

Transportation Impact Analysis
for
Eagle Capitol Flats
Eagle, Colorado



July 10, 2024

PREPARED FOR:
Todd A. Morrison 2009 Trust
PO Box 3145
Eagle, CO 81631
ATTN: Alison Perry

PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788

Contact: Kari Schroeder, PE, PTOE
Project Number: M1657

Table of Contents

1.0	PROJECT DESCRIPTION	4
1.1	PROJECT PHASING.....	4
1.2	PROJECT ACCESS LOCATIONS.....	5
1.3	INTERSECTION ANALYSIS LOCATIONS.....	6
2.0	EXISTING CONDITIONS	7
2.1	ROAD NETWORK	7
2.2	TRAFFIC DATA COLLECTION.....	7
3.0	INFRASTRUCTURE ASSUMPTIONS.....	10
3.1	EXISTING & COMMITTED CAPITAL IMPROVEMENT PROJECTS	10
3.2	PLANNED OR EXISTING LAND DEVELOPMENT PROJECTS.....	10
3.3	BACKGROUND TRAFFIC GROWTH	10
3.4	SEASONAL ADJUSTMENT FACTOR	10
3.5	LONG-TERM YEAR 2045 TRAFFIC SHIFT.....	10
3.6	BACKGROUND TRAFFIC LEVEL OF SERVICE	15
4.0	PROJECT TRAFFIC	18
4.1	TRIP GENERATION.....	18
4.2	TRIP DISTRIBUTION	19
4.3	SITE-GENERATED TRAFFIC	19
4.4	TOTAL TRAFFIC.....	24
5.0	TRAFFIC ANALYSIS.....	27
5.1	TOTAL TRAFFIC LEVEL OF SERVICE	27
5.2	AUXILIARY TURN LANE ANALYSIS	28
5.3	SITE ACCESSES SIGHT DISTANCE.....	29
6.0	SUMMARY AND RECOMMENDATIONS	30
7.0	APPENDIX	32
7.1	REFERENCE DOCUMENTS.....	32
7.2	INCLUDED DOCUMENTS	32

Figures and Tables

FIGURE 1: VICINITY MAP	4
FIGURE 2: SITE PLAN	5
FIGURE 3: STUDY INTERSECTIONS	6
FIGURE 4: YEAR 2024 EXISTING TRAFFIC W/ SAF & ADJUSTMENTS TRAFFIC	9
FIGURE 5: YEAR 2025 BACKGROUND TRAFFIC VOLUMES	12
FIGURE 6: YEAR 2045 BACKGROUND ADJUST TRAFFIC	13
FIGURE 7: YEAR 2045 BACKGROUND TRAFFIC.....	14
FIGURE 8: PROJECT-GENERATED TRAFFIC DISTRIBUTION (EAGLE CAPITOL FLATS – SHORT-TERM)	20
FIGURE 9: PROJECT-GENERATED TRAFFIC DISTRIBUTION (EAGLE CAPITOL FLATS – LONG-TERM).....	21
FIGURE 10: PROJECT-GENERATED TRAFFIC ASSIGNMENT (EAGLE CAPITOL FLATS – SHORT TERM).....	22
FIGURE 11: PROJECT-GENERATED TRAFFIC ASSIGNMENT (EAGLE CAPITOL FLATS – LONG TERM)	23
FIGURE 12: YEAR 2025 TOTAL TRAFFIC	25
FIGURE 13: YEAR 2045 TOTAL TRAFFIC.....	26
TABLE 1: YEAR HCM LEVEL OF SERVICE CRITERIA	15
TABLE 2: BACKGROUND TRAFFIC LEVEL OF SERVICE	16
TABLE 3: TRIP GENERATION TABLE.....	18
TABLE 4: HCM TOTAL TRAFFIC LOS	27

1.0 Project Description

This Level Three Auxiliary Traffic Impact Study for the proposed residential development in Eagle, Colorado. The purpose of this study is to forecast and analyze the impacts of the additional traffic volumes associated with the residential and commercial development on the surrounding roadway network.

The development is a series of parcels with the northwest parcel located at 104 Capitol Street, Eagle, CO 81631. All the parcels are within the block bordered by Grand Avenue, Howard Street, Second Street, and Capitol Street, as shown in **Figure 1**.

Figure 1: Vicinity Map

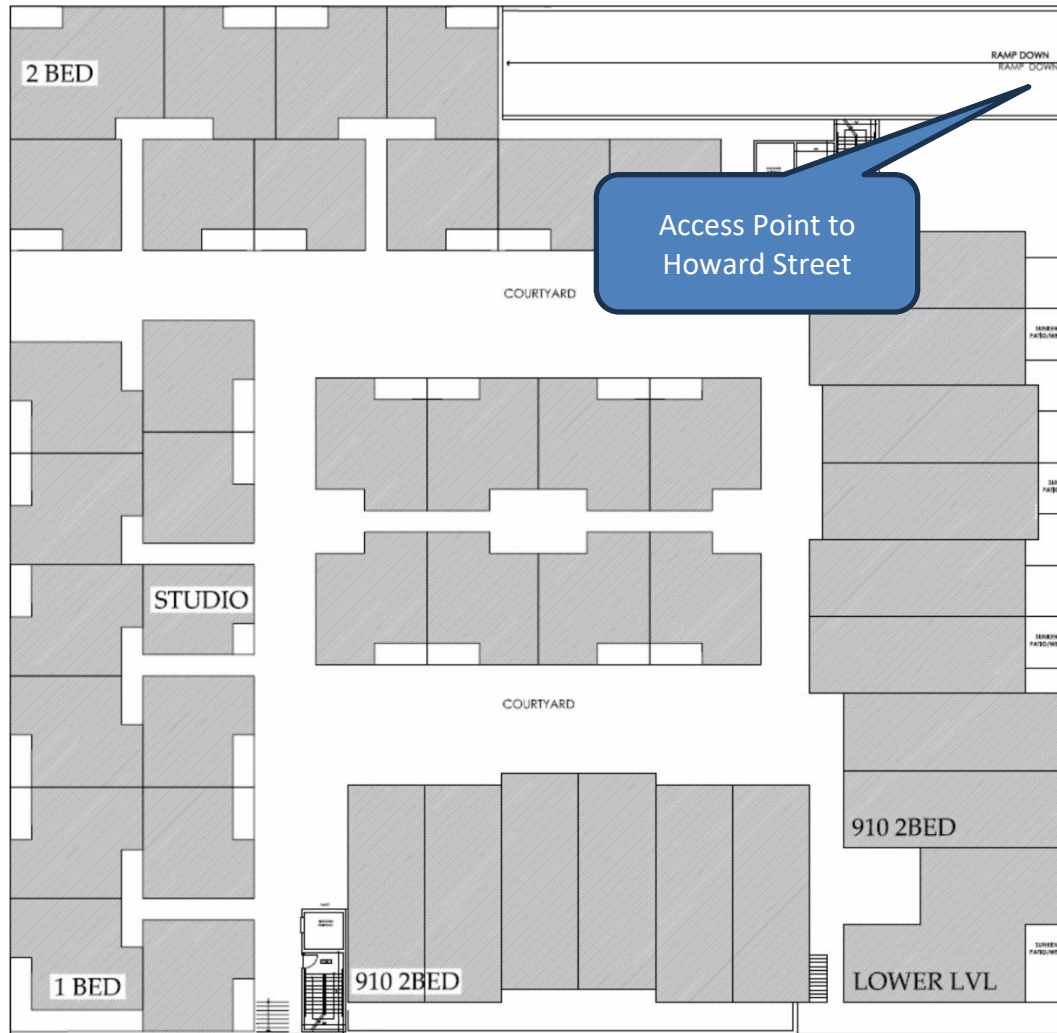


The two northern parcels are currently vacant. The remaining parcels located in the southern portion of the block are occupied with single family homes, trailer homes, and a counseling facility. The client is proposing to develop 170 residential dwelling units. The development proposes one access located on the northeast side of the project site with direct connectivity to Howard Street. The proposed site plan is shown in **Figure 2**.

1.1 Project Phasing

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

Figure 2: Site Plan

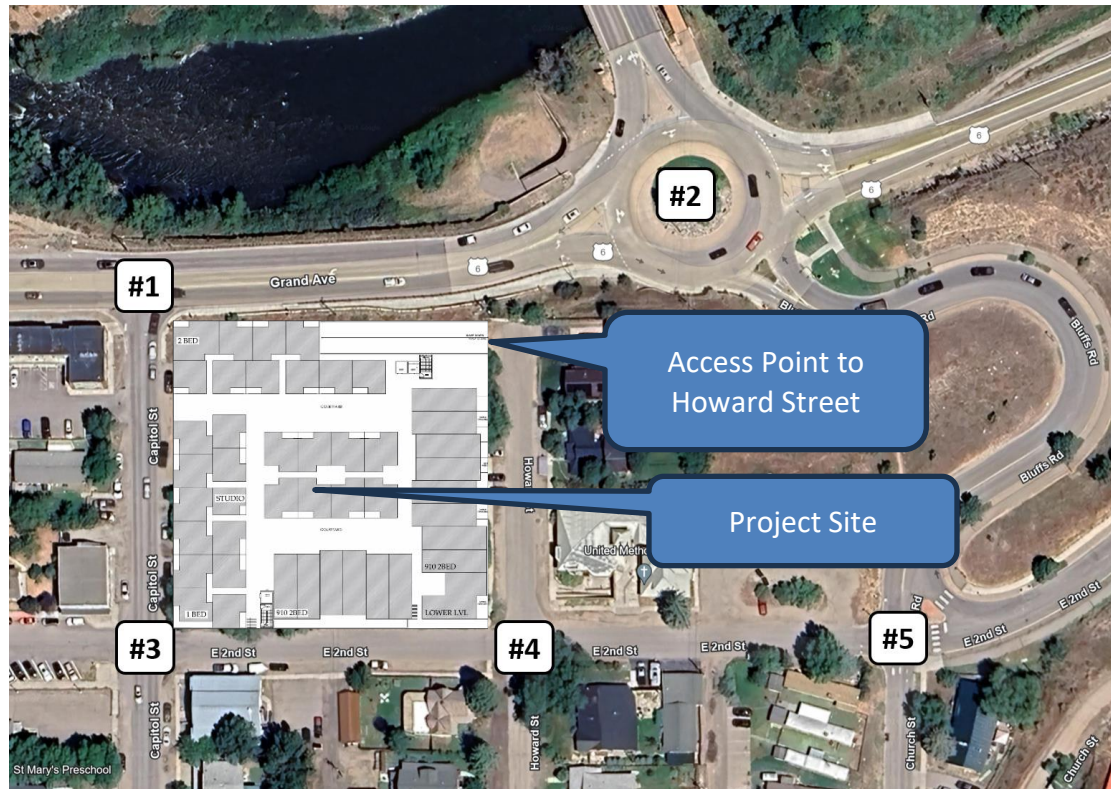


1.2 Project Access Locations

The development proposes one access with direct connectivity to Howard Street. Refer to the site plan in **Figure 2**.

- Site Access & Howard Street

Figure 3: Study Intersections



1.3 Intersection Analysis Locations

This report studies five off-site intersections:

1. Grand Avenue & Capitol Street
2. Grand Avenue & Eby Creek Road
3. Capitol Street & East Second Street
4. Howard Street & East Second Street
5. East Second Street & Church Street

Figure 3 shows the layout of the five site study intersections.

2.0 Existing Conditions

2.1 Road Network

Eby Creek Road: Eby Creek Road (I-70F) is a four-lane north-south CDOT roadway that connects to the Eby Creek Roundabout. It connects I-70 to Grand Avenue/US6 and is classified as an R-A Regional Highway. Speed limits are 30-35mph according to CDOT's OTIS¹ website.

Church Street: Church Street is a two-lane north-south local roadway that starts at the intersection with Grand Avenue and runs south approximately 2,200 feet to 6th Street. The intersection of Grand Avenue and Church Street is controlled by a full movement roundabout. (Eby Creek Roundabout)

Capitol Street: Capitol Street extends south from Grand Avenue and downtown Eagle to Sylvan Lake Road. It is a two-lane, paved roadway with on-street parking in the developed areas at both ends. The intersections at both ends are controlled by stop signs on Capitol Street. Northbound traffic approaching Grand Avenue is limited to a right-out only movement. Signage restricts trucks from using Capitol Street and directs them to use alternate routes. The posted speed limit along Capitol Street is 20mph.

Grand Avenue: Grand Avenue (formerly Highway 6) is a two-lane, paved highway through the Town of Eagle. It connects to the communities of Gypsum/Dotsero to the west and Edwards/Avon to the east. CDOT devolved US 6 to the Town of Eagle in 2017. Therefore, Highway 6 is referred to as Grand Avenue. CDOT previously classified this roadway as an NR-B highway, non-rural arterial in the area of historic downtown Eagle. The posted speed limit of Grand Avenue is 35mph.

Second Street: Second Street is a two-lane east-west local roadway that starts at the intersection with Grand Avenue and runs east approximately 4,300 feet to Bluffs Drive.

US 6: US 6 is a two lane, east-west, paved roadway. US 6 previously ran through the Town of Eagle before the Town acquired it from CDOT. US 6 begins east of the Eby Creek roundabout. CDOT OTIS classifies US 6 as a Regional Highway (R-A). US 6 has a posted speed limit of 35mph east of the Eby Creek roundabout.

2.2 Traffic Data Collection

Current Year 2024 traffic data was collected at the five study intersections. Weekday morning peak hour turning movement counts were taken on Thursday, May 23, 2024, from 7:00am – 9:00am and 4:00pm – 6:00pm. The raw traffic data collected can be found in the **Appendix**.

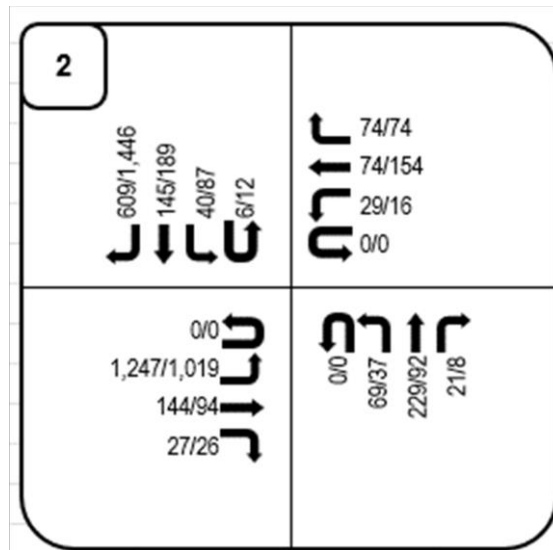
¹ Colorado Department of Transportation. Online Transportation Information System, June 2024.

Figure 4 shows Year 2024 traffic volumes.

TURNING MOVEMENT FIGURES

This TIS uses the following diagrams to illustrate traffic volumes and movement directions. The number in the upper left corner represent the intersection number and is shown on the study area.

There are two numbers separated with forward slashes ("/") for each movement direction:



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

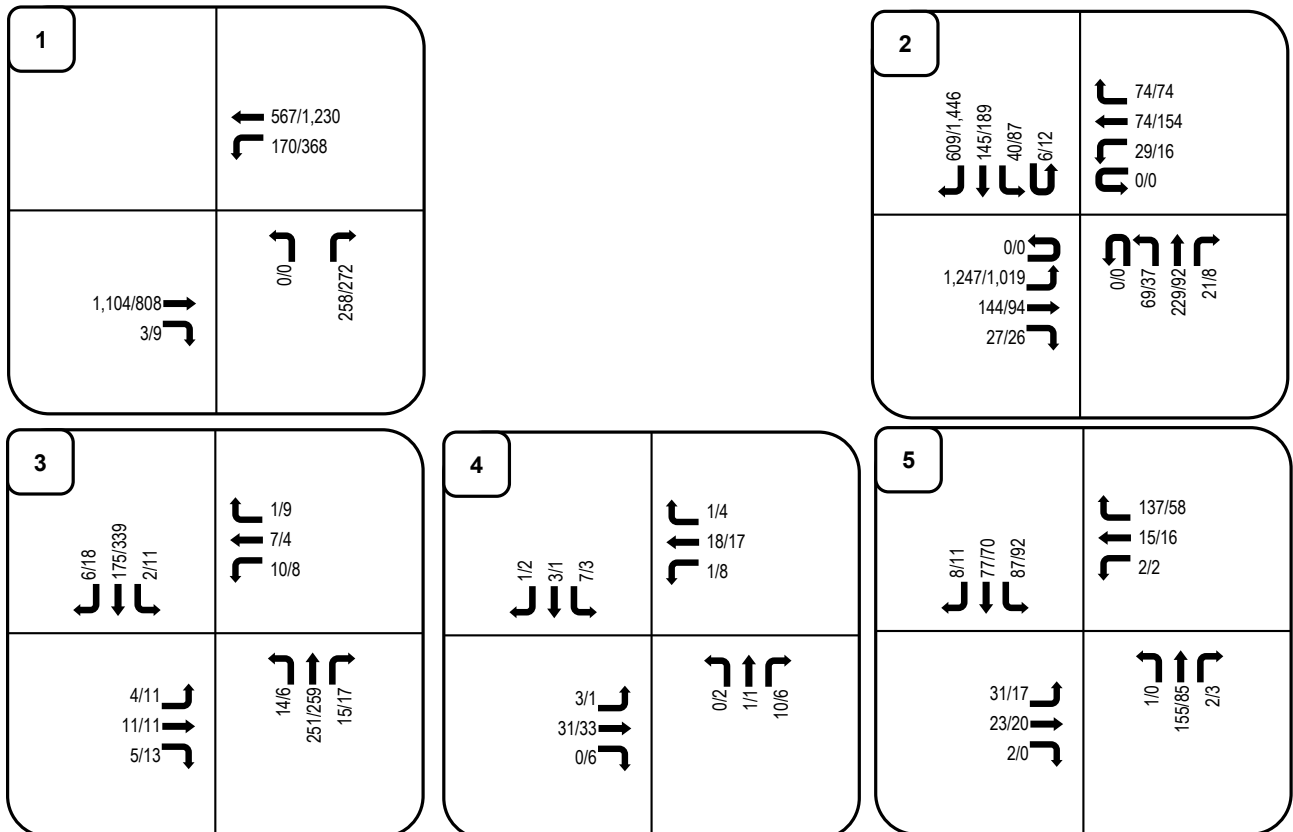
All numbers are shown as a rate in Vehicle Trips per Hour, abbreviated as "vph".

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

1,247/1,019 

Which represents 1,247 Vehicle Trips per Hour during the morning peak hour of operations, and 1,019 Vehicle Trips per Hour during the afternoon or evening peak hour of operations.

Figure 4: Year 2024 Existing Traffic w/ SAF & Adjustments Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements



Project Number

M1657

Prepared By

GWS

3.0 Infrastructure Assumptions

3.1 Existing & Committed Capital Improvement Projects

The Town of Eagle is proposing to redevelop Grand Avenue. McDowell Engineering performed a traffic study for the proposed Grand Avenue Corridor Project; *Grand Avenue Corridor Plan Corridor Study*². Per the *Grand Avenue Corridor Study*, Grand Avenue will widen to four lanes (2 eastbound lanes and 2 westbound lanes). This study assumes Grand Avenue will widen to four lanes by Year 2045.

3.2 Planned or Existing Land Development Projects

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

3.3 Background Traffic Growth

CDOT's *OTIS*¹ published 20-year growth factors for every segment of State Highway in Colorado. For the segment of Highway 6 west of the Eby Creek roundabout the 20-year factor is 1.35. This is equivalent to an annual growth rate of 1.51%.

For the segment of I-70F (Eby Creek Road) north of the Eby Creek roundabout the 20-year factor is 1.25. This is equivalent to an annual growth rate of 1.12%.

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

A growth rate of 0.5% was applied to Grand Avenue based on the *Grand Avenue Corridor Study*.

3.4 Seasonal Adjustment Factor

A seasonal adjustment factor (SAF) was used to convert the May 2024 counts to July 2024 traffic volumes. Seasonal adjustment factors convert the acquired traffic to the highest observed month of March. CDOT's *OTIS*¹ has continuous traffic count data on I-70 near the project site. This continuous traffic data was used to determine a seasonal adjustment factor on US 6 and Grand Avenue of 1.22. This SAF was applied to both CDOT roads and local Town of Eagle roads. The SAF calculations are included in the **Appendix**.

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

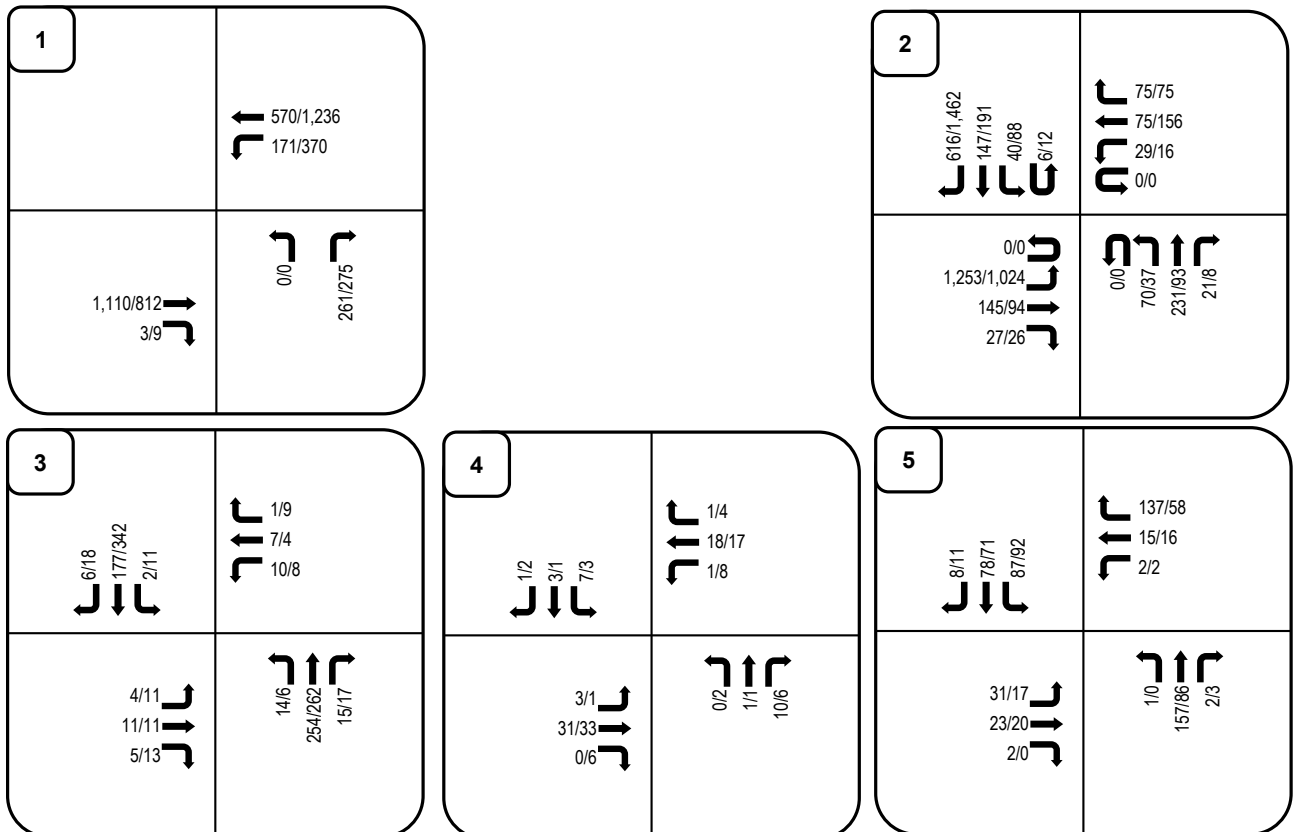
3.5 Long-Term Year 2045 Traffic Shift

Westbound left turns onto Capitol Street from Grand Avenue will be prohibited. These restrictions were identified in the *Grand Avenue Corridor Study*. Westbound left turns

² Grand Avenue Corridor Plan Corridor Study. McDowell Engineering, June 2022.

were assumed to be restricted by Year 2045. The projected year 2045 westbound left turn traffic volumes were shifted to westbound through traffic volumes. **Figure 6** shows the traffic volume adjustments that were made for the long-term Year 2045 traffic volumes. **Figure 7** shows projected Year 2045 background traffic volumes.

Figure 5: Year 2025 Background Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements



Project Number

M1657

Prepared By

GWS

Figure 6: Year 2045 Background Adjust Traffic



1	189/409 -189/-409

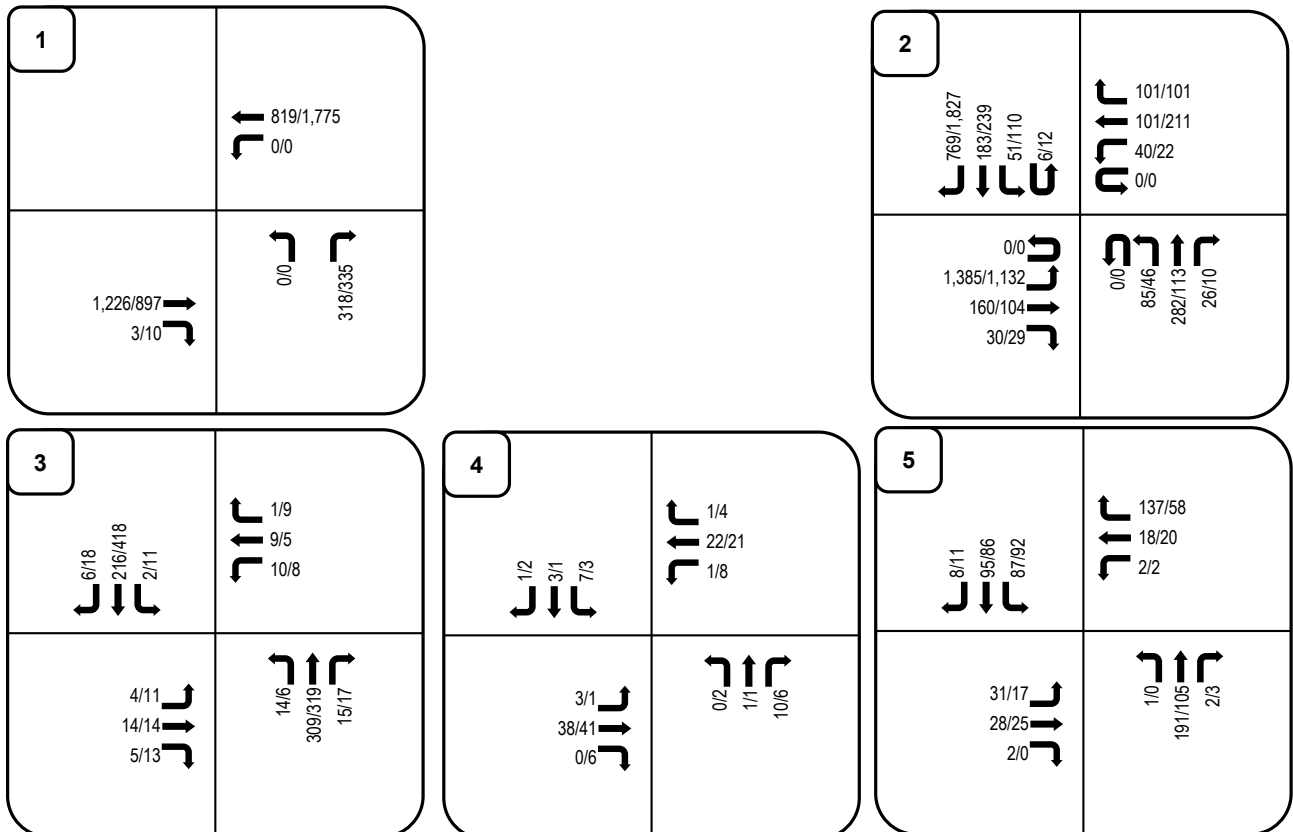
2	

3	

4	

5	

Figure 7: Year 2045 Background Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number

M1657

Prepared By

GWS

3.6 Background Traffic Level of Service

Using *Highway Capacity Manual 6th Edition 2016*³ (HCM) methodology, Synchro and Rodel software was used to develop a traffic model and determine the delay (in seconds) and Level of Service (LOS.) HCM LOS is defined by the following criteria:

Table 1: Year HCM Level of Service Criteria

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

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

³ Highway Capacity Manual, 6th Edition. Transportation Research Board, 2016.

