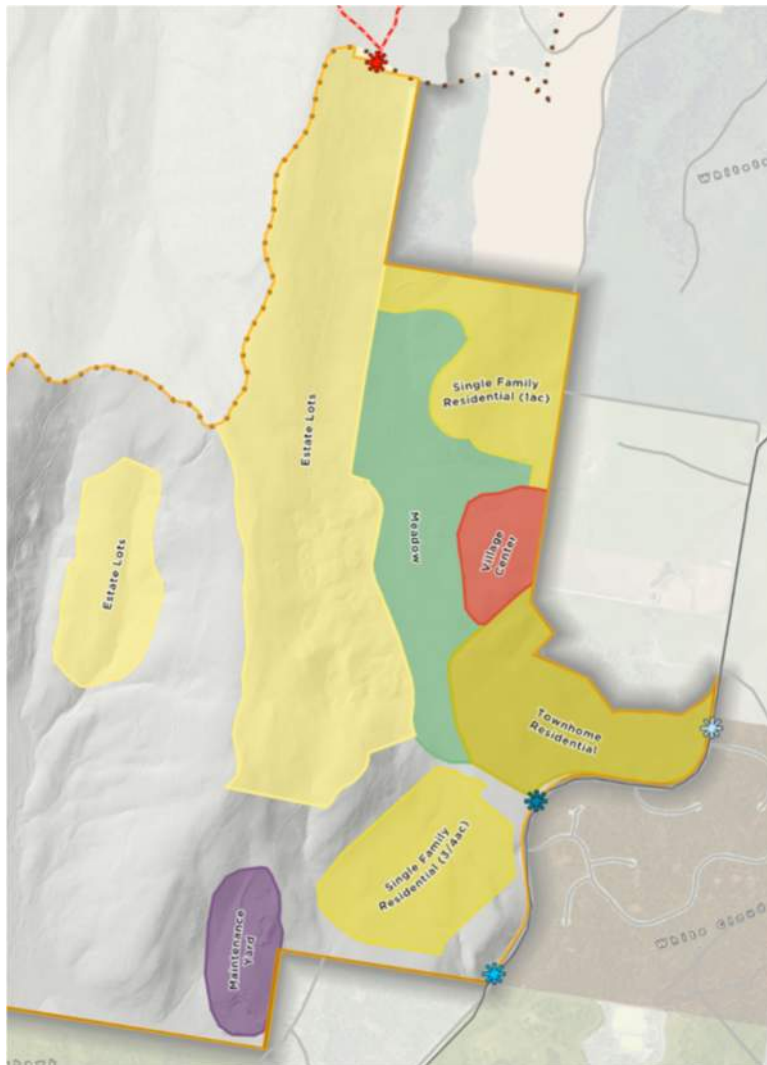


Red Ridge

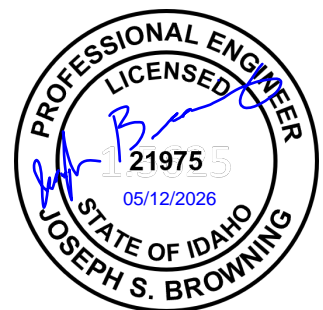
Traffic Impact Study



Valley County, Idaho

May 12, 2026

UT24-2821



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Red Ridge development located in Valley County, Idaho. The development is located southwest of McCall on the west side of West Mountain Road.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2036) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning, evening, and Saturday peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service																													
	Existing (2024)						Future (2029)						Future (2036)																	
	Background			Plus Project			Background			Plus Project			Plus Project w/ Mitigations			Background			Background w/ Mitigations			Plus Project			Plus Project w/ Mitigations					
	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.			
1 Fawnlilly Drive & South Access / West Mountain Road	a	a	a	a	a	a	a	a	a	b	b	b	b	b	b	a	a	a	a	a	a	a	a	a	b	b	b	b	b	b
2 Sundance Drive & Temporary Access / West Mountain Road	a	a	a	b	b	b	a	a	a	b	b	b	b	b	b	a	a	a	a	a	a	a	a	a	b	c	c	b	c	c
3 West Mountain Rd / Chad Dr & Wisdom Rd	a	a	a	a	a	a	a	a	a	b	a	c	b	a	c	b	a	c	b	b	b	b	b	b	b	b	d	b	b	d
4 West Valley Road / Boydston Street	b	b	b	b	c	b	b	c	c	f	f	f	B	C	C	c	e	e	c	e	e	B	D	D	B	D	D	B	D	D
5 Boydston Street / SH-55	c	d	c	c	d	c	e	d	d	f	f	f	A	B	B	e	f	f	B	B	B	B	B	B	B	C	C	B	C	C
6 Deinhard Lane / 3rd Street (SH-55)	C	C	C	C	C	C	D	C	D	F	D	D	D	D	D	D	E	D	D	C	D	C	D	C	C	F	D	B	C	B
7 Johnson Lane & Burr Lane / SH-55	c	d	c	c	d	c	c	f	d	c	f	f	c	f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	f
8 Spine Road (Main Access) / West Mountain Road	-	-	-	a	a	a	-	-	-	b	c	d	b	c	d	-	-	-	-	-	-	-	-	-	b	b	c	b	b	c
9 Hill Side Road / Spine Road	-	-	-	A	A	A	-	-	-	A	A	A	A	A	A	A	A	A	-	-	-	-	-	-	-	-	-	A	A	A
10 Zone 2 Road / Village Center Road	-	-	-	-	-	-	-	-	-	A	A	A	A	A	A	A	A	A	-	-	-	-	-	-	-	-	-	A	A	A

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, May 2026

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Fawnlilly Drive & South Access / West Mountain Road	-	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-
4 West Valley Road / Boydston Street	-	350	-	-	-	-	-	-	-	-	-	100	-	-	-	-
5 Boydston Street / SH-55	-	-	-	100	-	-	-	-	-	-	-	-	-	275	-	-
6 Deinhard Lane / 3rd Street (SH-55)	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-
8 Spine Road (Main Access) / West Mountain Road	-	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-

1. Storage lengths are based on 2036 95th percentile queue lengths and do not include required deceleration / taper distances

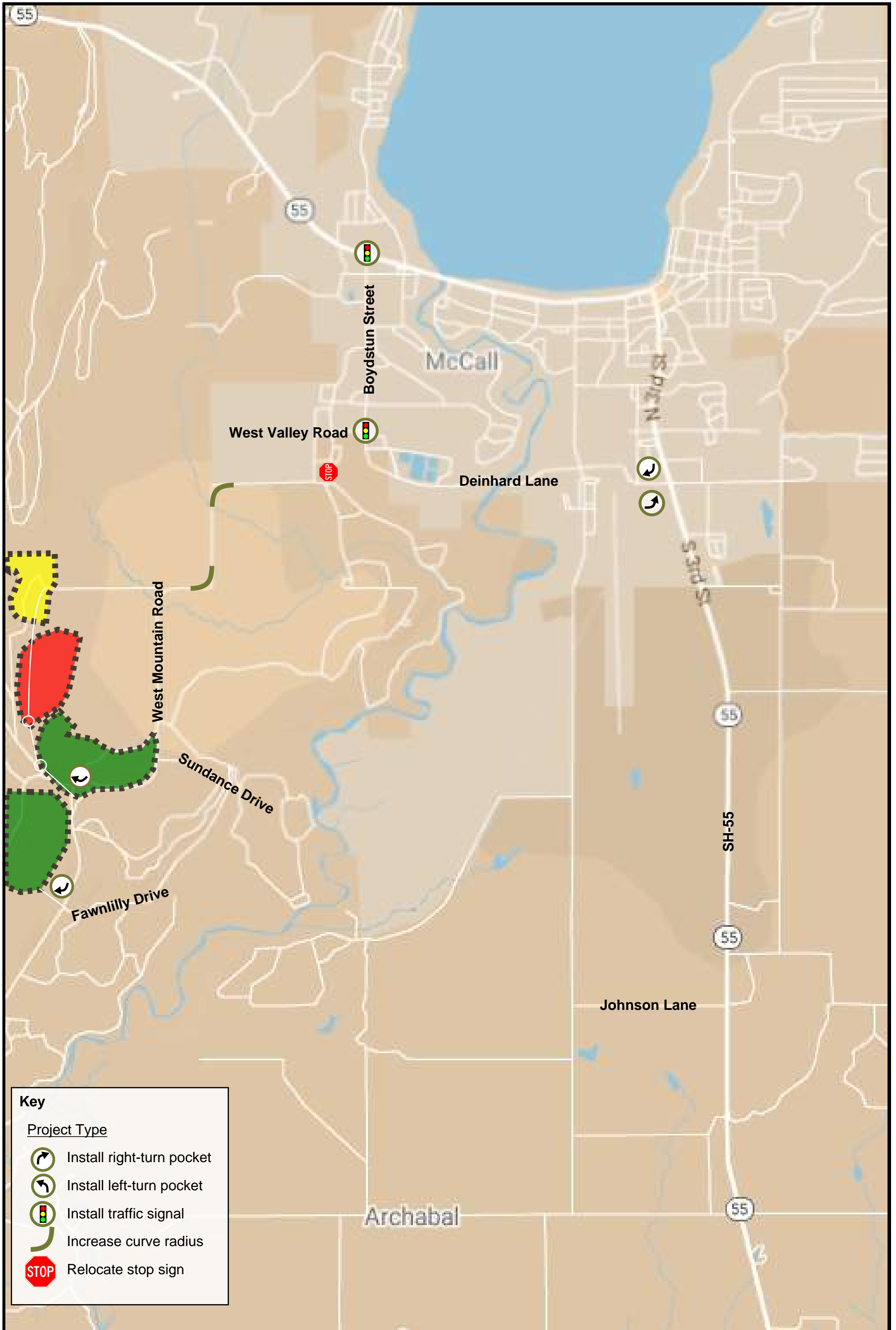
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, May 2026

