -    | -    |
| Platoon blocked, %       |        |       |        |      |      |      |        |      |      |      | -    | -    |
| Mov Cap-1 Maneuver       | -      | 370   | 652    | -    | 368  | -    |        |      |      | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | 370   | -      | -    | 368  | -    |        |      |      | -    | -    | -    |
| Stage 1                  | -      | 447   | -      | -    | -    | -    |        |      |      | -    | -    | -    |
| Stage 2                  | -      | -     | -      | -    | 446  | -    |        |      |      | -    | -    | -    |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
| Approach                 | EB     |       | WB     |      |      |      | SB     |      |      |      |      |      |
| HCM Control Delay, s     | 12.6   |       | 15.3   |      |      |      | 0      |      |      |      |      |      |
| HCM LOS                  | B      |       | C      |      |      |      |        |      |      |      |      |      |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
| Minor Lane/Major Mvmt    | EBLn1  | EBLn2 | WBLn1  | SBT  | SBR  |      |        |      |      |      |      |      |
| Capacity (veh/h)         | 370    | 652   | 368    | -    | -    |      |        |      |      |      |      |      |
| HCM Lane V/C Ratio       | 0.016  | 0.011 | 0.054  | -    | -    |      |        |      |      |      |      |      |
| HCM Control Delay (s)    | 14.9   | 10.6  | 15.3   | -    | -    |      |        |      |      |      |      |      |
| HCM Lane LOS             | B      | B     | C      | -    | -    |      |        |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | 0      | 0     | 0.2    | -    | -    |      |        |      |      |      |      |      |

| Intersection              |    |
|---------------------------|----|
| Intersection Delay, s/veh | 74 |
| Intersection LOS          | F  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 157  | 140  | 0    | 0    | 46   | 71   | 16   | 1063 | 42   | 0    | 0    | 0    |
| Future Vol, veh/h   | 157  | 140  | 0    | 0    | 46   | 71   | 16   | 1063 | 42   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 185  | 165  | 0    | 0    | 54   | 84   | 19   | 1251 | 49   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB   | NB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  |      | NB   | EB   |
| Conflicting Lanes Left     | 0    | 2    | 1    |
| Conflicting Approach Right | NB   |      | WB   |
| Conflicting Lanes Right    | 2    | 0    | 1    |
| HCM Control Delay          | 18.5 | 11.2 | 95.2 |
| HCM LOS                    | C    | B    | F    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 3%    | 0%    | 53%   | 0%    |
| Vol Thru, %            | 97%   | 93%   | 47%   | 39%   |
| Vol Right, %           | 0%    | 7%    | 0%    | 61%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 548   | 574   | 297   | 117   |
| LT Vol                 | 16    | 0     | 157   | 0     |
| Through Vol            | 532   | 532   | 140   | 46    |
| RT Vol                 | 0     | 42    | 0     | 71    |
| Lane Flow Rate         | 644   | 675   | 349   | 138   |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 1.093 | 1.133 | 0.608 | 0.238 |
| Departure Headway (Hd) | 6.111 | 6.044 | 6.262 | 6.233 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 599   | 607   | 580   | 577   |
| Service Time           | 3.811 | 3.744 | 4.271 | 4.264 |
| HCM Lane V/C Ratio     | 1.075 | 1.112 | 0.602 | 0.239 |
| HCM Control Delay      | 88.4  | 101.7 | 18.5  | 11.2  |
| HCM Lane LOS           | F     | F     | C     | B     |
| HCM 95th-tile Q        | 19.3  | 21.6  | 4.1   | 0.9   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/19/2025

Intersection

Intersection Delay, s/veh 11.8

Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 185                                                                               | 20   | 22   | 40                                                                                | 0    | 0    | 0    | 0    | 113                                                                                 | 380                                                                                 | 42   |
| Future Vol, veh/h   | 0    | 185                                                                               | 20   | 22   | 40                                                                                | 0    | 0    | 0    | 0    | 113                                                                                 | 380                                                                                 | 42   |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 218                                                                               | 24   | 26   | 47                                                                                | 0    | 0    | 0    | 0    | 133                                                                                 | 447                                                                                 | 49   |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB | WB   | SB   |
|----------------------------|----|------|------|
| Opposing Approach          | WB | EB   |      |
| Opposing Lanes             | 1  | 1    | 0    |
| Conflicting Approach Left  | SB |      | WB   |
| Conflicting Lanes Left     | 3  | 0    | 1    |
| Conflicting Approach Right |    | SB   | EB   |
| Conflicting Lanes Right    | 0  | 3    | 1    |
| HCM Control Delay          | 13 | 10.4 | 11.5 |
| HCM LOS                    | B  | B    | B    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 35%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 90%   | 65%   | 0%    | 100%  | 75%   |
| Vol Right, %           | 10%   | 0%    | 0%    | 0%    | 25%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 205   | 62    | 113   | 253   | 169   |
| LT Vol                 | 0     | 22    | 113   | 0     | 0     |
| Through Vol            | 185   | 40    | 0     | 253   | 127   |
| RT Vol                 | 20    | 0     | 0     | 0     | 42    |
| Lane Flow Rate         | 241   | 73    | 133   | 298   | 198   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.409 | 0.134 | 0.22  | 0.452 | 0.291 |
| Departure Headway (Hd) | 6.11  | 6.629 | 6.067 | 5.562 | 5.387 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 593   | 543   | 596   | 653   | 671   |
| Service Time           | 3.81  | 4.336 | 3.767 | 3.262 | 3.087 |
| HCM Lane V/C Ratio     | 0.406 | 0.134 | 0.223 | 0.456 | 0.295 |
| HCM Control Delay      | 13    | 10.4  | 10.5  | 12.8  | 10.3  |
| HCM Lane LOS           | B     | B     | B     | B     | B     |
| HCM 95th-tile Q        | 2     | 0.5   | 0.8   | 2.3   | 1.2   |

# HCM 6th Signalized Intersection Summary

1: Snow Vista B;vd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 169                                                                               | 140                                                                               | 51                                                                                | 114                                                                               | 196                                                                               | 141                                                                               | 71                                                                                  | 663                                                                                 | 84                                                                                  | 187                                                                                 | 813                                                                                 | 185                                                                                 |
| Future Volume (veh/h)        | 169                                                                               | 140                                                                               | 51                                                                                | 114                                                                               | 196                                                                               | 141                                                                               | 71                                                                                  | 663                                                                                 | 84                                                                                  | 187                                                                                 | 813                                                                                 | 185                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 199                                                                               | 165                                                                               | 60                                                                                | 134                                                                               | 231                                                                               | 166                                                                               | 84                                                                                  | 780                                                                                 | 99                                                                                  | 220                                                                                 | 956                                                                                 | 218                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 303                                                                               | 474                                                                               | 166                                                                               | 356                                                                               | 306                                                                               | 211                                                                               | 281                                                                                 | 1546                                                                                | 196                                                                                 | 411                                                                                 | 1505                                                                                | 343                                                                                 |
| Arrive On Green              | 0.11                                                                              | 0.18                                                                              | 0.18                                                                              | 0.08                                                                              | 0.15                                                                              | 0.15                                                                              | 0.04                                                                                | 0.49                                                                                | 0.49                                                                                | 0.08                                                                                | 0.52                                                                                | 0.52                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2580                                                                              | 905                                                                               | 1781                                                                              | 2012                                                                              | 1386                                                                              | 1781                                                                                | 3172                                                                                | 403                                                                                 | 1781                                                                                | 2875                                                                                | 654                                                                                 |
| Grp Volume(v), veh/h         | 199                                                                               | 112                                                                               | 113                                                                               | 134                                                                               | 203                                                                               | 194                                                                               | 84                                                                                  | 437                                                                                 | 442                                                                                 | 220                                                                                 | 590                                                                                 | 584                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1708                                                                              | 1781                                                                              | 1777                                                                              | 1621                                                                              | 1781                                                                                | 1777                                                                                | 1798                                                                                | 1781                                                                                | 1777                                                                                | 1753                                                                                |
| Q Serve(g_s), s              | 9.7                                                                               | 5.8                                                                               | 6.1                                                                               | 6.6                                                                               | 11.6                                                                              | 12.2                                                                              | 2.5                                                                                 | 17.7                                                                                | 17.7                                                                                | 6.3                                                                                 | 25.1                                                                                | 25.2                                                                                |
| Cycle Q Clear(g_c), s        | 9.7                                                                               | 5.8                                                                               | 6.1                                                                               | 6.6                                                                               | 11.6                                                                              | 12.2                                                                              | 2.5                                                                                 | 17.7                                                                                | 17.7                                                                                | 6.3                                                                                 | 25.1                                                                                | 25.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.53                                                                              | 1.00                                                                              |                                                                                   | 0.86                                                                              | 1.00                                                                                |                                                                                     | 0.22                                                                                | 1.00                                                                                |                                                                                     | 0.37                                                                                |
| Lane Grp Cap(c), veh/h       | 303                                                                               | 327                                                                               | 314                                                                               | 356                                                                               | 270                                                                               | 247                                                                               | 281                                                                                 | 866                                                                                 | 876                                                                                 | 411                                                                                 | 930                                                                                 | 917                                                                                 |
| V/C Ratio(X)                 | 0.66                                                                              | 0.34                                                                              | 0.36                                                                              | 0.38                                                                              | 0.75                                                                              | 0.79                                                                              | 0.30                                                                                | 0.50                                                                                | 0.50                                                                                | 0.53                                                                                | 0.63                                                                                | 0.64                                                                                |
| Avail Cap(c_a), veh/h        | 348                                                                               | 545                                                                               | 523                                                                               | 356                                                                               | 444                                                                               | 405                                                                               | 297                                                                                 | 866                                                                                 | 876                                                                                 | 446                                                                                 | 930                                                                                 | 917                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 32.7                                                                              | 37.7                                                                              | 37.8                                                                              | 33.9                                                                              | 43.0                                                                              | 43.3                                                                              | 14.9                                                                                | 18.5                                                                                | 18.5                                                                                | 13.3                                                                                | 18.0                                                                                | 18.1                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.6                                                                               | 0.7                                                                               | 0.7                                                                               | 4.2                                                                               | 5.5                                                                               | 0.6                                                                                 | 2.1                                                                                 | 2.1                                                                                 | 1.1                                                                                 | 3.3                                                                                 | 3.4                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.5                                                                               | 2.6                                                                               | 2.6                                                                               | 2.9                                                                               | 5.4                                                                               | 5.3                                                                               | 1.0                                                                                 | 7.6                                                                                 | 7.7                                                                                 | 2.5                                                                                 | 10.7                                                                                | 10.6                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 36.3                                                                              | 38.3                                                                              | 38.5                                                                              | 34.5                                                                              | 47.2                                                                              | 48.8                                                                              | 15.5                                                                                | 20.6                                                                                | 20.6                                                                                | 14.4                                                                                | 21.3                                                                                | 21.4                                                                                |
| LnGrp LOS                    | D                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | B                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 424                                                                               |                                                                                   |                                                                                   | 531                                                                               |                                                                                   |                                                                                     | 963                                                                                 |                                                                                     |                                                                                     | 1394                                                                                |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 37.4                                                                              |                                                                                   |                                                                                   | 44.6                                                                              |                                                                                   |                                                                                     | 20.1                                                                                |                                                                                     |                                                                                     | 20.3                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.9                                                                              | 56.2                                                                              | 13.0                                                                              | 24.0                                                                              | 9.1                                                                               | 60.0                                                                              | 16.3                                                                                | 20.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.5                                                                              | 50.5                                                                              | 8.5                                                                               | 32.5                                                                              | 5.5                                                                               | 55.5                                                                              | 14.5                                                                                | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 8.3                                                                               | 19.7                                                                              | 8.6                                                                               | 8.1                                                                               | 4.5                                                                               | 27.2                                                                              | 11.7                                                                                | 14.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 6.5                                                                               | 0.0                                                                               | 1.3                                                                               | 0.0                                                                               | 9.6                                                                               | 0.1                                                                                 | 1.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 26.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