Table 2: Background Traffic Level of Service

#	Int.	Traffic Control	Approach	Year 2024 Existing w/ SAF Level of Service (Delay in Seconds)		Year 2025 Background Level of Service (Delay in Seconds)		Year 2045 Background Level of Service (Delay in Seconds)	
				AM	PM	AM	PM	AM	PM
1	Grand Ave and Capitol St	NB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (3.3)	A (3.4)	A (3.3)	A (3.4)	A (0.0)	A (0.0)
			NB	F (185.3)	F (54.6)	F (196.9)	F (57.2)	E (49.9)	D (26.3)
2	Grand Ave & Eby Creek Rd	RAB	EB	A (7.04)	A (5.07)	A (7.16)	A (5.13)	B (12.26)	A (6.26)
			WB	B (10.11)	A (6.40)	B (10.27)	A (6.44)	C (15.76)	A (8.40)
			NB	C (18.18)	A (9.54)	C (18.58)	A (9.61)	E (37.65)	B (11.30)
			SB	A (3.66)	C (17.92)	A (3.70)	C (19.82)	A (4.65)	F (226.61)
3	Capitol St & E 2nd St	EB/WB Stop	EB	B (12.3)	B (14.5)	B (12.3)	B (14.6)	B (13.6)	C (17.2)
			WB	B (13.1)	B (13.7)	B (13.2)	B (13.8)	B (14.6)	C (16.0)
			NB	A (0.5)	A (0.2)	A (0.5)	A (0.2)	A (0.4)	A (0.2)
			SB	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)
4	Howard St & E 2nd St	NB/SB Stop	EB	A (0.6)	A (0.2)	A (0.6)	A (0.2)	A (0.5)	A (0.1)
			WB	A (0.3)	A (2.2)	A (0.3)	A (2.2)	A (0.3)	A (1.9)
			NB	A (8.6)	A (8.7)	A (8.6)	A (8.7)	A (8.6)	A (8.8)
			SB	A (9.1)	A (8.9)	A (9.1)	A (8.9)	A (9.1)	A (9.0)
5	E 2nd St and Bluffs Rd	All-Way Stop	EB	A (8.6)	A (8.0)	A (8.6)	A (8.0)	A (8.9)	A (8.2)
			WB	A (8.5)	A (7.6)	A (8.5)	A (7.6)	A (8.8)	A (7.8)
			NB	A (9.1)	A (8.0)	A (9.1)	A (8.0)	A (9.6)	A (8.2)
			SB	A (9.3)	A (8.7)	A (9.4)	A (8.7)	A (9.7)	A (8.9)

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

Grand Avenue & Capitol Street: The east and west legs of this intersection are anticipated to operate at an acceptable LOS through long-term Year 2045 background traffic conditions. However, the south leg is anticipated to operate at a failing LOS with Year 2024 existing traffic volumes.

The south leg is anticipated to operate at a failing LOS due to the high eastbound and westbound traffic volumes. The northbound traffic is stop controlled and must wait for a gap to open on Grand Avenue to be able to merge. The high eastbound and westbound traffic volumes make it difficult for gaps to form which leads to long delays for the northbound traffic.

Grand Avenue & Eby Creek Road: The east and west legs are anticipated to operate at an acceptable LOS through long-term Year 2045 background traffic conditions. However, the north and south legs are anticipated to operate at a failing LOS with Year 2045 background traffic volumes.

Capitol Street & East Second Street: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

Howard Street & East Second Street: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

East Second Street & Bluffs Road: This intersection is anticipated to operate at an acceptable LOS on all legs through long-term Year 2045 background traffic conditions.

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

4.0 Project Traffic

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

4.1 Trip Generation

Existing: The two northern parcels are currently vacant. The remaining parcels located in the southern portion of the block are occupied with single family homes, trailer homes, and a counseling facility.

Proposed Residential Development: The development is proposing to construct 170 residential dwelling units. The proposed land uses fall under one land use code (LUC) per the Institute of Transportation Engineers' 11th *Edition of the Trip Generation Manual*⁴ (*Trip Generation Manual*), #221 – Multifamily Housing (Mid-Rise).

As per ITE's *Trip Generation Handbook*⁵ methodology, the trip generation regression equations and average rates were utilized as part of this analysis.

Multimodal Reduction: A 10% multimodal reduction was applied. There are pedestrian sidewalks along Grand Avenue and Eby Creek. The posted speed limit on the local Eagle streets is low (25mph or less), and the project is located near the Broadway corridor as well as located between transit stations. These conditions are favorable for multimodal choices including walking, biking, and utilizing transit.

Table 3: Trip Generation Table

ITE Trip Generation Equation ³							Avg.		Morning Peak Hour		Evening Peak Hour				
							Inbound		Outbound		Inbound		Outbound		
ITE Code	Units ²		Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips
Proposed Land Use															
#221 - Multifamily Housing (Mid-Rise)	170	DU	Type a= b=	Rate 4.54	A 0.32 5.84	A 0.32 15.57	772	26%	16	74%	45	60%	42	40%	28
Multi-Modal Reduction	-10%						-77		-2		-5		-4		-3
Proposed New Trips							695	14	40		38		25		

Notes:

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

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

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

Project Trip Generation: The development is anticipated to generate 695 vehicle trips per day (vpd). This includes 54 vehicles per hour (vph) during the weekday morning peak hour, and 63vph during the weekday evening peak hour.

⁴ Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, 2021.

⁵ Trip Generation Handbook, An ITE Recommended Practice. Institute of Transportation Engineers, 2001.

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

4.2 Trip Distribution

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

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

Directional Distribution: Two separate directional distributions were created. Separate short-term and long-term distributions were necessary due to the westbound left turn restrictions at the Grand Avenue and Capitol Street intersection. The short-term distribution allows westbound left turns, and the long-term distribution does not.

Both of the short-term and long-term distributions assume that 20% of site-generated traffic will originate from/to destinations west of the project site, 75% will originate from/to destinations east of the project site. The remaining 5% will remain in Eagle.

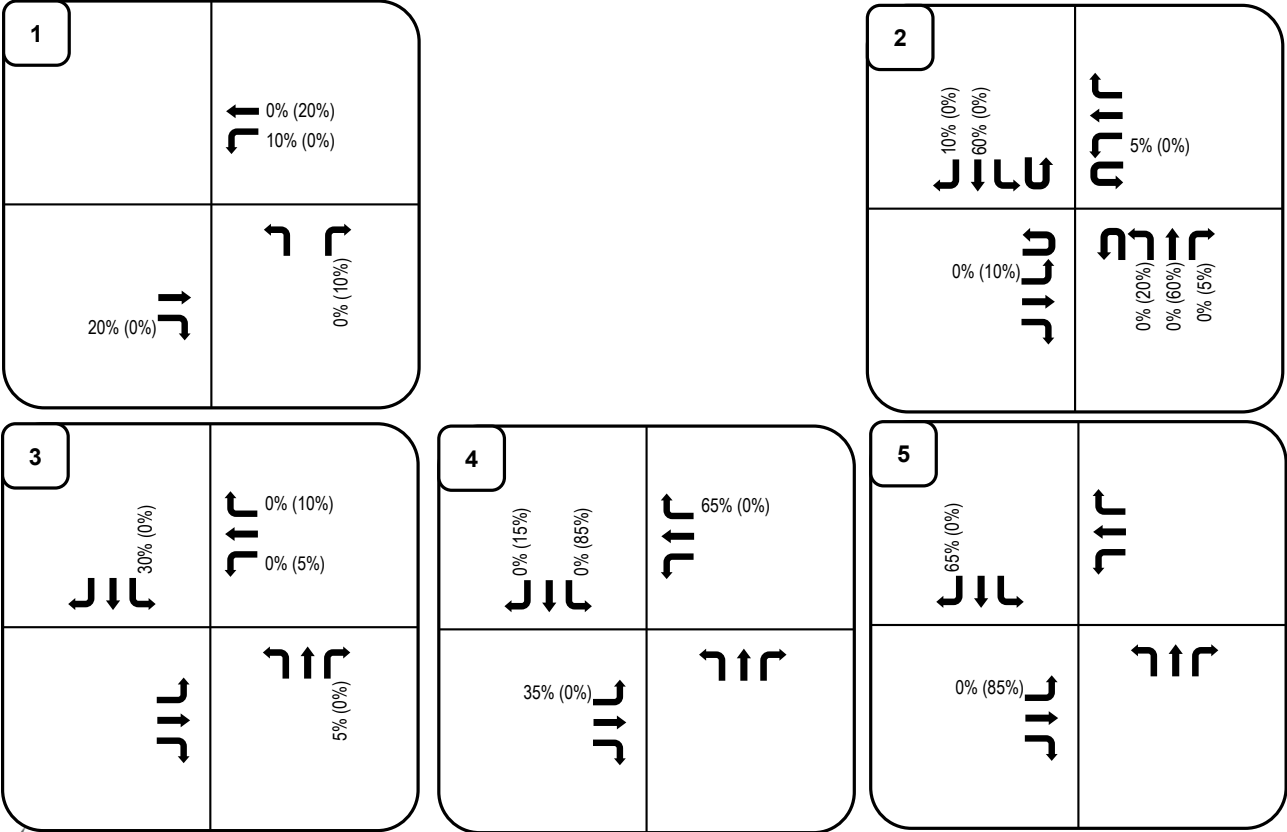
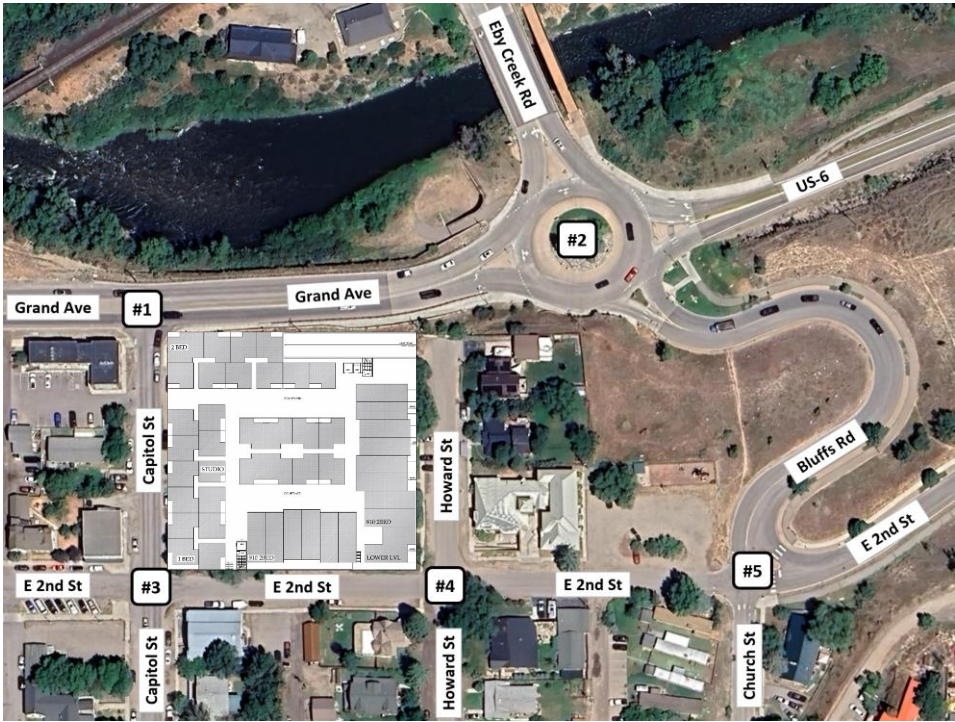
Refer to **Figure 8** for the short-term directional distribution breakdown. Refer to **Figure 9** for the long-term directional distribution breakdown.

4.3 Site-Generated Traffic

When the trip generation expected for the residential development (**Table 3**) is applied to the estimated short-term trip distribution (**Figure 8**), the result is the anticipated assignment of trips on the roadway system. **Figure 10** depicts the new vehicle trips that are anticipated from the proposed development.

When the trip generation expected for the residential development (**Table 3**) is applied to the estimated long-term trip distribution (**Figure 9**), the result is the anticipated assignment of trips on the roadway system. **Figure 11** depicts the new vehicle trips that are anticipated from the proposed development.

Figure 8: Project Generated Traffic Distribution (Eagle Capitol Flats - Short Term)



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

Project Number	M1657
Prepared By	GWS

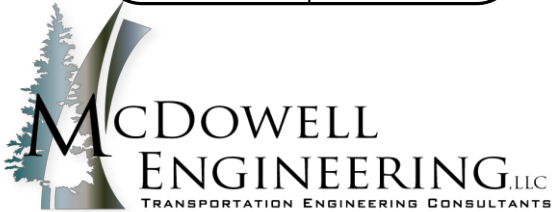
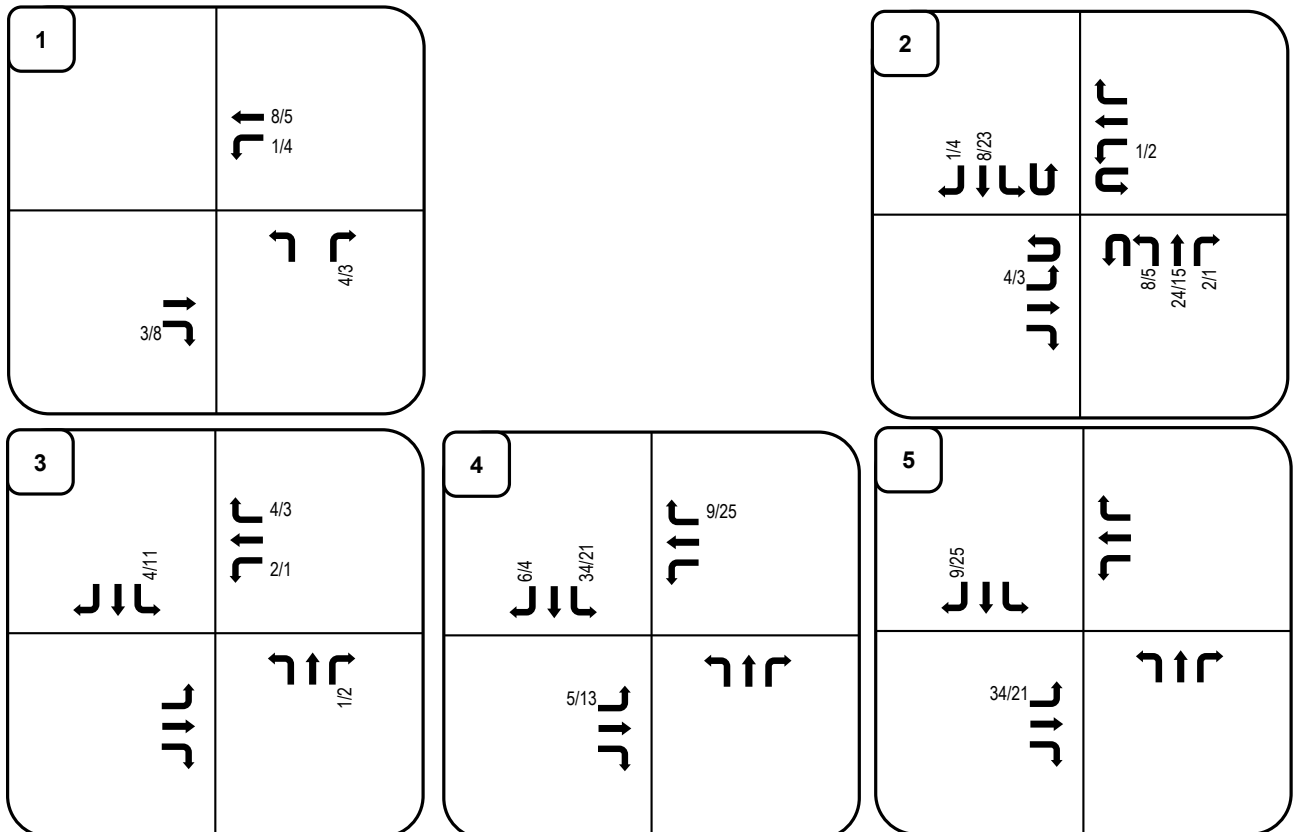
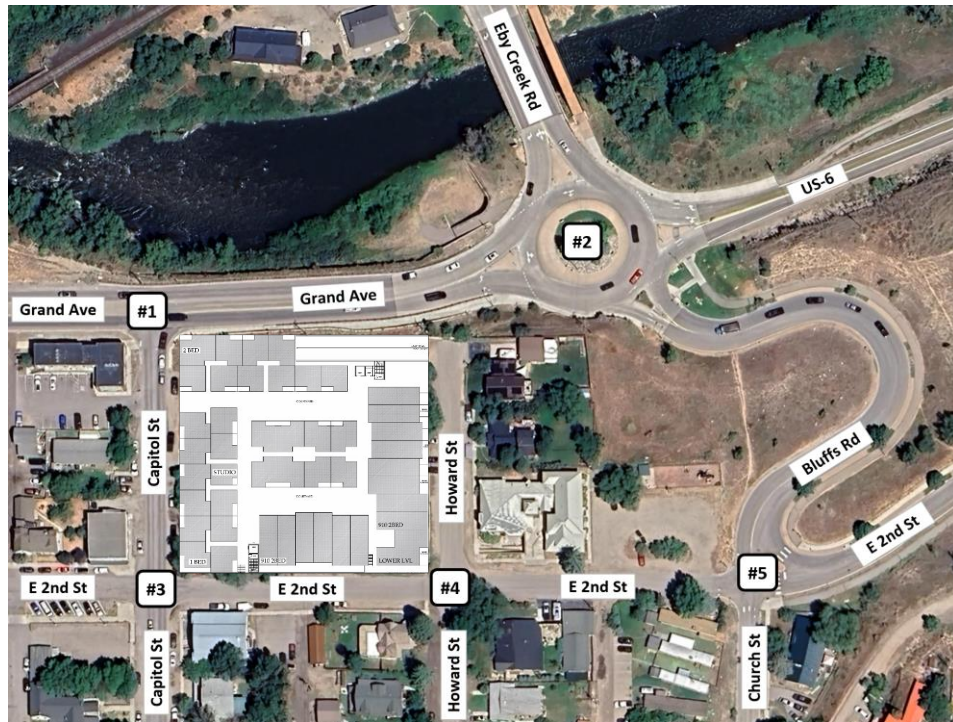


Figure 9: Project Generated Traffic Assignment (Eagle Capitol Flats - Short Term)



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements



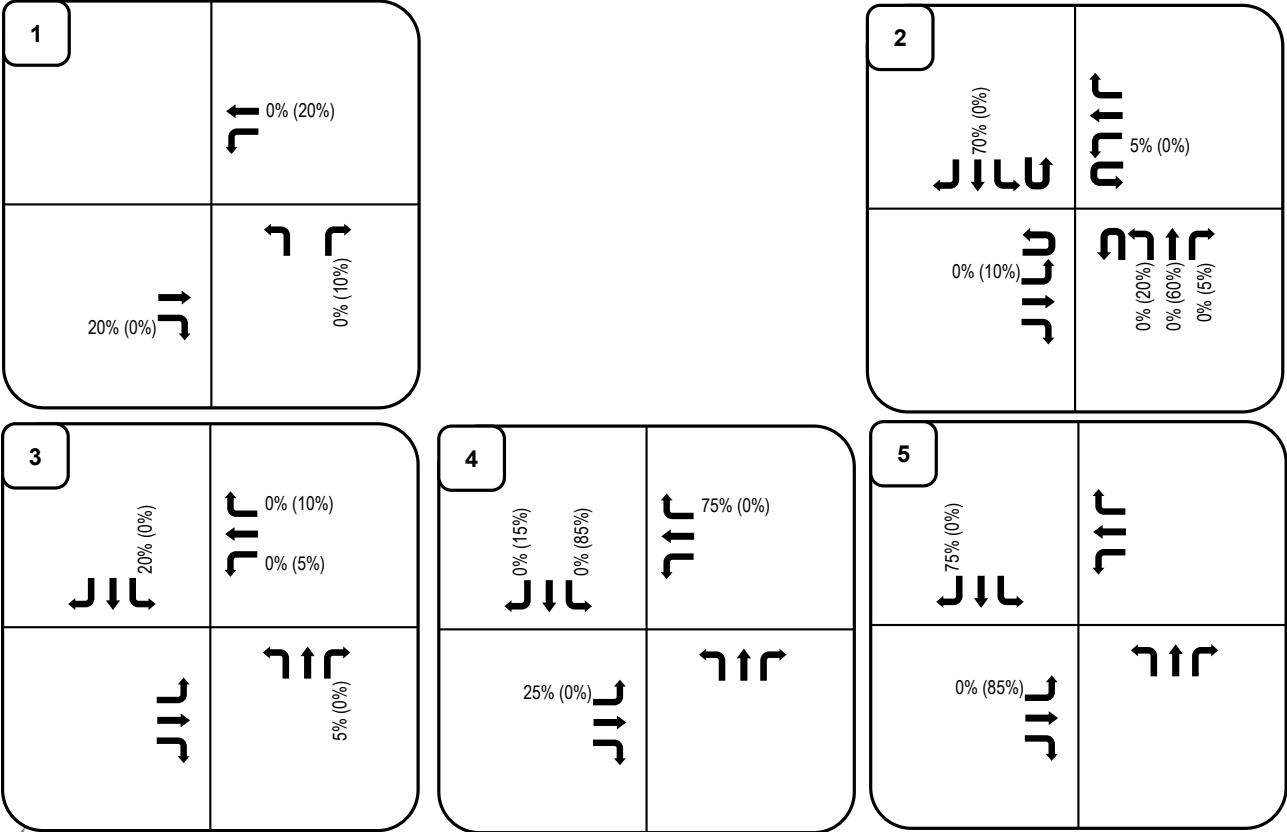
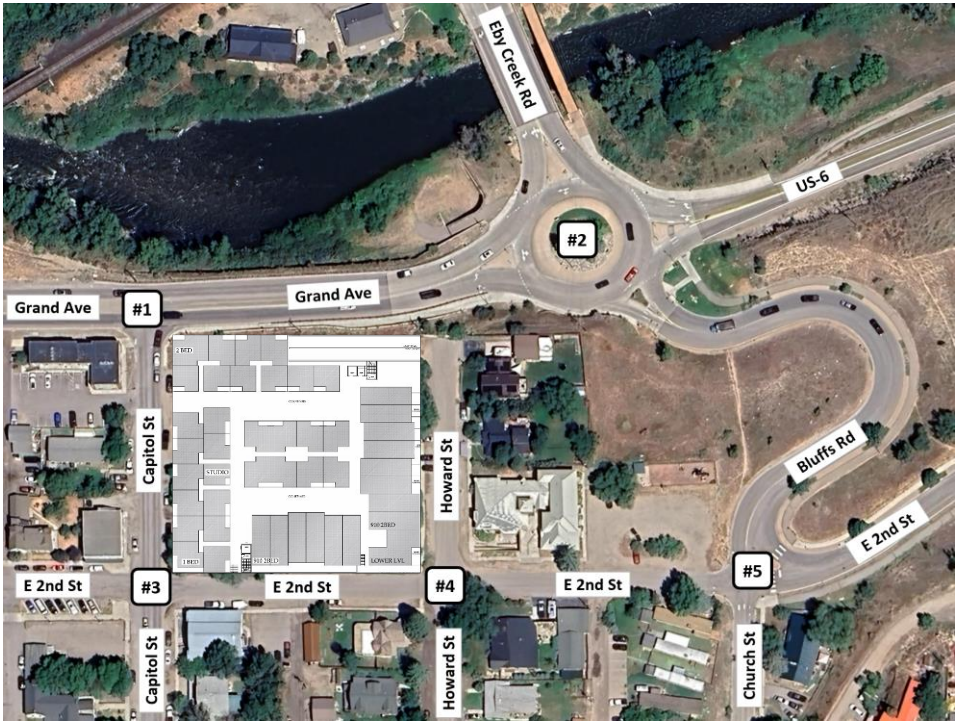
Project Number

M1657

Prepared By

GWS

Figure 10: Project Generated Traffic Distribution (Eagle Capitol Flats - Long Term)