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
<ul style="list-style-type: none"> • The development will consist of residential single-family and multifamily units, and retail/commercial space. • The project is anticipated to generate approximately 8,071 weekday daily trips, including 445 trips in the morning peak hour, and 646 trips in the evening peak hour. 834 trips are anticipated in the Saturday peak hour. • SB RT deceleration pockets are recommended at the Spine Rd / West Mountain Rd and South Access / West Mountain Rd intersections • It is anticipated that a 2-lane cross-section will be adequate for internal roads. • According to the County, Smylie Lane is anticipated to be paved in the future, but the timing of this improvement is unknown so it was not included in the analysis. Once it is paved, it is likely additional traffic will be routed to the south, and at that time, it is recommended that the Smylie Lane / SH-55 intersection be evaluated for possible mitigation measures. 		
2024	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • West Mountain Road: Increase radius of two sharp 90-degree curves to at least 500 feet to improve safety 	<ul style="list-style-type: none"> • Valley County rates used for residential trip generation • Phase 1 (211 units) complete • West Mountain Rd / Chad Dr & Wisdom Rd: Relocate stop sign to WB approach
Findings	<ul style="list-style-type: none"> • Acceptable LOS 	<ul style="list-style-type: none"> • Acceptable LOS
2029	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • 3% growth rate • Trips from White Cloud and Blackhawk developments added 	<ul style="list-style-type: none"> • Temporary access at Sundance Drive / West Mountain Rd removed • South access at Fawnlilly Drive / West Mountain Rd installed • Full build complete
Findings	<ul style="list-style-type: none"> • Poor LOS at the Boydston St / SH-55 and the Johnson Ln & Burr Ln / SH-55 intersections • Excessive queueing at the Deinhard Ln / 3rd St (SH-55) intersection 	<ul style="list-style-type: none"> • Poor LOS at the Boydston St / SH-55, West Valley Rd / Boydston St, and Johnson Ln / SH-55 intersections • Excessive queueing at the Deinhard Ln / 3rd St (SH-55) intersection
Mitigations	<ul style="list-style-type: none"> • Deinhard Ln / 3rd St (SH-55): Install SB RT pocket • Johnson Ln / SH-55: Consider center left-turn lane, which is warranted in existing background conditions. It is not anticipated that this will improve the LOS, nor is it anticipated that a signal will be warranted. 	<ul style="list-style-type: none"> • Boydston St / SH-55: Install traffic signal when warranted • West Valley Rd / Boydston St: Install traffic signal when warranted and implement EB RT overlap phasing • Deinhard Ln / 3rd St (SH-55): Implement EB RT overlap phasing and install SB RT pocket (matches recommendation from background scenario)

2036	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Boydston St and Deinhard Ln: Converted to SH-55 bypass to discourage cut-through traffic from passing through city center 	<ul style="list-style-type: none"> • None
Findings	<ul style="list-style-type: none"> • Poor LOS at the Valley Rd / Boydston St, Boydston St / SH-55, Deinhard Ln / 3rd St (SH-55), and Johnson Ln / SH-55 intersections 	<ul style="list-style-type: none"> • Poor LOS at the Deinhard Ln / 3rd St (SH-55), Johnson Ln / SH-55, and Spine Rd (Main Access) / West Mountain Rd intersections
Mitigations	<ul style="list-style-type: none"> • Boydston St / SH-55: Install traffic signal when warranted • Deinhard Ln / 3rd St (SH-55): Implement EB RT overlap phasing 	<ul style="list-style-type: none"> • Deinhard Ln / 3rd St (SH-55): Install EB LT pocket



Key

Project Type






-  Install right-turn pocket
-  Install left-turn pocket
-  Install traffic signal
-  Increase curve radius
-  Relocate stop sign

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Red Ridge development located in Valley County, Idaho. The proposed project is located southwest of McCall on the west side of West Mountain Road. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2036) conditions with and without the proposed project and to recommend mitigation measures as needed.

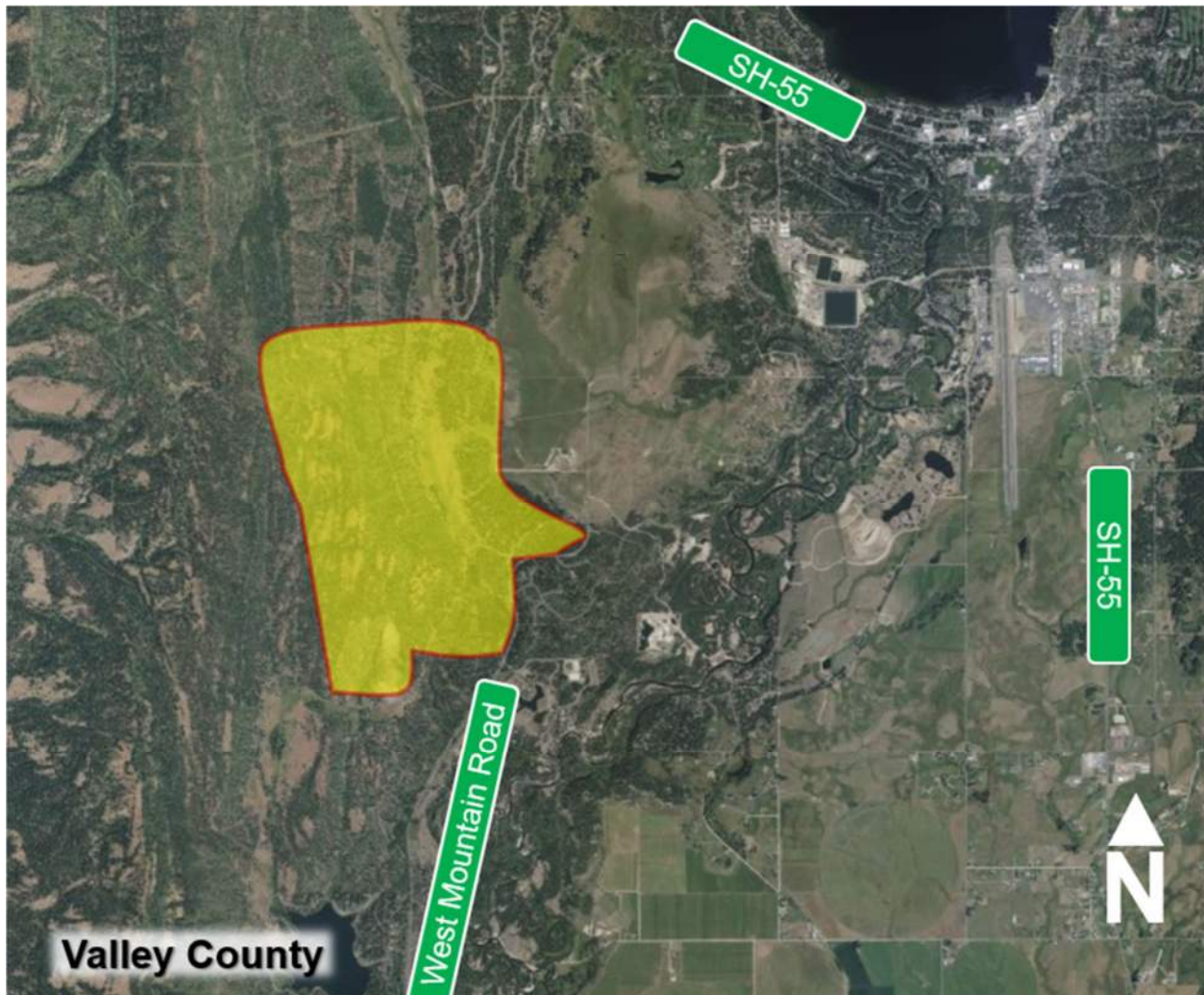


Figure 1: Vicinity map showing the project location in Valley County, Idaho

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Fawnlilly Drive / West Mountain Road
- Sundance Drive / West Mountain Road
- West Mountain Road / Chad Drive & Wisdom Road
- Valley Road / Boydston Street
- Boydston Street / SH-55
- Deinhard Lane / 3rd Street (SH-55)
- Johnson Lane & Burr Lane / SH-55
- Project accesses & internal intersections

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.