**Intersection**

Intersection Delay, s/veh 14

Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |      |      |
| Traffic Vol, veh/h  | 82   | 35                                                                                | 0    | 0    | 26                                                                                | 41   | 22   | 669                                                                               | 7    | 0    | 0    | 0    |
| Future Vol, veh/h   | 82   | 35                                                                                | 0    | 0    | 26                                                                                | 41   | 22   | 669                                                                               | 7    | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 96   | 41                                                                                | 0    | 0    | 31                                                                                | 48   | 26   | 787                                                                               | 8    | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 2                                                                                 | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB  | NB |
|----------------------------|------|-----|----|
| Opposing Approach          | WB   | EB  |    |
| Opposing Lanes             | 1    | 1   | 0  |
| Conflicting Approach Left  |      | NB  | EB |
| Conflicting Lanes Left     | 0    | 2   | 1  |
| Conflicting Approach Right | NB   |     | WB |
| Conflicting Lanes Right    | 2    | 0   | 1  |
| HCM Control Delay          | 10.5 | 9.2 | 15 |
| HCM LOS                    | B    | A   | B  |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 6%    | 0%    | 70%   | 0%    |
| Vol Thru, %            | 94%   | 98%   | 30%   | 39%   |
| Vol Right, %           | 0%    | 2%    | 0%    | 61%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 357   | 342   | 117   | 67    |
| LT Vol                 | 22    | 0     | 82    | 0     |
| Through Vol            | 335   | 335   | 35    | 26    |
| RT Vol                 | 0     | 7     | 0     | 41    |
| Lane Flow Rate         | 419   | 402   | 138   | 79    |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.601 | 0.57  | 0.221 | 0.118 |
| Departure Headway (Hd) | 5.157 | 5.111 | 5.775 | 5.377 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 696   | 703   | 619   | 663   |
| Service Time           | 2.913 | 2.867 | 3.833 | 3.442 |
| HCM Lane V/C Ratio     | 0.602 | 0.572 | 0.223 | 0.119 |
| HCM Control Delay      | 15.4  | 14.5  | 10.5  | 9.2   |
| HCM Lane LOS           | C     | B     | B     | A     |
| HCM 95th-tile Q        | 4     | 3.6   | 0.8   | 0.4   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/14/2025

Intersection

Intersection Delay, s/veh 43

Intersection LOS E

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 96                                                                                | 22   | 13   | 35                                                                                | 0    | 0    | 0    | 0    | 21                                                                                  | 925                                                                                 | 139  |
| Future Vol, veh/h   | 0    | 96                                                                                | 22   | 13   | 35                                                                                | 0    | 0    | 0    | 0    | 21                                                                                  | 925                                                                                 | 139  |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 113                                                                               | 26   | 15   | 41                                                                                | 0    | 0    | 0    | 0    | 25                                                                                  | 1088                                                                                | 164  |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB   | WB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  | SB   |      | WB   |
| Conflicting Lanes Left     | 3    | 0    | 1    |
| Conflicting Approach Right |      | SB   | EB   |
| Conflicting Lanes Right    | 0    | 3    | 1    |
| HCM Control Delay          | 12.3 | 11.1 | 47.7 |
| HCM LOS                    | B    | B    | E    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 27%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 81%   | 73%   | 0%    | 100%  | 69%   |
| Vol Right, %           | 19%   | 0%    | 0%    | 0%    | 31%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 118   | 48    | 21    | 617   | 447   |
| LT Vol                 | 0     | 13    | 21    | 0     | 0     |
| Through Vol            | 96    | 35    | 0     | 617   | 308   |
| RT Vol                 | 22    | 0     | 0     | 0     | 139   |
| Lane Flow Rate         | 139   | 56    | 25    | 725   | 526   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.267 | 0.115 | 0.039 | 1.046 | 0.727 |
| Departure Headway (Hd) | 7.045 | 7.459 | 5.695 | 5.192 | 4.974 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 514   | 483   | 625   | 696   | 721   |
| Service Time           | 4.745 | 5.159 | 3.466 | 2.963 | 2.744 |
| HCM Lane V/C Ratio     | 0.27  | 0.116 | 0.04  | 1.042 | 0.73  |
| HCM Control Delay      | 12.3  | 11.1  | 8.7   | 69.2  | 20    |
| HCM Lane LOS           | B     | B     | A     | F     | C     |
| HCM 95th-tile Q        | 1.1   | 0.4   | 0.1   | 18.5  | 6.3   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 182                                                                               | 154                                                                               | 52                                                                                | 124                                                                               | 198                                                                               | 142                                                                               | 81                                                                                  | 691                                                                                 | 92                                                                                  | 189                                                                                 | 845                                                                                 | 187                                                                                 |
| Future Volume (veh/h)        | 182                                                                               | 154                                                                               | 52                                                                                | 124                                                                               | 198                                                                               | 142                                                                               | 81                                                                                  | 691                                                                                 | 92                                                                                  | 189                                                                                 | 845                                                                                 | 187                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 214                                                                               | 181                                                                               | 61                                                                                | 146                                                                               | 233                                                                               | 167                                                                               | 95                                                                                  | 813                                                                                 | 108                                                                                 | 222                                                                                 | 994                                                                                 | 220                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 321                                                                               | 846                                                                               | 276                                                                               | 254                                                                               | 330                                                                               | 227                                                                               | 243                                                                                 | 1487                                                                                | 198                                                                                 | 386                                                                                 | 1720                                                                                | 380                                                                                 |
| Arrive On Green              | 0.12                                                                              | 0.32                                                                              | 0.32                                                                              | 0.16                                                                              | 0.16                                                                              | 0.16                                                                              | 0.47                                                                                | 0.47                                                                                | 0.47                                                                                | 0.08                                                                                | 0.59                                                                                | 0.59                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2633                                                                              | 859                                                                               | 1138                                                                              | 2014                                                                              | 1384                                                                              | 460                                                                                 | 3153                                                                                | 419                                                                                 | 1781                                                                                | 2893                                                                                | 639                                                                                 |
| Grp Volume(v), veh/h         | 214                                                                               | 120                                                                               | 122                                                                               | 146                                                                               | 204                                                                               | 196                                                                               | 95                                                                                  | 458                                                                                 | 463                                                                                 | 222                                                                                 | 610                                                                                 | 604                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1716                                                                              | 1138                                                                              | 1777                                                                              | 1621                                                                              | 460                                                                                 | 1777                                                                                | 1795                                                                                | 1781                                                                                | 1777                                                                                | 1755                                                                                |
| Q Serve(g_s), s              | 10.3                                                                              | 5.3                                                                               | 5.6                                                                               | 13.2                                                                              | 11.6                                                                              | 12.3                                                                              | 17.2                                                                                | 19.6                                                                                | 19.6                                                                                | 6.5                                                                                 | 22.7                                                                                | 22.8                                                                                |
| Cycle Q Clear(g_c), s        | 10.3                                                                              | 5.3                                                                               | 5.6                                                                               | 13.2                                                                              | 11.6                                                                              | 12.3                                                                              | 26.9                                                                                | 19.6                                                                                | 19.6                                                                                | 6.5                                                                                 | 22.7                                                                                | 22.8                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.50                                                                              | 1.00                                                                              |                                                                                   | 0.85                                                                              | 1.00                                                                                |                                                                                     | 0.23                                                                                | 1.00                                                                                |                                                                                     | 0.36                                                                                |
| Lane Grp Cap(c), veh/h       | 321                                                                               | 571                                                                               | 551                                                                               | 254                                                                               | 291                                                                               | 265                                                                               | 243                                                                                 | 838                                                                                 | 847                                                                                 | 386                                                                                 | 1056                                                                                | 1044                                                                                |
| V/C Ratio(X)                 | 0.67                                                                              | 0.21                                                                              | 0.22                                                                              | 0.58                                                                              | 0.70                                                                              | 0.74                                                                              | 0.39                                                                                | 0.55                                                                                | 0.55                                                                                | 0.58                                                                                | 0.58                                                                                | 0.58                                                                                |
| Avail Cap(c_a), veh/h        | 357                                                                               | 571                                                                               | 551                                                                               | 349                                                                               | 440                                                                               | 401                                                                               | 243                                                                                 | 838                                                                                 | 847                                                                                 | 417                                                                                 | 1056                                                                                | 1044                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.2                                                                              | 26.4                                                                              | 26.5                                                                              | 42.9                                                                              | 42.3                                                                              | 42.6                                                                              | 25.8                                                                                | 20.1                                                                                | 20.1                                                                                | 14.7                                                                                | 13.4                                                                                | 13.4                                                                                |
| Incr Delay (d2), s/veh       | 4.0                                                                               | 0.2                                                                               | 0.2                                                                               | 2.1                                                                               | 3.1                                                                               | 4.0                                                                               | 4.7                                                                                 | 2.6                                                                                 | 2.5                                                                                 | 1.7                                                                                 | 2.3                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 4.7                                                                               | 2.3                                                                               | 2.3                                                                               | 3.8                                                                               | 5.3                                                                               | 5.2                                                                               | 2.2                                                                                 | 8.5                                                                                 | 8.6                                                                                 | 2.7                                                                                 | 9.2                                                                                 | 9.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 35.2                                                                              | 26.6                                                                              | 26.7                                                                              | 45.0                                                                              | 45.4                                                                              | 46.5                                                                              | 30.5                                                                                | 22.7                                                                                | 22.7                                                                                | 16.4                                                                                | 15.7                                                                                | 15.8                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | C                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 456                                                                               |                                                                                   |                                                                                   | 546                                                                               |                                                                                   |                                                                                   | 1016                                                                                |                                                                                     |                                                                                     | 1436                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 30.7                                                                              |                                                                                   |                                                                                   | 45.7                                                                              |                                                                                   |                                                                                   | 23.4                                                                                |                                                                                     |                                                                                     | 15.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 13.1                                                                              | 55.0                                                                              |                                                                                   | 38.9                                                                              |                                                                                   | 68.1                                                                              | 16.9                                                                                | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.5                                                                              | 50.5                                                                              |                                                                                   | 32.5                                                                              |                                                                                   | 55.5                                                                              | 14.5                                                                                | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 8.5                                                                               | 28.9                                                                              |                                                                                   | 7.6                                                                               |                                                                                   | 24.8                                                                              | 12.3                                                                                | 15.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 7.7                                                                               |                                                                                   | 1.4                                                                               |                                                                                   | 10.3                                                                              | 0.1                                                                                 | 2.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 24.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/14/2025