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

Project Number	M1657
Prepared By	GWS

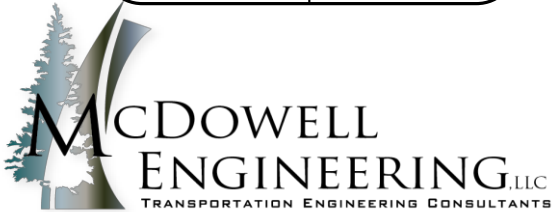
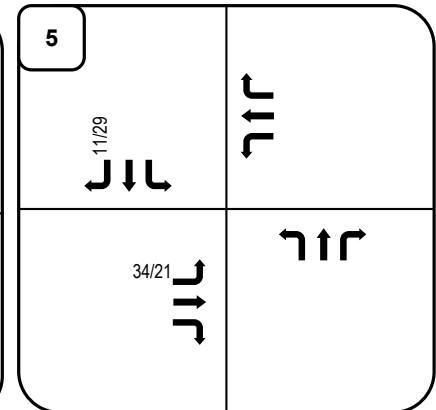
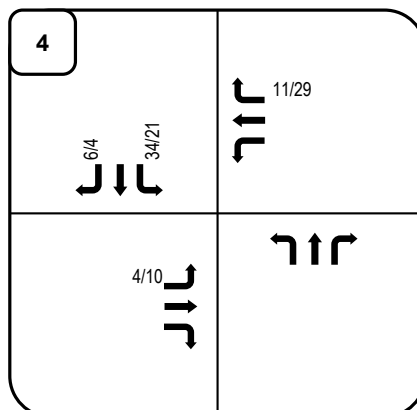
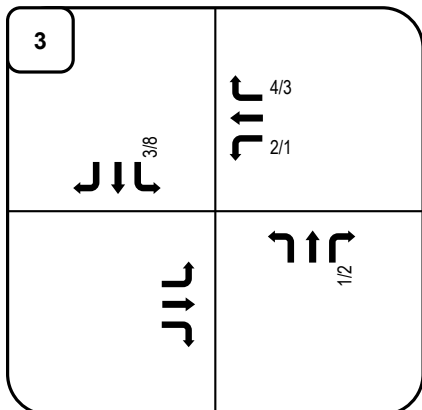
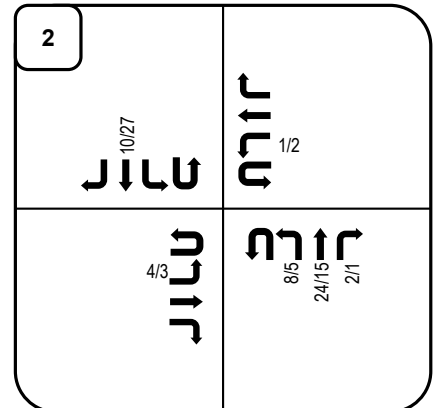
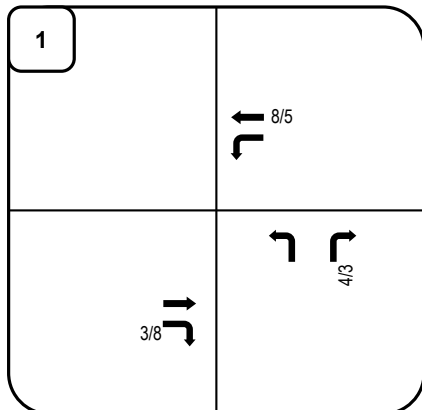
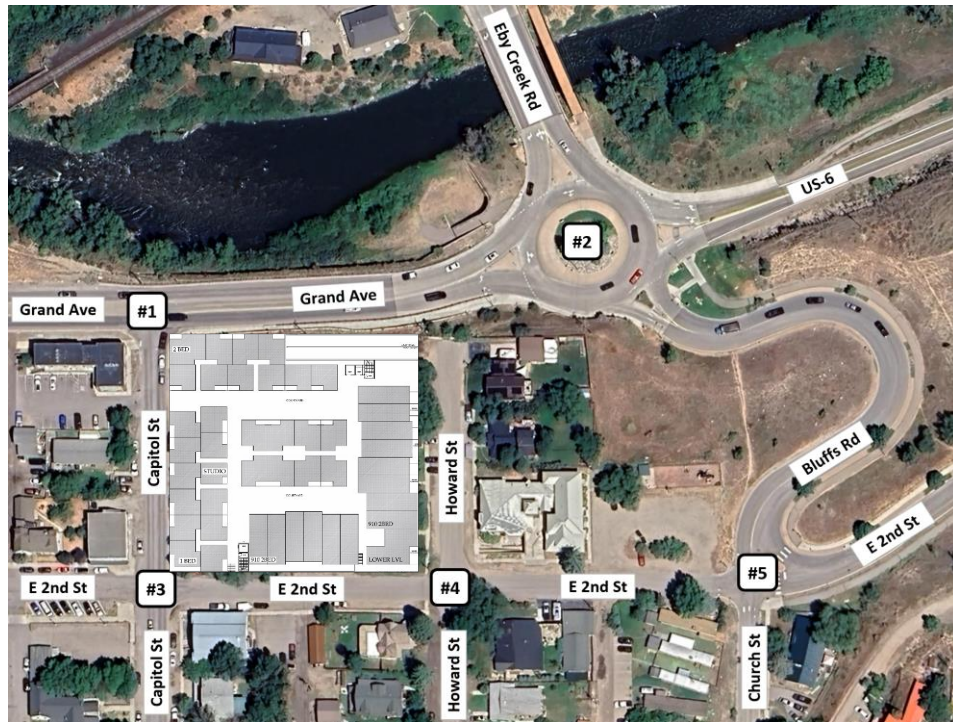


Figure 11: Project Generated Traffic Assignment (Eagle Capitol Flats - Long Term)



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number

M1657

Prepared By

GWS

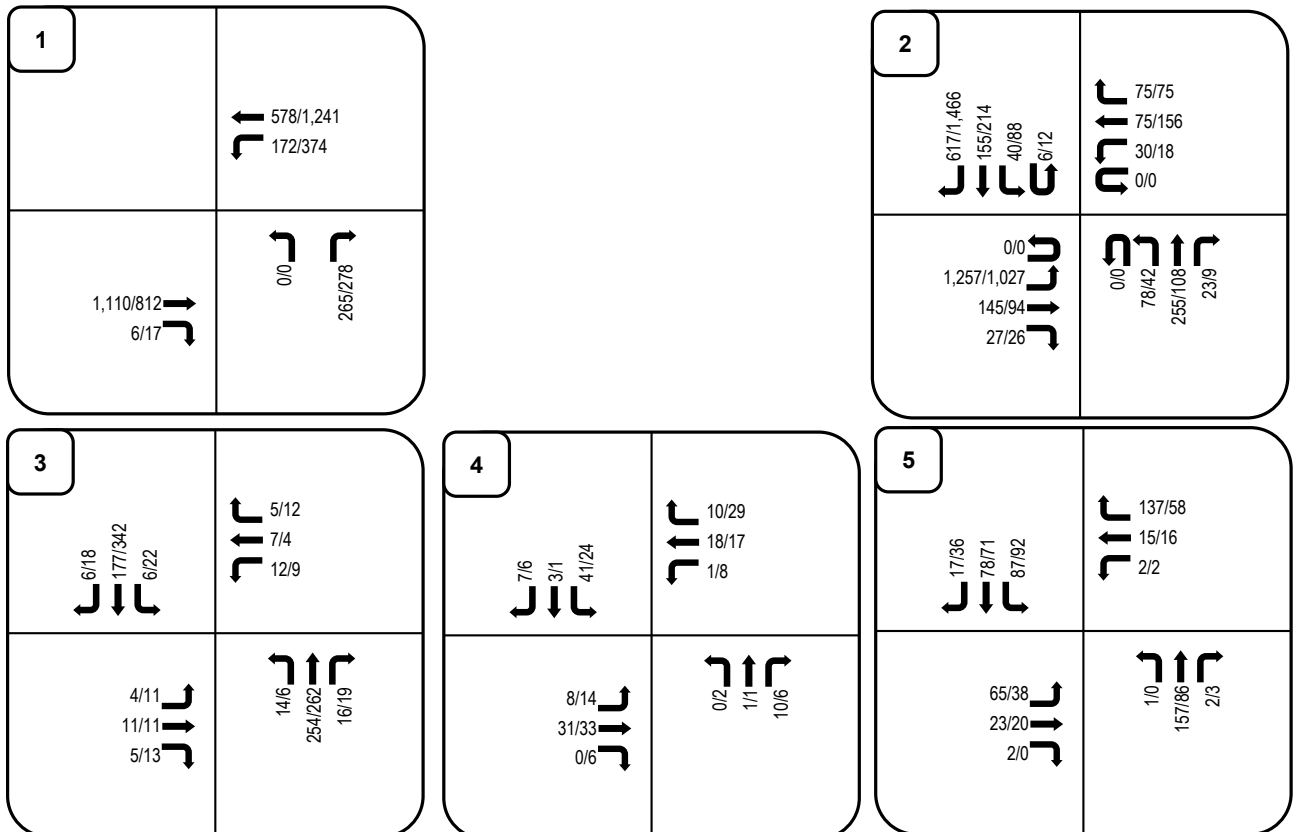
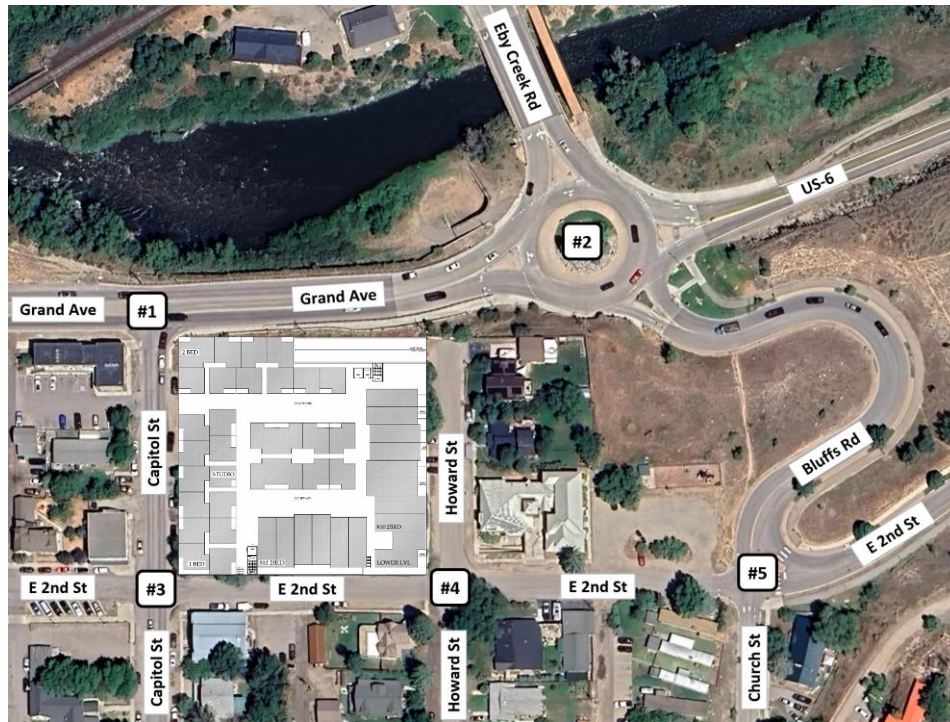
4.4 Total Traffic

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

For Year 2025, the background traffic (**Figure 5**) added to the short-term site-generated traffic (**Figure 10**) yields the total Year 2025 traffic in **Figure 12**.

For Year 2045, the background traffic (**Figure 6**) added to the long-term site-generated traffic (**Figure 11**) yields the total Year 2045 traffic in **Figure 13**.

Figure 12: Year 2025 Total Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements



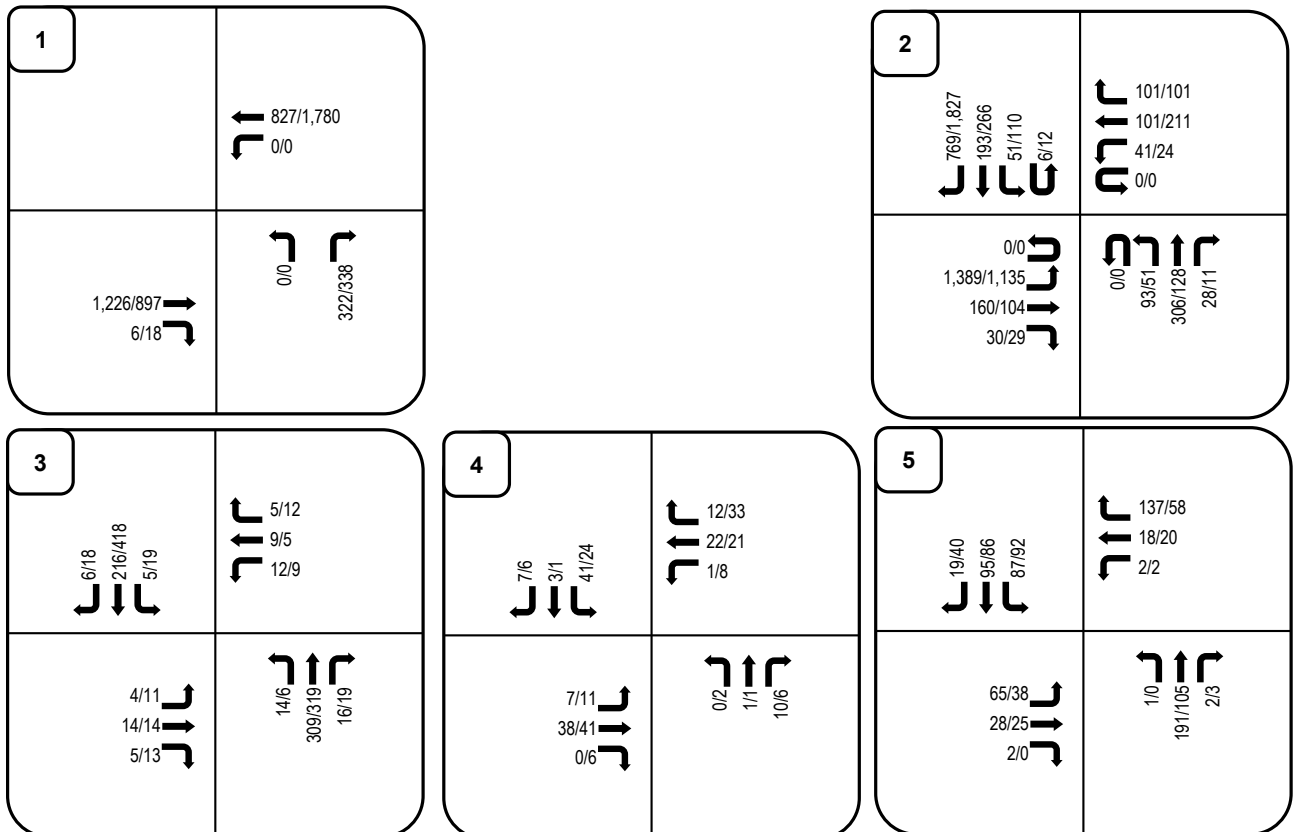
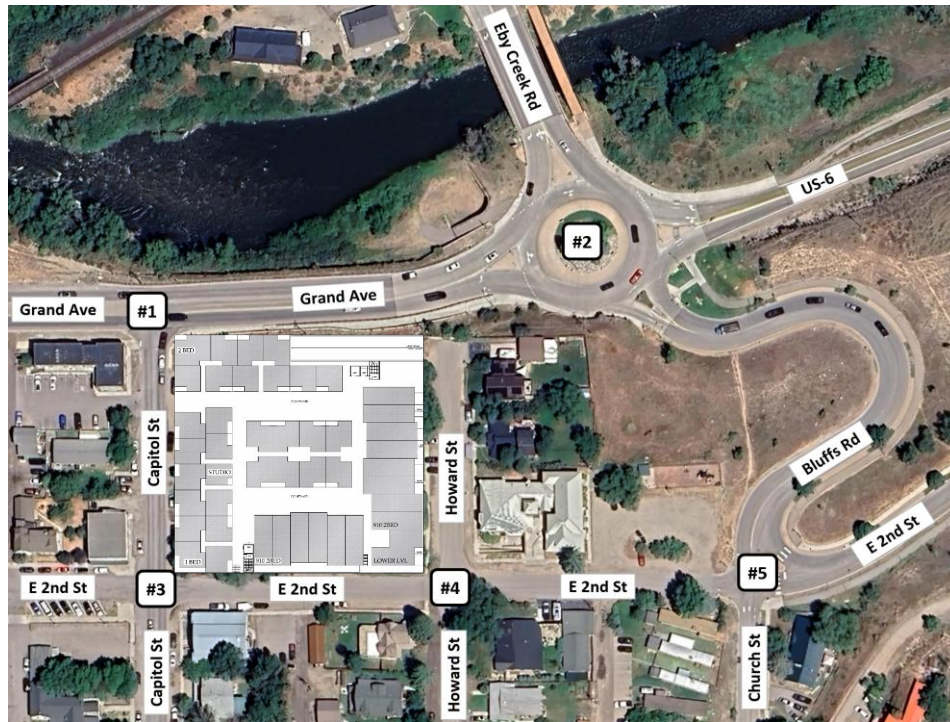
Project Number

M1657

Prepared By

GWS

Figure 13: Year 2045 Total Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements



Project Number

M1657

Prepared By

GWS

5.0 Traffic Analysis

5.1 Total Traffic Level of Service

An HCM analysis under total traffic conditions was performed for the proposed site access under both short-term Year 2025 and long-term Year 2045 traffic conditions. The results can be seen in **Table 4**.

Table 4: HCM Total Traffic LOS

#	Int.	Traffic Control	Approach	Year 2025 Total Level of Service (Delay in Seconds)		Year 2045 Total Level of Service (Delay in Seconds)	
				AM	PM	AM	PM
1	Grand Ave and Capitol St	NB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (3.3)	A (3.5)	A (0.0)	A (0.0)
			NB	F (205.3)	F (59.7)	F (51.9)	D (27.1)
2	Grand Ave & Eby Creek Rd	RAB	EB	A (7.34)	A (5.32)	B (12.94)	A (6.51)
			WB	B (10.75)	A (6.57)	C (16.74)	A (8.64)
			NB	C (20.90)	A (9.94)	E (48.32)	B (11.75)
			SB	A (3.78)	C (23.93)	A (4.79)	F (245.92)
3	Capitol St & E 2nd St	EB/WB Stop	EB	B (12.5)	B (15.0)	B (13.8)	C (17.6)
			WB	B (12.9)	B (13.9)	B (14.3)	C (16.0)
			NB	A (0.5)	A (0.2)	A (0.4)	A (0.2)
			SB	A (0.3)	A (0.6)	A (0.2)	A (0.5)
4	Howard St & E 2nd St	NB/SB Stop	EB	A (1.6)	A (2.0)	A (1.2)	A (1.4)
			WB	A (0.2)	A (1.2)	A (0.2)	A (1.0)
			NB	A (8.6)	A (8.8)	A (8.6)	A (8.9)
			SB	A (9.3)	A (9.4)	A (9.4)	A (9.4)
5	E 2nd St and Bluffs Rd	All-Way Stop	EB	A (9.1)	A (8.3)	A (9.4)	A (8.5)
			WB	A (8.6)	A (7.7)	A (9.0)	A (7.9)
			NB	A (9.3)	A (8.1)	A (9.9)	A (8.4)
			SB	A (9.6)	A (8.9)	B (10.1)	A (9.2)

As observed in Table 4, three of the five intersections are anticipated to operate at an acceptable LOS. The two intersections that are anticipated to operate at a failing LOS were already failing with existing or background traffic conditions.

Grand Avenue & Capitol Street: The east and west legs of this intersection are anticipated to operate at an acceptable LOS A through long-term Year 2045 total traffic conditions. However, the south leg is anticipated to operate at a failing LOS F with Year 2025 total traffic conditions.

The south leg is anticipated to operate at a failing LOS due to the high eastbound and westbound traffic volumes. The northbound traffic is stop controlled and must wait for a gap to open on Grand Avenue to be able to merge. The high eastbound and westbound traffic volumes make it difficult for gaps to form which leads to long delays for the northbound traffic.

Grand Avenue & Eby Creek Road: The east and west legs are anticipated to operate at an acceptable LOS C or better through long-term Year 2045 total traffic conditions. However, the north and south legs are anticipated to operate at a failing LOS E or worse with Year 2045 total traffic conditions.

Capitol Street & East Second Street: This intersection is anticipated to operate at an acceptable LOS C or better on all legs through long-term Year 2045 total traffic conditions.

Howard Street & East Second Street: This intersection is anticipated to operate at an acceptable LOS A on all legs through long-term Year 2045 total traffic conditions.

East Second Street & Bluffs Road: This intersection is anticipated to operate at an acceptable LOS B or better on all legs through long-term Year 2045 total traffic conditions.

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

5.2 Auxiliary Turn Lane Analysis

The State of Colorado *State Highway Access Code*⁶ (*Access Code*) was referenced to determine auxiliary turn lane requirements for Highway 6 west of Eby Creek Road and for I-70F north of Eby Creek Road. The *Access Code* establishes the need for auxiliary turn lanes on Colorado's highway network. Several criteria apply when determining the traffic volume thresholds such as roadway classification, posted speed limit, turning traffic volumes, and safety/operations.

The Eby Creek roundabout is the only intersection that involves CDOT roads. This intersection is currently a roundabout. Therefore, auxiliary turn lanes are not warranted at this point.

Auxiliary turn lane recommendation for the Town of Eagle roadways were based on the anticipated LOS, 95th percentile queue lengths, and safety and operations.

Grand Avenue & Capitol Street: The east and west legs are anticipated to operate at an acceptable LOS through the long-term Year 2045 total traffic conditions. Additionally, the eastbound and westbound 95th percentile queue lengths are less than one vehicle long. Therefore, no auxiliary turn lanes are warranted on the east or west legs.

⁶ State of Colorado State Highway Access Code, March 2002.

The south leg is anticipated to operate at a failing LOS. However, the south leg only allows northbound right turns. Therefore, an auxiliary turn lane is not applicable on the south leg due to northbound right being the only movement allowed.

Capitol Street & East Second Street: All legs are anticipated to operate at an acceptable LOS. The 95th percentile queue lengths are anticipated to be less than one vehicle long. Therefore, no auxiliary turn lanes are warranted at this intersection.

Howard Street & East Second Street: All legs are anticipated to operate at an acceptable LOS. The 95th percentile queue lengths are anticipated to be less than one vehicle long. Therefore, no auxiliary turn lanes are warranted at this intersection.

Bluffs Road & East Second Street: All legs are anticipated to operate at an acceptable LOS. The 95th percentile queue lengths are anticipated to be less than one vehicle long. Therefore, no auxiliary turn lanes are warranted at this intersection.

5.3 Site Accesses Sight Distance

Sight distance requirements are determined by **Section 3.2.2** of the *American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets*⁷ (AASHTO's Greenbook).

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

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

⁷ AASHTO's A policy on Geometric Design of Highways and Streets

6.0 Summary and Recommendations

The proposed residential development is a series of parcels with the northwest parcel located at 104 Capitol Street, Eagle, CO 81631. All the parcels are within the block bordered by Grand Avenue, Howard Street, Second Street, and Capitol Street. The two northern parcels are currently vacant. The remaining parcels located in the southern portion of the block are occupied with single family homes, trailer homes, and a counseling facility. The client is proposing to develop 170 residential dwelling units.

Trip Generation: The development is anticipated to generate 695vpd. This includes 54vph during the weekday morning peak hour, and 63vph during the weekday evening peak hour.

Site Access: The development proposes one access located on the northeast side of the project site with direct connectivity to Howard Street. The proposed site plan is shown in **Figure 2**.

Background and Total Level of Service: Synchro and Rodel traffic models were developed to determine the anticipated future operations at each study intersection. Two of the five study intersections are anticipated to operate at a failing LOS with existing or background traffic conditions. The other three intersections are anticipated to operate at an acceptable LOS through long-term Year 2045 total traffic conditions. The two failing intersections are anticipated to operate at failing LOS under background traffic conditions.

Grand Avenue & Capitol Street: The south leg is anticipated to operate at a failing LOS with Year 2024 existing traffic volumes due to the high eastbound and westbound traffic volumes. The northbound traffic is stop controlled and must wait for a gap to open on Grand Avenue to be able to merge. The high eastbound and westbound traffic volumes make it difficult for gaps to form which leads to long delays for the northbound traffic.

Grand Avenue & Eby Creek Road: The north and south legs are anticipated to operate at a failing LOS with Year 2045 background traffic volumes. Therefore, the north and south legs experience long delays which lead to a failing LOS.

See **Section 3.3** and **Section 4.4** for more details.

Auxiliary Turn Lanes Analysis: The State of Colorado *State Highway Access Code*⁸ (*Access Code*) was referenced to determine auxiliary turn lane requirements for Highway 6 west of Eby Creek Road and for I-70F north of Eby Creek Road. The Eby Creek roundabout is the only intersection that involves CDOT roads. This intersection is currently a roundabout. Therefore, auxiliary turn lanes are not applicable at this intersection.

⁸ State of Colorado State Highway Access Code, March 2002.

Auxiliary turn lane recommendation for the Town of Eagle roadways were based on the anticipated LOS, 95th percentile queue lengths, and safety and operations. No auxiliary turn lanes are recommended at this time for the Town of Eagle roadways.

- Grand Ave & Capitol St: The south leg is anticipated to operate at a failing LOS. However, the south leg only allows northbound right turns. Therefore, an auxiliary turn lane is not applicable on the south leg due to northbound right being the only movement allowed.

The remaining intersections are anticipated to operate at an acceptable LOS with a 95th percentile queue length less than one vehicle. Therefore, auxiliary turn lanes are not warranted.

See **Section 5.2** for more details.

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

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

7.0 Appendix

7.1 Reference Documents

1. *Colorado Department of Transportation. Online Transportation Information System, February 2024.*
2. *Grand Avenue Corridor Plan Corridor Study. McDowell Engineering, June 2022.*
3. Highway Capacity Manual, 6th Edition. Transportation Research Board, 2016.
4. Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, 2021.
5. Trip Generation Handbook, An ITE Recommended Practice. Institute of Transportation Engineers, 2001.
6. *State Highway Access Code. State of Colorado, 2002.*
7. American Association of State Highway and Transportation Officials: A policy on Geometric Design of Highways and Streets 7th Edition, 2018.

7.2 Included Documents

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



Transportation Impact Study Methodology Form

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

CONTACT INFORMATION			
Consultant:	Name:		
	Telephone:		
	Email:		
	Developer/Owner Name:		

PROJECT INFORMATION	
Project Name	
Project Location	
Project Description <i>(Attached proposed site plan)</i>	
State Highway	
County	
Mile Post	
Posted Speed Limit	

TIS ASSUMPTIONS			
Study Years	Current Year:	Buildout Year:	Long Term Year:
Traffic Assessment Level <i>(Provide justification)</i>			
Study Intersections	1.	6.	
	2.	7.	
	3.	8.	
	4.	9.	
	5.	10.	
Future Growth Rate	☐ OTIS	☐ Regional TDM	☐ Other
Seasonal Adjustment Factor			



COLORADO
Department of Transportation
 Region 3

ASSUMPTIONS CONTINUED			
Project Trip Distribution (State assumptions and attach sketch that shows individual movements.)			
Trip Reduction Percentage	Internal Capture:		Pass By:
	Multi-Modal:		Other:
Study Time Periods	☐ AM (7-9)	☐ PM (4-6)	☐ Weekday
(Check all that apply)	☐ SAT (Midday)	☐ Other	
Existing and Proposed ITE Trip Generation Land Use			
Analysis Methods (Check all that apply)	☐ Synchro or ☐ HCS (isolated intersections only)		☐ SimTraffic or ☐ Other (closely spaced intersections or when known/expected queuing issue)
	☐ Signal Warrants		☐ Pedestrian/Transit/Bicycle
	☐ Safety/Sight Distance		☐ Queuing and Storage
	☐ Other		
Notes and Other Assumptions			
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.		
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.		