The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro software, which follows the HCM methodology, the peak hour LOS was computed for each study intersection. The detailed LOS and 95th percentile queue length reports are provided in Appendix C.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	 Free Flow / Insignificant Delay	≤ 10	≤ 10
B	 Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C	 Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D	 Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E	 Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F	 Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadway that will provide access to the project site is described below:

West Mountain Road – is a county-maintained roadway which is classified by the Valley County Transportation Master Plan (March 2008) as a collector. The roadway has one travel lane in each direction. The posted speed limit is 35 mph in the study area. West Mountain Road includes a 90-degree curve approximately 2,500 feet west of the West Mountain Road / Chad Drive & Wisdom Road intersection, and another 90-degree curve approximately 2,500 feet south of the first. It is recommended that the radii of these curves be increased to approximately 500 feet to improve safety and vehicle maneuverability. This radius matches those of broader curves along West Mountain Road.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersections. Five years of crash data were collected between January 1, 2020, and December 31, 2024, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 22 crashes within the study area. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407.

There was one suspected serious injury crash reported in the study area, which is detailed below:

- In July 2023, a serious injury crash occurred in the dark at the Dienhard Lane / 3rd Street (SH-55) intersection. It was a rear-end crash in which inattention was cited as a contributing factor.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
Fawnlilly Drive / West Mountain Rd	0	0	0	0	0	0
West Mountain Rd / Chad Dr & Wisdom Rd	0	0	0	0	5	5
Valley Road / Boydston Street	0	0	0	0	0	0
Boydston Street / SH-55	0	0	0	0	2	2
Deinhard Lane / 3rd Street (SH-55)	0	1	0	0	8	9
Johnson Lane & Burr Lane / SH-55	0	0	1	0	5	6
TOTAL	0	1	1	0	20	22

Source: ITD, May 2026

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
Fawnlilly Drive / West Mountain Rd	0	0	0	0	0	0
West Mountain Rd / Chad Dr & Wisdom Rd	0	2	3	0	0	5
Valley Road / Boydston Street	0	0	0	0	0	0
Boydston Street / SH-55	0	0	1	1	0	2
Deinhard Lane / 3rd Street (SH-55)	3	0	1	3	2	9
Johnson Lane & Burr Lane / SH-55	4	0	1	0	1	6
TOTAL	7	2	6	4	3	22

Source: ITD, May 2026

The majority of crashes at the Johnson Lane & Burr Lane / SH-55 intersection were rear-end crashes, suggesting a possible need for turn lanes. These are described later in the report.

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) and Saturday (11:00 a.m. to 1:00 p.m.) peak period traffic counts were performed at the following intersections:

- Fawnlilly Drive / West Mountain Road
- West Mountain Road / Chad Drive & Wisdom Road
- Valley Road / Boydston Street

- Boydston Street / SH-55
- Deinhard Lane / 3rd Street (SH-55)
- Johnson Lane & Burr Lane / SH-55

The counts were performed on Thursday, August 8, 2024. The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 35% higher than the morning peak hour volumes. Saturday counts were performed on Saturday, August 10, 2024. The morning, evening, and Saturday peak hour volumes were used in the analysis. The counts for the West Mountain Road / Chad Drive & Wisdom Road intersection were performed on Thursday, September 4, 2025 and Saturday, September 6, 2025. Detailed count data are included in Appendix B.

Volumes for the Sundance Drive / West Mountain Road intersection were calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021.

Figure 2 shows the existing morning, evening, and Saturday peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning, evening, and Saturday peak hours, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2024) conditions.

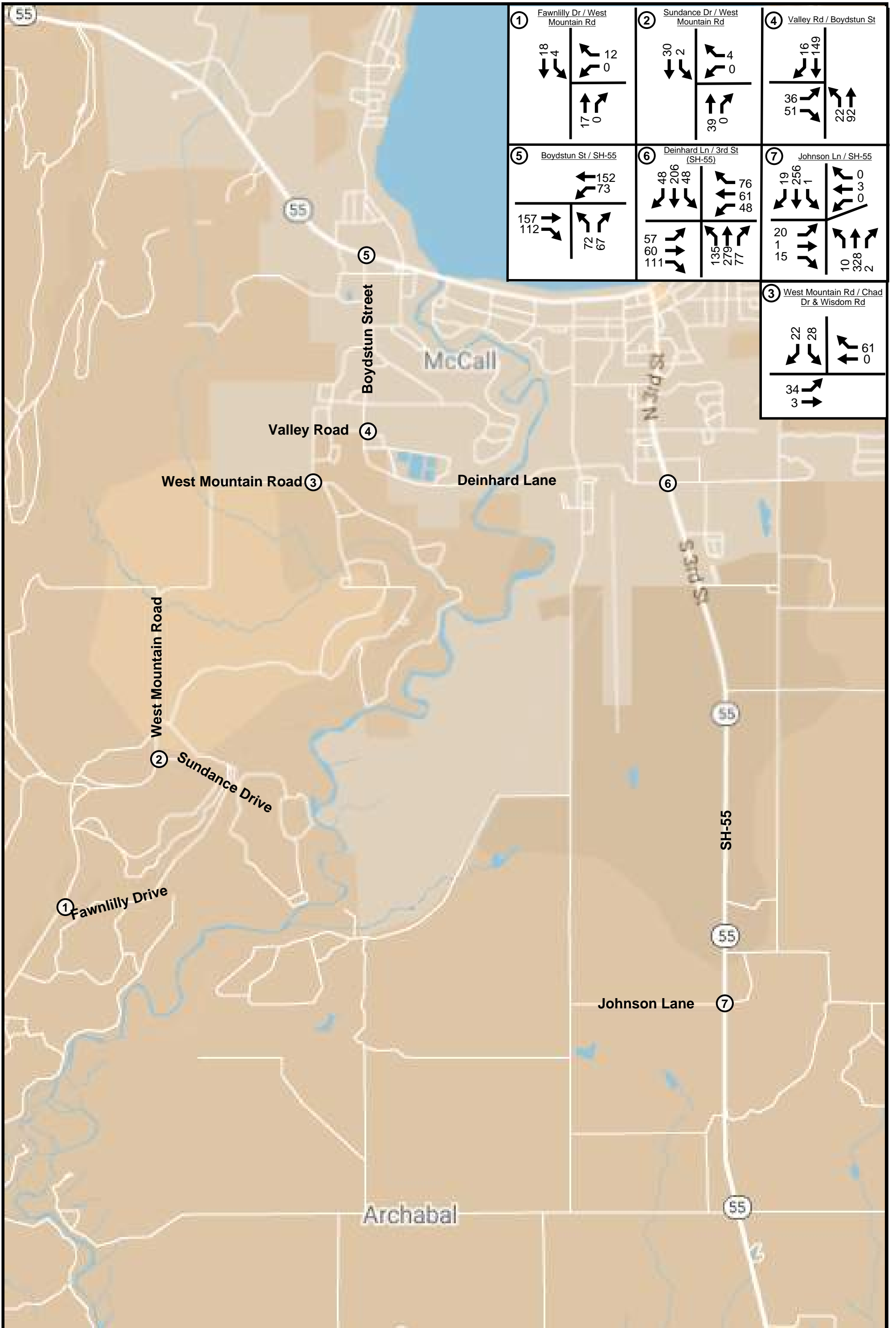
Table 4: Existing (2024) Background Peak Hour LOS