Intersection

Int Delay, s/veh 0.3

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 364  | 7    | 0    | 466  | 0    | 22   |
| Future Vol, veh/h        | 364  | 7    | 0    | 466  | 0    | 22   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 428  | 8    | 0    | 548  | 0    | 26   |

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

| Approach             | EB | WB | NB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0  | 0  | 9.7 |
| HCM LOS              |    |    | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 791   | -   | -   |
| HCM Lane V/C Ratio    | 0.033 | -   | -   |
| HCM Control Delay (s) | 9.7   | -   | -   |
| HCM Lane LOS          | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/14/2025

| Intersection             |      |                                                                                   |      |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0    |                                                                                   |      |      |                                                                                   |      |
| Movement                 | EBL  | EBR                                                                               | NBL  | NBT  | SBT                                                                               | SBR  |
| Lane Configurations      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 0    | 0                                                                                 | 0    | 0    | 1118                                                                              | 0    |
| Future Vol, veh/h        | 0    | 0                                                                                 | 0    | 0    | 1118                                                                              | 0    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    |
| Sign Control             | Stop | Stop                                                                              | Free | Free | Free                                                                              | Free |
| RT Channelized           | -    | Stop                                                                              | -    | None | -                                                                                 | None |
| Storage Length           | -    | 0                                                                                 | -    | -    | -                                                                                 | -    |
| Veh in Median Storage, # | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Grade, %                 | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Peak Hour Factor         | 85   | 85                                                                                | 85   | 85   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 0                                                                                 | 0    | 0    | 1315                                                                              | 0    |

| Major/Minor          | Minor2 |      | Major2 |   |
|----------------------|--------|------|--------|---|
| Conflicting Flow All | -      | 658  | -      | 0 |
| Stage 1              | -      | -    | -      | - |
| Stage 2              | -      | -    | -      | - |
| Critical Hdwy        | -      | 6.94 | -      | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - |
| Critical Hdwy Stg 2  | -      | -    | -      | - |
| Follow-up Hdwy       | -      | 3.32 | -      | - |
| Pot Cap-1 Maneuver   | 0      | 407  | -      | - |
| Stage 1              | 0      | -    | -      | - |
| Stage 2              | 0      | -    | -      | - |
| Platoon blocked, %   |        |      | -      | - |
| Mov Cap-1 Maneuver   | -      | 407  | -      | - |
| Mov Cap-2 Maneuver   | -      | -    | -      | - |
| Stage 1              | -      | -    | -      | - |
| Stage 2              | -      | -    | -      | - |

| Approach             | EB | SB |
|----------------------|----|----|
| HCM Control Delay, s | 0  | 0  |
| HCM LOS              | A  |    |

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

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/14/2025

Intersection

Int Delay, s/veh 0.6

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 37                                                                                | 0    | 22   | 827                                                                               | 0    | 0    |
| Future Vol, veh/h        | 37                                                                                | 0    | 22   | 827                                                                               | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 44                                                                                | 0    | 26   | 973                                                                               | 0    | 0    |

| Major/Minor          | Minor2 | Major1   |
|----------------------|--------|----------|
| Conflicting Flow All | 539    | - 0 0    |
| Stage 1              | 0      | - - -    |
| Stage 2              | 539    | - - -    |
| Critical Hdwy        | 6.84   | - 4.14 - |
| Critical Hdwy Stg 1  | -      | - - -    |
| Critical Hdwy Stg 2  | 5.84   | - - -    |
| Follow-up Hdwy       | 3.52   | - 2.22 - |
| Pot Cap-1 Maneuver   | 473    | 0 - -    |
| Stage 1              | -      | 0 - -    |
| Stage 2              | 549    | 0 - -    |
| Platoon blocked, %   |        | -        |
| Mov Cap-1 Maneuver   | 473    | - - -    |
| Mov Cap-2 Maneuver   | 473    | - - -    |
| Stage 1              | -      | - - -    |
| Stage 2              | 549    | - - -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 13.4 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 473   |
| HCM Lane V/C Ratio    | -   | -   | 0.092 |
| HCM Control Delay (s) | -   | -   | 13.4  |
| HCM Lane LOS          | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0.3   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑    | ↗    |      | ↑    |      |      |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0    | 37   | 29   | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 1016 | 0    |
| Future Vol, veh/h        | 0    | 37   | 29   | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 1016 | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 44   | 34   | 0    | 26   | 0    | 0    | 0    | 0    | 0    | 1195 | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major2 |   |
|----------------------|--------|------|--------|---|--------|---|
| Conflicting Flow All | -      | 1195 | 598    | - | 1195   | - |
| Stage 1              | -      | 1195 | -      | - | 0      | - |
| Stage 2              | -      | 0    | -      | - | 1195   | - |
| Critical Hdwy        | -      | 6.54 | 6.94   | - | 6.54   | - |
| Critical Hdwy Stg 1  | -      | 5.54 | -      | - | -      | - |
| Critical Hdwy Stg 2  | -      | -    | -      | - | 5.54   | - |
| Follow-up Hdwy       | -      | 4.02 | 3.32   | - | 4.02   | - |
| Pot Cap-1 Maneuver   | 0      | 185  | 445    | 0 | 185    | 0 |
| Stage 1              | 0      | 258  | -      | 0 | -      | 0 |
| Stage 2              | 0      | -    | -      | 0 | 258    | 0 |
| Platoon blocked, %   |        |      |        |   |        | - |
| Mov Cap-1 Maneuver   | -      | 185  | 445    | - | 185    | - |
| Mov Cap-2 Maneuver   | -      | 185  | -      | - | 185    | - |
| Stage 1              | -      | 258  | -      | - | -      | - |
| Stage 2              | -      | -    | -      | - | 258    | - |

| Approach             | EB   | WB   | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 23.1 | 27.6 | 0  |
| HCM LOS              | C    | D    |    |

| Minor Lane/Major Mvmt | EBLn1 | EBLn2 | WBLn1 | SBT | SBR |
|-----------------------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 185   | 445   | 185   | -   | -   |
| HCM Lane V/C Ratio    | 0.235 | 0.077 | 0.14  | -   | -   |
| HCM Control Delay (s) | 30.3  | 13.8  | 27.6  | -   | -   |
| HCM Lane LOS          | D     | B     | D     | -   | -   |
| HCM 95th %tile Q(veh) | 0.9   | 0.2   | 0.5   | -   | -   |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 14.4 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 85   | 37   | 0    | 0    | 26   | 42   | 22   | 689  | 7    | 0    | 0    | 0    |
| Future Vol, veh/h   | 85   | 37   | 0    | 0    | 26   | 42   | 22   | 689  | 7    | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 100  | 44   | 0    | 0    | 31   | 49   | 26   | 811  | 8    | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB  | NB   |
|----------------------------|------|-----|------|
| Opposing Approach          | WB   | EB  |      |
| Opposing Lanes             | 1    | 1   | 0    |
| Conflicting Approach Left  |      | NB  | EB   |
| Conflicting Lanes Left     | 0    | 2   | 1    |
| Conflicting Approach Right | NB   |     | WB   |
| Conflicting Lanes Right    | 2    | 0   | 1    |
| HCM Control Delay          | 10.6 | 9.2 | 15.6 |
| HCM LOS                    | B    | A   | C    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 6%    | 0%    | 70%   | 0%    |
| Vol Thru, %            | 94%   | 98%   | 30%   | 38%   |
| Vol Right, %           | 0%    | 2%    | 0%    | 62%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 367   | 352   | 122   | 68    |
| LT Vol                 | 22    | 0     | 85    | 0     |
| Through Vol            | 345   | 345   | 37    | 26    |
| RT Vol                 | 0     | 7     | 0     | 42    |
| Lane Flow Rate         | 431   | 414   | 144   | 80    |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.62  | 0.59  | 0.232 | 0.12  |
| Departure Headway (Hd) | 5.18  | 5.136 | 5.808 | 5.416 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 694   | 699   | 616   | 658   |
| Service Time           | 2.936 | 2.892 | 3.866 | 3.484 |
| HCM Lane V/C Ratio     | 0.621 | 0.592 | 0.234 | 0.122 |
| HCM Control Delay      | 16.1  | 15.1  | 10.6  | 9.2   |
| HCM Lane LOS           | C     | C     | B     | A     |
| HCM 95th-tile Q        | 4.3   | 3.9   | 0.9   | 0.4   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/14/2025