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

Route 006E From 149 to 150



Legend

Route

Milepoint

Structures

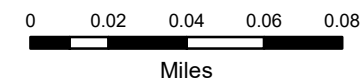
Major Structure

Minor Structure

Created:

Date: 4/16/2024

Time: 4:03:21 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 006E
From 149 To 150

Ramps

Overpass

Underpass

Structures

CLASSIFICATION

Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	5 Major Collector
Highway Designation	U.S.
NHS Designation	0 Not on NHS
Scenic Byway	
Special System	NON-STRAHNET
Toll Road	

SAFETY

Primary Speed Limit	35	45
Secondary Speed Limit	35	

TRAFFIC

AADT	3800
Design Hour Truck Percentage	0.50
DHV	15.5
Off Peak Truck Percentage	3.60
Route Capacity	2400
V/C Ratio	0.28
V/C Ratio 20	0.38
VMT	35940
Year 20 Factor	1.35

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

Route 070F From 0 to 1



Legend

Route

Milepoint

Structures

Major Structure

Minor Structure

Created:

Date: 4/16/2024

Time: 4:00:12 PM

0 0.02 0.04 0.06 0.08
Miles



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



CLASSIFICATION	
Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	5 Major Collector
Highway Designation	SH
NHS Designation	0 Not on NHS
Scenic Byway	
Special System	NON-STRAHNET
Toll Road	

SAFETY	
Primary Speed Limit	35
Secondary Speed Limit	30

TRAFFIC	
AADT	21000
Design Hour Truck Percentage	1.20
DHV	10.0
Off Peak Truck Percentage	5.40
Route Capacity	2100
V/C Ratio	1.14
V/C Ratio 20	1.43
VMT	7560
Year 20 Factor	1.25

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

Monthly Summary Data

CDOT OTIS Station ID 000126, ON I-70 NE/O SH 131 (Station ID: 000011)

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2023	25,318	27,442	28,837	27,527	30,139	34,140	35,558	33,604	31,508	30,156	26,525	25,651
2022	24,486	24,843	29,366	26,912	28,616	33,694	34,262	33,264	32,983	29,877	26,727	25,384
2021	24,064	24,697	29,156	28,675	32,013	35,571	34,096	25,913	32,666	30,062	27,745	25,939
2020	25,212	24,948	20,794	14,355	23,111	28,892	32,426	24,820	31,220	30,163	24,252	23,951
2019	24,754	24,526	26,836	26,614	29,111	33,505	34,978	34,099	32,049	29,503	25,247	25,706
2018	23,833	23,879	28,066	25,227	29,140	31,990	32,973	31,668	31,171	27,693	24,967	24,944
2017	21,883	23,391	27,430	24,926	27,503	32,675	33,346	31,620	29,830	27,045	25,064	24,946
2016	22,470	20,829	25,512	23,563	27,800	31,702	33,354	32,044	30,647	27,020	23,524	23,246
2015	21,420	20,606	25,633	23,457	25,290	29,571	32,273	29,663	28,616	25,758	21,938	23,347
2014	19,821	19,902	23,275	21,317	23,761	27,277	29,877	28,696	26,362	24,408	20,203	21,459
2013	19,541	19,101	22,792	20,349	23,523	21,059	28,327	27,702	24,218	22,205	19,886	20,527
2012	19,531	19,755	23,271	20,611	23,037	26,496	27,976	27,526	24,666	22,125	20,449	18,208
2011	18,928	18,957	21,794	19,271	21,061	25,090	27,358	27,519	25,481	22,004	19,863	20,684
2010	19,580	19,845	20,536	20,416	22,368	25,691	28,091	27,231	24,872	20,956	19,086	19,337
2009	20,473	21,084	22,687	20,734	22,971	26,494	28,787	27,696	25,134	22,138	20,205	19,814
2008	21,786	22,880	24,374	22,791	24,524	26,906	28,666	28,362	25,861	23,962	20,539	19,436
2007	21,395	21,353	23,637	22,582	24,265	27,268	29,439	26,065	23,595	22,722	22,460	20,238
2006	19,845	18,485	23,220	22,153	21,138	26,740	28,011	27,524	25,338	20,618	21,992	20,939
2005	19,470	21,207	22,943	21,288	23,505	27,502	26,983	26,646	24,940	22,596	20,515	19,588
2004	18,910	18,951	22,690	21,136	22,659	24,727	28,076	27,149	24,787	22,388	19,567	19,931
2003	18,431	17,949	18,942	20,692	22,441	25,869	27,729	27,381	23,831	22,323	18,017	18,767
2002	17,455	18,639	20,925	20,125	22,250	23,241	25,979	25,025	21,984	21,313	18,322	19,105
Average	21,300	21,512	24,214	22,487	25,010	28,459	30,389	28,692	27,353	24,865	22,141	21,870

Seasonal Adjustment Factors

CDOT OTIS Station ID 000126, ON I-70 NE/O SH 131 (Station ID: 000011)

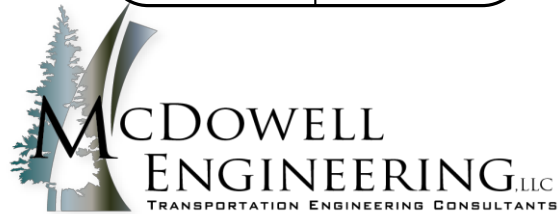
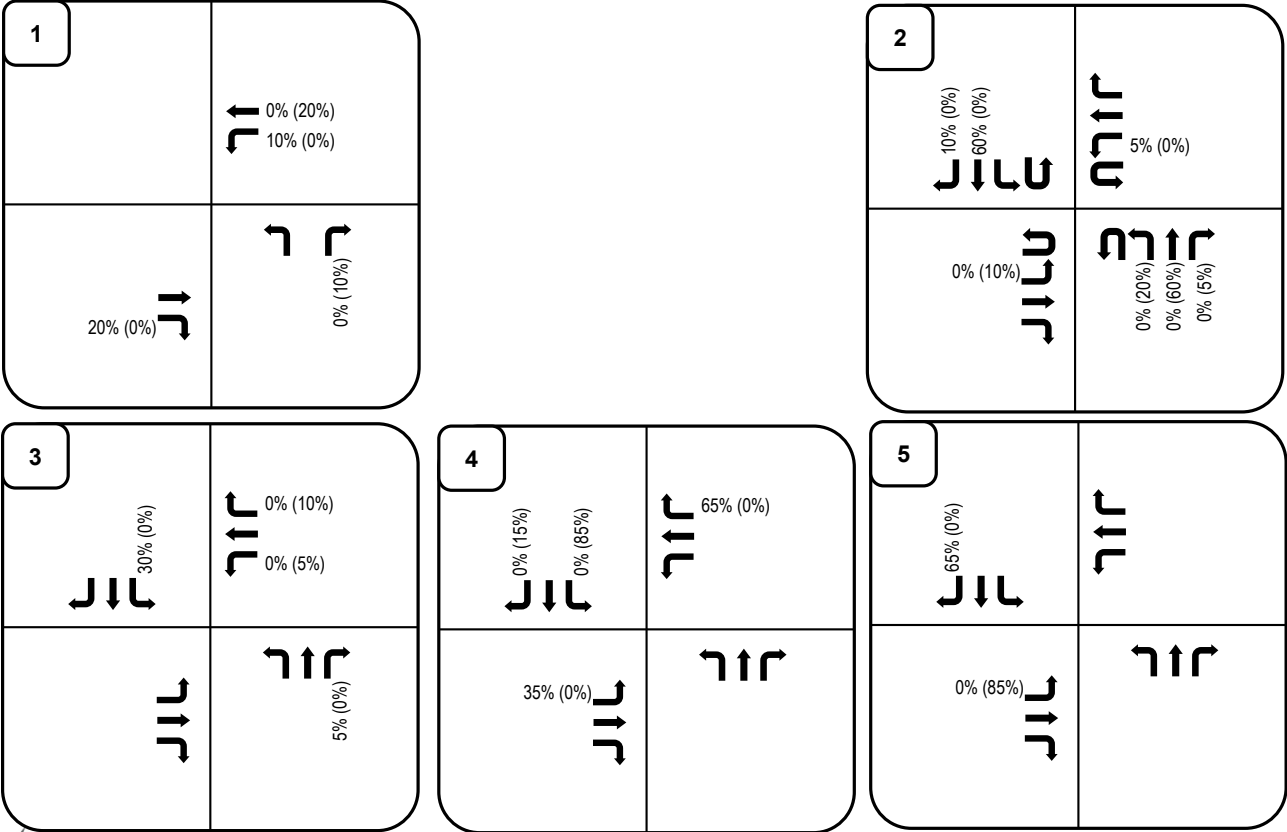
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		21,300	21,512	24,214	22,487	25,010	28,459	30,389	28,692	27,353	24,865	22,141	21,870
Jan	21,300	1.00	1.01	1.14	1.06	1.17	1.34	1.43	1.35	1.28	1.17	1.04	1.03
Feb	21,512	0.99	1.00	1.13	1.05	1.16	1.32	1.41	1.33	1.27	1.16	1.03	1.02
Mar	24,214	0.88	0.89	1.00	0.93	1.03	1.18	1.26	1.18	1.13	1.03	0.91	0.90
Apr	22,487	0.95	0.96	1.08	1.00	1.11	1.27	1.35	1.28	1.22	1.11	0.98	0.97
May	25,010	0.85	0.86	0.97	0.90	1.00	1.14	1.22	1.15	1.09	0.99	0.89	0.87
Jun	28,459	0.75	0.76	0.85	0.79	0.88	1.00	1.07	1.01	0.96	0.87	0.78	0.77
Jul	30,389	0.70	0.71	0.80	0.74	0.82	0.94	1.00	0.94	0.90	0.82	0.73	0.72
Aug	28,692	0.74	0.75	0.84	0.78	0.87	0.99	1.06	1.00	0.95	0.87	0.77	0.76
Sep	27,353	0.78	0.79	0.89	0.82	0.91	1.04	1.11	1.05	1.00	0.91	0.81	0.80
Oct	24,865	0.86	0.87	0.97	0.90	1.01	1.14	1.22	1.15	1.10	1.00	0.89	0.88
Nov	22,141	0.96	0.97	1.09	1.02	1.13	1.29	1.37	1.30	1.24	1.12	1.00	0.99
Dec	21,870	0.97	0.98	1.11	1.03	1.14	1.30	1.39	1.31	1.25	1.14	1.01	1.00

Monthly Summary Data from CDOT OTIS:

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

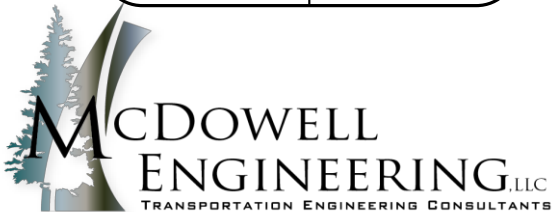
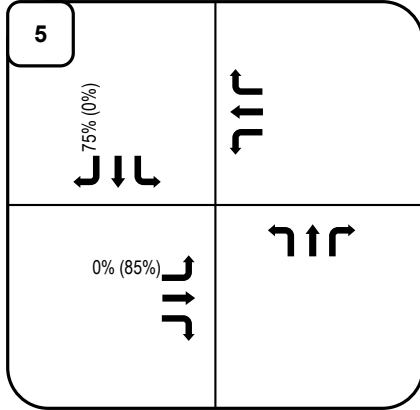
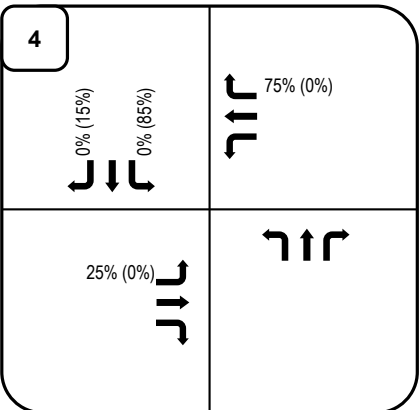
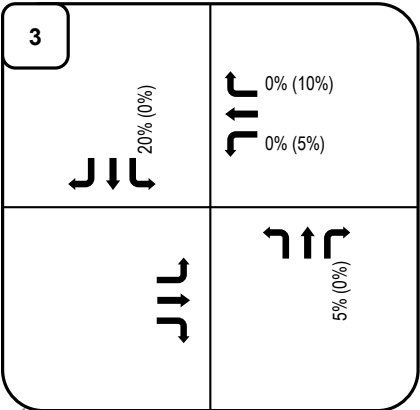
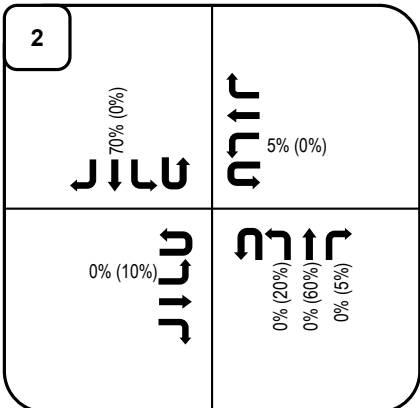
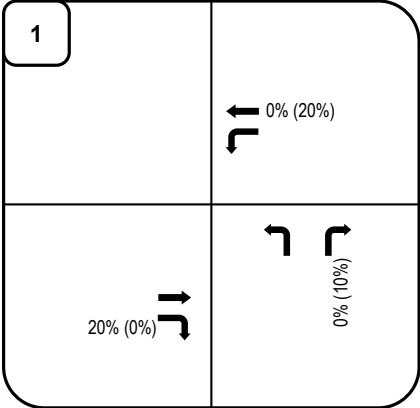
Data Retrieved on April 16, 2024

Figure 6: Project Generated Traffic Distribution (Eagle Capitol Flats - Short Term)



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements
Project Number M1657
Prepared By EP

Figure : Project Generated Traffic Distribution (Eagle Capitol Flats - Long Term)



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

Project Number	M1657
Prepared By	EP

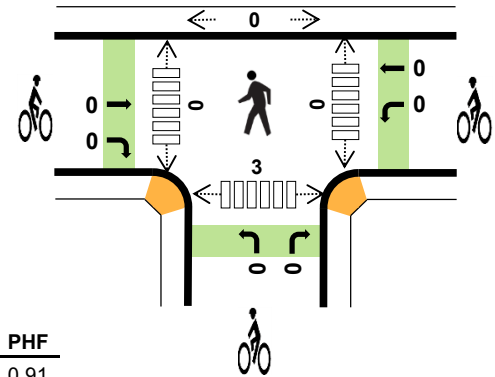
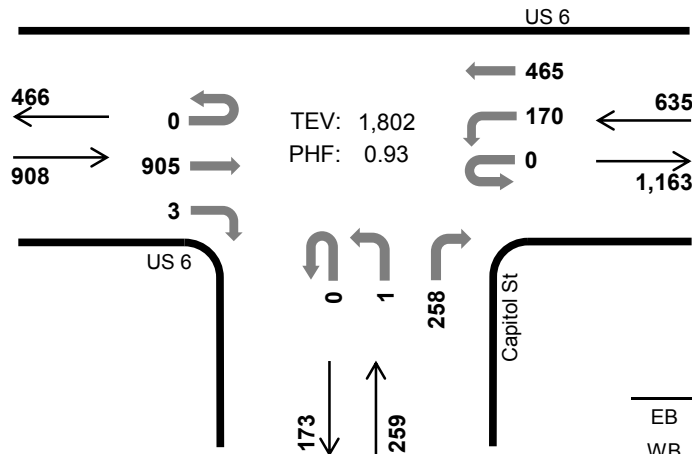
Capitol St
US 6

Peak Hour

Date: 05/23/2024

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	7.6%	0.91
WB	3.3%	0.89
NB	1.5%	0.82
SB	-	-
TOTAL	5.2%	0.93

Two-Hour Count Summaries

Interval Start		US 6				US 6				Capitol St				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	169	1	0	25	61	0	0	0	0	37	0	0	0	0	293	0
7:15 AM		0	0	219	1	0	34	85	0	0	0	0	53	0	0	0	0	392	0
7:30 AM		0	0	249	0	0	30	107	0	0	0	0	56	0	0	0	0	442	0
7:45 AM		0	0	244	0	0	52	126	0	0	0	0	64	0	0	0	0	486	1,613
8:00 AM		0	0	201	0	0	54	121	0	0	0	0	79	0	0	0	0	455	1,775
8:15 AM		0	0	211	3	0	34	111	0	0	1	0	59	0	0	0	0	419	1,802
8:30 AM		0	0	162	0	0	42	107	0	0	0	0	63	0	0	0	0	374	1,734
8:45 AM		0	0	170	0	0	40	115	0	0	0	0	40	0	0	0	0	365	1,613
Count Total		0	0	1,625	5	0	311	833	0	0	1	0	451	0	0	0	0	3,226	0
Peak Hour	All	0	0	905	3	0	170	465	0	0	1	0	258	0	0	0	0	1,802	0
	HV	0	0	69	0	0	3	18	0	0	0	0	4	0	0	0	0	94	0
	HV%	-	-	8%	0%	-	2%	4%	-	-	0%	-	2%	-	-	-	-	5%	0

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

[illegible]

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				Capitol St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	13	0
7:15 AM	0	0	16	0	0	0	3	0	0	0	0	0	0	0	0	0	19	0
7:30 AM	0	0	15	0	0	0	4	0	0	0	0	1	0	0	0	0	20	0
7:45 AM	0	0	14	0	0	1	4	0	0	0	0	0	0	0	0	0	19	71
8:00 AM	0	0	23	0	0	1	5	0	0	0	0	1	0	0	0	0	30	88
8:15 AM	0	0	17	0	0	1	5	0	0	0	0	2	0	0	0	0	25	94
8:30 AM	0	0	10	0	0	1	17	0	0	0	0	1	0	0	0	0	29	103
8:45 AM	0	0	11	0	0	2	10	0	0	0	0	1	0	0	0	0	24	108
Count Total	0	0	117	0	0	6	50	0	0	0	0	6	0	0	0	0	179	0
Peak Hour	0	0	69	0	0	3	18	0	0	0	0	4	0	0	0	0	94	0

Two-Hour Count Summaries - Bikes

Interval Start	US 6			US 6			Capitol St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Capitol St US 6

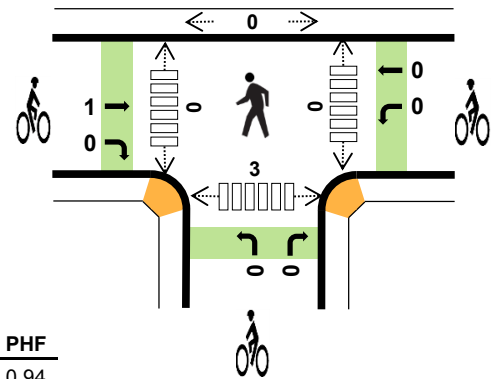
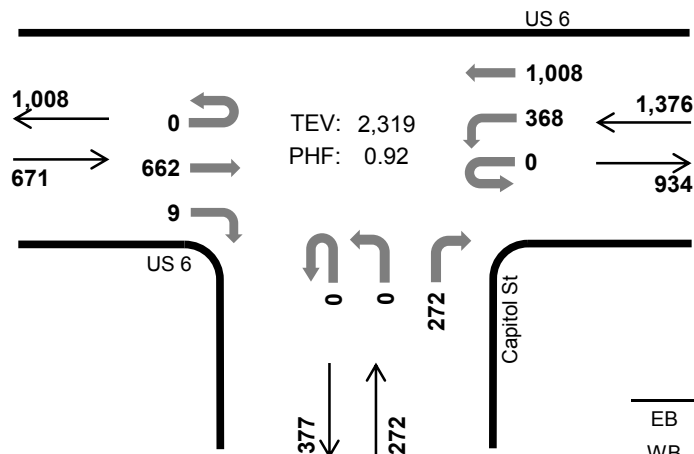


Peak Hour

Date: 05/23/2024

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.1%	0.94
WB	2.5%	0.90
NB	0.4%	0.93
SB	-	-
TOTAL	2.2%	0.92

Two-Hour Count Summaries

Interval Start		US 6				US 6				Capitol St				n/a				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	153	1	0	59	221	0	0	0	0	71	0	0	0	0	505	0
4:15 PM		0	0	145	6	0	79	207	0	0	0	0	64	0	0	0	0	501	0
4:30 PM		0	0	166	2	0	89	213	0	0	0	0	69	0	0	0	0	539	0
4:45 PM		0	0	172	3	0	86	264	0	0	0	0	71	0	0	0	0	596	2,141
5:00 PM		0	0	174	4	0	112	269	0	0	0	0	73	0	0	0	0	632	2,268
5:15 PM		0	0	150	0	0	81	262	0	0	0	0	59	0	0	0	0	552	2,319
5:30 PM		0	0	125	4	0	80	265	0	0	0	0	47	0	0	0	0	521	2,301
5:45 PM		0	0	122	2	0	75	235	0	0	0	0	40	0	0	0	0	474	2,179
Count Total		0	0	1,207	22	0	661	1,936	0	0	0	0	494	0	0	0	0	4,320	0
Peak Hour	All	0	0	662	9	0	368	1,008	0	0	0	0	272	0	0	0	0	2,319	0
	HV	0	0	14	0	0	3	32	0	0	0	0	1	0	0	0	0	50	0
	HV%	-	-	2%	0%	-	1%	3%	-	-	-	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	8	13	1	0	22	0	0	0	0	0	0	0	0	0	0
4:15 PM	7	11	3	0	21	0	0	0	0	0	0	0	0	2	2
4:30 PM	6	13	0	0	19	0	0	0	0	0	0	0	0	0	0
4:45 PM	6	8	0	0	14	0	0	0	0	0	0	0	0	1	1
5:00 PM	1	7	0	0	8	1	0	0	0	1	0	0	0	0	0
5:15 PM	1	7	1	0	9	0	0	0	0	0	0	0	0	2	2
5:30 PM	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	6	0	0	7	0	0	1	0	1	0	0	0	1	1
Count Total	32	71	5	0	108	1	0	1	0	2	0	0	0	6	6
Peak Hr	14	35	1	0	50	1	0	0	0	1	0	0	0	3	3

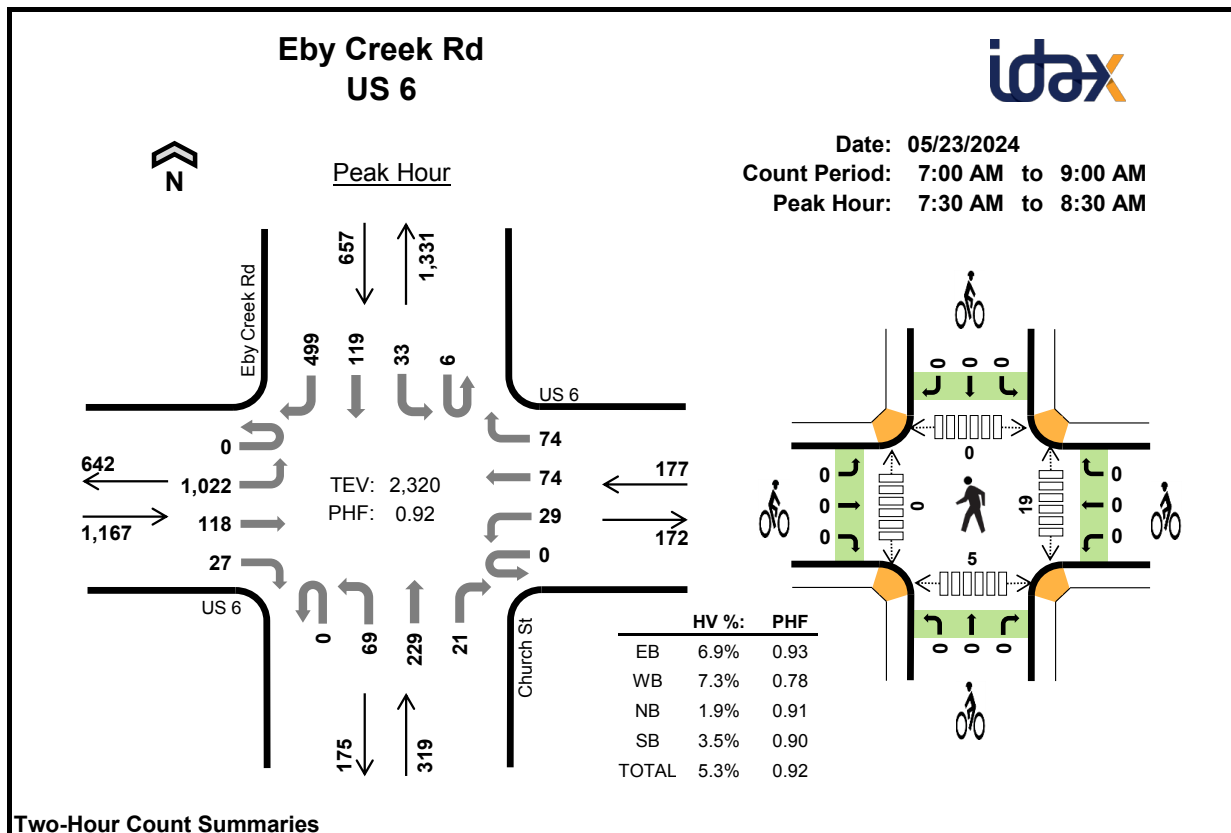
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				Capitol St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	8	0	0	1	12	0	0	0	0	1	0	0	0	0	22	0
4:15 PM	0	0	7	0	0	2	9	0	0	0	0	3	0	0	0	0	21	0
4:30 PM	0	0	6	0	0	2	11	0	0	0	0	0	0	0	0	0	19	0
4:45 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	76
5:00 PM	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	8	62
5:15 PM	0	0	1	0	0	0	7	0	0	0	0	1	0	0	0	0	9	50
5:30 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	39
5:45 PM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	32
Count Total	0	0	32	0	0	6	65	0	0	0	0	5	0	0	0	0	108	0
Peak Hour	0	0	14	0	0	3	32	0	0	0	0	1	0	0	0	0	50	0

Two-Hour Count Summaries - Bikes

Interval Start	US 6			US 6			Capitol St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Count Total	0	1	0	0	0	0	0	0	1	0	0	0	2	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

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

**Two-Hour Count Summaries**

Interval Start		US 6				US 6				Church St				Eby Creek Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	180	24	2	0	0	15	20	0	6	30	3	2	6	6	66	360	0
	7:15 AM	0	225	34	5	0	0	21	18	0	9	44	5	1	13	10	84	469	0
	7:30 AM	0	278	26	10	0	5	22	25	0	15	54	2	1	7	26	104	575	0
	7:45 AM	0	274	27	10	0	10	27	20	0	20	54	6	2	8	44	129	631	2,035
	8:00 AM	0	246	28	5	0	5	16	16	0	18	63	7	3	12	21	146	586	2,261
	8:15 AM	0	224	37	2	0	9	9	13	0	16	58	6	0	6	28	120	528	2,320
	8:30 AM	0	210	24	2	0	2	7	14	0	10	54	9	1	6	25	122	486	2,231
	8:45 AM	0	170	27	4	0	0	20	11	0	13	22	3	4	6	6	130	416	2,016
Count Total		0	1,807	227	40	0	31	137	137	0	107	379	41	14	64	166	901	4,051	0
Peak Hour	All	0	1,022	118	27	0	29	74	74	0	69	229	21	6	33	119	499	2,320	0
	HV	0	53	26	1	0	2	4	7	0	1	3	2	0	5	2	16	122	0
	HV%	-	5%	22%	4%	-	7%	5%	9%	-	1%	1%	10%	0%	15%	2%	3%	5%	0