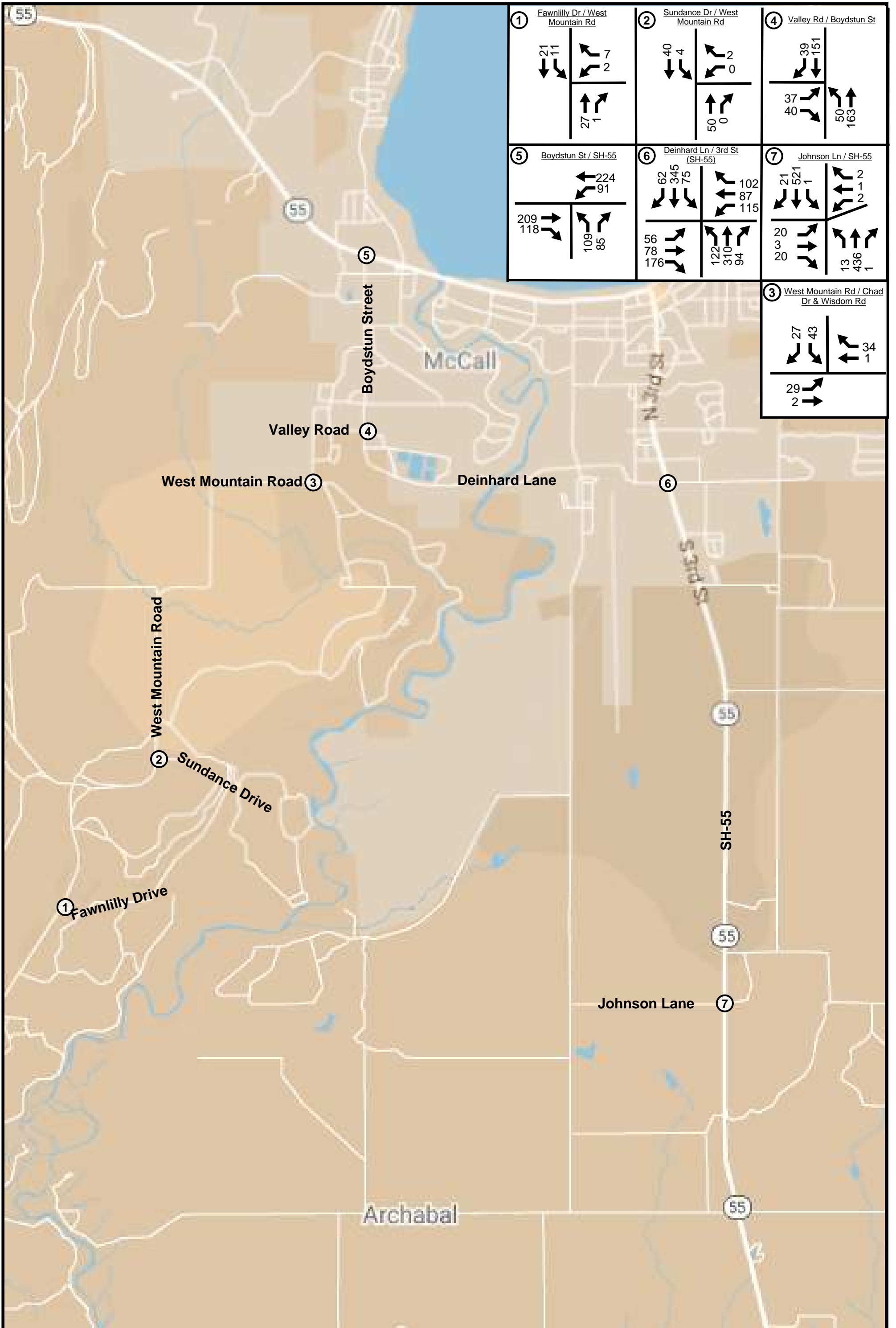
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.5) / WBLn1	a (8.7) / WBLn1	a (8.6) / WBLn1
Sundance Drive / West Mountain Rd	WB Stop	a (8.6) / WBLn1	a (8.7) / WBLn1	a (8.6) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	a (9.3) / WBLn1	a (9.2) / WBLn1	a (9.4) / WBLn1
Valley Road / Boydston Street	EB Stop	b (10.9) / EBLn1	b (12.3) / EBLn1	b (11.8) / EBLn1
Boydston Street / SH-55	NB Stop	c (15.6) / NBLn1	d (25.4) / NBLn1	c (20.8) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	C (21.0)	C (27.2)	C (21.5)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (16.0) / WBLn1	d (27.7) / EBLn1	c (17.6) / EBLn1

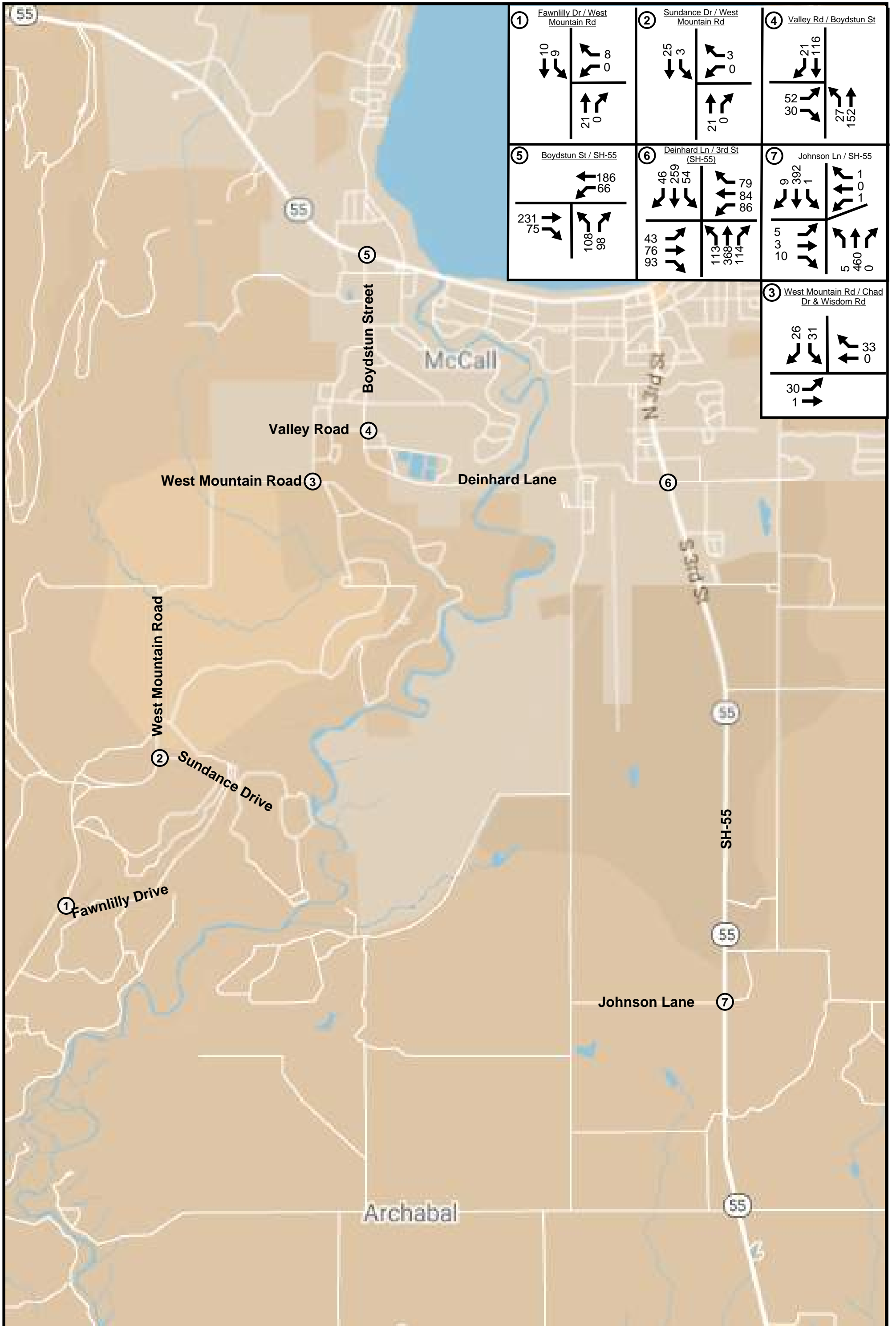
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026







F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning, evening, and Saturday peak hours.

G. Mitigation Measures

No mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Red Ridge development is located southwest of McCall on the west side of West Mountain Road. The development will consist of 767 housing units and 50,000 square feet of commercial / retail. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5. It is anticipated that 118 townhomes and 93 single-family detached housing would be built first, which was included in the existing (2024) plus project analysis.

Table 5: Project Land Uses

Land Use	Intensity
Single-family detached housing	374 Units
Townhomes	170 Units
Condos / Apartments	250 Units
Commercial / Retail	50,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 6.

According to the County, homes in mountain communities tend to produce slightly lower trip generation rates. A rate of 8 trips per day per single-family home was used and the same reduction was applied to the multifamily units. The rate used reflects the fact that mountain communities often contain secondary homes which are not primary residences, which will be the case with this development.