Intersection

Intersection Delay, s/veh48.7

Intersection LOS E

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 99                                                                                | 22   | 13   | 35                                                                                | 0    | 0    | 0    | 0    | 23                                                                                  | 952                                                                                 | 143  |
| Future Vol, veh/h   | 0    | 99                                                                                | 22   | 13   | 35                                                                                | 0    | 0    | 0    | 0    | 23                                                                                  | 952                                                                                 | 143  |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 116                                                                               | 26   | 15   | 41                                                                                | 0    | 0    | 0    | 0    | 27                                                                                  | 1120                                                                                | 168  |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB   | WB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  | SB   |      | WB   |
| Conflicting Lanes Left     | 3    | 0    | 1    |
| Conflicting Approach Right |      | SB   | EB   |
| Conflicting Lanes Right    | 0    | 3    | 1    |
| HCM Control Delay          | 12.4 | 11.2 | 54.2 |
| HCM LOS                    | B    | B    | F    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 27%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 82%   | 73%   | 0%    | 100%  | 69%   |
| Vol Right, %           | 18%   | 0%    | 0%    | 0%    | 31%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 121   | 48    | 23    | 635   | 460   |
| LT Vol                 | 0     | 13    | 23    | 0     | 0     |
| Through Vol            | 99    | 35    | 0     | 635   | 317   |
| RT Vol                 | 22    | 0     | 0     | 0     | 143   |
| Lane Flow Rate         | 142   | 56    | 27    | 747   | 542   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.273 | 0.114 | 0.043 | 1.08  | 0.751 |
| Departure Headway (Hd) | 7.099 | 7.513 | 5.712 | 5.209 | 4.991 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 510   | 480   | 624   | 694   | 720   |
| Service Time           | 4.799 | 5.213 | 3.475 | 2.972 | 2.754 |
| HCM Lane V/C Ratio     | 0.278 | 0.117 | 0.043 | 1.076 | 0.753 |
| HCM Control Delay      | 12.4  | 11.2  | 8.7   | 79.7  | 21.3  |
| HCM Lane LOS           | B     | B     | A     | F     | C     |
| HCM 95th-tile Q        | 1.1   | 0.4   | 0.1   | 20.4  | 6.9   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/19/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 201                                                                               | 160                                                                               | 56                                                                                | 134                                                                               | 198                                                                               | 142                                                                               | 85                                                                                  | 702                                                                                 | 96                                                                                  | 189                                                                                 | 872                                                                                 | 187                                                                                 |
| Future Volume (veh/h)        | 201                                                                               | 160                                                                               | 56                                                                                | 134                                                                               | 198                                                                               | 142                                                                               | 85                                                                                  | 702                                                                                 | 96                                                                                  | 189                                                                                 | 872                                                                                 | 187                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 236                                                                               | 188                                                                               | 66                                                                                | 158                                                                               | 233                                                                               | 167                                                                               | 100                                                                                 | 826                                                                                 | 113                                                                                 | 222                                                                                 | 1026                                                                                | 220                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 344                                                                               | 878                                                                               | 298                                                                               | 260                                                                               | 349                                                                               | 240                                                                               | 222                                                                                 | 1439                                                                                | 197                                                                                 | 369                                                                                 | 1692                                                                                | 362                                                                                 |
| Arrive On Green              | 0.12                                                                              | 0.34                                                                              | 0.34                                                                              | 0.17                                                                              | 0.17                                                                              | 0.17                                                                              | 0.46                                                                                | 0.46                                                                                | 0.46                                                                                | 0.08                                                                                | 0.58                                                                                | 0.58                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2603                                                                              | 885                                                                               | 1126                                                                              | 2014                                                                              | 1384                                                                              | 446                                                                                 | 3140                                                                                | 430                                                                                 | 1781                                                                                | 2912                                                                                | 623                                                                                 |
| Grp Volume(v), veh/h         | 236                                                                               | 126                                                                               | 128                                                                               | 158                                                                               | 204                                                                               | 196                                                                               | 100                                                                                 | 467                                                                                 | 472                                                                                 | 222                                                                                 | 625                                                                                 | 621                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1711                                                                              | 1126                                                                              | 1777                                                                              | 1621                                                                              | 446                                                                                 | 1777                                                                                | 1793                                                                                | 1781                                                                                | 1777                                                                                | 1758                                                                                |
| Q Serve(g_s), s              | 11.5                                                                              | 5.6                                                                               | 5.9                                                                               | 14.9                                                                              | 11.8                                                                              | 12.5                                                                              | 20.6                                                                                | 21.3                                                                                | 21.3                                                                                | 6.9                                                                                 | 25.0                                                                                | 25.2                                                                                |
| Cycle Q Clear(g_c), s        | 11.5                                                                              | 5.6                                                                               | 5.9                                                                               | 14.9                                                                              | 11.8                                                                              | 12.5                                                                              | 32.3                                                                                | 21.3                                                                                | 21.3                                                                                | 6.9                                                                                 | 25.0                                                                                | 25.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.52                                                                              | 1.00                                                                              |                                                                                   | 0.85                                                                              | 1.00                                                                                |                                                                                     | 0.24                                                                                | 1.00                                                                                |                                                                                     | 0.35                                                                                |
| Lane Grp Cap(c), veh/h       | 344                                                                               | 599                                                                               | 577                                                                               | 260                                                                               | 308                                                                               | 281                                                                               | 222                                                                                 | 814                                                                                 | 822                                                                                 | 369                                                                                 | 1032                                                                                | 1022                                                                                |
| V/C Ratio(X)                 | 0.69                                                                              | 0.21                                                                              | 0.22                                                                              | 0.61                                                                              | 0.66                                                                              | 0.70                                                                              | 0.45                                                                                | 0.57                                                                                | 0.57                                                                                | 0.60                                                                                | 0.61                                                                                | 0.61                                                                                |
| Avail Cap(c_a), veh/h        | 358                                                                               | 599                                                                               | 577                                                                               | 336                                                                               | 427                                                                               | 390                                                                               | 222                                                                                 | 814                                                                                 | 822                                                                                 | 393                                                                                 | 1032                                                                                | 1022                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.1                                                                              | 26.0                                                                              | 26.1                                                                              | 43.8                                                                              | 42.6                                                                              | 42.8                                                                              | 29.8                                                                                | 21.9                                                                                | 21.9                                                                                | 16.2                                                                                | 14.9                                                                                | 15.0                                                                                |
| Incr Delay (d2), s/veh       | 5.1                                                                               | 0.2                                                                               | 0.2                                                                               | 2.3                                                                               | 2.5                                                                               | 3.2                                                                               | 6.4                                                                                 | 2.9                                                                                 | 2.9                                                                                 | 2.3                                                                                 | 2.6                                                                                 | 2.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.4                                                                               | 2.4                                                                               | 2.4                                                                               | 4.3                                                                               | 5.4                                                                               | 5.2                                                                               | 2.6                                                                                 | 9.3                                                                                 | 9.4                                                                                 | 2.9                                                                                 | 10.3                                                                                | 10.3                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 36.2                                                                              | 26.2                                                                              | 26.3                                                                              | 46.1                                                                              | 45.0                                                                              | 46.0                                                                              | 36.2                                                                                | 24.9                                                                                | 24.8                                                                                | 18.5                                                                                | 17.6                                                                                | 17.6                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 490                                                                               |                                                                                   |                                                                                   |                                                                                   | 558                                                                               |                                                                                   |                                                                                     |                                                                                     | 1039                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 31.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 45.7                                                                              |                                                                                   |                                                                                     |                                                                                     | 26.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 13.5                                                                              | 55.0                                                                              |                                                                                   | 41.7                                                                              |                                                                                   | 68.5                                                                              | 18.1                                                                                | 23.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.5                                                                              | 50.5                                                                              |                                                                                   | 32.5                                                                              |                                                                                   | 55.5                                                                              | 14.5                                                                                | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 8.9                                                                               | 34.3                                                                              |                                                                                   | 7.9                                                                               |                                                                                   | 27.2                                                                              | 13.5                                                                                | 16.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 6.9                                                                               |                                                                                   | 1.5                                                                               |                                                                                   | 10.4                                                                              | 0.1                                                                                 | 2.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 26.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/19/2025

Intersection

Int Delay, s/veh 0.6

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 364  | 15   | 0    | 470  | 0    | 51   |
| Future Vol, veh/h        | 364  | 15   | 0    | 470  | 0    | 51   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 428  | 18   | 0    | 553  | 0    | 60   |

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

| Approach             | EB | WB | NB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0  | 0  | 9.9 |
| HCM LOS              |    |    | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 791   | -   | -   |
| HCM Lane V/C Ratio    | 0.076 | -   | -   |
| HCM Control Delay (s) | 9.9   | -   | -   |
| HCM Lane LOS          | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/19/2025

Intersection

Int Delay, s/veh 0.4

| Movement                 | EBL  | EBR                                                                               | NBL  | NBT  | SBT                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 0    | 30                                                                                | 0    | 0    | 1108                                                                              | 77   |
| Future Vol, veh/h        | 0    | 30                                                                                | 0    | 0    | 1108                                                                              | 77   |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    |
| Sign Control             | Stop | Stop                                                                              | Free | Free | Free                                                                              | Free |
| RT Channelized           | -    | Stop                                                                              | -    | None | -                                                                                 | None |
| Storage Length           | -    | 0                                                                                 | -    | -    | -                                                                                 | -    |
| Veh in Median Storage, # | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Grade, %                 | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Peak Hour Factor         | 85   | 85                                                                                | 85   | 85   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 35                                                                                | 0    | 0    | 1304                                                                              | 91   |

| Major/Minor          | Minor2 | Major2 |
|----------------------|--------|--------|
| Conflicting Flow All | - 698  | - 0    |
| Stage 1              | - -    | - -    |
| Stage 2              | - -    | - -    |
| Critical Hdwy        | - 6.94 | - -    |
| Critical Hdwy Stg 1  | - -    | - -    |
| Critical Hdwy Stg 2  | - -    | - -    |
| Follow-up Hdwy       | - 3.32 | - -    |
| Pot Cap-1 Maneuver   | 0 383  | - -    |
| Stage 1              | 0 -    | - -    |
| Stage 2              | 0 -    | - -    |
| Platoon blocked, %   |        | - -    |
| Mov Cap-1 Maneuver   | - 383  | - -    |
| Mov Cap-2 Maneuver   | - -    | - -    |
| Stage 1              | - -    | - -    |
| Stage 2              | - -    | - -    |

| Approach             | EB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 15.4 | 0  |
| HCM LOS              | C    |    |

| Minor Lane/Major Mvmt | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 383   | -   | -   |
| HCM Lane V/C Ratio    | 0.092 | -   | -   |
| HCM Control Delay (s) | 15.4  | -   | -   |
| HCM Lane LOS          | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/19/2025

Intersection

Int Delay, s/veh 0.6

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 37                                                                                | 0    | 26   | 827                                                                               | 0    | 0    |
| Future Vol, veh/h        | 37                                                                                | 0    | 26   | 827                                                                               | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 44                                                                                | 0    | 31   | 973                                                                               | 0    | 0    |

| Major/Minor          | Minor2 | Major1   |
|----------------------|--------|----------|
| Conflicting Flow All | 549    | - 0 0    |
| Stage 1              | 0      | - - -    |
| Stage 2              | 549    | - - -    |
| Critical Hdwy        | 6.84   | - 4.14 - |
| Critical Hdwy Stg 1  | -      | - - -    |
| Critical Hdwy Stg 2  | 5.84   | - - -    |
| Follow-up Hdwy       | 3.52   | - 2.22 - |
| Pot Cap-1 Maneuver   | 466    | 0 - -    |
| Stage 1              | -      | 0 - -    |
| Stage 2              | 542    | 0 - -    |
| Platoon blocked, %   |        | -        |
| Mov Cap-1 Maneuver   | 466    | - - -    |
| Mov Cap-2 Maneuver   | 466    | - - -    |
| Stage 1              | -      | - - -    |
| Stage 2              | 542    | - - -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 13.5 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 466   |
| HCM Lane V/C Ratio    | -   | -   | 0.093 |
| HCM Control Delay (s) | -   | -   | 13.5  |
| HCM Lane LOS          | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0.3   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑    | ↗    |      | ↑    |      |      |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0    | 37   | 29   | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 1057 | 5    |
| Future Vol, veh/h        | 0    | 37   | 29   | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 1057 | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 44   | 34   | 0    | 26   | 0    | 0    | 0    | 0    | 0    | 1244 | 6    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major2 |   |
|----------------------|--------|------|--------|---|--------|---|
| Conflicting Flow All | -      | 1247 | 625    | - | 1250   | - |
| Stage 1              | -      | 1247 | -      | - | 0      | - |
| Stage 2              | -      | 0    | -      | - | 1250   | - |
| Critical Hdwy        | -      | 6.54 | 6.94   | - | 6.54   | - |
| Critical Hdwy Stg 1  | -      | 5.54 | -      | - | -      | - |
| Critical Hdwy Stg 2  | -      | -    | -      | - | 5.54   | - |
| Follow-up Hdwy       | -      | 4.02 | 3.32   | - | 4.02   | - |
| Pot Cap-1 Maneuver   | 0      | 172  | 428    | 0 | 172    | 0 |
| Stage 1              | 0      | 244  | -      | 0 | -      | 0 |
| Stage 2              | 0      | -    | -      | 0 | 243    | 0 |
| Platoon blocked, %   |        |      |        |   |        | - |
| Mov Cap-1 Maneuver   | -      | 172  | 428    | - | 172    | - |
| Mov Cap-2 Maneuver   | -      | 172  | -      | - | 172    | - |
| Stage 1              | -      | 244  | -      | - | -      | - |
| Stage 2              | -      | -    | -      | - | 243    | - |

| Approach             | EB   | WB   | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 24.6 | 29.6 | 0  |
| HCM LOS              | C    | D    |    |

| Minor Lane/Major Mvmt | EBLn1 | EBLn2 | WBLn1 | SBT | SBR |
|-----------------------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 172   | 428   | 172   | -   | -   |
| HCM Lane V/C Ratio    | 0.253 | 0.08  | 0.15  | -   | -   |
| HCM Control Delay (s) | 32.9  | 14.1  | 29.6  | -   | -   |
| HCM Lane LOS          | D     | B     | D     | -   | -   |
| HCM 95th %tile Q(veh) | 1     | 0.3   | 0.5   | -   | -   |