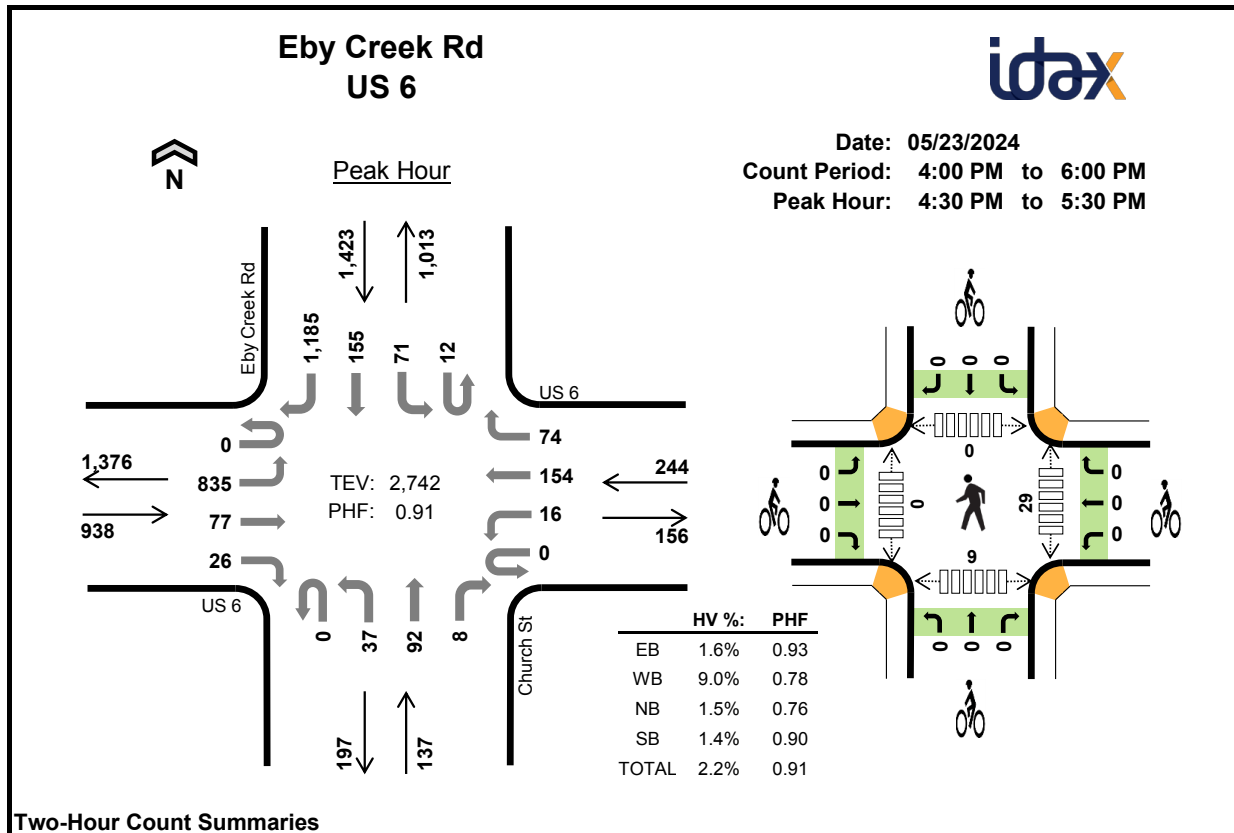
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	11	0	0	3	14	0	0	0	0	0	6	0	0	1	7
7:15 AM	16	1	1	3	21	0	0	0	1	1	2	0	0	2	4
7:30 AM	16	3	1	5	25	0	0	0	0	0	2	0	0	0	2
7:45 AM	19	3	1	3	26	0	0	0	0	0	4	0	0	3	7
8:00 AM	24	3	2	8	37	0	0	0	0	0	5	0	0	0	5
8:15 AM	21	4	2	7	34	0	0	0	0	0	8	0	0	2	10
8:30 AM	12	0	1	17	30	0	0	0	1	1	7	0	0	3	10
8:45 AM	12	1	0	12	25	0	0	0	0	0	2	0	0	2	4
Count Total	131	15	8	58	212	0	0	0	2	2	36	0	0	13	49
Peak Hour	80	13	6	23	122	0	0	0	0	0	19	0	0	5	24

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				Church St				Eby Creek Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	14	0
7:15 AM	0	13	3	0	0	0	1	0	0	0	1	0	0	1	0	2	21	0
7:30 AM	0	13	3	0	0	1	1	1	0	0	1	0	0	1	1	3	25	0
7:45 AM	0	11	7	1	0	0	0	3	0	1	0	0	0	0	0	3	26	86
8:00 AM	0	15	9	0	0	0	2	1	0	0	1	1	0	4	0	4	37	109
8:15 AM	0	14	7	0	0	1	1	2	0	0	1	1	0	0	1	6	34	122
8:30 AM	0	8	4	0	0	0	0	0	0	1	0	0	0	0	1	16	30	127
8:45 AM	0	9	3	0	0	0	1	0	0	0	0	0	0	1	0	11	25	126
Count Total	0	91	39	1	0	2	6	7	0	2	4	2	0	7	3	48	212	0
Peak Hour	0	53	26	1	0	2	4	7	0	1	3	2	0	5	2	16	122	0

Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			Church St			Eby Creek Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Count Total	0	0	0	0	0	0	0	0	0	2	0	0	2	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

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

**Two-Hour Count Summaries**

Interval Start		US 6				US 6				Church St				Eby Creek Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	184	21	17	0	7	24	15	0	18	37	1	4	14	20	232	594	0
4:15 PM		0	176	20	12	0	3	34	21	0	5	22	4	1	19	24	254	595	0
4:30 PM		0	206	19	9	0	4	39	18	0	8	23	1	0	16	33	255	631	0
4:45 PM		0	218	18	7	0	2	29	21	0	10	33	2	5	23	36	311	715	2,535
5:00 PM		0	231	14	6	0	4	51	23	0	13	16	3	4	19	53	318	755	2,696
5:15 PM		0	180	26	4	0	6	35	12	0	6	20	2	3	13	33	301	641	2,742
5:30 PM		0	157	12	5	0	2	44	22	0	12	20	1	3	15	29	289	611	2,722
5:45 PM		0	138	20	4	0	1	42	22	0	7	23	7	5	28	29	261	587	2,594
Count Total		0	1,490	150	64	0	29	298	154	0	79	194	21	25	147	257	2,221	5,129	0
Peak Hour	All	0	835	77	26	0	16	154	74	0	37	92	8	12	71	155	1,185	2,742	0
	HV	0	7	8	0	0	0	18	4	0	2	0	0	1	1	3	15	59	0
	HV%	-	1%	10%	0%	-	0%	12%	5%	-	5%	0%	0%	8%	1%	2%	1%	2%	0

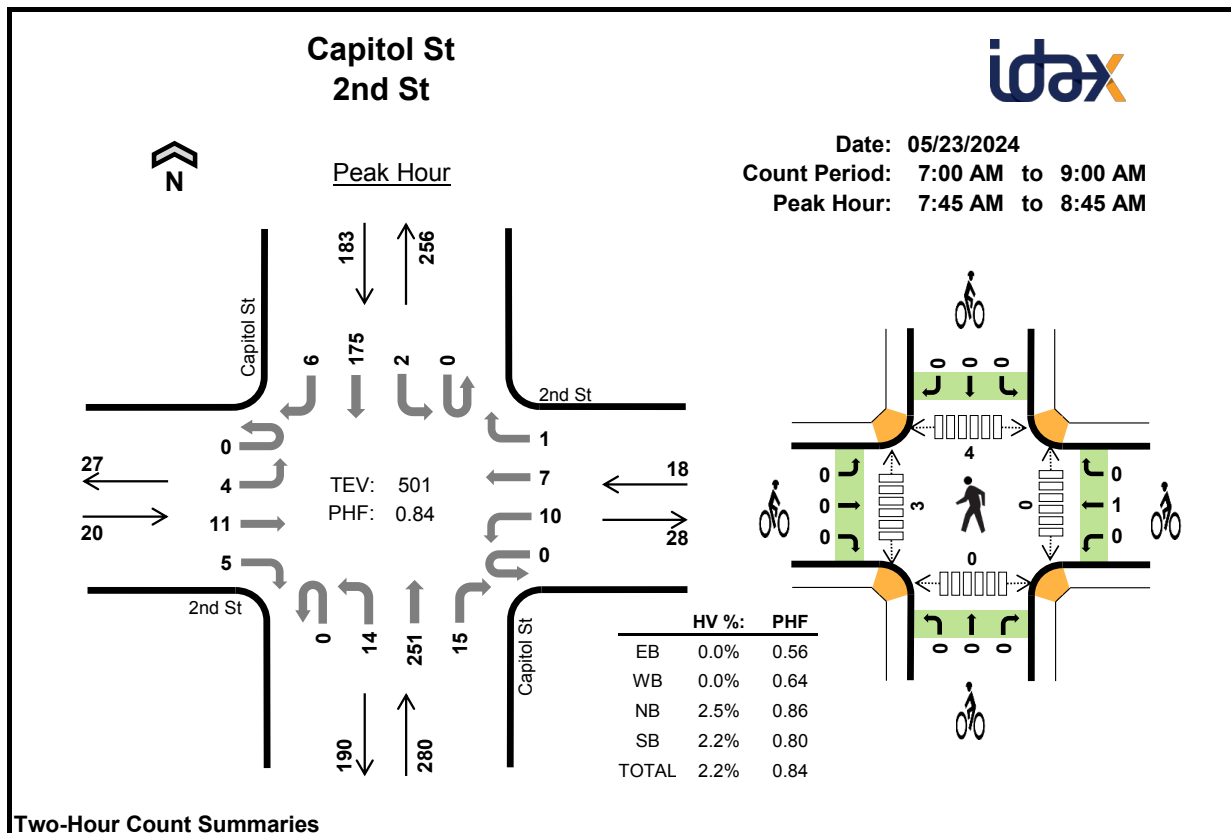
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	8	2	0	13	23	0	0	0	0	0	11	0	0	0	11
4:15 PM	9	3	0	13	25	0	0	0	0	0	11	0	0	2	13
4:30 PM	5	6	1	6	18	0	0	0	0	0	11	0	0	3	14
4:45 PM	6	6	0	7	19	0	0	0	0	0	3	0	0	3	6
5:00 PM	1	6	1	4	12	0	0	0	0	0	10	0	0	2	12
5:15 PM	3	4	0	3	10	0	0	0	0	0	5	0	0	1	6
5:30 PM	3	4	0	3	10	0	0	0	0	0	1	0	0	0	1
5:45 PM	1	4	1	3	9	1	0	0	0	1	6	0	0	2	8
Count Total	36	35	3	52	126	1	0	0	0	1	58	0	0	13	71
Peak Hour	15	22	2	20	59	0	0	0	0	0	29	0	0	9	38

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	US 6				US 6				Church St				Eby Creek Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	6	2	0	0	0	2	0	0	0	0	0	1	1	0	11	23	0
4:15 PM	0	6	3	0	0	1	2	0	0	0	0	0	1	2	0	10	25	0
4:30 PM	0	2	3	0	0	0	6	0	0	1	0	0	0	0	0	6	18	0
4:45 PM	0	3	3	0	0	0	4	2	0	0	0	0	0	1	2	4	19	85
5:00 PM	0	1	0	0	0	0	4	2	0	1	0	0	1	0	0	3	12	74
5:15 PM	0	1	2	0	0	0	4	0	0	0	0	0	0	0	1	2	10	59
5:30 PM	0	3	0	0	0	0	3	1	0	0	0	0	0	0	0	3	10	51
5:45 PM	0	1	0	0	0	0	4	0	0	1	0	0	0	2	0	1	9	41
Count Total	0	23	13	0	0	1	29	5	0	3	0	0	3	6	3	40	126	0
Peak Hour	0	7	8	0	0	0	18	4	0	2	0	0	1	1	3	15	59	0

Two-Hour Count Summaries - Bikes																		
Interval Start	US 6			US 6			Church St			Eby Creek Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

**Two-Hour Count Summaries**

Interval Start		2nd St				2nd St				Capitol St				Capitol St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	0	0	0	0	0	0	0	2	36	1	0	0	20	2	63	0
7:15 AM		0	1	3	1	0	1	1	0	0	0	53	2	0	1	28	3	94	0
7:30 AM		0	3	3	0	0	4	0	0	0	1	52	6	0	0	36	1	106	0
7:45 AM		0	0	4	2	0	4	2	1	0	3	62	6	0	0	47	0	131	394
8:00 AM		0	2	5	2	0	2	1	0	0	8	71	2	0	0	54	3	150	481
8:15 AM		0	1	1	1	0	3	3	0	0	3	58	4	0	2	35	2	113	500
8:30 AM		0	1	1	0	0	1	1	0	0	0	60	3	0	0	39	1	107	501
8:45 AM		0	1	4	2	0	0	2	0	0	0	40	1	0	0	38	3	91	461
Count Total		0	11	21	8	0	15	10	1	0	17	432	25	0	3	297	15	855	0
Peak Hour	All	0	4	11	5	0	10	7	1	0	14	251	15	0	2	175	6	501	0
	HV	0	0	0	0	0	0	0	0	0	0	4	3	0	0	4	0	11	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	2%	20%	-	0%	2%	0%	2%	0

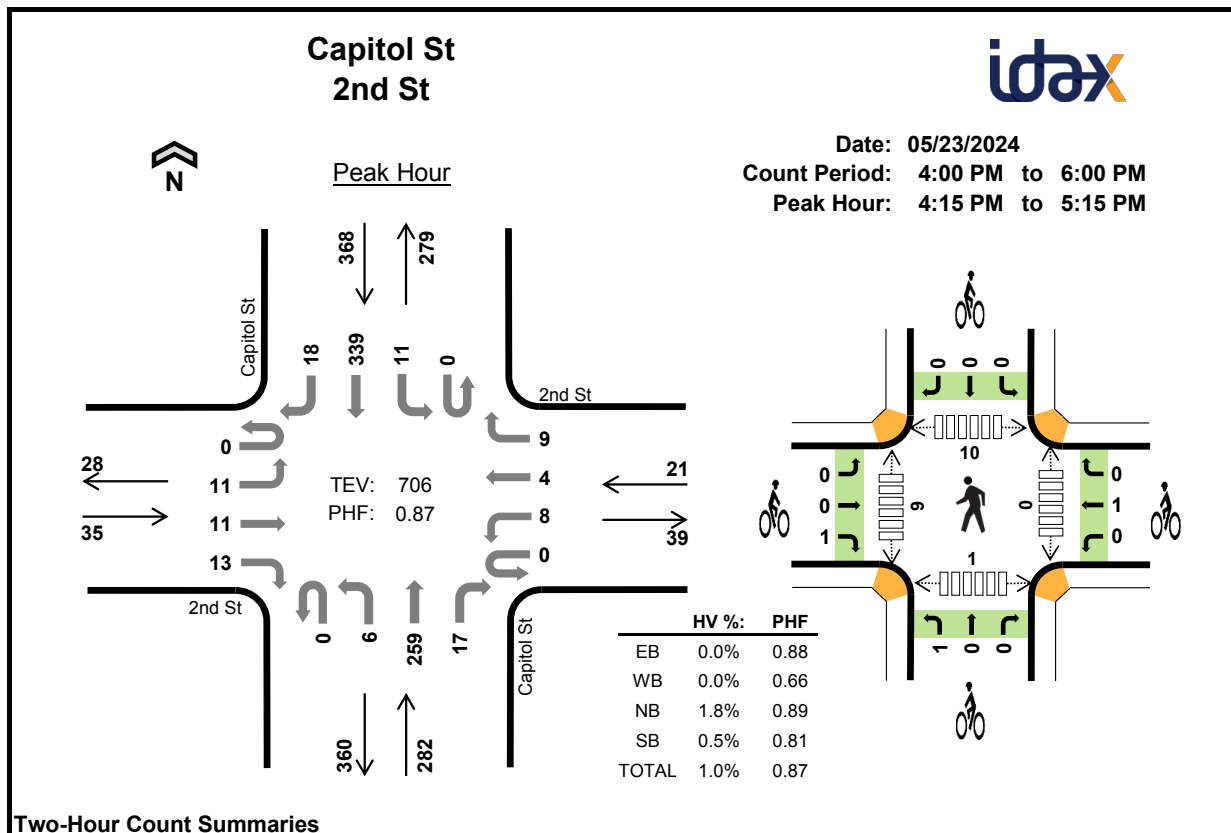
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:30 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	1	2	3	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	1	3	0	0	0	0	0	0	3	3	0	6
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	1	0	2
Count Total	1	0	7	6	14	0	1	1	0	2	0	6	6	0	12
Peak Hour	0	0	7	4	11	0	1	0	0	1	0	3	4	0	7

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Capitol St				Capitol St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	11
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
Count Total	0	1	0	0	0	0	0	0	0	0	4	3	0	0	6	0	14	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	3	0	0	4	0	11	0

Two-Hour Count Summaries - Bikes																		
Interval Start	2nd St			2nd St			Capitol St			Capitol St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Count Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0				
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0				

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

**Two-Hour Count Summaries**

Interval Start		2nd St				2nd St				Capitol St				Capitol St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	4	1	0	2	1	0	0	3	66	4	0	1	56	5	146	0
4:15 PM		0	4	1	4	0	2	1	1	0	0	63	2	0	3	75	5	161	0
4:30 PM		0	3	5	2	0	1	2	1	0	1	64	2	0	3	80	4	168	0
4:45 PM		0	2	3	5	0	3	1	4	0	3	59	9	0	3	76	5	173	648
5:00 PM		0	2	2	2	0	2	0	3	0	2	73	4	0	2	108	4	204	706
5:15 PM		0	3	4	3	0	0	1	0	0	4	49	1	0	1	82	3	151	696
5:30 PM		0	2	2	3	0	1	1	1	0	2	43	1	0	2	83	1	142	670
5:45 PM		0	1	0	2	0	2	2	0	0	1	40	1	0	0	70	2	121	618
Count Total		0	20	21	22	0	13	9	10	0	16	457	24	0	15	630	29	1,266	0
Peak Hour	All	0	11	11	13	0	8	4	9	0	6	259	17	0	11	339	18	706	0
	HV	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	7	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	17%	2%	0%	-	0%	1%	0%	1%	0

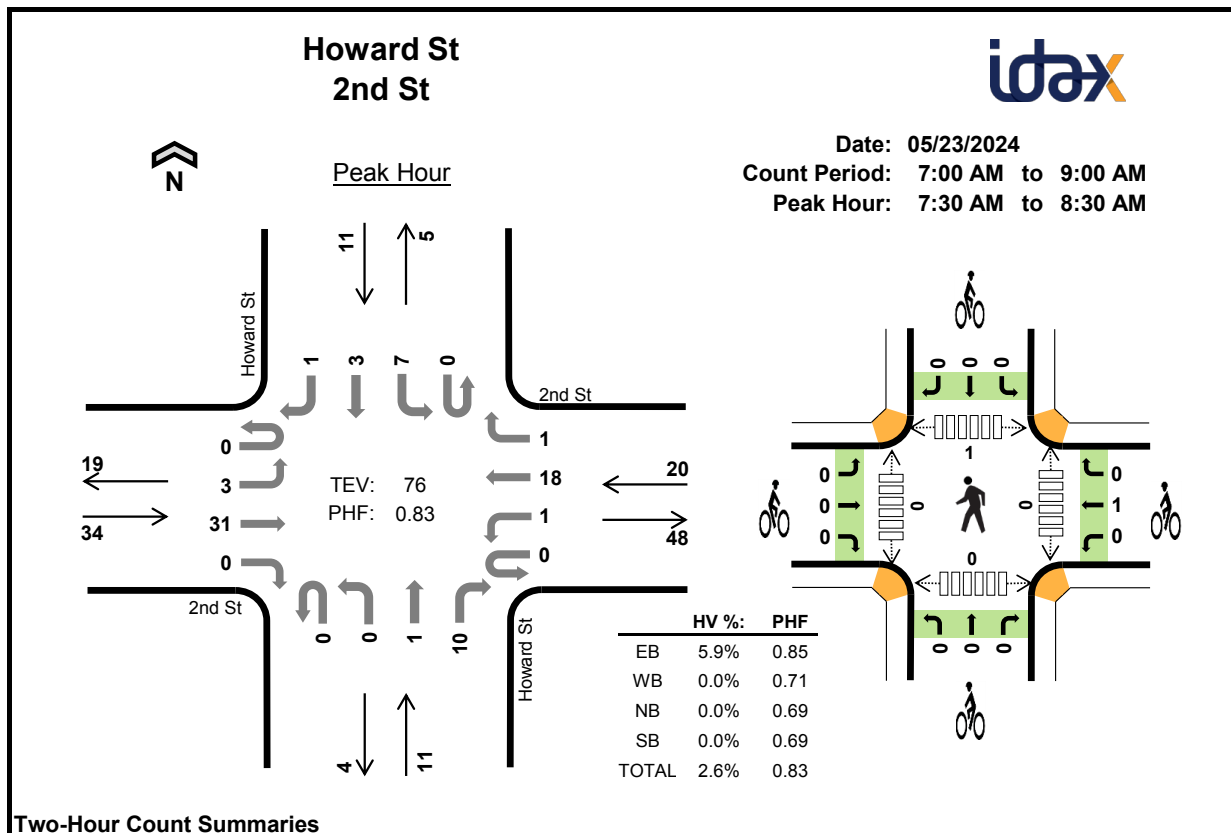
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	2	0	0	0	0	0	1	0	0	7	8
4:15 PM	0	0	3	2	5	1	0	1	0	2	0	2	3	0	5
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	3	1	6
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	5	4	0	9
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	2	2	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	3	0	8
5:45 PM	0	0	0	0	0	1	0	0	1	2	0	0	2	1	3
Count Total	0	0	6	3	9	3	1	1	1	6	1	16	17	9	43
Peak Hour	0	0	5	2	7	1	1	1	0	3	0	9	10	1	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Capitol St				Capitol St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	1	5	0	0	0	2	1	9	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	2nd St			2nd St			Capitol St			Capitol St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	2	0			
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	1	2	3			
Count Total	1	1	1	0	1	0	1	0	0	0	0	1	6	0			
Peak Hour	0	0	1	0	1	0	1	0	0	0	0	0	3	0			

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



Two-Hour Count Summaries

Interval Start		2nd St				2nd St				Howard St				Howard St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	2	0	0	0	0	1	0	0	1	2	0	0	0	0	6	0
7:15 AM		0	2	4	0	0	0	3	0	0	0	0	4	0	0	0	1	14	0
7:30 AM		0	1	8	0	0	0	3	0	0	0	0	4	0	4	0	0	20	0
7:45 AM		0	0	10	0	0	1	5	0	0	0	1	3	0	0	2	1	23	63
8:00 AM		0	0	8	0	0	0	4	0	0	0	0	1	0	1	0	0	14	71
8:15 AM		0	2	5	0	0	0	6	1	0	0	0	2	0	2	1	0	19	76
8:30 AM		0	1	3	0	0	0	3	1	0	0	0	1	0	2	0	0	11	67
8:45 AM		0	1	2	1	0	0	2	0	0	0	0	0	0	0	0	0	6	50
Count Total		0	7	42	1	0	1	26	3	0	0	2	17	0	9	3	2	113	0
Peak Hour	All	0	3	31	0	0	1	18	1	0	0	1	10	0	7	3	1	76	0
	HV	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	0%	6%	-	-	0%	0%	0%	-	-	0%	0%	-	0%	0%	0%	3%	0

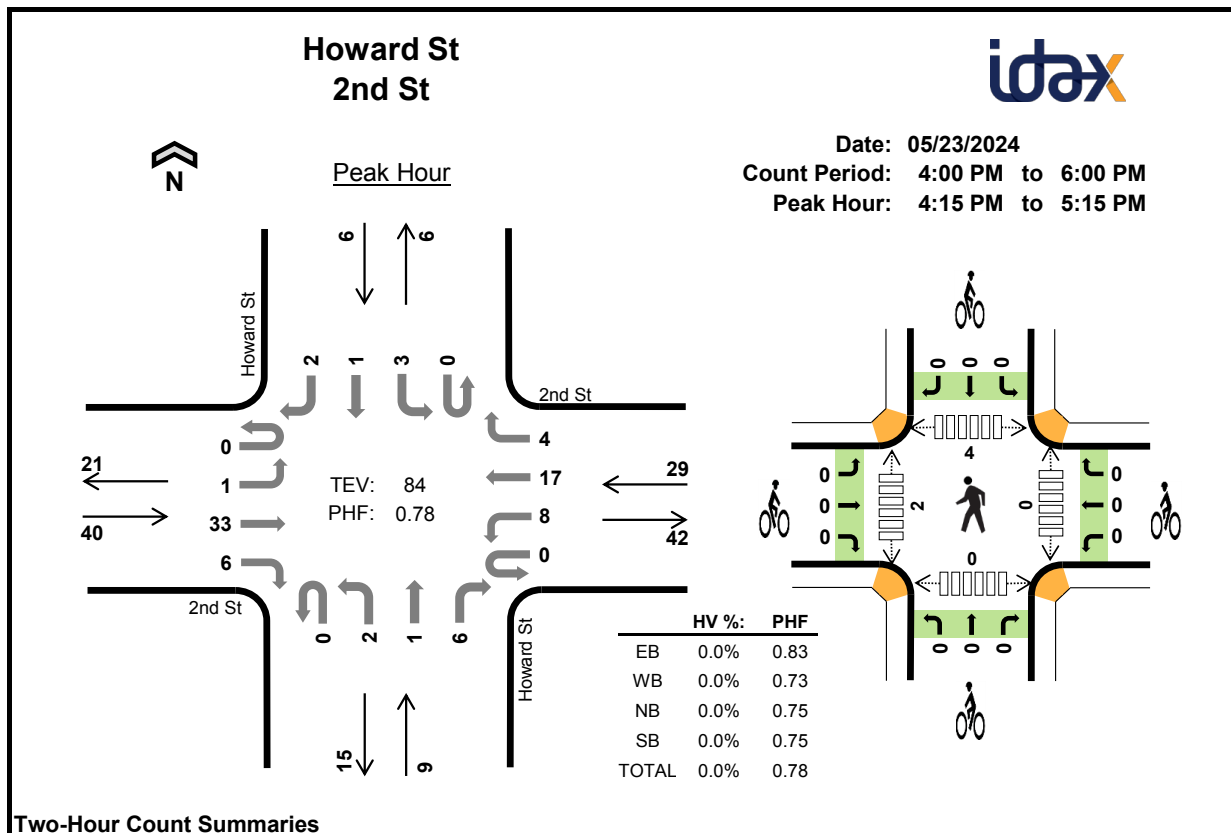
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Howard St				Howard St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	2nd St			2nd St			Howard St			Howard St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	1	0	0	0	1	0	0	1	0	3	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	2			
Count Total	0	0	0	1	1	0	0	1	1	0	1	0	5	0			
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0			