Due to the mix of uses, it is likely that many trips will remain internal to the development. Internal capture trips are trips that stay within the development due to a mix of land uses instead of entering or exiting the site externally. Hales Engineering calculated internal capture using standard NCHRP methodology. Daily and Saturday internal capture rates were estimated by taking the average of the morning and evening internal capture rates. Printouts of the internal

capture results from the tool are provided in Appendix D. The overall development percentages were applied from the tool.

The total trip generation for the development is as follows:

- Daily Trips: 8,071
- Morning Peak Hour Trips: 445
- Evening Peak Hour Trips: 646
- Saturday Peak Hour Trips: 834

Table 6: Trip Generation

Trip Generation Valley County - Red Ridge TIS													
Zone	Land Use ¹	# of Units	Unit Type	Trip Generation					Reductions		New Trips		
				Total	% In	% Out	In	Out	Internal Capture	Mtn. Area	In	Out	Total
Weekday Daily													
1	Single-Family Attached Housing (215)	170	DU	1,246	50%	50%	623	623	7%	14%	499	498	997
2	Single-Family Detached Housing (210)	150	DU	1,466	50%	50%	733	733	7%	14%	587	586	1,173
3	Single-Family Detached Housing (210)	107	DU	1,074	50%	50%	537	537	7%	14%	430	429	859
4	Multifamily Housing (Low-Rise) (220)	250	DU	1,678	50%	50%	839	839	7%	14%	671	671	1,342
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	3,376	50%	50%	1,688	1,688	7%	0%	1,570	1,570	3,140
5	Single-Family Detached Housing (210)	67	DU	700	50%	50%	350	350	7%	14%	280	280	560
TOTAL				9,540			4,770	4,770			4,037	4,034	8,071
AM Peak Hour													
1	Single-Family Attached Housing (215)	170	DU	84	25%	75%	21	63	2%	14%	18	53	71
2	Single-Family Detached Housing (210)	150	DU	108	25%	75%	27	81	2%	14%	23	68	91
3	Single-Family Detached Housing (210)	107	DU	80	25%	75%	20	60	2%	14%	16	51	67
4	Multifamily Housing (Low-Rise) (220)	250	DU	102	24%	76%	24	78	2%	14%	20	66	86
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	88	62%	38%	55	33	2%	0%	54	32	86
5	Single-Family Detached Housing (210)	67	DU	52	25%	75%	13	39	2%	14%	11	33	44
TOTAL				514			160	354			142	303	445
PM Peak Hour													
1	Single-Family Attached Housing (215)	170	DU	100	59%	41%	59	41	12%	14%	45	31	76
2	Single-Family Detached Housing (210)	150	DU	146	63%	37%	92	54	12%	14%	69	41	110
3	Single-Family Detached Housing (210)	107	DU	106	63%	37%	67	39	12%	14%	50	30	80
4	Multifamily Housing (Low-Rise) (220)	250	DU	130	63%	37%	82	48	12%	14%	62	36	98
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	260	49%	51%	127	133	12%	0%	112	117	229
5	Single-Family Detached Housing (210)	67	DU	70	63%	37%	44	26	12%	14%	33	20	53
TOTAL				812			471	341			371	275	646
Weekend Peak Hour													
1	Single-Family Attached Housing (215)	170	DU	98	48%	52%	47	51	7%	14%	37	41	78
2	Single-Family Detached Housing (210)	150	DU	138	53%	47%	73	65	7%	14%	58	52	110
3	Single-Family Detached Housing (210)	107	DU	100	53%	47%	53	47	7%	14%	42	38	80
4	Multifamily Housing (Low-Rise) (220)	250	DU	98	38%	62%	37	61	7%	14%	29	49	78
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	464	52%	48%	241	223	7%	0%	225	207	432
5	Single-Family Detached Housing (210)	67	DU	70	53%	47%	37	33	7%	14%	30	26	56
TOTAL				968			488	480			421	413	834

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, October 2025

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions.

Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning, evening, and Saturday peak hour is shown in Table 7.

Table 7: Trip Distribution

Direction	% To/From Project
North (3rd St)	10%
South (3rd St)	30%
East (Deinhard)	15%
East (Lake St)	15%
West (Lake St)	20%
Within Study Area ¹	7%
South (Mountain Rd)	3%

1. Within Study Area refers to project trips that turn off the roadway network before reaching external study intersections, such as onto Norwood Rd from Deinhard Ln

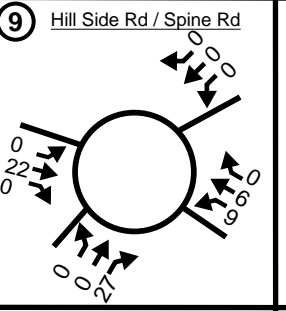
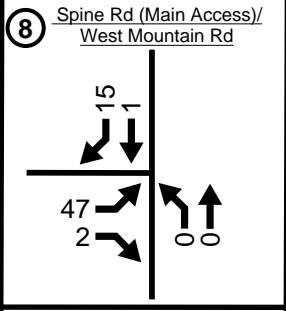
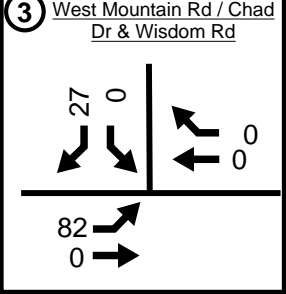
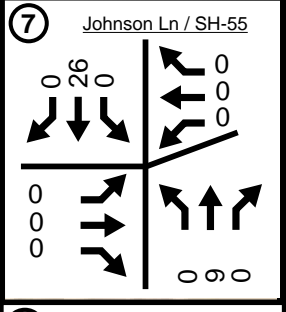
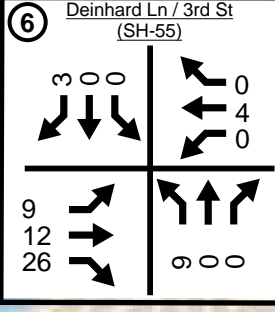
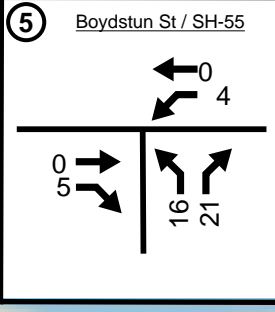
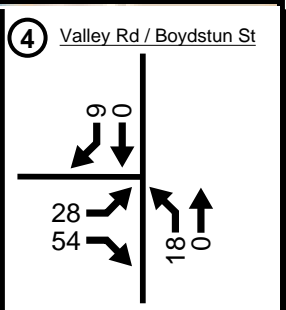
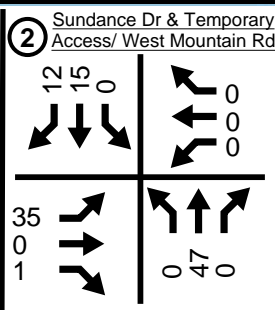
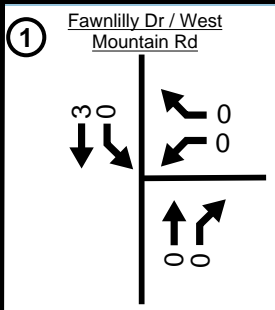
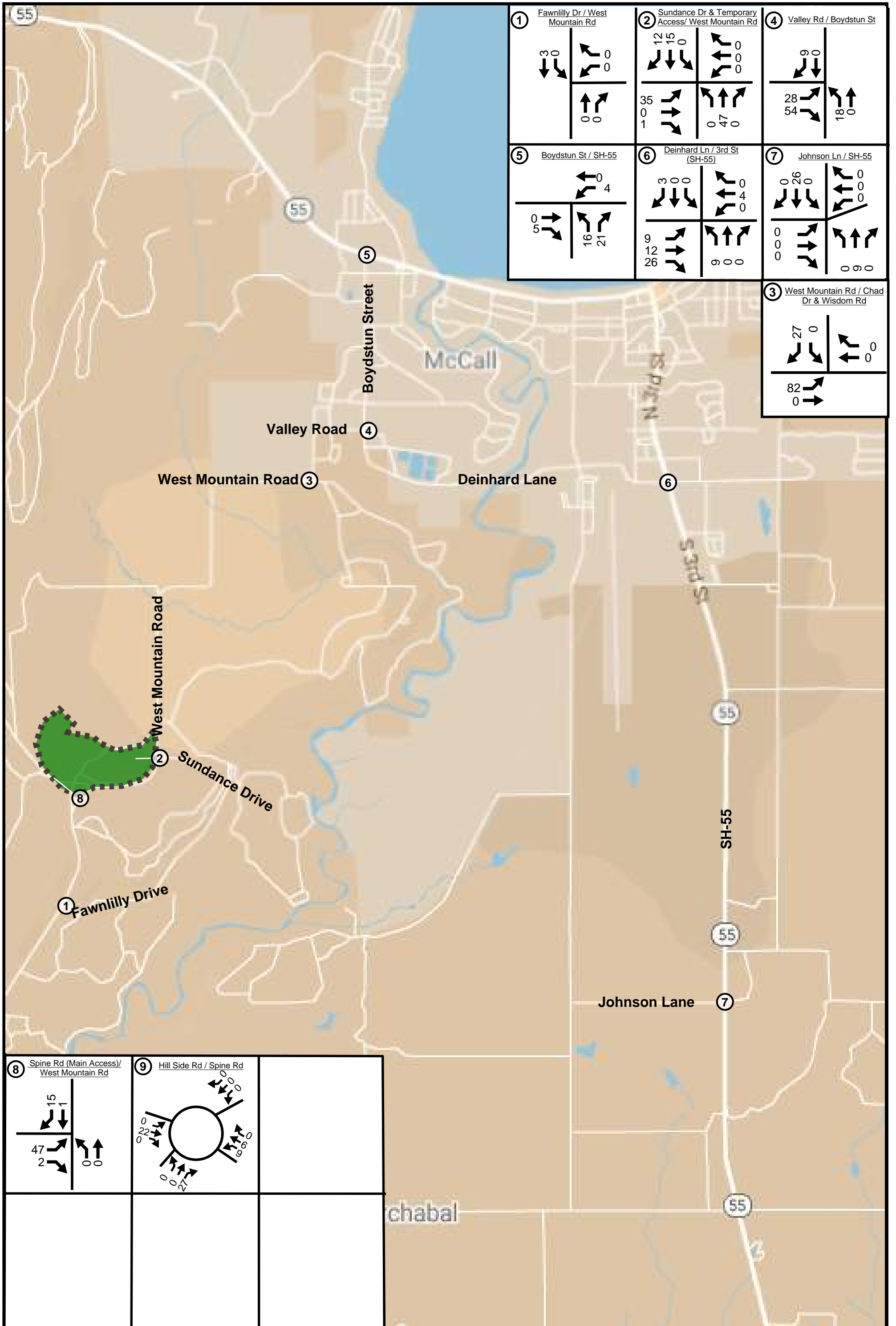
These trip distribution assumptions were used to assign the morning, evening, and Saturday peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