**Intersection**

Intersection Delay, s/veh 14.9

Intersection LOS B

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |      |      |
| Traffic Vol, veh/h  | 85   | 38                                                                                | 0    | 0    | 26                                                                                | 43   | 22   | 705                                                                                 | 7    | 0    | 0    | 0    |
| Future Vol, veh/h   | 85   | 38                                                                                | 0    | 0    | 26                                                                                | 43   | 22   | 705                                                                                 | 7    | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                                | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 100  | 45                                                                                | 0    | 0    | 31                                                                                | 51   | 26   | 829                                                                                 | 8    | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 2                                                                                   | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB  | NB   |
|----------------------------|------|-----|------|
| Opposing Approach          | WB   | EB  |      |
| Opposing Lanes             | 1    | 1   | 0    |
| Conflicting Approach Left  |      | NB  | EB   |
| Conflicting Lanes Left     | 0    | 2   | 1    |
| Conflicting Approach Right | NB   |     | WB   |
| Conflicting Lanes Right    | 2    | 0   | 1    |
| HCM Control Delay          | 10.7 | 9.3 | 16.1 |
| HCM LOS                    | B    | A   | C    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 6%    | 0%    | 69%   | 0%    |
| Vol Thru, %            | 94%   | 98%   | 31%   | 38%   |
| Vol Right, %           | 0%    | 2%    | 0%    | 62%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 375   | 360   | 123   | 69    |
| LT Vol                 | 22    | 0     | 85    | 0     |
| Through Vol            | 353   | 353   | 38    | 26    |
| RT Vol                 | 0     | 7     | 0     | 43    |
| Lane Flow Rate         | 441   | 423   | 145   | 81    |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.635 | 0.605 | 0.234 | 0.123 |
| Departure Headway (Hd) | 5.189 | 5.146 | 5.832 | 5.439 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 692   | 698   | 614   | 655   |
| Service Time           | 2.945 | 2.901 | 3.892 | 3.507 |
| HCM Lane V/C Ratio     | 0.637 | 0.606 | 0.236 | 0.124 |
| HCM Control Delay      | 16.6  | 15.5  | 10.7  | 9.3   |
| HCM Lane LOS           | C     | C     | B     | A     |
| HCM 95th-tile Q        | 4.6   | 4.1   | 0.9   | 0.4   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/19/2025

Intersection

Intersection Delay, s/veh 52

Intersection LOS F

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT  | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |      |      |  |  |      |
| Traffic Vol, veh/h  | 0    | 99                                                                                | 22   | 13   | 35                                                                                | 0    | 0    | 0    | 0    | 24                                                                                  | 967                                                                                 | 146  |
| Future Vol, veh/h   | 0    | 99                                                                                | 22   | 13   | 35                                                                                | 0    | 0    | 0    | 0    | 24                                                                                  | 967                                                                                 | 146  |
| Peak Hour Factor    | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85                                                                              | 0.85 | 0.85 | 0.85 | 0.85 | 0.85                                                                                | 0.85                                                                                | 0.85 |
| Heavy Vehicles, %   | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2    | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Mvmt Flow           | 0    | 116                                                                               | 26   | 15   | 41                                                                                | 0    | 0    | 0    | 0    | 28                                                                                  | 1138                                                                                | 172  |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 1                                                                                   | 2                                                                                   | 0    |

| Approach                   | EB   | WB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  | SB   |      | WB   |
| Conflicting Lanes Left     | 3    | 0    | 1    |
| Conflicting Approach Right |      | SB   | EB   |
| Conflicting Lanes Right    | 0    | 3    | 1    |
| HCM Control Delay          | 12.5 | 11.2 | 57.9 |
| HCM LOS                    | B    | B    | F    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 27%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 82%   | 73%   | 0%    | 100%  | 69%   |
| Vol Right, %           | 18%   | 0%    | 0%    | 0%    | 31%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 121   | 48    | 24    | 645   | 468   |
| LT Vol                 | 0     | 13    | 24    | 0     | 0     |
| Through Vol            | 99    | 35    | 0     | 645   | 322   |
| RT Vol                 | 22    | 0     | 0     | 0     | 146   |
| Lane Flow Rate         | 142   | 56    | 28    | 758   | 551   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.274 | 0.115 | 0.045 | 1.098 | 0.764 |
| Departure Headway (Hd) | 7.126 | 7.538 | 5.716 | 5.213 | 4.994 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 507   | 478   | 623   | 690   | 722   |
| Service Time           | 4.826 | 5.238 | 3.479 | 2.976 | 2.757 |
| HCM Lane V/C Ratio     | 0.28  | 0.117 | 0.045 | 1.099 | 0.763 |
| HCM Control Delay      | 12.5  | 11.2  | 8.8   | 85.6  | 22.2  |
| HCM Lane LOS           | B     | B     | A     | F     | C     |
| HCM 95th-tile Q        | 1.1   | 0.4   | 0.1   | 21.5  | 7.2   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/14/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 217                                                                               | 173                                                                               | 57                                                                                | 136                                                                               | 218                                                                               | 157                                                                               | 99                                                                                  | 757                                                                                 | 102                                                                                 | 208                                                                                 | 925                                                                                 | 205                                                                                 |
| Future Volume (veh/h)        | 217                                                                               | 173                                                                               | 57                                                                                | 136                                                                               | 218                                                                               | 157                                                                               | 99                                                                                  | 757                                                                                 | 102                                                                                 | 208                                                                                 | 925                                                                                 | 205                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 255                                                                               | 204                                                                               | 67                                                                                | 160                                                                               | 256                                                                               | 185                                                                               | 116                                                                                 | 891                                                                                 | 120                                                                                 | 245                                                                                 | 1088                                                                                | 241                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 340                                                                               | 914                                                                               | 292                                                                               | 260                                                                               | 354                                                                               | 247                                                                               | 195                                                                                 | 1406                                                                                | 189                                                                                 | 350                                                                                 | 1666                                                                                | 367                                                                                 |
| Arrive On Green              | 0.13                                                                              | 0.34                                                                              | 0.34                                                                              | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                | 0.09                                                                                | 0.58                                                                                | 0.58                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2650                                                                              | 845                                                                               | 1108                                                                              | 2001                                                                              | 1395                                                                              | 412                                                                                 | 3147                                                                                | 424                                                                                 | 1781                                                                                | 2894                                                                                | 638                                                                                 |
| Grp Volume(v), veh/h         | 255                                                                               | 135                                                                               | 136                                                                               | 160                                                                               | 226                                                                               | 215                                                                               | 116                                                                                 | 503                                                                                 | 508                                                                                 | 245                                                                                 | 666                                                                                 | 663                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1718                                                                              | 1108                                                                              | 1777                                                                              | 1619                                                                              | 412                                                                                 | 1777                                                                                | 1794                                                                                | 1781                                                                                | 1777                                                                                | 1756                                                                                |
| Q Serve(g_s), s              | 12.8                                                                              | 6.1                                                                               | 6.4                                                                               | 15.7                                                                              | 13.6                                                                              | 14.2                                                                              | 30.2                                                                                | 24.7                                                                                | 24.7                                                                                | 8.1                                                                                 | 28.8                                                                                | 29.1                                                                                |
| Cycle Q Clear(g_c), s        | 12.8                                                                              | 6.1                                                                               | 6.4                                                                               | 15.7                                                                              | 13.6                                                                              | 14.2                                                                              | 44.8                                                                                | 24.7                                                                                | 24.7                                                                                | 8.1                                                                                 | 28.8                                                                                | 29.1                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.49                                                                              | 1.00                                                                              |                                                                                   | 0.86                                                                              | 1.00                                                                                |                                                                                     | 0.24                                                                                | 1.00                                                                                |                                                                                     | 0.36                                                                                |
| Lane Grp Cap(c), veh/h       | 340                                                                               | 613                                                                               | 592                                                                               | 260                                                                               | 314                                                                               | 286                                                                               | 195                                                                                 | 794                                                                                 | 801                                                                                 | 350                                                                                 | 1023                                                                                | 1010                                                                                |
| V/C Ratio(X)                 | 0.75                                                                              | 0.22                                                                              | 0.23                                                                              | 0.62                                                                              | 0.72                                                                              | 0.75                                                                              | 0.60                                                                                | 0.63                                                                                | 0.63                                                                                | 0.70                                                                                | 0.65                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h        | 340                                                                               | 613                                                                               | 592                                                                               | 323                                                                               | 416                                                                               | 380                                                                               | 195                                                                                 | 794                                                                                 | 801                                                                                 | 356                                                                                 | 1023                                                                                | 1010                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.9                                                                              | 26.3                                                                              | 26.4                                                                              | 44.8                                                                              | 43.9                                                                              | 44.2                                                                              | 36.6                                                                                | 24.1                                                                                | 24.1                                                                                | 18.7                                                                                | 16.3                                                                                | 16.4                                                                                |
| Incr Delay (d2), s/veh       | 8.9                                                                               | 0.2                                                                               | 0.2                                                                               | 2.4                                                                               | 4.1                                                                               | 5.7                                                                               | 12.7                                                                                | 3.8                                                                                 | 3.8                                                                                 | 5.9                                                                                 | 3.2                                                                                 | 3.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 6.3                                                                               | 2.6                                                                               | 2.6                                                                               | 4.5                                                                               | 6.3                                                                               | 6.1                                                                               | 3.7                                                                                 | 11.0                                                                                | 11.1                                                                                | 3.7                                                                                 | 12.0                                                                                | 12.1                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 40.7                                                                              | 26.4                                                                              | 26.6                                                                              | 47.2                                                                              | 48.0                                                                              | 49.9                                                                              | 49.3                                                                                | 28.0                                                                                | 28.0                                                                                | 24.6                                                                                | 19.5                                                                                | 19.7                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                   | C                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 526                                                                               |                                                                                   |                                                                                   | 601                                                                               |                                                                                   |                                                                                   | 1127                                                                                |                                                                                     |                                                                                     | 1574                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 33.4                                                                              |                                                                                   |                                                                                   | 48.4                                                                              |                                                                                   |                                                                                   | 30.2                                                                                |                                                                                     |                                                                                     | 20.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.6                                                                              | 55.0                                                                              |                                                                                   | 43.5                                                                              |                                                                                   | 69.6                                                                              | 19.0                                                                                | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.5                                                                              | 50.5                                                                              |                                                                                   | 32.5                                                                              |                                                                                   | 55.5                                                                              | 14.5                                                                                | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.1                                                                              | 46.8                                                                              |                                                                                   | 8.4                                                                               |                                                                                   | 31.1                                                                              | 14.8                                                                                | 17.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 2.5                                                                               |                                                                                   | 1.6                                                                               |                                                                                   | 10.7                                                                              | 0.0                                                                                 | 2.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/14/2025