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

**Two-Hour Count Summaries**

Interval Start		2nd St				2nd St				Howard St				Howard St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	7	0	0	0	3	0	0	0	1	2	0	0	0	0	13	0
4:15 PM		0	0	5	2	0	2	4	1	0	0	1	1	0	1	0	1	18	0
4:30 PM		0	0	9	0	0	0	5	0	0	2	0	1	0	0	0	0	17	0
4:45 PM		0	0	10	2	0	4	5	1	0	0	0	3	0	1	0	1	27	75
5:00 PM		0	1	9	2	0	2	3	2	0	0	0	1	0	1	1	0	22	84
5:15 PM		0	0	4	0	0	1	1	1	0	0	0	0	0	0	0	0	7	73
5:30 PM		0	0	8	0	0	2	1	0	0	1	0	1	0	0	0	0	13	69
5:45 PM		0	0	1	0	0	0	6	1	0	0	1	2	0	0	0	0	11	53
Count Total		0	1	53	6	0	11	28	6	0	3	3	11	0	3	1	2	128	0
Peak Hour	All	0	1	33	6	0	8	17	4	0	2	1	6	0	3	1	2	84	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

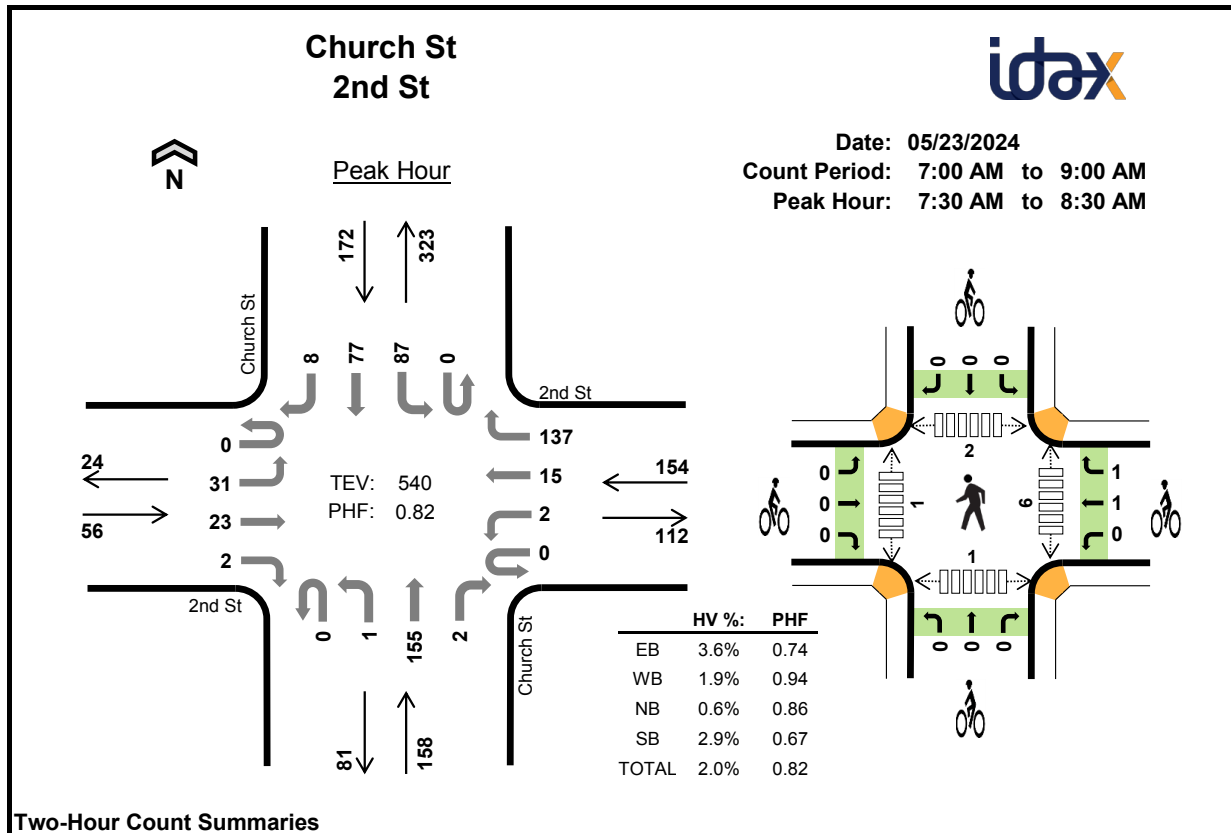
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Howard St				Howard St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes																		
Interval Start	2nd St			2nd St			Howard St			Howard St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	2				
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	3				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
Count Total	0	1	0	2	0	0	0	0	0	0	0	0	3	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

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

**Two-Hour Count Summaries**

Interval Start		2nd St				2nd St				Church St				Church St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	1	0	0	0	0	25	0	0	12	0	0	5	2	0	47	0
7:15 AM		0	6	2	0	0	2	2	34	0	0	24	0	0	7	6	2	85	0
7:30 AM		0	11	8	0	0	1	4	31	0	0	29	0	0	24	16	0	124	0
7:45 AM		0	8	9	0	0	1	3	36	0	0	42	1	0	39	23	2	164	420
8:00 AM		0	6	5	0	0	0	3	38	0	0	39	1	0	13	13	3	121	494
8:15 AM		0	6	1	2	0	0	5	32	0	1	45	0	0	11	25	3	131	540
8:30 AM		0	5	2	0	0	0	2	21	0	0	44	0	0	7	21	2	104	520
8:45 AM		0	1	2	0	0	0	1	11	0	0	16	0	0	7	3	0	41	397
Count Total		0	45	30	2	0	4	20	228	0	1	251	2	0	113	109	12	817	0
Peak Hour	All	0	31	23	2	0	2	15	137	0	1	155	2	0	87	77	8	540	0
	HV	0	1	1	0	0	0	0	3	0	0	1	0	0	4	1	0	11	0
	HV%	-	3%	4%	0%	-	0%	0%	2%	-	0%	1%	0%	-	5%	1%	0%	2%	0

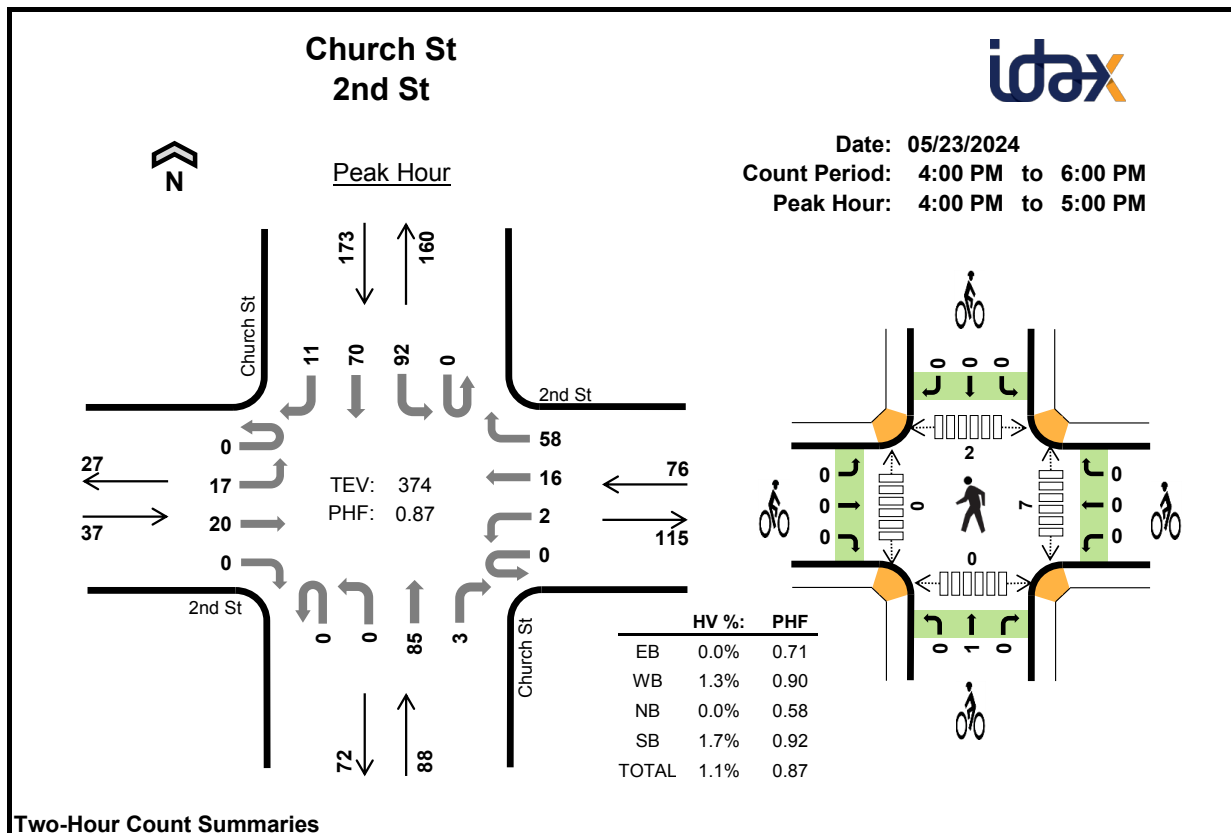
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Church St				Church St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	3	7
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8
8:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	4	11
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	3	11
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	1	2	0	0	0	0	4	0	0	2	0	0	4	2	0	15	0
Peak Hour	0	1	1	0	0	0	0	3	0	0	1	0	0	4	1	0	11	0

Two-Hour Count Summaries - Bikes																		
Interval Start	2nd St			2nd St			Church St			Church St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3			
Count Total	1	0	0	0	1	1	0	0	0	0	0	0	0	3	0			
Peak Hour	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0			

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

**Two-Hour Count Summaries**

Interval Start		2nd St				2nd St				Church St				Church St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	6	0	0	2	3	14	0	0	38	0	0	22	21	0	107	0
4:15 PM		0	4	4	0	0	0	6	13	0	0	13	1	0	13	21	4	79	0
4:30 PM		0	4	5	0	0	0	3	14	0	0	13	1	0	28	16	3	87	0
4:45 PM		0	8	5	0	0	0	4	17	0	0	21	1	0	29	12	4	101	374
5:00 PM		0	5	7	0	0	0	1	17	0	0	9	0	1	36	22	5	103	370
5:15 PM		0	2	2	0	0	0	1	15	0	0	11	0	0	25	15	2	73	364
5:30 PM		0	1	6	0	0	1	2	17	0	0	13	1	0	16	16	2	75	352
5:45 PM		0	6	0	0	0	0	4	20	0	1	14	0	0	19	11	5	80	331
Count Total		0	31	35	0	0	3	24	127	0	1	132	4	1	188	134	25	705	0
Peak Hour	All	0	17	20	0	0	2	16	58	0	0	85	3	0	92	70	11	374	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	0
	HV%	-	0%	0%	-	-	0%	0%	2%	-	-	0%	0%	-	3%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3
4:15 PM	0	0	0	1	1	0	0	0	0	0	4	0	0	0	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4
5:15 PM	0	0	0	1	1	0	0	0	0	0	2	0	1	0	3
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
5:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	1	2	1	4	8	1	0	1	0	2	12	0	5	0	17
Peak Hour	0	1	0	3	4	0	0	1	0	1	7	0	2	0	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Church St				Church St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
Count Total	0	1	0	0	0	0	0	2	0	1	0	0	0	3	1	0	8	
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	

Two-Hour Count Summaries - Bikes																	
Interval Start	2nd St			2nd St			Church St			Church St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	1	0	0	0	0	0	0	1	0	0	0	0	2	0			
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	1	0			

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

Route 070F From 0 to 1



Legend

Route

Milepoint

Structures

Major Structure

Minor Structure

Created:

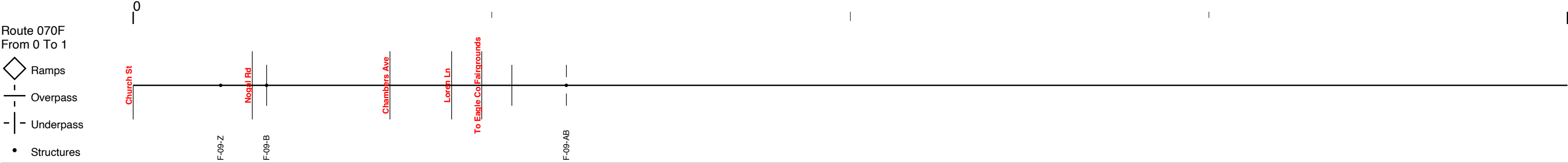
Date: 4/16/2024

Time: 4:00:12 PM

0 0.02 0.04 0.06 0.08
Miles



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



CLASSIFICATION	
Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	5 Major Collector
Highway Designation	SH
NHS Designation	0 Not on NHS
Scenic Byway	
Special System	NON-STRAHNET
Toll Road	

SAFETY	
Primary Speed Limit	35
Secondary Speed Limit	30

TRAFFIC	
AADT	21000
Design Hour Truck Percentage	1.20
DHV	10.0
Off Peak Truck Percentage	5.40
Route Capacity	2100
V/C Ratio	1.14
V/C Ratio 20	1.43
VMT	7560
Year 20 Factor	1.25

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

Route 006E From 149 to 150



Legend

Route

Milepoint

Structures

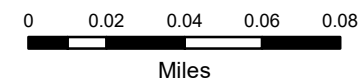
Major Structure

Minor Structure

Created:

Date: 4/16/2024

Time: 4:03:21 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

149

Route 006E
From 149 To 150

Ramps

Overpass

Underpass

Structures

150

CLASSIFICATION

Access Control		R-A: Regional Highway
Administrative Class		CDOT Highway
Forest Route		0
Functional Class		5 Major Collector
Highway Designation		U.S.
NHS Designation		0 Not on NHS
Scenic Byway		
Special System		NON-STRAHNET
Toll Road		

SAFETY

Primary Speed Limit	35	45
Secondary Speed Limit	35	

TRAFFIC

AADT	3800
Design Hour Truck Percentage	0.50
DHV	15.5
Off Peak Truck Percentage	3.60
Route Capacity	2400
V/C Ratio	0.28
V/C Ratio 20	0.38
VMT	35940
Year 20 Factor	1.35

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

Monthly Summary Data

CDOT OTIS Station ID 000126, ON I-70 NE/O SH 131 (Station ID: 000011)

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2023	25,318	27,442	28,837	27,527	30,139	34,140	35,558	33,604	31,508	30,156	26,525	25,651
2022	24,486	24,843	29,366	26,912	28,616	33,694	34,262	33,264	32,983	29,877	26,727	25,384
2021	24,064	24,697	29,156	28,675	32,013	35,571	34,096	25,913	32,666	30,062	27,745	25,939
2020	25,212	24,948	20,794	14,355	23,111	28,892	32,426	24,820	31,220	30,163	24,252	23,951
2019	24,754	24,526	26,836	26,614	29,111	33,505	34,978	34,099	32,049	29,503	25,247	25,706
2018	23,833	23,879	28,066	25,227	29,140	31,990	32,973	31,668	31,171	27,693	24,967	24,944
2017	21,883	23,391	27,430	24,926	27,503	32,675	33,346	31,620	29,830	27,045	25,064	24,946
2016	22,470	20,829	25,512	23,563	27,800	31,702	33,354	32,044	30,647	27,020	23,524	23,246
2015	21,420	20,606	25,633	23,457	25,290	29,571	32,273	29,663	28,616	25,758	21,938	23,347
2014	19,821	19,902	23,275	21,317	23,761	27,277	29,877	28,696	26,362	24,408	20,203	21,459
2013	19,541	19,101	22,792	20,349	23,523	21,059	28,327	27,702	24,218	22,205	19,886	20,527
2012	19,531	19,755	23,271	20,611	23,037	26,496	27,976	27,526	24,666	22,125	20,449	18,208
2011	18,928	18,957	21,794	19,271	21,061	25,090	27,358	27,519	25,481	22,004	19,863	20,684
2010	19,580	19,845	20,536	20,416	22,368	25,691	28,091	27,231	24,872	20,956	19,086	19,337
2009	20,473	21,084	22,687	20,734	22,971	26,494	28,787	27,696	25,134	22,138	20,205	19,814
2008	21,786	22,880	24,374	22,791	24,524	26,906	28,666	28,362	25,861	23,962	20,539	19,436
2007	21,395	21,353	23,637	22,582	24,265	27,268	29,439	26,065	23,595	22,722	22,460	20,238
2006	19,845	18,485	23,220	22,153	21,138	26,740	28,011	27,524	25,338	20,618	21,992	20,939
2005	19,470	21,207	22,943	21,288	23,505	27,502	26,983	26,646	24,940	22,596	20,515	19,588
2004	18,910	18,951	22,690	21,136	22,659	24,727	28,076	27,149	24,787	22,388	19,567	19,931
2003	18,431	17,949	18,942	20,692	22,441	25,869	27,729	27,381	23,831	22,323	18,017	18,767
2002	17,455	18,639	20,925	20,125	22,250	23,241	25,979	25,025	21,984	21,313	18,322	19,105
Average	21,300	21,512	24,214	22,487	25,010	28,459	30,389	28,692	27,353	24,865	22,141	21,870

Seasonal Adjustment Factors

CDOT OTIS Station ID 000126, ON I-70 NE/O SH 131 (Station ID: 000011)

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		21,300	21,512	24,214	22,487	25,010	28,459	30,389	28,692	27,353	24,865	22,141	21,870
Jan	21,300	1.00	1.01	1.14	1.06	1.17	1.34	1.43	1.35	1.28	1.17	1.04	1.03
Feb	21,512	0.99	1.00	1.13	1.05	1.16	1.32	1.41	1.33	1.27	1.16	1.03	1.02
Mar	24,214	0.88	0.89	1.00	0.93	1.03	1.18	1.26	1.18	1.13	1.03	0.91	0.90
Apr	22,487	0.95	0.96	1.08	1.00	1.11	1.27	1.35	1.28	1.22	1.11	0.98	0.97
May	25,010	0.85	0.86	0.97	0.90	1.00	1.14	1.22	1.15	1.09	0.99	0.89	0.87
Jun	28,459	0.75	0.76	0.85	0.79	0.88	1.00	1.07	1.01	0.96	0.87	0.78	0.77
Jul	30,389	0.70	0.71	0.80	0.74	0.82	0.94	1.00	0.94	0.90	0.82	0.73	0.72
Aug	28,692	0.74	0.75	0.84	0.78	0.87	0.99	1.06	1.00	0.95	0.87	0.77	0.76
Sep	27,353	0.78	0.79	0.89	0.82	0.91	1.04	1.11	1.05	1.00	0.91	0.81	0.80
Oct	24,865	0.86	0.87	0.97	0.90	1.01	1.14	1.22	1.15	1.10	1.00	0.89	0.88
Nov	22,141	0.96	0.97	1.09	1.02	1.13	1.29	1.37	1.30	1.24	1.12	1.00	0.99
Dec	21,870	0.97	0.98	1.11	1.03	1.14	1.30	1.39	1.31	1.25	1.14	1.01	1.00

Monthly Summary Data from CDOT OTIS:

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

Data Retrieved on April 16, 2024

1: Capitol St & Grand Ave
Year 2024 Existing AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1104	3	170	567	0	258
Future Volume (Veh/h)	1104	3	170	567	0	258
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1200	3	185	616	0	280
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1203		2188	1202
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1203		2188	1202
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			68		100	0
cM capacity (veh/h)			580		34	225
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	1203	185	616	280		
Volume Left	0	185	0	0		
Volume Right	3	0	0	280		
cSH	1700	580	1700	225		
Volume to Capacity	0.71	0.32	0.36	1.24		
Queue Length 95th (ft)	0	34	0	356		
Control Delay (s)	0.0	14.1	0.0	185.3		
Lane LOS		B		F		
Approach Delay (s)	0.0	3.3		185.3		
Approach LOS				F		
Intersection Summary						
Average Delay			23.9			
Intersection Capacity Utilization			80.9%	ICU Level of Service	D	
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2024 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	11	5	10	7	1	14	251	15	2	175	6
Future Volume (Veh/h)	4	11	5	10	7	1	14	251	15	2	175	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	12	5	11	8	1	15	273	16	2	190	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	514	516	194	520	512	281	197			289		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	514	516	194	520	512	281	197			289		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	99	98	98	100	99			100		
cM capacity (veh/h)	460	457	848	451	460	758	1376			1273		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	21	20	304	199								
Volume Left	4	11	15	2								
Volume Right	5	1	16	7								
cSH	514	464	1376	1273								
Volume to Capacity	0.04	0.04	0.01	0.00								
Queue Length 95th (ft)	3	3	1	0								
Control Delay (s)	12.3	13.1	0.5	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.3	13.1	0.5	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			32.9%		ICU Level of Service					A		
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2024 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	31	0	1	18	1	0	1	10	7	3	1
Future Volume (Veh/h)	3	31	0	1	18	1	0	1	10	7	3	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	34	0	1	20	1	0	1	11	8	3	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	21			34			65	63	34	74	62	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	21			34			65	63	34	74	62	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	100
cM capacity (veh/h)	1595			1578			924	826	1039	904	826	1057
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	37	22	12	12								
Volume Left	3	1	0	8								
Volume Right	0	1	11	1								
cSH	1595	1578	1017	894								
Volume to Capacity	0.00	0.00	0.01	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.6	0.3	8.6	9.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.6	0.3	8.6	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			16.5%	ICU Level of Service				A				
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2024 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	31	23	2	2	15	137	1	155	2	87	77	8
Future Volume (vph)	31	23	2	2	15	137	1	155	2	87	77	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	25	2	2	16	149	1	168	2	95	84	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	61	167	171	188								
Volume Left (vph)	34	2	1	95								
Volume Right (vph)	2	149	2	9								
Hadj (s)	0.13	-0.50	0.03	0.11								
Departure Headway (s)	5.1	4.4	4.7	4.8								
Degree Utilization, x	0.09	0.20	0.22	0.25								
Capacity (veh/h)	637	758	722	712								
Control Delay (s)	8.6	8.5	9.1	9.3								
Approach Delay (s)	8.6	8.5	9.1	9.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.9								
Level of Service				A								
Intersection Capacity Utilization				43.7%	ICU Level of Service	A						
Analysis Period (min)				15								

1: Capitol St & Grand Ave
Year 2024 Existing PM.syn

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱		↱	↱		↱
Traffic Volume (veh/h)	808	9	368	1230	0	272
Future Volume (Veh/h)	808	9	368	1230	0	272
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	878	10	400	1337	0	296
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			888		3020	883
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			888		3020	883
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			48		100	14
cM capacity (veh/h)			763		7	345
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	888	400	1337	296		
Volume Left	0	400	0	0		
Volume Right	10	0	0	296		
cSH	1700	763	1700	345		
Volume to Capacity	0.52	0.52	0.79	0.86		
Queue Length 95th (ft)	0	77	0	198		
Control Delay (s)	0.0	14.8	0.0	54.6		
Lane LOS		B		F		
Approach Delay (s)	0.0	3.4		54.6		
Approach LOS				F		
Intersection Summary						
Average Delay			7.6			
Intersection Capacity Utilization			70.1%	ICU Level of Service		C
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2024 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	11	13	8	4	9	6	259	17	11	339	18
Future Volume (Veh/h)	11	11	13	8	4	9	6	259	17	11	339	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	12	14	9	4	10	7	282	18	12	368	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	719	716	378	727	717	291	388			300		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	719	716	378	727	717	291	388			300		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	97	98	97	99	99	99			99		
cM capacity (veh/h)	332	350	669	320	350	748	1170			1261		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	38	23	307	400								
Volume Left	12	9	7	12								
Volume Right	14	10	18	20								
cSH	416	434	1170	1261								
Volume to Capacity	0.09	0.05	0.01	0.01								
Queue Length 95th (ft)	7	4	0	1								
Control Delay (s)	14.5	13.7	0.2	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.5	13.7	0.2	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			34.5%	ICU Level of Service					A			
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2024 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	33	6	8	17	4	2	1	6	3	1	2
Future Volume (Veh/h)	1	33	6	8	17	4	2	1	6	3	1	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	36	7	9	18	4	2	1	7	3	1	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	22			43			82	82	40	87	83	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	22			43			82	82	40	87	83	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	100	100	100
cM capacity (veh/h)	1593			1566			898	804	1032	887	802	1058
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	31	10	6								
Volume Left	1	9	2	3								
Volume Right	7	4	7	2								
cSH	1593	1566	975	921								
Volume to Capacity	0.00	0.01	0.01	0.01								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.2	2.2	8.7	8.9								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.2	2.2	8.7	8.9								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			15.6%	ICU Level of Service					A			
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2024 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	20	0	2	16	58	0	85	3	92	70	11
Future Volume (vph)	17	20	0	2	16	58	0	85	3	92	70	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	22	0	2	17	63	0	92	3	100	76	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	40	82	95	188								
Volume Left (vph)	18	2	0	100								
Volume Right (vph)	0	63	3	12								
Hadj (s)	0.12	-0.42	0.02	0.10								
Departure Headway (s)	4.8	4.2	4.4	4.4								
Degree Utilization, x	0.05	0.10	0.12	0.23								
Capacity (veh/h)	697	796	782	788								
Control Delay (s)	8.0	7.6	8.0	8.7								
Approach Delay (s)	8.0	7.6	8.0	8.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.2								
Level of Service				A								
Intersection Capacity Utilization				31.4%	ICU Level of Service	A						
Analysis Period (min)				15								

1: Capitol St & Grand Ave
Year 2025 Background AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1110	3	171	570	0	261
Future Volume (Veh/h)	1110	3	171	570	0	261
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1207	3	186	620	0	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1210		2200	1208
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1210		2200	1208
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			68		100	0
cM capacity (veh/h)			577		33	223
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	1210	186	620	284		
Volume Left	0	186	0	0		
Volume Right	3	0	0	284		
cSH	1700	577	1700	223		
Volume to Capacity	0.71	0.32	0.36	1.27		
Queue Length 95th (ft)	0	35	0	370		
Control Delay (s)	0.0	14.2	0.0	196.9		
Lane LOS		B		F		
Approach Delay (s)	0.0	3.3		196.9		
Approach LOS				F		
Intersection Summary						
Average Delay			25.5			
Intersection Capacity Utilization			81.4%	ICU Level of Service	D	
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2025 Background AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	11	5	10	7	1	14	254	15	2	177	6
Future Volume (Veh/h)	4	11	5	10	7	1	14	254	15	2	177	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	12	5	11	8	1	15	276	16	2	192	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	518	522	196	524	517	284	199			292		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	518	522	196	524	517	284	199			292		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	99	98	98	100	99			100		
cM capacity (veh/h)	457	454	846	447	457	755	1373			1270		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	21	20	307	201								
Volume Left	4	11	15	2								
Volume Right	5	1	16	7								
cSH	511	460	1373	1270								
Volume to Capacity	0.04	0.04	0.01	0.00								
Queue Length 95th (ft)	3	3	1	0								
Control Delay (s)	12.3	13.2	0.5	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.3	13.2	0.5	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			33.1%		ICU Level of Service					A		
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2025 Background AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	31	0	1	18	1	0	1	10	7	3	1
Future Volume (Veh/h)	3	31	0	1	18	1	0	1	10	7	3	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	34	0	1	20	1	0	1	11	8	3	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	21			34			65	63	34	74	62	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	21			34			65	63	34	74	62	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	100
cM capacity (veh/h)	1595			1578			924	826	1039	904	826	1057
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	37	22	12	12								
Volume Left	3	1	0	8								
Volume Right	0	1	11	1								
cSH	1595	1578	1017	894								
Volume to Capacity	0.00	0.00	0.01	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.6	0.3	8.6	9.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.6	0.3	8.6	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			16.5%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2025 Background AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	31	23	2	2	15	137	1	157	2	87	78	8
Future Volume (vph)	31	23	2	2	15	137	1	157	2	87	78	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	25	2	2	16	149	1	171	2	95	85	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	61	167	174	189								
Volume Left (vph)	34	2	1	95								
Volume Right (vph)	2	149	2	9								
Hadj (s)	0.13	-0.50	0.03	0.11								
Departure Headway (s)	5.1	4.4	4.7	4.8								
Degree Utilization, x	0.09	0.20	0.23	0.25								
Capacity (veh/h)	635	756	721	711								
Control Delay (s)	8.6	8.5	9.1	9.4								
Approach Delay (s)	8.6	8.5	9.1	9.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				9.0								
Level of Service				A								
Intersection Capacity Utilization				43.9%	ICU Level of Service	A						
Analysis Period (min)				15								