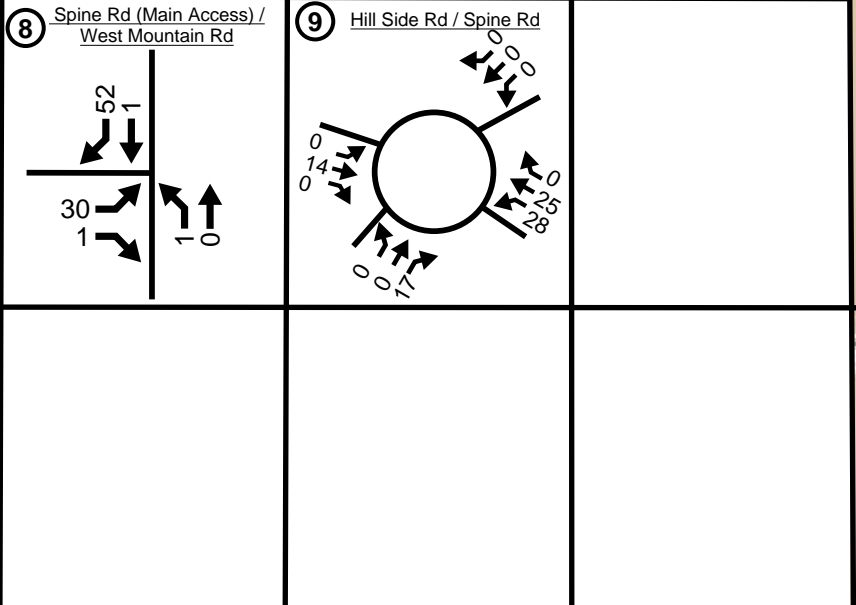
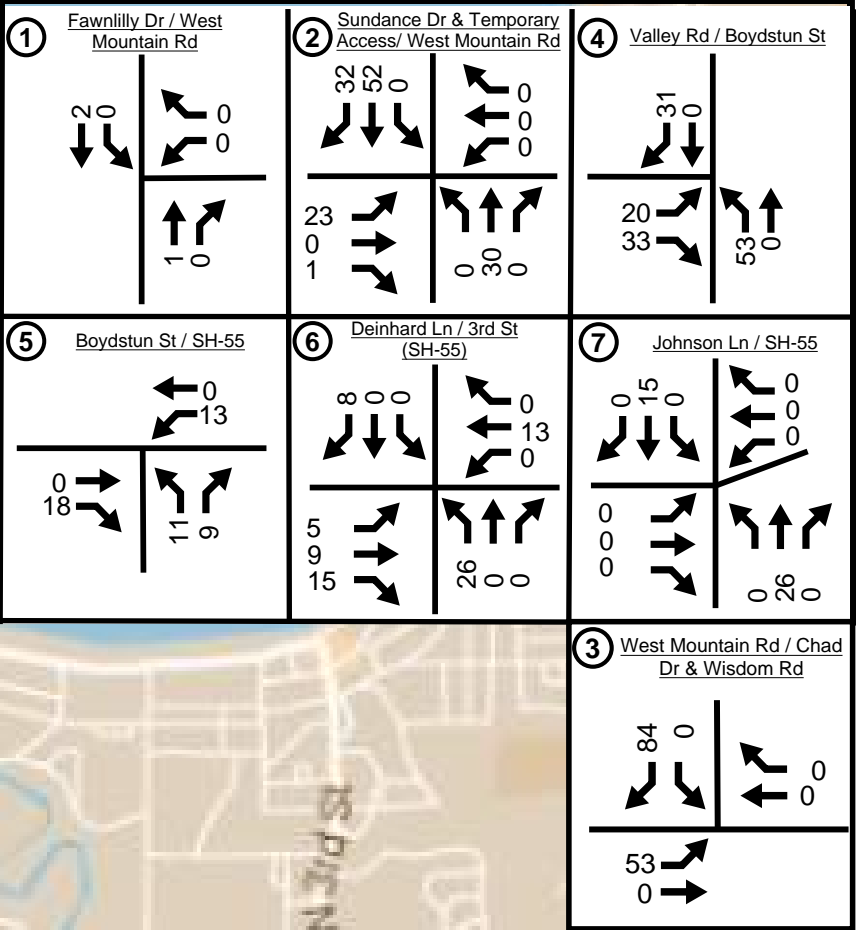
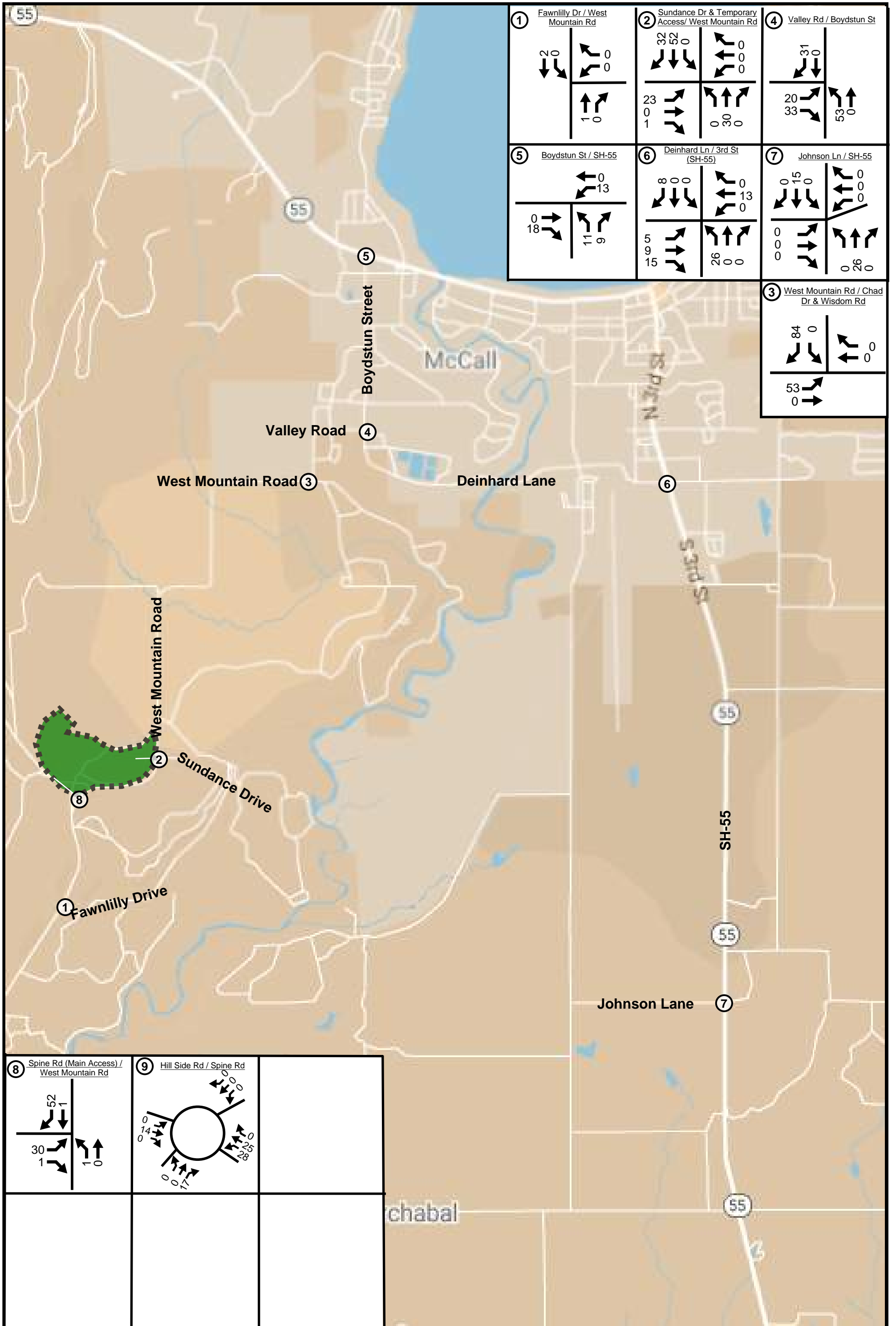
E. Access