Intersection

Int Delay, s/veh 0.5

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 400  | 15   | 0    | 526  | 0    | 51   |
| Future Vol, veh/h        | 400  | 15   | 0    | 526  | 0    | 51   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 471  | 18   | 0    | 619  | 0    | 60   |

| Major/Minor          | Major1 | Major2 | Minor1  |
|----------------------|--------|--------|---------|
| Conflicting Flow All | 0      | -      | - 236   |
| Stage 1              | -      | -      | -       |
| Stage 2              | -      | -      | -       |
| Critical Hdwy        | -      | -      | - 6.94  |
| Critical Hdwy Stg 1  | -      | -      | -       |
| Critical Hdwy Stg 2  | -      | -      | -       |
| Follow-up Hdwy       | -      | -      | - 3.32  |
| Pot Cap-1 Maneuver   | -      | 0      | 0 - 766 |
| Stage 1              | -      | 0      | 0 -     |
| Stage 2              | -      | 0      | 0 -     |
| Platoon blocked, %   | -      |        | -       |
| Mov Cap-1 Maneuver   | -      | -      | - 766   |
| Mov Cap-2 Maneuver   | -      | -      | -       |
| Stage 1              | -      | -      | -       |
| Stage 2              | -      | -      | -       |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 766   | -   | -   |
| HCM Lane V/C Ratio    | 0.078 | -   | -   |
| HCM Control Delay (s) | 10.1  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/14/2025

| Intersection             |        |      |        |      |      |      |
|--------------------------|--------|------|--------|------|------|------|
| Int Delay, s/veh         | 0      |      |        |      |      |      |
| Movement                 | EBL    | EBR  | NBL    | NBT  | SBT  | SBR  |
| Lane Configurations      |        | ↗    |        |      | ↖    |      |
| Traffic Vol, veh/h       | 0      | 0    | 0      | 0    | 1227 | 0    |
| Future Vol, veh/h        | 0      | 0    | 0      | 0    | 1227 | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop | Free   | Free | Free | Free |
| RT Channelized           | -      | Stop | -      | None | -    | None |
| Storage Length           | -      | 0    | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0    | -    |
| Grade, %                 | 0      | -    | -      | 0    | 0    | -    |
| Peak Hour Factor         | 85     | 85   | 85     | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 0    | 0      | 0    | 1444 | 0    |
| Major/Minor              | Minor2 |      | Major2 |      |      |      |
| Conflicting Flow All     | -      | 722  | -      | -    | -    | 0    |
| Stage 1                  | -      | -    | -      | -    | -    | -    |
| Stage 2                  | -      | -    | -      | -    | -    | -    |
| Critical Hdwy            | -      | 6.94 | -      | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | -    | -    |
| Follow-up Hdwy           | -      | 3.32 | -      | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 369  | -      | -    | -    | -    |
| Stage 1                  | 0      | -    | -      | -    | -    | -    |
| Stage 2                  | 0      | -    | -      | -    | -    | -    |
| Platoon blocked, %       | -      | -    | -      | -    | -    | -    |
| Mov Cap-1 Maneuver       | -      | 369  | -      | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | -    | -    |
| Stage 1                  | -      | -    | -      | -    | -    | -    |
| Stage 2                  | -      | -    | -      | -    | -    | -    |
| Approach                 | EB     |      | SB     |      |      |      |
| HCM Control Delay, s     | 0      |      | 0      |      |      |      |
| HCM LOS                  | A      |      |        |      |      |      |
| Minor Lane/Major Mvmt    | EBLn1  | SBT  | SBR    |      |      |      |
| Capacity (veh/h)         | -      | -    | -      |      |      |      |
| HCM Lane V/C Ratio       | -      | -    | -      |      |      |      |
| HCM Control Delay (s)    | 0      | -    | -      |      |      |      |
| HCM Lane LOS             | A      | -    | -      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -    | -      |      |      |      |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/14/2025

| Intersection             |                                                                                   |      |      |                                                                                   |      |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|
| Int Delay, s/veh         | 0.5                                                                               |      |      |                                                                                   |      |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT  | SBR  |
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 37                                                                                | 0    | 22   | 921                                                                               | 0    | 0    |
| Future Vol, veh/h        | 37                                                                                | 0    | 22   | 921                                                                               | 0    | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -    | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -    | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0    | -    |
| Peak Hour Factor         | 85                                                                                | 85   | 85   | 85                                                                                | 85   | 85   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    |
| Mvmt Flow                | 44                                                                                | 0    | 26   | 1084                                                                              | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |      |
|----------------------|--------|--------|------|
| Conflicting Flow All | 594    | -      | 0    |
| Stage 1              | 0      | -      | -    |
| Stage 2              | 594    | -      | -    |
| Critical Hdwy        | 6.84   | -      | 4.14 |
| Critical Hdwy Stg 1  | -      | -      | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -    |
| Follow-up Hdwy       | 3.52   | -      | 2.22 |
| Pot Cap-1 Maneuver   | 436    | 0      | -    |
| Stage 1              | -      | 0      | -    |
| Stage 2              | 514    | 0      | -    |
| Platoon blocked, %   |        |        | -    |
| Mov Cap-1 Maneuver   | 436    | -      | -    |
| Mov Cap-2 Maneuver   | 436    | -      | -    |
| Stage 1              | -      | -      | -    |
| Stage 2              | 514    | -      | -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 14.2 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 |
|-----------------------|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | 436   |
| HCM Lane V/C Ratio    | -   | -   | 0.1   |
| HCM Control Delay (s) | -   | -   | 14.2  |
| HCM Lane LOS          | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0.3   |

| Intersection             |        |       |        |      |      |      |        |      |      |      |      |      |
|--------------------------|--------|-------|--------|------|------|------|--------|------|------|------|------|------|
| Int Delay, s/veh         | 2.1    |       |        |      |      |      |        |      |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        | ↑     | ↗      |      | ↑    |      |        |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0      | 37    | 29     | 0    | 22   | 0    | 0      | 0    | 0    | 0    | 1113 | 5    |
| Future Vol, veh/h        | 0      | 37    | 29     | 0    | 22   | 0    | 0      | 0    | 0    | 0    | 1113 | 5    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop  | Stop   | Stop | Stop | Stop | Free   | Free | Free | Free | Free | Free |
| RT Channelized           | -      | -     | None   | -    | -    | None | -      | -    | None | -    | -    | None |
| Storage Length           | -      | -     | 100    | -    | -    | -    | -      | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -    | 0    | -    | -      | 0    | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -      | -    | 0    | -    | -      | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85     | 85    | 85     | 85   | 85   | 85   | 85     | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2      | 2     | 2      | 2    | 2    | 2    | 2      | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 44    | 34     | 0    | 26   | 0    | 0      | 0    | 0    | 0    | 1309 | 6    |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
| Major/Minor              | Minor2 |       | Minor1 |      |      |      | Major2 |      |      |      |      |      |
| Conflicting Flow All     | -      | 1312  | 658    | -    | 1315 | -    |        |      |      | -    | -    | 0    |
| Stage 1                  | -      | 1312  | -      | -    | 0    | -    |        |      |      | -    | -    | -    |
| Stage 2                  | -      | 0     | -      | -    | 1315 | -    |        |      |      | -    | -    | -    |
| Critical Hdwy            | -      | 6.54  | 6.94   | -    | 6.54 | -    |        |      |      | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | 5.54  | -      | -    | -    | -    |        |      |      | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.54 | -    |        |      |      | -    | -    | -    |
| Follow-up Hdwy           | -      | 4.02  | 3.32   | -    | 4.02 | -    |        |      |      | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 157   | 407    | 0    | 157  | 0    |        |      |      | 0    | -    | -    |
| Stage 1                  | 0      | 227   | -      | 0    | -    | 0    |        |      |      | 0    | -    | -    |
| Stage 2                  | 0      | -     | -      | 0    | 226  | 0    |        |      |      | 0    | -    | -    |
| Platoon blocked, %       |        |       |        |      |      |      |        |      |      |      | -    | -    |
| Mov Cap-1 Maneuver       | -      | 157   | 407    | -    | 157  | -    |        |      |      | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | 157   | -      | -    | 157  | -    |        |      |      | -    | -    | -    |
| Stage 1                  | -      | 227   | -      | -    | -    | -    |        |      |      | -    | -    | -    |
| Stage 2                  | -      | -     | -      | -    | 226  | -    |        |      |      | -    | -    | -    |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
| Approach                 | EB     |       | WB     |      |      |      | SB     |      |      |      |      |      |
| HCM Control Delay, s     | 26.9   |       | 32.4   |      |      |      | 0      |      |      |      |      |      |
| HCM LOS                  | D      |       | D      |      |      |      |        |      |      |      |      |      |
|                          |        |       |        |      |      |      |        |      |      |      |      |      |
| Minor Lane/Major Mvmt    | EBLn1  | EBLn2 | WBLn1  | SBT  | SBR  |      |        |      |      |      |      |      |
| Capacity (veh/h)         | 157    | 407   | 157    | -    | -    |      |        |      |      |      |      |      |
| HCM Lane V/C Ratio       | 0.277  | 0.084 | 0.165  | -    | -    |      |        |      |      |      |      |      |
| HCM Control Delay (s)    | 36.5   | 14.7  | 32.4   | -    | -    |      |        |      |      |      |      |      |
| HCM Lane LOS             | E      | B     | D      | -    | -    |      |        |      |      |      |      |      |
| HCM 95th %tile Q(veh)    | 1.1    | 0.3   | 0.6    | -    | -    |      |        |      |      |      |      |      |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 17.2 |
| Intersection LOS          | C    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 96   | 42   | 0    | 0    | 28   | 48   | 24   | 772  | 8    | 0    | 0    | 0    |
| Future Vol, veh/h   | 96   | 42   | 0    | 0    | 28   | 48   | 24   | 772  | 8    | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 113  | 49   | 0    | 0    | 33   | 56   | 28   | 908  | 9    | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB  | NB |
|----------------------------|------|-----|----|
| Opposing Approach          | WB   | EB  |    |
| Opposing Lanes             | 1    | 1   | 0  |
| Conflicting Approach Left  |      | NB  | EB |
| Conflicting Lanes Left     | 0    | 2   | 1  |
| Conflicting Approach Right | NB   |     | WB |
| Conflicting Lanes Right    | 2    | 0   | 1  |
| HCM Control Delay          | 11.2 | 9.5 | 19 |
| HCM LOS                    | B    | A   | C  |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 6%    | 0%    | 70%   | 0%    |
| Vol Thru, %            | 94%   | 98%   | 30%   | 37%   |
| Vol Right, %           | 0%    | 2%    | 0%    | 63%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 410   | 394   | 138   | 76    |
| LT Vol                 | 24    | 0     | 96    | 0     |
| Through Vol            | 386   | 386   | 42    | 28    |
| RT Vol                 | 0     | 8     | 0     | 48    |
| Lane Flow Rate         | 482   | 464   | 162   | 89    |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.706 | 0.673 | 0.268 | 0.138 |
| Departure Headway (Hd) | 5.269 | 5.225 | 5.942 | 5.566 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 680   | 686   | 602   | 639   |
| Service Time           | 3.035 | 2.991 | 4.008 | 3.642 |
| HCM Lane V/C Ratio     | 0.709 | 0.676 | 0.269 | 0.139 |
| HCM Control Delay      | 19.8  | 18.2  | 11.2  | 9.5   |
| HCM Lane LOS           | C     | C     | B     | A     |
| HCM 95th-tile Q        | 5.8   | 5.2   | 1.1   | 0.5   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/14/2025