1: Capitol St & Grand Ave
Year 2025 Background PM.syn

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗		↗
Traffic Volume (veh/h)	812	9	370	1236	0	275
Future Volume (Veh/h)	812	9	370	1236	0	275
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	883	10	402	1343	0	299
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			893		3035	888
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			893		3035	888
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			47		100	13
cM capacity (veh/h)			759		7	343
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	893	402	1343	299		
Volume Left	0	402	0	0		
Volume Right	10	0	0	299		
cSH	1700	759	1700	343		
Volume to Capacity	0.53	0.53	0.79	0.87		
Queue Length 95th (ft)	0	79	0	205		
Control Delay (s)	0.0	14.9	0.0	57.2		
Lane LOS		B		F		
Approach Delay (s)	0.0	3.4		57.2		
Approach LOS				F		
Intersection Summary						
Average Delay			7.9			
Intersection Capacity Utilization			70.4%	ICU Level of Service		C
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2025 Background PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	11	13	8	4	9	6	262	17	11	342	18
Future Volume (Veh/h)	11	11	13	8	4	9	6	262	17	11	342	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	12	14	9	4	10	7	285	18	12	372	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	726	723	382	734	724	294	392			303		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	726	723	382	734	724	294	392			303		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	97	98	97	99	99	99			99		
cM capacity (veh/h)	329	347	665	316	347	745	1167			1258		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	38	23	310	404								
Volume Left	12	9	7	12								
Volume Right	14	10	18	20								
cSH	412	431	1167	1258								
Volume to Capacity	0.09	0.05	0.01	0.01								
Queue Length 95th (ft)	8	4	0	1								
Control Delay (s)	14.6	13.8	0.2	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.6	13.8	0.2	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			34.6%	ICU Level of Service					A			
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2025 Background PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	33	6	8	17	4	2	1	6	3	1	2
Future Volume (Veh/h)	1	33	6	8	17	4	2	1	6	3	1	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	36	7	9	18	4	2	1	7	3	1	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	22			43			82	82	40	87	83	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	22			43			82	82	40	87	83	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	100	100	100
cM capacity (veh/h)	1593			1566			898	804	1032	887	802	1058
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	31	10	6								
Volume Left	1	9	2	3								
Volume Right	7	4	7	2								
cSH	1593	1566	975	921								
Volume to Capacity	0.00	0.01	0.01	0.01								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.2	2.2	8.7	8.9								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.2	2.2	8.7	8.9								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			15.6%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2025 Background PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	20	0	2	16	58	0	86	3	92	71	11
Future Volume (vph)	17	20	0	2	16	58	0	86	3	92	71	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	22	0	2	17	63	0	93	3	100	77	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	40	82	96	189								
Volume Left (vph)	18	2	0	100								
Volume Right (vph)	0	63	3	12								
Hadj (s)	0.12	-0.42	0.02	0.10								
Departure Headway (s)	4.8	4.2	4.4	4.4								
Degree Utilization, x	0.05	0.10	0.12	0.23								
Capacity (veh/h)	696	795	781	787								
Control Delay (s)	8.0	7.6	8.0	8.7								
Approach Delay (s)	8.0	7.6	8.0	8.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.3									
Level of Service			A									
Intersection Capacity Utilization			31.5%	ICU Level of Service		A						
Analysis Period (min)			15									

1: Capitol St & Grand Ave
Year 2045 Background AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1226	3	0	819	0	318
Future Volume (Veh/h)	1226	3	0	819	0	318
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1333	3	0	890	0	346
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				1336	1780	668
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				1336	1780	668
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	14
cM capacity (veh/h)				512	73	401
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	889	447	445	445	346	
Volume Left	0	0	0	0	0	
Volume Right	0	3	0	0	346	
cSH	1700	1700	1700	1700	401	
Volume to Capacity	0.52	0.26	0.26	0.26	0.86	
Queue Length 95th (ft)	0	0	0	0	212	
Control Delay (s)	0.0	0.0	0.0	0.0	49.9	
Lane LOS					E	
Approach Delay (s)	0.0		0.0		49.9	
Approach LOS					E	
Intersection Summary						
Average Delay			6.7			
Intersection Capacity Utilization			60.3%		ICU Level of Service	
Analysis Period (min)			15			
			B			

3: Capitol St & E 2nd St
Year 2045 Background AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	14	5	10	9	1	14	309	15	2	216	6
Future Volume (Veh/h)	4	14	5	10	9	1	14	309	15	2	216	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	15	5	11	10	1	15	336	16	2	235	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	622	624	238	629	620	344	242			352		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	622	624	238	629	620	344	242			352		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	96	99	97	97	100	99			100		
cM capacity (veh/h)	387	396	800	377	399	699	1324			1207		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	22	367	244								
Volume Left	4	11	15	2								
Volume Right	5	1	16	7								
cSH	441	395	1324	1207								
Volume to Capacity	0.05	0.06	0.01	0.00								
Queue Length 95th (ft)	4	4	1	0								
Control Delay (s)	13.6	14.6	0.4	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.6	14.6	0.4	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			36.3%	ICU Level of Service					A			
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2045 Background AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	38	0	1	22	1	0	1	10	7	3	1
Future Volume (Veh/h)	3	38	0	1	22	1	0	1	10	7	3	1
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	41	0	1	24	1	0	1	11	8	3	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	25			41			76	74	41	85	74	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	25			41			76	74	41	85	74	24
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	100
cM capacity (veh/h)	1589			1568			908	814	1030	889	815	1052
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	26	12	12								
Volume Left	3	1	0	8								
Volume Right	0	1	11	1								
cSH	1589	1568	1008	880								
Volume to Capacity	0.00	0.00	0.01	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.5	0.3	8.6	9.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.5	0.3	8.6	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			16.5%	ICU Level of Service	A							
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2045 Background AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	31	28	2	2	18	137	1	191	2	87	95	8
Future Volume (vph)	31	28	2	2	18	137	1	191	2	87	95	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	30	2	2	20	149	1	208	2	95	103	9
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	66	171	211	207								
Volume Left (vph)	34	2	1	95								
Volume Right (vph)	2	149	2	9								
Hadj (s)	0.12	-0.49	0.03	0.10								
Departure Headway (s)	5.3	4.5	4.8	4.9								
Degree Utilization, x	0.10	0.22	0.28	0.28								
Capacity (veh/h)	610	721	711	698								
Control Delay (s)	8.9	8.8	9.6	9.7								
Approach Delay (s)	8.9	8.8	9.6	9.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.4									
Level of Service			A									
Intersection Capacity Utilization			46.7%		ICU Level of Service					A		
Analysis Period (min)			15									

1: Capitol St & Grand Ave
Year 2045 Background PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	897	10	0	1775	0	335
Future Volume (Veh/h)	897	10	0	1775	0	335
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	975	11	0	1929	0	364
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			986		1945	493
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			986		1945	493
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	30
cM capacity (veh/h)			696		57	522
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	650	336	964	964	364	
Volume Left	0	0	0	0	0	
Volume Right	0	11	0	0	364	
cSH	1700	1700	1700	1700	522	
Volume to Capacity	0.38	0.20	0.57	0.57	0.70	
Queue Length 95th (ft)	0	0	0	0	136	
Control Delay (s)	0.0	0.0	0.0	0.0	26.3	
Lane LOS					D	
Approach Delay (s)	0.0		0.0		26.3	
Approach LOS					D	
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			52.5%		ICU Level of Service	A
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2045 Background PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	14	13	8	5	9	6	319	17	11	418	18
Future Volume (Veh/h)	11	14	13	8	5	9	6	319	17	11	418	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	15	14	9	5	10	7	347	18	12	454	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	870	867	464	880	868	356	474			365		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	870	867	464	880	868	356	474			365		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	98	96	98	99	99			99		
cM capacity (veh/h)	261	286	598	248	286	688	1088			1194		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	41	24	372	486								
Volume Left	12	9	7	12								
Volume Right	14	10	18	20								
cSH	336	351	1088	1194								
Volume to Capacity	0.12	0.07	0.01	0.01								
Queue Length 95th (ft)	10	5	0	1								
Control Delay (s)	17.2	16.0	0.2	0.3								
Lane LOS	C	C	A	A								
Approach Delay (s)	17.2	16.0	0.2	0.3								
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			39.0%		ICU Level of Service					A		
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2045 Background PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	41	6	8	21	4	2	1	6	3	1	2
Future Volume (Veh/h)	1	41	6	8	21	4	2	1	6	3	1	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	45	7	9	23	4	2	1	7	3	1	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	27			52			96	96	48	101	97	25
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	27			52			96	96	48	101	97	25
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	100	100	100
cM capacity (veh/h)	1587			1554			880	789	1020	869	788	1051
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	53	36	10	6								
Volume Left	1	9	2	3								
Volume Right	7	4	7	2								
cSH	1587	1554	961	906								
Volume to Capacity	0.00	0.01	0.01	0.01								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	0.1	1.9	8.8	9.0								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.1	1.9	8.8	9.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			16.1%	ICU Level of Service				A				
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2045 Background PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	25	0	2	20	58	0	105	3	92	86	11
Future Volume (vph)	17	25	0	2	20	58	0	105	3	92	86	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	27	0	2	22	63	0	114	3	100	93	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	45	87	117	205								
Volume Left (vph)	18	2	0	100								
Volume Right (vph)	0	63	3	12								
Hadj (s)	0.11	-0.40	0.02	0.10								
Departure Headway (s)	4.9	4.3	4.5	4.4								
Degree Utilization, x	0.06	0.10	0.14	0.25								
Capacity (veh/h)	679	768	771	776								
Control Delay (s)	8.2	7.8	8.2	8.9								
Approach Delay (s)	8.2	7.8	8.2	8.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
Level of Service			A									
Intersection Capacity Utilization			32.5%	ICU Level of Service		A						
Analysis Period (min)			15									

1: Capitol St & Grand Ave
Year 2025 Total AM.syn

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗		↗
Traffic Volume (veh/h)	1110	6	172	578	0	265
Future Volume (Veh/h)	1110	6	172	578	0	265
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1207	7	187	628	0	288
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1214		2212	1210
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1214		2212	1210
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		100	0
cM capacity (veh/h)			575		33	222
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	1214	187	628	288		
Volume Left	0	187	0	0		
Volume Right	7	0	0	288		
cSH	1700	575	1700	222		
Volume to Capacity	0.71	0.33	0.37	1.30		
Queue Length 95th (ft)	0	35	0	382		
Control Delay (s)	0.0	14.3	0.0	205.3		
Lane LOS		B		F		
Approach Delay (s)	0.0	3.3		205.3		
Approach LOS				F		
Intersection Summary						
Average Delay			26.7			
Intersection Capacity Utilization			81.9%	ICU Level of Service		D
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2025 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	11	5	12	7	5	14	254	16	6	177	6
Future Volume (Veh/h)	4	11	5	12	7	5	14	254	16	6	177	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	12	5	13	8	5	15	276	17	7	192	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	533	532	196	535	528	284	199			293		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	533	532	196	535	528	284	199			293		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	99	97	98	99	99			99		
cM capacity (veh/h)	443	446	846	439	449	754	1373			1269		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	21	26	308	206								
Volume Left	4	13	15	7								
Volume Right	5	5	17	7								
cSH	501	481	1373	1269								
Volume to Capacity	0.04	0.05	0.01	0.01								
Queue Length 95th (ft)	3	4	1	0								
Control Delay (s)	12.5	12.9	0.5	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.5	12.9	0.5	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			30.4%		ICU Level of Service					A		
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2025 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	31	0	1	18	10	0	1	10	41	3	7
Future Volume (Veh/h)	8	31	0	1	18	10	0	1	10	41	3	7
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	34	0	1	20	11	0	1	11	45	3	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	31			34			89	85	34	91	80	26
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31			34			89	85	34	91	80	26
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	95	100	99
cM capacity (veh/h)	1582			1578			882	800	1039	879	806	1050
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	43	32	12	56								
Volume Left	9	1	0	45								
Volume Right	0	11	11	8								
cSH	1582	1578	1014	895								
Volume to Capacity	0.01	0.00	0.01	0.06								
Queue Length 95th (ft)	0	0	1	5								
Control Delay (s)	1.6	0.2	8.6	9.3								
Lane LOS	A	A	A	A								
Approach Delay (s)	1.6	0.2	8.6	9.3								
Approach LOS			A	A								
Intersection Summary												
Average Delay				4.9								
Intersection Capacity Utilization				21.5%	ICU Level of Service				A			
Analysis Period (min)				15								

5: Bluffs Rd & E 2nd St /E 2nd Rd

Year 2025 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	65	23	2	2	15	137	1	157	2	87	78	17
Future Volume (vph)	65	23	2	2	15	137	1	157	2	87	78	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	25	2	2	16	149	1	171	2	95	85	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	98	167	174	198								
Volume Left (vph)	71	2	1	95								
Volume Right (vph)	2	149	2	18								
Hadj (s)	0.17	-0.50	0.03	0.08								
Departure Headway (s)	5.2	4.5	4.8	4.9								
Degree Utilization, x	0.14	0.21	0.23	0.27								
Capacity (veh/h)	627	734	697	694								
Control Delay (s)	9.1	8.6	9.3	9.6								
Approach Delay (s)	9.1	8.6	9.3	9.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				9.2								
Level of Service				A								
Intersection Capacity Utilization				46.0%	ICU Level of Service	A						
Analysis Period (min)				15								

1: Capitol St & Grand Ave
Year 2025 Total PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	812	17	374	1241	0	278
Future Volume (Veh/h)	812	17	374	1241	0	278
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	883	18	407	1349	0	302
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			901		3055	892
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			901		3055	892
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			46		100	11
cM capacity (veh/h)			754		6	341
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	901	407	1349	302		
Volume Left	0	407	0	0		
Volume Right	18	0	0	302		
cSH	1700	754	1700	341		
Volume to Capacity	0.53	0.54	0.79	0.89		
Queue Length 95th (ft)	0	82	0	212		
Control Delay (s)	0.0	15.2	0.0	59.7		
Lane LOS		C		F		
Approach Delay (s)	0.0	3.5		59.7		
Approach LOS				F		
Intersection Summary						
Average Delay			8.2			
Intersection Capacity Utilization			71.2%	ICU Level of Service	C	
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2025 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	11	13	9	4	12	6	262	19	22	342	18
Future Volume (Veh/h)	11	11	13	9	4	12	6	262	19	22	342	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	12	14	10	4	13	7	285	21	24	372	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	754	750	382	760	750	296	392			306		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	754	750	382	760	750	296	392			306		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	98	97	99	98	99			98		
cM capacity (veh/h)	311	332	665	301	332	744	1167			1255		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	38	27	313	416								
Volume Left	12	10	7	24								
Volume Right	14	13	21	20								
cSH	396	431	1167	1255								
Volume to Capacity	0.10	0.06	0.01	0.02								
Queue Length 95th (ft)	8	5	0	1								
Control Delay (s)	15.0	13.9	0.2	0.6								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.0	13.9	0.2	0.6								
Approach LOS	C	B										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			40.5%	ICU Level of Service					A			
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2025 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	33	6	8	17	29	2	1	6	24	1	6
Future Volume (Veh/h)	14	33	6	8	17	29	2	1	6	24	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	36	7	9	18	32	2	1	7	26	1	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	50			43			129	138	40	129	125	34
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50			43			129	138	40	129	125	34
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	99	97	100	99
cM capacity (veh/h)	1557			1566			828	742	1032	828	754	1039
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	58	59	10	34								
Volume Left	15	9	2	26								
Volume Right	7	32	7	7								
cSH	1557	1566	948	861								
Volume to Capacity	0.01	0.01	0.01	0.04								
Queue Length 95th (ft)	1	0	1	3								
Control Delay (s)	2.0	1.2	8.8	9.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	2.0	1.2	8.8	9.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			16.5%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd

Year 2025 Total PM.syn

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	38	20	0	2	16	58	0	86	3	92	71	36								
Future Volume (vph)	38	20	0	2	16	58	0	86	3	92	71	36								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
Hourly flow rate (vph)	41	22	0	2	17	63	0	93	3	100	77	39								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	63	82	96	216																
Volume Left (vph)	41	2	0	100																
Volume Right (vph)	0	63	3	39																
Hadj (s)	0.16	-0.42	0.02	0.02																
Departure Headway (s)	4.9	4.3	4.5	4.4																
Degree Utilization, x	0.09	0.10	0.12	0.26																
Capacity (veh/h)	680	772	760	787																
Control Delay (s)	8.3	7.7	8.1	8.9																
Approach Delay (s)	8.3	7.7	8.1	8.9																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			8.5																	
Level of Service			A																	
Intersection Capacity Utilization			34.2%	ICU Level of Service						A										
Analysis Period (min)			15																	

1: Capitol St & Grand Ave
Year 2045 Total AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1226	6	0	827	0	322
Future Volume (Veh/h)	1226	6	0	827	0	322
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1333	7	0	899	0	350
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1340		1786	670
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1340		1786	670
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	12
cM capacity (veh/h)			510		73	399
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	889	451	450	450	350	
Volume Left	0	0	0	0	0	
Volume Right	0	7	0	0	350	
cSH	1700	1700	1700	1700	399	
Volume to Capacity	0.52	0.27	0.26	0.26	0.88	
Queue Length 95th (ft)	0	0	0	0	219	
Control Delay (s)	0.0	0.0	0.0	0.0	51.9	
Lane LOS					F	
Approach Delay (s)	0.0		0.0		51.9	
Approach LOS					F	
Intersection Summary						
Average Delay			7.0			
Intersection Capacity Utilization			60.7%		ICU Level of Service	
Analysis Period (min)			15		B	

3: Capitol St & E 2nd St
Year 2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	14	5	12	9	5	14	309	16	5	216	6
Future Volume (Veh/h)	4	14	5	12	9	5	14	309	16	5	216	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	15	5	13	10	5	15	336	17	5	235	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	633	632	238	636	626	344	242			353		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	633	632	238	636	626	344	242			353		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	96	99	97	97	99	99			100		
cM capacity (veh/h)	378	392	800	373	394	698	1324			1206		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	24	28	368	247								
Volume Left	4	13	15	5								
Volume Right	5	5	17	7								
cSH	435	415	1324	1206								
Volume to Capacity	0.06	0.07	0.01	0.00								
Queue Length 95th (ft)	4	5	1	0								
Control Delay (s)	13.8	14.3	0.4	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.8	14.3	0.4	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			34.2%		ICU Level of Service					A		
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	38	0	1	22	12	0	1	10	41	3	7
Future Volume (Veh/h)	7	38	0	1	22	12	0	1	10	41	3	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	41	0	1	24	13	0	1	11	45	3	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	37			41			99	96	41	101	90	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	37			41			99	96	41	101	90	30
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	95	100	99
cM capacity (veh/h)	1574			1568			870	789	1030	866	796	1044
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	49	38	12	56								
Volume Left	8	1	0	45								
Volume Right	0	13	11	8								
cSH	1574	1568	1005	883								
Volume to Capacity	0.01	0.00	0.01	0.06								
Queue Length 95th (ft)	0	0	1	5								
Control Delay (s)	1.2	0.2	8.6	9.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	1.2	0.2	8.6	9.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			21.6%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd
Year 2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	65	28	2	2	18	137	1	191	2	87	95	19
Future Volume (vph)	65	28	2	2	18	137	1	191	2	87	95	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	30	2	2	20	149	1	208	2	95	103	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	103	171	211	219								
Volume Left (vph)	71	2	1	95								
Volume Right (vph)	2	149	2	21								
Hadj (s)	0.16	-0.49	0.03	0.06								
Departure Headway (s)	5.4	4.7	4.9	4.9								
Degree Utilization, x	0.15	0.22	0.29	0.30								
Capacity (veh/h)	601	699	685	681								
Control Delay (s)	9.4	9.0	9.9	10.1								
Approach Delay (s)	9.4	9.0	9.9	10.1								
Approach LOS	A	A	A	B								
Intersection Summary												
Delay			9.7									
Level of Service			A									
Intersection Capacity Utilization			49.2%	ICU Level of Service					A			
Analysis Period (min)			15									

1: Capitol St & Grand Ave
Year 2045 Total PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 		 
Traffic Volume (veh/h)	897	18	0	1780	0	338
Future Volume (Veh/h)	897	18	0	1780	0	338
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	975	20	0	1935	0	367
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			995		1952	498
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			995		1952	498
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	29
cM capacity (veh/h)			691		56	518
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	650	345	968	968	367	
Volume Left	0	0	0	0	0	
Volume Right	0	20	0	0	367	
cSH	1700	1700	1700	1700	518	
Volume to Capacity	0.38	0.20	0.57	0.57	0.71	
Queue Length 95th (ft)	0	0	0	0	140	
Control Delay (s)	0.0	0.0	0.0	0.0	27.1	
Lane LOS					D	
Approach Delay (s)	0.0		0.0		27.1	
Approach LOS					D	
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			53.0%		ICU Level of Service	
					A	
Analysis Period (min)			15			

3: Capitol St & E 2nd St
Year 2045 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	14	13	9	5	12	6	319	19	19	418	18
Future Volume (Veh/h)	11	14	13	9	5	12	6	319	19	19	418	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	15	14	10	5	13	7	347	21	21	454	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	893	888	464	899	888	358	474			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	893	888	464	899	888	358	474			368		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	98	96	98	98	99			98		
cM capacity (veh/h)	249	276	598	239	276	687	1088			1191		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	41	28	375	495								
Volume Left	12	10	7	21								
Volume Right	14	13	21	20								
cSH	326	355	1088	1191								
Volume to Capacity	0.13	0.08	0.01	0.02								
Queue Length 95th (ft)	11	6	0	1								
Control Delay (s)	17.6	16.0	0.2	0.5								
Lane LOS	C	C	A	A								
Approach Delay (s)	17.6	16.0	0.2	0.5								
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			43.4%		ICU Level of Service					A		
Analysis Period (min)			15									

4: Howard St & E 2nd St
Year 2045 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	41	6	8	21	33	2	1	6	24	1	6
Future Volume (Veh/h)	11	41	6	8	21	33	2	1	6	24	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	45	7	9	23	36	2	1	7	26	1	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	59			52			139	150	48	139	135	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	59			52			139	150	48	139	135	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	99	97	100	99
cM capacity (veh/h)	1545			1554			816	732	1020	816	746	1030
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	64	68	10	34								
Volume Left	12	9	2	26								
Volume Right	7	36	7	7								
cSH	1545	1554	937	850								
Volume to Capacity	0.01	0.01	0.01	0.04								
Queue Length 95th (ft)	1	0	1	3								
Control Delay (s)	1.4	1.0	8.9	9.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	1.4	1.0	8.9	9.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			16.4%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Bluffs Rd & E 2nd St /E 2nd Rd

Year 2045 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	38	25	0	2	20	58	0	105	3	92	86	40
Future Volume (vph)	38	25	0	2	20	58	0	105	3	92	86	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	27	0	2	22	63	0	114	3	100	93	43
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	68	87	117	236								
Volume Left (vph)	41	2	0	100								
Volume Right (vph)	0	63	3	43								
Hadj (s)	0.15	-0.40	0.02	0.01								
Departure Headway (s)	5.0	4.4	4.6	4.4								
Degree Utilization, x	0.09	0.11	0.15	0.29								
Capacity (veh/h)	663	744	749	777								
Control Delay (s)	8.5	7.9	8.4	9.2								
Approach Delay (s)	8.5	7.9	8.4	9.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.7									
Level of Service			A									
Intersection Capacity Utilization			35.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2024 Synthetic Flow Profile (veh)
Year 2024 Exisitng	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	6	40	145	606	0	5.0	1.00
2	Grand Ave (EB)	0	1247	144	27	0	5.0	1.00
3	Church St (NB)	0	69	229	21	0	5.0	1.00
4	US 6 (WB)	0	29	74	74	0	5.0	1.00

2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2024 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	797		172		1556		1999	0.3986
2	Grand Ave (EB)	None	1418		220		749		1953	0.7262
3	Church St (NB)	None	319		1437		201		692	0.4610
4	US 6 (WB)	None	177		1551		205		775	0.2283

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	3.66		3.66	2.56		A		A
2	Grand Ave (EB)	None	7.04		7.04	9.76		A		A
3	Church St (NB)	None	18.18		18.18	6.01		C		C
4	US 6 (WB)	None	10.11		10.11	1.78		B		B

2024 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	899		193		1750		1979	0.4542
2	Grand Ave (EB)	None	1599		248		844		1925	0.8305
3	Church St (NB)	None	360		1617		226		593	0.6070
4	US 6 (WB)	None	200		1744		231		656	0.3042

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	3.88		3.88	2.56		A		A
2	Grand Ave (EB)	None	8.59		8.59	9.76		A		A
3	Church St (NB)	None	22.26		22.26	6.01		C		C
4	US 6 (WB)	None	11.69		11.69	1.78		B		B

Approach Flow Profile

2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	82.88	147.46	33.17	18.41
7.5 - 15.0	96.49	171.68	38.62	21.43
15.0 - 22.5	106.79	189.99	42.74	23.72
22.5 - 30.0	112.34	199.87	44.96	24.95
30.0 - 37.5	112.34	199.87	44.96	24.95
37.5 - 45.0	106.79	189.99	42.74	23.72
45.0 - 52.5	96.49	171.68	38.62	21.43
52.5 - 60.0	82.88	147.46	33.17	18.41
Peak 15 min	112.34	199.87	44.96	24.95
Peak 60 min	99.63	177.25	39.87	22.13

Exit Flow Profile

2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	161.62	77.83	20.89	21.30
7.5 - 15.0	187.87	90.54	24.30	24.76
15.0 - 22.5	207.16	100.06	26.86	27.32
22.5 - 30.0	218.18	105.35	28.28	28.77
30.0 - 37.5	219.22	105.55	28.33	28.88
37.5 - 45.0	209.25	100.51	26.97	27.55
45.0 - 52.5	190.01	91.02	24.41	24.99
52.5 - 60.0	162.41	78.04	20.94	21.38
0-60	1556	749	201	205
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2024 Synthetic Flow Profile (veh)
Year 2024 Exisitng	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	12	87	189	1446	0	5.0	1.00
2	Grand Ave (EB)	0	1019	94	26	0	5.0	1.00
3	Church St (NB)	0	37	92	8	0	5.0	1.00
4	US 6 (WB)	0	16	154	74	0	5.0	1.00