Intersection

Intersection Delay, s/veh75.6

Intersection LOS F

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↱    |      |      | ↱    |      |      |      |      | ↱    | ↱↱   |      |
| Traffic Vol, veh/h  | 0    | 99   | 24   | 14   | 38   | 0    | 0    | 0    | 0    | 26   | 1060 | 160  |
| Future Vol, veh/h   | 0    | 99   | 24   | 14   | 38   | 0    | 0    | 0    | 0    | 26   | 1060 | 160  |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 116  | 28   | 16   | 45   | 0    | 0    | 0    | 0    | 31   | 1247 | 188  |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 0    |

| Approach                   | EB   | WB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          | WB   | EB   |      |
| Opposing Lanes             | 1    | 1    | 0    |
| Conflicting Approach Left  | SB   |      | WB   |
| Conflicting Lanes Left     | 3    | 0    | 1    |
| Conflicting Approach Right |      | SB   | EB   |
| Conflicting Lanes Right    | 0    | 3    | 1    |
| HCM Control Delay          | 12.8 | 11.5 | 84.5 |
| HCM LOS                    | B    | B    | F    |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 27%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 80%   | 73%   | 0%    | 100%  | 69%   |
| Vol Right, %           | 20%   | 0%    | 0%    | 0%    | 31%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 123   | 52    | 26    | 707   | 513   |
| LT Vol                 | 0     | 14    | 26    | 0     | 0     |
| Through Vol            | 99    | 38    | 0     | 707   | 353   |
| RT Vol                 | 24    | 0     | 0     | 0     | 160   |
| Lane Flow Rate         | 145   | 61    | 31    | 831   | 604   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.28  | 0.125 | 0.049 | 1.212 | 0.844 |
| Departure Headway (Hd) | 7.274 | 7.679 | 5.753 | 5.25  | 5.03  |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 498   | 470   | 620   | 690   | 719   |
| Service Time           | 4.974 | 5.379 | 3.508 | 3.005 | 2.786 |
| HCM Lane V/C Ratio     | 0.291 | 0.13  | 0.05  | 1.204 | 0.84  |
| HCM Control Delay      | 12.8  | 11.5  | 8.8   | 127.6 | 28.9  |
| HCM Lane LOS           | B     | B     | A     | F     | D     |
| HCM 95th-tile Q        | 1.1   | 0.4   | 0.2   | 28.7  | 9.6   |

# HCM 6th Signalized Intersection Summary

## 1: Snow Vista Blvd/Snow Vista Blvd SW & DeVargas Rd SW/Sage Rd SW

04/19/2025

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 198                                                                               | 167                                                                               | 61                                                                                | 146                                                                               | 218                                                                               | 157                                                                               | 103                                                                                 | 768                                                                                 | 106                                                                                 | 208                                                                                 | 952                                                                                 | 205                                                                                 |
| Future Volume (veh/h)        | 198                                                                               | 167                                                                               | 61                                                                                | 146                                                                               | 218                                                                               | 157                                                                               | 103                                                                                 | 768                                                                                 | 106                                                                                 | 208                                                                                 | 952                                                                                 | 205                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 233                                                                               | 196                                                                               | 72                                                                                | 172                                                                               | 256                                                                               | 185                                                                               | 121                                                                                 | 904                                                                                 | 125                                                                                 | 245                                                                                 | 1120                                                                                | 241                                                                                 |
| Peak Hour Factor             | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                | 0.85                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 335                                                                               | 887                                                                               | 315                                                                               | 270                                                                               | 371                                                                               | 259                                                                               | 186                                                                                 | 1399                                                                                | 193                                                                                 | 344                                                                                 | 1675                                                                                | 358                                                                                 |
| Arrive On Green              | 0.12                                                                              | 0.35                                                                              | 0.35                                                                              | 0.19                                                                              | 0.19                                                                              | 0.19                                                                              | 0.45                                                                                | 0.45                                                                                | 0.45                                                                                | 0.09                                                                                | 0.58                                                                                | 0.58                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2569                                                                              | 914                                                                               | 1111                                                                              | 2001                                                                              | 1395                                                                              | 400                                                                                 | 3136                                                                                | 434                                                                                 | 1781                                                                                | 2912                                                                                | 623                                                                                 |
| Grp Volume(v), veh/h         | 233                                                                               | 134                                                                               | 134                                                                               | 172                                                                               | 226                                                                               | 215                                                                               | 121                                                                                 | 512                                                                                 | 517                                                                                 | 245                                                                                 | 681                                                                                 | 680                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1706                                                                              | 1111                                                                              | 1777                                                                              | 1619                                                                              | 400                                                                                 | 1777                                                                                | 1792                                                                                | 1781                                                                                | 1777                                                                                | 1758                                                                                |
| Q Serve(g_s), s              | 11.5                                                                              | 6.0                                                                               | 6.3                                                                               | 16.9                                                                              | 13.4                                                                              | 14.1                                                                              | 34.0                                                                                | 25.4                                                                                | 25.4                                                                                | 8.1                                                                                 | 29.9                                                                                | 30.3                                                                                |
| Cycle Q Clear(g_c), s        | 11.5                                                                              | 6.0                                                                               | 6.3                                                                               | 16.9                                                                              | 13.4                                                                              | 14.1                                                                              | 49.8                                                                                | 25.4                                                                                | 25.4                                                                                | 8.1                                                                                 | 29.9                                                                                | 30.3                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.54                                                                              | 1.00                                                                              |                                                                                   | 0.86                                                                              | 1.00                                                                                |                                                                                     | 0.24                                                                                | 1.00                                                                                |                                                                                     | 0.35                                                                                |
| Lane Grp Cap(c), veh/h       | 335                                                                               | 614                                                                               | 589                                                                               | 270                                                                               | 330                                                                               | 300                                                                               | 186                                                                                 | 793                                                                                 | 800                                                                                 | 344                                                                                 | 1022                                                                                | 1011                                                                                |
| V/C Ratio(X)                 | 0.69                                                                              | 0.22                                                                              | 0.23                                                                              | 0.64                                                                              | 0.69                                                                              | 0.71                                                                              | 0.65                                                                                | 0.65                                                                                | 0.65                                                                                | 0.71                                                                                | 0.67                                                                                | 0.67                                                                                |
| Avail Cap(c_a), veh/h        | 350                                                                               | 614                                                                               | 589                                                                               | 324                                                                               | 416                                                                               | 379                                                                               | 186                                                                                 | 793                                                                                 | 800                                                                                 | 350                                                                                 | 1022                                                                                | 1011                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.3                                                                              | 26.2                                                                              | 26.3                                                                              | 44.4                                                                              | 43.0                                                                              | 43.3                                                                              | 39.0                                                                                | 24.4                                                                                | 24.4                                                                                | 19.1                                                                                | 16.6                                                                                | 16.7                                                                                |
| Incr Delay (d2), s/veh       | 5.6                                                                               | 0.2                                                                               | 0.2                                                                               | 3.1                                                                               | 3.3                                                                               | 4.6                                                                               | 16.2                                                                                | 4.0                                                                                 | 4.0                                                                                 | 6.5                                                                                 | 3.4                                                                                 | 3.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 5.4                                                                               | 2.6                                                                               | 2.6                                                                               | 4.8                                                                               | 6.2                                                                               | 6.0                                                                               | 4.1                                                                                 | 11.3                                                                                | 11.4                                                                                | 3.8                                                                                 | 12.5                                                                                | 12.6                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 36.9                                                                              | 26.4                                                                              | 26.5                                                                              | 47.5                                                                              | 46.3                                                                              | 47.9                                                                              | 55.2                                                                                | 28.4                                                                                | 28.4                                                                                | 25.6                                                                                | 20.0                                                                                | 20.2                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | E                                                                                   | C                                                                                   | C                                                                                   | C                                                                                   | B                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 501                                                                               |                                                                                   |                                                                                   | 613                                                                               |                                                                                   |                                                                                     | 1150                                                                                |                                                                                     |                                                                                     | 1606                                                                                |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 31.3                                                                              |                                                                                   |                                                                                   | 47.2                                                                              |                                                                                   |                                                                                     | 31.2                                                                                |                                                                                     |                                                                                     | 21.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.6                                                                              | 55.0                                                                              |                                                                                   | 43.6                                                                              |                                                                                   | 69.6                                                                              | 18.1                                                                                | 25.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.5                                                                              | 50.5                                                                              |                                                                                   | 32.5                                                                              |                                                                                   | 55.5                                                                              | 14.5                                                                                | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.1                                                                              | 51.8                                                                              |                                                                                   | 8.3                                                                               |                                                                                   | 32.3                                                                              | 13.5                                                                                | 18.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               |                                                                                   | 1.5                                                                               |                                                                                   | 10.8                                                                              | 0.1                                                                                 | 2.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Access #2 & DeVargas Rd SW

04/19/2025

Intersection

Int Delay, s/veh 0.2

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 400  | 7    | 0    | 522  | 0    | 22   |
| Future Vol, veh/h        | 400  | 7    | 0    | 522  | 0    | 22   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | Free | -    | None | -    | Stop |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 471  | 8    | 0    | 614  | 0    | 26   |

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

| Approach             | EB | WB | NB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0  | 0  | 9.9 |
| HCM LOS              |    |    | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 766   | -   | -   |
| HCM Lane V/C Ratio    | 0.034 | -   | -   |
| HCM Control Delay (s) | 9.9   | -   | -   |
| HCM Lane LOS          | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   |

HCM 6th TWSC  
7: Snow Vista Blvd SB & Access #1

04/19/2025

Intersection

Int Delay, s/veh 0.4

| Movement                 | EBL  | EBR                                                                               | NBL  | NBT  | SBT                                                                               | SBR  |
|--------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 0    | 30                                                                                | 0    | 0    | 1216                                                                              | 77   |
| Future Vol, veh/h        | 0    | 30                                                                                | 0    | 0    | 1216                                                                              | 77   |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 5    |
| Sign Control             | Stop | Stop                                                                              | Free | Free | Free                                                                              | Free |
| RT Channelized           | -    | Stop                                                                              | -    | None | -                                                                                 | None |
| Storage Length           | -    | 0                                                                                 | -    | -    | -                                                                                 | -    |
| Veh in Median Storage, # | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Grade, %                 | 0    | -                                                                                 | -    | 0    | 0                                                                                 | -    |
| Peak Hour Factor         | 85   | 85                                                                                | 85   | 85   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0    | 35                                                                                | 0    | 0    | 1431                                                                              | 91   |

| Major/Minor          | Minor2 | Major2 |
|----------------------|--------|--------|
| Conflicting Flow All | - 766  | - 0    |
| Stage 1              | - -    | - -    |
| Stage 2              | - -    | - -    |
| Critical Hdwy        | - 6.94 | - -    |
| Critical Hdwy Stg 1  | - -    | - -    |
| Critical Hdwy Stg 2  | - -    | - -    |
| Follow-up Hdwy       | - 3.32 | - -    |
| Pot Cap-1 Maneuver   | 0 345  | - -    |
| Stage 1              | 0 -    | - -    |
| Stage 2              | 0 -    | - -    |
| Platoon blocked, %   |        | - -    |
| Mov Cap-1 Maneuver   | - 343  | - -    |
| Mov Cap-2 Maneuver   | - -    | - -    |
| Stage 1              | - -    | - -    |
| Stage 2              | - -    | - -    |

| Approach             | EB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 16.7 | 0  |
| HCM LOS              | C    |    |

| Minor Lane/Major Mvmt | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 343   | -   | -   |
| HCM Lane V/C Ratio    | 0.103 | -   | -   |
| HCM Control Delay (s) | 16.7  | -   | -   |
| HCM Lane LOS          | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   |

HCM 6th TWSC  
8: Snow Vista Blvd/SVB NB & #3 Connector

04/19/2025

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 37 0 26 921 0 0

Future Vol, veh/h 37 0 26 921 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 44 0 31 1084 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 604 - 0 0

Stage 1 0 - - -

Stage 2 604 - - -

Critical Hdwy 6.84 - 4.14 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.84 - - -

Follow-up Hdwy 3.52 - 2.22 -

Pot Cap-1 Maneuver 430 0 - -

Stage 1 - 0 - -

Stage 2 508 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 430 - - -

Mov Cap-2 Maneuver 430 - - -

Stage 1 - - - -

Stage 2 508 - - -

Approach EB NB

HCM Control Delay, s 14.3

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 430

HCM Lane V/C Ratio - - 0.101

HCM Control Delay (s) - - 14.3

HCM Lane LOS - - B

HCM 95th %tile Q(veh) - - 0.3

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↑    | ↗    |      | ↑    |      |      |      |      |      | ↑↑   |      |
| Traffic Vol, veh/h       | 0    | 37   | 29   | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 1113 | 5    |
| Future Vol, veh/h        | 0    | 37   | 29   | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 1113 | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 44   | 34   | 0    | 26   | 0    | 0    | 0    | 0    | 0    | 1309 | 6    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major2 |   |   |
|----------------------|--------|------|--------|---|--------|---|---|
| Conflicting Flow All | -      | 1312 | 658    | - | 1315   | - | - |
| Stage 1              | -      | 1312 | -      | - | 0      | - | - |
| Stage 2              | -      | 0    | -      | - | 1315   | - | - |
| Critical Hdwy        | -      | 6.54 | 6.94   | - | 6.54   | - | - |
| Critical Hdwy Stg 1  | -      | 5.54 | -      | - | -      | - | - |
| Critical Hdwy Stg 2  | -      | -    | -      | - | 5.54   | - | - |
| Follow-up Hdwy       | -      | 4.02 | 3.32   | - | 4.02   | - | - |
| Pot Cap-1 Maneuver   | 0      | 157  | 407    | 0 | 157    | 0 | - |
| Stage 1              | 0      | 227  | -      | 0 | -      | 0 | - |
| Stage 2              | 0      | -    | -      | 0 | 226    | 0 | - |
| Platoon blocked, %   |        |      |        |   |        |   | - |
| Mov Cap-1 Maneuver   | -      | 157  | 407    | - | 157    | - | - |
| Mov Cap-2 Maneuver   | -      | 157  | -      | - | 157    | - | - |
| Stage 1              | -      | 227  | -      | - | -      | - | - |
| Stage 2              | -      | -    | -      | - | 226    | - | - |

| Approach             | EB   | WB   | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 26.9 | 32.4 | 0  |
| HCM LOS              | D    | D    |    |

| Minor Lane/Major Mvmt | EBLn1 | EBLn2 | WBLn1 | SBT | SBR |
|-----------------------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 157   | 407   | 157   | -   | -   |
| HCM Lane V/C Ratio    | 0.277 | 0.084 | 0.165 | -   | -   |
| HCM Control Delay (s) | 36.5  | 14.7  | 32.4  | -   | -   |
| HCM Lane LOS          | E     | B     | D     | -   | -   |
| HCM 95th %tile Q(veh) | 1.1   | 0.3   | 0.6   | -   | -   |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 16.7 |
| Intersection LOS          | C    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h  | 93   | 41   | 0    | 0    | 28   | 47   | 24   | 756  | 8    | 0    | 0    | 0    |
| Future Vol, veh/h   | 93   | 41   | 0    | 0    | 28   | 47   | 24   | 756  | 8    | 0    | 0    | 0    |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 109  | 48   | 0    | 0    | 33   | 55   | 28   | 889  | 9    | 0    | 0    | 0    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    |

| Approach                   | EB   | WB  | NB   |
|----------------------------|------|-----|------|
| Opposing Approach          | WB   | EB  |      |
| Opposing Lanes             | 1    | 1   | 0    |
| Conflicting Approach Left  |      | NB  | EB   |
| Conflicting Lanes Left     | 0    | 2   | 1    |
| Conflicting Approach Right | NB   |     | WB   |
| Conflicting Lanes Right    | 2    | 0   | 1    |
| HCM Control Delay          | 11.1 | 9.5 | 18.3 |
| HCM LOS                    | B    | A   | C    |

| Lane                   | NBLn1 | NBLn2 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 6%    | 0%    | 69%   | 0%    |
| Vol Thru, %            | 94%   | 98%   | 31%   | 37%   |
| Vol Right, %           | 0%    | 2%    | 0%    | 63%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 402   | 386   | 134   | 75    |
| LT Vol                 | 24    | 0     | 93    | 0     |
| Through Vol            | 378   | 378   | 41    | 28    |
| RT Vol                 | 0     | 8     | 0     | 47    |
| Lane Flow Rate         | 473   | 454   | 158   | 88    |
| Geometry Grp           | 7     | 7     | 2     | 2     |
| Degree of Util (X)     | 0.69  | 0.657 | 0.259 | 0.136 |
| Departure Headway (Hd) | 5.251 | 5.206 | 5.919 | 5.538 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 686   | 690   | 604   | 642   |
| Service Time           | 3.015 | 2.971 | 3.984 | 3.613 |
| HCM Lane V/C Ratio     | 0.69  | 0.658 | 0.262 | 0.137 |
| HCM Control Delay      | 19    | 17.5  | 11.1  | 9.5   |
| HCM Lane LOS           | C     | C     | B     | A     |
| HCM 95th-tile Q        | 5.5   | 4.9   | 1     | 0.5   |

HCM 6th AWSC  
13: Benavides Rd SW & Snow Vista Blvd SB

04/19/2025

Intersection

Intersection Delay, s/veh 71.6

Intersection LOS F

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↱    |      |      | ↱    |      |      |      |      | ↱    | ↱↱   |      |
| Traffic Vol, veh/h  | 0    | 99   | 24   | 14   | 38   | 0    | 0    | 0    | 0    | 25   | 1045 | 157  |
| Future Vol, veh/h   | 0    | 99   | 24   | 14   | 38   | 0    | 0    | 0    | 0    | 25   | 1045 | 157  |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 116  | 28   | 16   | 45   | 0    | 0    | 0    | 0    | 29   | 1229 | 185  |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 0    |

| Approach                   | EB   | WB   | SB |
|----------------------------|------|------|----|
| Opposing Approach          | WB   | EB   |    |
| Opposing Lanes             | 1    | 1    | 0  |
| Conflicting Approach Left  | SB   |      | WB |
| Conflicting Lanes Left     | 3    | 0    | 1  |
| Conflicting Approach Right |      | SB   | EB |
| Conflicting Lanes Right    | 0    | 3    | 1  |
| HCM Control Delay          | 12.7 | 11.4 | 80 |
| HCM LOS                    | B    | B    | F  |

| Lane                   | EBLn1 | WBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 27%   | 100%  | 0%    | 0%    |
| Vol Thru, %            | 80%   | 73%   | 0%    | 100%  | 69%   |
| Vol Right, %           | 20%   | 0%    | 0%    | 0%    | 31%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 123   | 52    | 25    | 697   | 505   |
| LT Vol                 | 0     | 14    | 25    | 0     | 0     |
| Through Vol            | 99    | 38    | 0     | 697   | 348   |
| RT Vol                 | 24    | 0     | 0     | 0     | 157   |
| Lane Flow Rate         | 145   | 61    | 29    | 820   | 595   |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.28  | 0.125 | 0.047 | 1.194 | 0.83  |
| Departure Headway (Hd) | 7.251 | 7.658 | 5.749 | 5.246 | 5.027 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 499   | 471   | 620   | 688   | 719   |
| Service Time           | 4.951 | 5.358 | 3.508 | 3.005 | 2.786 |
| HCM Lane V/C Ratio     | 0.291 | 0.13  | 0.047 | 1.192 | 0.828 |
| HCM Control Delay      | 12.7  | 11.4  | 8.8   | 120.6 | 27.5  |
| HCM Lane LOS           | B     | B     | A     | F     | D     |
| HCM 95th-tile Q        | 1.1   | 0.4   | 0.1   | 27.5  | 9.1   |