2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2024 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1734		207		1197	1965		0.8823	
2	Grand Ave (EB)	None	1139		304		1637	1870		0.6089	
3	Church St (NB)	None	137		1212		231	816		0.1679	
4	US 6 (WB)	None	244		1160		189	1017		0.2400	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	17.92		17.92	33.98		C		C
2	Grand Ave (EB)	None	5.07		5.07	5.43		A		A
3	Church St (NB)	None	9.54		9.54	1.22		A		A
4	US 6 (WB)	None	6.40		6.40	1.46		A		A

2024 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1955		233		1348		1940	1.0081
2	Grand Ave (EB)	None	1284		338		1821		1837	0.6990
3	Church St (NB)	None	154		1364		257		732	0.2109
4	US 6 (WB)	None	275		1306		212		926	0.2971

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	24.54		24.54	33.98		C		C
2	Grand Ave (EB)	None	5.81		5.81	5.43		A		A
3	Church St (NB)	None	10.44		10.44	1.22		B		B
4	US 6 (WB)	None	7.06		7.06	1.46		A		A

Approach Flow Profile

2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	180.32	118.45	14.25	25.37
7.5 - 15.0	209.94	137.90	16.59	29.54
15.0 - 22.5	232.33	152.61	18.36	32.69
22.5 - 30.0	244.41	160.54	19.31	34.39
30.0 - 37.5	244.41	160.54	19.31	34.39
37.5 - 45.0	232.33	152.61	18.36	32.69
45.0 - 52.5	209.94	137.90	16.59	29.54
52.5 - 60.0	180.32	118.45	14.25	25.37
Peak 15 min	244.41	160.54	19.31	34.39
Peak 60 min	216.75	142.38	17.13	30.50

Exit Flow Profile

2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	124.38	169.97	23.99	19.63
7.5 - 15.0	144.69	197.27	27.84	22.81
15.0 - 22.5	159.87	215.91	30.50	25.08
22.5 - 30.0	168.33	226.21	31.96	26.34
30.0 - 37.5	168.68	229.08	32.34	26.54
37.5 - 45.0	160.65	221.23	31.20	25.46
45.0 - 52.5	145.51	205.51	28.93	23.36
52.5 - 60.0	124.74	171.55	24.20	19.75
0-60	1197	1637	231	189
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2025 Synthetic Flow Profile (veh)
Year 2025 Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2025 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	6	40	147	616	0	5.0	1.00
2	Grand Ave (EB)	0	1253	145	27	0	5.0	1.00
3	Church St (NB)	0	70	231	21	0	5.0	1.00
4	US 6 (WB)	0	29	75	75	0	5.0	1.00

2025 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2025 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	809		174		1565	1998		0.4050	
2	Grand Ave (EB)	None	1425		222		761	1951		0.7305	
3	Church St (NB)	None	322		1444		203	688		0.4679	
4	US 6 (WB)	None	179		1560		206	770		0.2326	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	3.70		3.70	2.63		A		A
2	Grand Ave (EB)	None	7.16		7.16	10.00		A		A
3	Church St (NB)	None	18.58		18.58	6.23		C		C
4	US 6 (WB)	None	10.27		10.27	1.84		B		B

2025 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	912		195		1759		1977	0.4615
2	Grand Ave (EB)	None	1607		250		857		1923	0.8356
3	Church St (NB)	None	363		1625		229		588	0.6171
4	US 6 (WB)	None	202		1754		232		650	0.3105

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	3.92		3.92	2.63		A		A
2	Grand Ave (EB)	None	8.77		8.77	10.00		A		A
3	Church St (NB)	None	22.82		22.82	6.23		C		C
4	US 6 (WB)	None	11.90		11.90	1.84		B		B

Approach Flow Profile

2025 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	84.13	148.19	33.49	18.61
7.5 - 15.0	97.95	172.52	38.98	21.67
15.0 - 22.5	108.39	190.93	43.14	23.98
22.5 - 30.0	114.03	200.86	45.39	25.23
30.0 - 37.5	114.03	200.86	45.39	25.23
37.5 - 45.0	108.39	190.93	43.14	23.98
45.0 - 52.5	97.95	172.52	38.98	21.67
52.5 - 60.0	84.13	148.19	33.49	18.61
Peak 15 min	114.03	200.86	45.39	25.23
Peak 60 min	101.12	178.13	40.25	22.38

Exit Flow Profile

2025 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	162.56	79.08	21.10	21.40
7.5 - 15.0	188.94	91.99	24.54	24.88
15.0 - 22.5	208.32	101.66	27.13	27.45
22.5 - 30.0	219.39	107.02	28.56	28.91
30.0 - 37.5	220.48	107.24	28.61	29.02
37.5 - 45.0	210.49	102.13	27.24	27.69
45.0 - 52.5	191.18	92.49	24.66	25.12
52.5 - 60.0	163.37	79.30	21.15	21.49
0-60	1565	761	203	206
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2025 Synthetic Flow Profile (veh)
Year 2025 Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2025 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	12	88	191	1462	0	5.0	1.00
2	Grand Ave (EB)	0	1024	94	26	0	5.0	1.00
3	Church St (NB)	0	37	93	8	0	5.0	1.00
4	US 6 (WB)	0	16	156	75	0	5.0	1.00

2025 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2025 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1753		209		1204	1963		0.8929	
2	Grand Ave (EB)	None	1144		307		1653	1868		0.6124	
3	Church St (NB)	None	138		1218		233	813		0.1698	
4	US 6 (WB)	None	247		1166		190	1013		0.2438	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	19.82		19.82	38.44		C		C
2	Grand Ave (EB)	None	5.13		5.13	5.50		A		A
3	Church St (NB)	None	9.61		9.61	1.23		A		A
4	US 6 (WB)	None	6.44		6.44	1.49		A		A

2025 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1977		235		1356		1937	1.0203
2	Grand Ave (EB)	None	1290		339		1829		1837	0.7024
3	Church St (NB)	None	156		1370		258		729	0.2134
4	US 6 (WB)	None	279		1313		212		922	0.3021

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	27.19		27.19	38.44		D		D
2	Grand Ave (EB)	None	5.88		5.88	5.50		A		A
3	Church St (NB)	None	10.51		10.51	1.23		B		B
4	US 6 (WB)	None	7.12		7.12	1.49		A		A

Approach Flow Profile

2025 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	182.30	118.97	14.35	25.69
7.5 - 15.0	212.24	138.50	16.71	29.90
15.0 - 22.5	234.88	153.28	18.49	33.09
22.5 - 30.0	247.09	161.25	19.45	34.82
30.0 - 37.5	247.09	161.25	19.45	34.82
37.5 - 45.0	234.88	153.28	18.49	33.09
45.0 - 52.5	212.24	138.50	16.71	29.90
52.5 - 60.0	182.30	118.97	14.35	25.69
Peak 15 min	247.09	161.25	19.45	34.82
Peak 60 min	219.13	143.00	17.25	30.88

Exit Flow Profile

2025 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	125.11	171.82	24.19	19.73
7.5 - 15.0	145.53	199.38	28.08	22.93
15.0 - 22.5	160.80	217.92	30.71	25.19
22.5 - 30.0	169.31	228.00	32.15	26.44
30.0 - 37.5	169.65	229.15	32.30	26.53
37.5 - 45.0	161.58	223.61	31.46	25.59
45.0 - 52.5	146.38	209.33	29.39	23.58
52.5 - 60.0	125.48	173.58	24.43	19.87
0-60	1204	1653	233	190
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2045 Synthetic Flow Profile (veh)
Year 2045 Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	6	51	183	769	0	5.0	1.00
2	Grand Ave (EB)	0	1385	160	30	0	5.0	1.00
3	Church St (NB)	0	85	282	26	0	5.0	1.00
4	US 6 (WB)	0	40	101	101	0	5.0	1.00

2045 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1009		226		1773	1947		0.5183	
2	Grand Ave (EB)	None	1575		280		955	1894		0.8316	
3	Church St (NB)	None	393		1602		253	601		0.6539	
4	US 6 (WB)	None	242		1757		237	648		0.3737	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	4.65		4.65	4.22		A		A
2	Grand Ave (EB)	None	12.26		12.26	20.52		B		B
3	Church St (NB)	None	37.65		37.65	17.02		E		E
4	US 6 (WB)	None	15.76		15.76	4.11		C		C

2045 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1138		251		1976		1923	0.5918
2	Grand Ave (EB)	None	1776		315		1072		1859	0.9551
3	Church St (NB)	None	443		1792		285		496	0.8934
4	US 6 (WB)	None	273		1956		265		525	0.5198

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	5.10		5.10	4.22		A		A
2	Grand Ave (EB)	None	16.45		16.45	20.52		C		C
3	Church St (NB)	None	49.90		49.90	17.02		E		E
4	US 6 (WB)	None	19.33		19.33	4.11		C		C

Approach Flow Profile

2045 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	104.93	163.79	40.87	25.17
7.5 - 15.0	122.16	190.69	47.58	29.30
15.0 - 22.5	135.19	211.03	52.66	32.42
22.5 - 30.0	142.22	222.00	55.39	34.11
30.0 - 37.5	142.22	222.00	55.39	34.11
37.5 - 45.0	135.19	211.03	52.66	32.42
45.0 - 52.5	122.16	190.69	47.58	29.30
52.5 - 60.0	104.93	163.79	40.87	25.17
Peak 15 min	142.22	222.00	55.39	34.11
Peak 60 min	126.13	196.88	49.13	30.25

Exit Flow Profile

2045 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	184.16	99.21	26.29	24.61
7.5 - 15.0	212.68	115.06	30.50	28.47
15.0 - 22.5	234.08	127.16	33.73	31.37
22.5 - 30.0	245.79	133.81	35.52	32.96
30.0 - 37.5	248.27	134.26	35.62	33.23
37.5 - 45.0	239.83	128.33	33.99	31.99
45.0 - 52.5	221.20	116.91	30.85	29.36
52.5 - 60.0	187.45	100.09	26.47	24.96
0-60	1773	955	253	237
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2045 Synthetic Flow Profile (veh)
Year 2045 Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	12	110	239	1827	0	5.0	1.00
2	Grand Ave (EB)	0	1132	104	29	0	5.0	1.00
3	Church St (NB)	0	46	113	10	0	5.0	1.00
4	US 6 (WB)	0	22	211	101	0	5.0	1.00

2045 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2188		279		1356	1895		1.1546	
2	Grand Ave (EB)	None	1265		332		1824	1843		0.6862	
3	Church St (NB)	None	169		1340		256	745		0.2268	
4	US 6 (WB)	None	334		1301		208	930		0.3593	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	226.61		226.61	521.76		F		F
2	Grand Ave (EB)	None	6.26		6.26	7.38		A		A
3	Church St (NB)	None	11.30		11.30	1.82		B		B
4	US 6 (WB)	None	8.40		8.40	2.75		A		A

2045 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2467		314		1526		1861	1.3260
2	Grand Ave (EB)	None	1426		332		1843		1843	0.7738
3	Church St (NB)	None	191		1495		261		660	0.2889
4	US 6 (WB)	None	377		1464		222		829	0.4543

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	205.34		205.34	399.79		F		F
2	Grand Ave (EB)	None	7.25		7.25	7.38		A		A
3	Church St (NB)	None	12.63		12.63	1.82		B		B
4	US 6 (WB)	None	9.73		9.73	2.75		A		A

Approach Flow Profile

2045 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	227.54	131.55	17.57	34.73
7.5 - 15.0	264.90	153.15	20.46	40.44
15.0 - 22.5	293.16	169.49	22.64	44.75
22.5 - 30.0	308.40	178.30	23.82	47.08
30.0 - 37.5	308.40	178.30	23.82	47.08
37.5 - 45.0	293.16	169.49	22.64	44.75
45.0 - 52.5	264.90	153.15	20.46	40.44
52.5 - 60.0	227.54	131.55	17.57	34.73
Peak 15 min	308.40	178.30	23.82	47.08
Peak 60 min	273.50	158.12	21.13	41.75

Exit Flow Profile

2045 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	140.93	213.99	29.80	23.11
7.5 - 15.0	163.59	229.77	32.16	25.72
15.0 - 22.5	180.91	230.15	32.43	27.01
22.5 - 30.0	190.47	230.36	32.58	27.72
30.0 - 37.5	190.92	230.37	32.59	27.75
37.5 - 45.0	182.00	230.18	32.44	27.08
45.0 - 52.5	165.08	229.81	32.17	25.82
52.5 - 60.0	142.03	229.31	31.81	24.10
0-60	1356	1824	256	208
%Trucks	5.00	5.00	5.00	5.00

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	12	110	261	1827	0	5.0	1.00
2	Grand Ave (EB)	0	1134	104	29	0	5.0	1.00
3	Church St (NB)	0	50	126	11	0	5.0	1.00
4	US 6 (WB)	0	24	211	101	0	5.0	1.00

2045 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2210		285		1371	1889		1.1699	
2	Grand Ave (EB)	None	1267		349		1810	1827		0.6936	
3	Church St (NB)	None	187		1341		274	745		0.2511	
4	US 6 (WB)	None	336		1320		208	918		0.3661	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	242.53		242.53	564.49		F		F
2	Grand Ave (EB)	None	6.46		6.46	7.65		A		A
3	Church St (NB)	None	11.68		11.68	2.09		B		B
4	US 6 (WB)	None	8.60		8.60	2.85		A		A

2045 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2492		321		1542		1854	1.3440
2	Grand Ave (EB)	None	1429		348		1826		1827	0.7819
3	Church St (NB)	None	211		1496		279		659	0.3198
4	US 6 (WB)	None	379		1485		222		816	0.4643

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	218.87		218.87	428.52		F		F
2	Grand Ave (EB)	None	7.51		7.51	7.65		A		A
3	Church St (NB)	None	13.12		13.12	2.09		B		B
4	US 6 (WB)	None	10.00		10.00	2.85		A		A

Approach Flow Profile

2045 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	229.82	131.76	19.45	34.94
7.5 - 15.0	267.56	153.40	22.64	40.68
15.0 - 22.5	296.11	169.76	25.06	45.02
22.5 - 30.0	311.50	178.59	26.36	47.36
30.0 - 37.5	311.50	178.59	26.36	47.36
37.5 - 45.0	296.11	169.76	25.06	45.02
45.0 - 52.5	267.56	153.40	22.64	40.68
52.5 - 60.0	229.82	131.76	19.45	34.94
Peak 15 min	311.50	178.59	26.36	47.36
Peak 60 min	276.25	158.37	23.37	42.00

Exit Flow Profile

2045 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	142.47	214.09	32.22	23.19
7.5 - 15.0	165.35	227.69	34.42	25.68
15.0 - 22.5	182.86	228.09	34.68	26.98
22.5 - 30.0	192.52	228.31	34.83	27.70
30.0 - 37.5	193.01	228.32	34.83	27.74
37.5 - 45.0	184.01	228.12	34.70	27.06
45.0 - 52.5	166.94	227.73	34.44	25.79
52.5 - 60.0	143.61	227.20	34.10	24.06
0-60	1371	1810	274	208
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2025 Synthetic Flow Profile (veh)
Year 2025 Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2025 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	6	40	155	617	0	5.0	1.00
2	Grand Ave (EB)	0	1257	145	27	0	5.0	1.00
3	Church St (NB)	0	78	255	23	0	5.0	1.00
4	US 6 (WB)	0	30	75	75	0	5.0	1.00

2025 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2025 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	818		183		1592	1989		0.4113	
2	Grand Ave (EB)	None	1429		231		770	1942		0.7359	
3	Church St (NB)	None	356		1447		212	686		0.5188	
4	US 6 (WB)	None	180		1595		208	748		0.2407	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	3.78		3.78	2.72		A		A
2	Grand Ave (EB)	None	7.34		7.34	10.33		A		A
3	Church St (NB)	None	20.90		20.90	7.88		C		C
4	US 6 (WB)	None	10.75		10.75	1.95		B		B

2025 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	922		205		1790		1967	0.4689
2	Grand Ave (EB)	None	1611		260		867		1913	0.8423
3	Church St (NB)	None	401		1629		239		586	0.6850
4	US 6 (WB)	None	203		1793		234		626	0.3244

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	4.02		4.02	2.72		A		A
2	Grand Ave (EB)	None	9.04		9.04	10.33		A		A
3	Church St (NB)	None	26.19		26.19	7.88		D		D
4	US 6 (WB)	None	12.55		12.55	1.95		B		B

Approach Flow Profile

2025 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	85.07	148.61	37.02	18.72
7.5 - 15.0	99.04	173.01	43.10	21.79
15.0 - 22.5	109.60	191.47	47.70	24.12
22.5 - 30.0	115.30	201.42	50.18	25.37
30.0 - 37.5	115.30	201.42	50.18	25.37
37.5 - 45.0	109.60	191.47	47.70	24.12
45.0 - 52.5	99.04	173.01	43.10	21.79
52.5 - 60.0	85.07	148.61	37.02	18.72
Peak 15 min	115.30	201.42	50.18	25.37
Peak 60 min	102.25	178.62	44.50	22.50

Exit Flow Profile

2025 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	165.45	80.01	22.03	21.61
7.5 - 15.0	191.70	92.91	25.60	25.06
15.0 - 22.5	211.88	102.81	28.33	27.70
22.5 - 30.0	223.13	108.23	29.82	29.17
30.0 - 37.5	224.39	108.50	29.88	29.30
37.5 - 45.0	214.35	103.36	28.45	27.97
45.0 - 52.5	194.86	93.66	25.75	25.39
52.5 - 60.0	166.35	80.26	22.09	21.70
0-60	1592	770	212	208
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2025 Synthetic Flow Profile (veh)
Year 2025 Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2025 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	12	88	214	1466	0	5.0	1.00
2	Grand Ave (EB)	0	1027	94	26	0	5.0	1.00
3	Church St (NB)	0	42	108	9	0	5.0	1.00
4	US 6 (WB)	0	18	156	75	0	5.0	1.00

2025 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2025 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1780		216		1222	1957		0.9098	
2	Grand Ave (EB)	None	1147		330		1657	1845		0.6218	
3	Church St (NB)	None	159		1220		257	812		0.1959	
4	US 6 (WB)	None	249		1189		191	999		0.2493	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	23.93		23.93	47.85		C		C
2	Grand Ave (EB)	None	5.32		5.32	5.72		A		A
3	Church St (NB)	None	9.94		9.94	1.48		A		A
4	US 6 (WB)	None	6.57		6.57	1.54		A		A

2025 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2007		243		1376		1930	1.0401
2	Grand Ave (EB)	None	1293		361		1812		1815	0.7126
3	Church St (NB)	None	179		1371		282		728	0.2462
4	US 6 (WB)	None	281		1339		211		906	0.3098

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	32.65		32.65	47.85		D		D
2	Grand Ave (EB)	None	6.11		6.11	5.72		A		A
3	Church St (NB)	None	10.93		10.93	1.48		B		B
4	US 6 (WB)	None	7.28		7.28	1.54		A		A

Approach Flow Profile

2025 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	185.11	119.28	16.53	25.89
7.5 - 15.0	215.50	138.87	19.25	30.15
15.0 - 22.5	238.49	153.68	21.30	33.36
22.5 - 30.0	250.89	161.67	22.41	35.10
30.0 - 37.5	250.89	161.67	22.41	35.10
37.5 - 45.0	238.49	153.68	21.30	33.36
45.0 - 52.5	215.50	138.87	19.25	30.15
52.5 - 60.0	185.11	119.28	16.53	25.89
Peak 15 min	250.89	161.67	22.41	35.10
Peak 60 min	222.50	143.38	19.87	31.12

Exit Flow Profile

2025 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	126.98	172.73	26.78	19.84
7.5 - 15.0	147.44	199.23	30.91	22.95
15.0 - 22.5	163.16	218.36	33.89	25.28
22.5 - 30.0	171.80	226.54	35.19	26.41
30.0 - 37.5	172.16	226.55	35.20	26.44
37.5 - 45.0	164.00	224.29	34.77	25.69
45.0 - 52.5	148.63	214.06	33.08	23.92
52.5 - 60.0	127.38	174.86	27.10	19.99
0-60	1222	1657	257	191
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2045 Synthetic Flow Profile (veh)
Year 2045 Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2045 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	6	51	193	769	0	5.0	1.00
2	Grand Ave (EB)	0	1389	160	30	0	5.0	1.00
3	Church St (NB)	0	93	306	28	0	5.0	1.00
4	US 6 (WB)	0	41	101	101	0	5.0	1.00

2045 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2045 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1019		235		1801	1938		0.5258	
2	Grand Ave (EB)	None	1579		291		963	1883		0.8385	
3	Church St (NB)	None	427		1606		264	599		0.7130	
4	US 6 (WB)	None	243		1793		239	625		0.3885	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	4.79		4.79	4.39		A		A
2	Grand Ave (EB)	None	12.94		12.94	21.91		B		B
3	Church St (NB)	None	48.32		48.32	23.95		E		E
4	US 6 (WB)	None	16.74		16.74	4.40		C		C

2045 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	1149		258		1999		1915	0.6000
2	Grand Ave (EB)	None	1781		328		1079		1847	0.9638
3	Church St (NB)	None	481		1795		297		495	0.9737
4	US 6 (WB)	None	274		1986		266		507	0.5409

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	5.26		5.26	4.39		A		A
2	Grand Ave (EB)	None	17.49		17.49	21.91		C		C
3	Church St (NB)	None	64.06		64.06	23.95		F		F
4	US 6 (WB)	None	20.52		20.52	4.40		C		C

Approach Flow Profile

2045 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	105.97	164.20	44.40	25.27
7.5 - 15.0	123.37	191.17	51.70	29.42
15.0 - 22.5	136.53	211.56	57.21	32.56
22.5 - 30.0	143.63	222.56	60.19	34.25
30.0 - 37.5	143.63	222.56	60.19	34.25
37.5 - 45.0	136.53	211.56	57.21	32.56
45.0 - 52.5	123.37	191.17	51.70	29.42
52.5 - 60.0	105.97	164.20	44.40	25.27
Peak 15 min	143.63	222.56	60.19	34.25
Peak 60 min	127.37	197.38	53.38	30.38

Exit Flow Profile

2045 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	187.04	100.03	27.43	24.82
7.5 - 15.0	215.81	115.95	31.82	28.68
15.0 - 22.5	237.13	128.05	35.19	31.58
22.5 - 30.0	248.57	134.64	37.05	33.13
30.0 - 37.5	251.20	135.11	37.16	33.41
37.5 - 45.0	243.48	129.33	35.47	32.25
45.0 - 52.5	227.05	118.54	32.20	29.83
52.5 - 60.0	191.03	101.13	27.64	25.23
0-60	1801	963	264	239
%Trucks	5.00	5.00	5.00	5.00

Scheme Summary

Control Data

Control Data and Model Parameters

US 6 & Eby Creek Rd, Eagle CO	2045 Synthetic Flow Profile (veh)
Year 2045 Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	Eby Creek Rd (SB)	0	0	24.00	2	26.00	2	100.00	66.00	30.00
2	Grand Ave (EB)	90	0	24.00	2	26.00	2	100.00	66.00	30.00
3	Church St (NB)	180	0	12.00	1	19.00	1	100.00	66.00	30.00
4	US 6 (WB)	270	0	12.00	1	24.00	2	100.00	66.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Eby Creek Rd (SB)	164.00	20.00	1	24.00	2	24.00	2
2	Grand Ave (EB)	164.00	20.00	1	24.00	2	24.00	2
3	Church St (NB)	164.00	33.00	2	16.00	1	12.00	1
4	US 6 (WB)	164.00	33.00	2	22.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Eby Creek Rd (SB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
2	Grand Ave (EB)	0	1.000	0	1.000	20.00	3584	0	24.00	3584	0
3	Church St (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	US 6 (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

Traffic Flow Data (veh/hr)

2045 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	Eby Creek Rd (SB)	12	110	266	1827	0	5.0	1.00
2	Grand Ave (EB)	0	1135	104	29	0	5.0	1.00
3	Church St (NB)	0	51	128	11	0	5.0	1.00
4	US 6 (WB)	0	24	211	101	0	5.0	1.00

2045 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Eby Creek Rd (SB)	0.750	1.125	0.750	0	30	60
2	Grand Ave (EB)	0.750	1.125	0.750	0	30	60
3	Church St (NB)	0.750	1.125	0.750	0	30	60
4	US 6 (WB)	0.750	1.125	0.750	0	30	60

Operational Results

2045 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2215		286		1374	1888		1.1731	
2	Grand Ave (EB)	None	1268		352		1807	1823		0.6954	
3	Church St (NB)	None	190		1342		278	744		0.2552	
4	US 6 (WB)	None	336		1324		208	915		0.3670	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	245.92		245.92	573.72		F		F
2	Grand Ave (EB)	None	6.51		6.51	7.72		A		A
3	Church St (NB)	None	11.75		11.75	2.13		B		B
4	US 6 (WB)	None	8.64		8.64	2.86		A		A

2045 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Eby Creek Rd (SB)	None	2498		322		1545		1853	1.3479
2	Grand Ave (EB)	None	1430		352		1823		1824	0.7839
3	Church St (NB)	None	214		1497		282		659	0.3252
4	US 6 (WB)	None	379		1489		221		813	0.4659

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Eby Creek Rd (SB)	None	221.76		221.76	434.75		F		F
2	Grand Ave (EB)	None	7.57		7.57	7.72		A		A
3	Church St (NB)	None	13.22		13.22	2.13		B		B
4	US 6 (WB)	None	10.05		10.05	2.86		B		B

Approach Flow Profile

2045 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	230.34	131.86	19.76	34.94
7.5 - 15.0	268.17	153.52	23.00	40.68
15.0 - 22.5	296.78	169.89	25.46	45.02
22.5 - 30.0	312.21	178.73	26.78	47.36
30.0 - 37.5	312.21	178.73	26.78	47.36
37.5 - 45.0	296.78	169.89	25.46	45.02
45.0 - 52.5	268.17	153.52	23.00	40.68
52.5 - 60.0	230.34	131.86	19.76	34.94
Peak 15 min	312.21	178.73	26.78	47.36
Peak 60 min	276.88	158.50	23.75	42.00

Exit Flow Profile

2045 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Eby Creek Rd (SB)	Grand Ave (EB)	Church St (NB)	US 6 (WB)
0.0 - 7.5	142.78	214.12	32.72	23.19
7.5 - 15.0	165.70	227.27	34.88	25.65
15.0 - 22.5	183.25	227.67	35.13	26.95
22.5 - 30.0	192.93	227.90	35.27	27.67
30.0 - 37.5	193.43	227.91	35.28	27.70
37.5 - 45.0	184.42	227.71	35.15	27.03
45.0 - 52.5	167.31	227.31	34.90	25.76
52.5 - 60.0	143.93	226.77	34.57	24.02
0-60	1374	1807	278	208
%Trucks	5.00	5.00	5.00	5.00