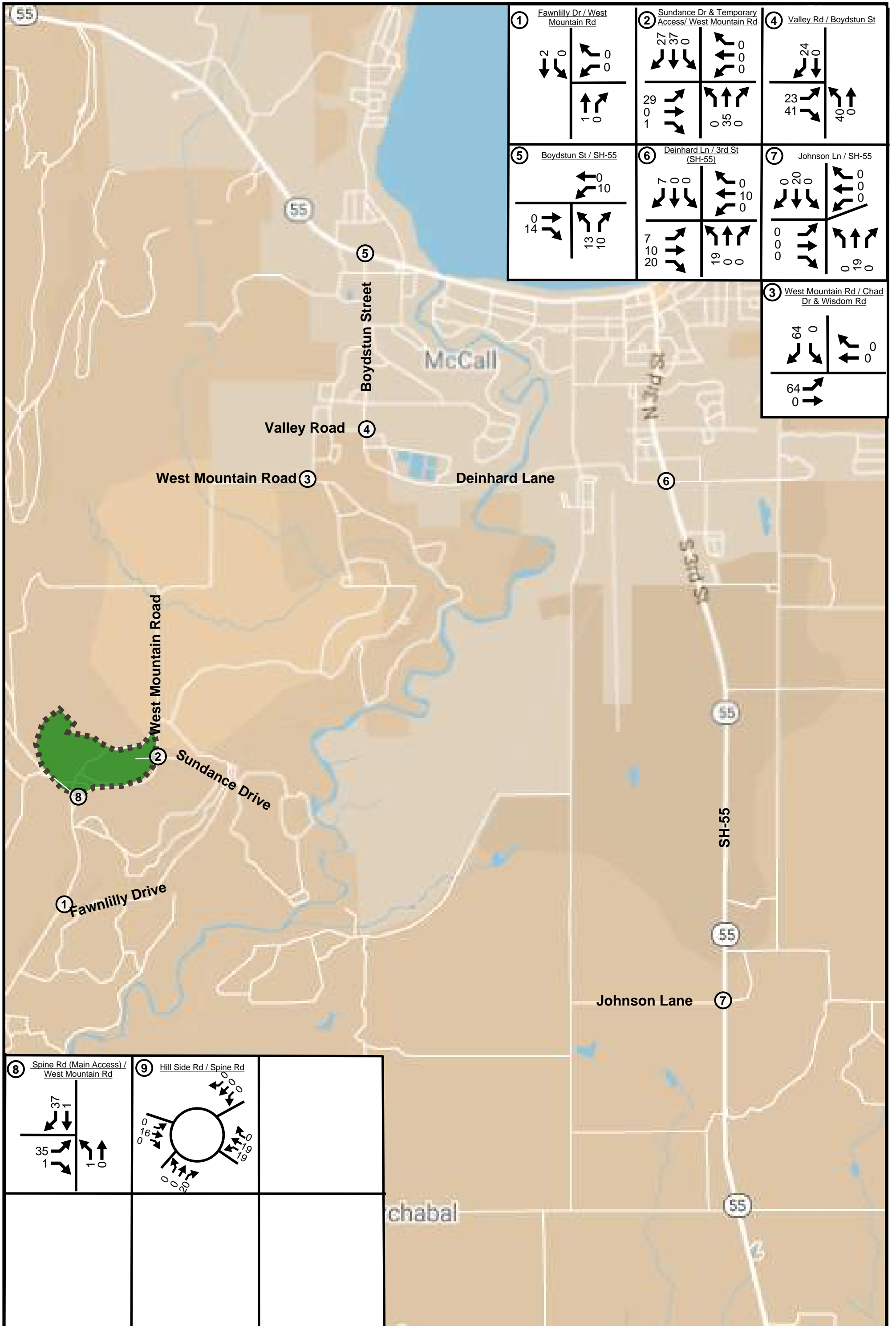
The proposed access for the site will be gained at the following locations:

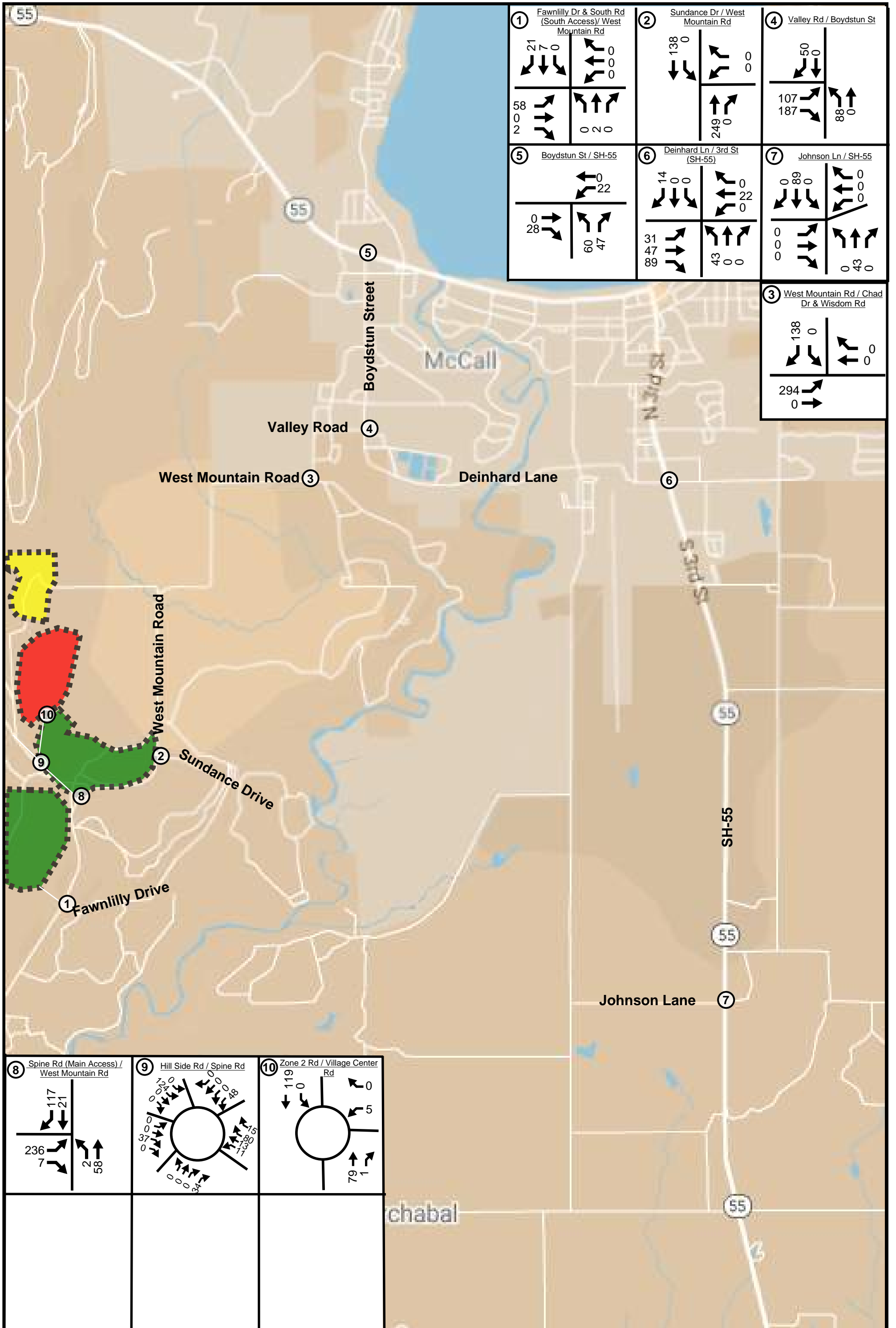
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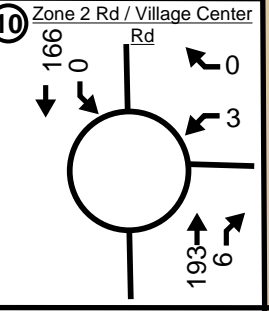
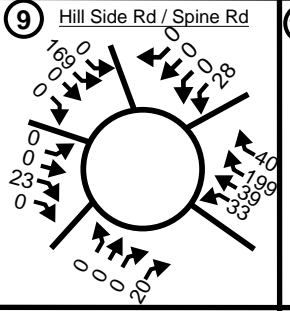
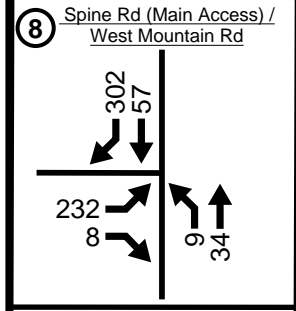
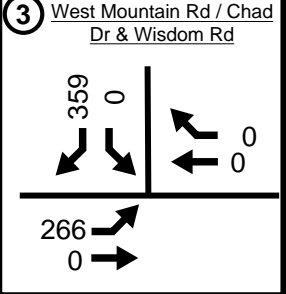
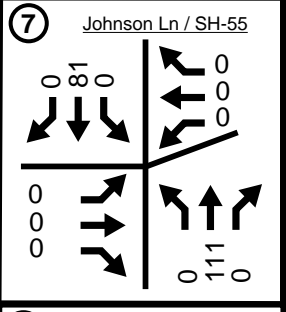
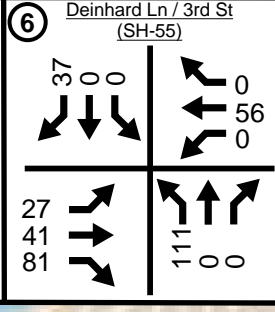
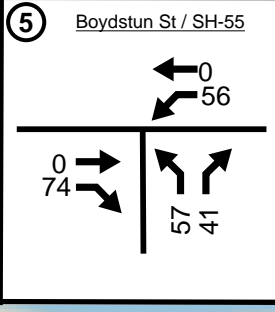
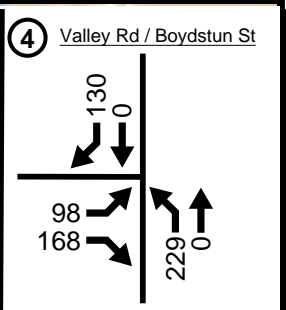
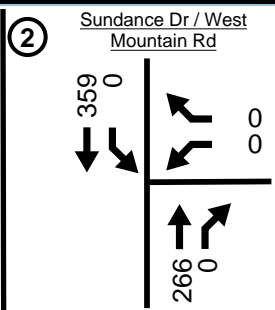
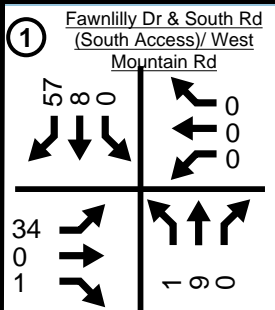
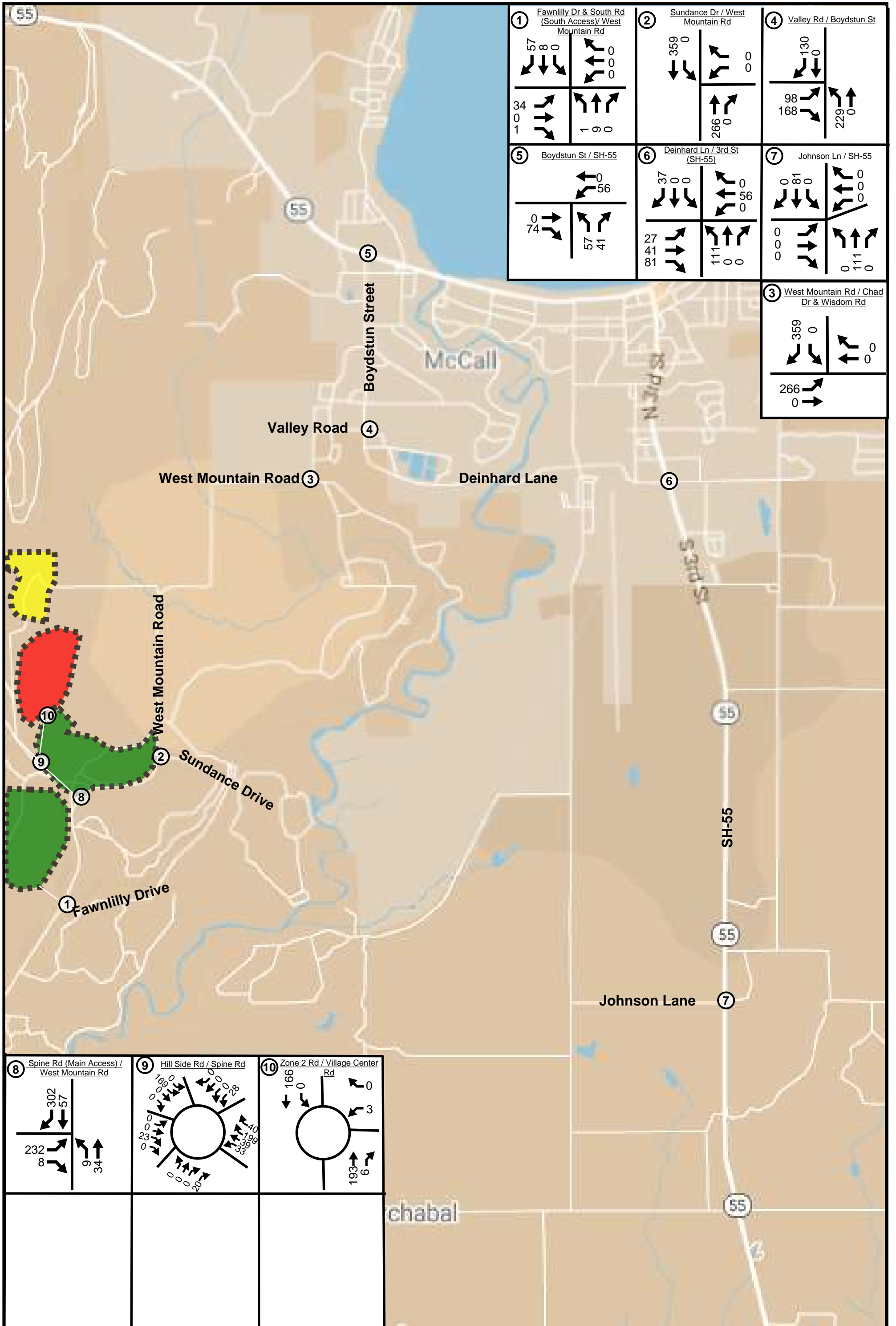
- The Spine Road (main access) will be located approximately 0.5 miles north of the Fawnlilly Drive / West Mountain Road intersection. It will access the project on the west side of West Mountain Road. It is anticipated that the access will be stop-controlled.
- The South Access will be located at the Fawnlilly Drive / West Mountain Road intersection. It will access the project on the west side of West Mountain Road. It is anticipated that the access will be stop-controlled.
- A Temporary Access will be located at the Sundance Drive / West Mountain Road intersection. It will access the project on the west side of West Mountain Road. It is anticipated that the access will be stop-controlled. It is anticipated that this access will become pedestrian-only once other accesses are constructed.

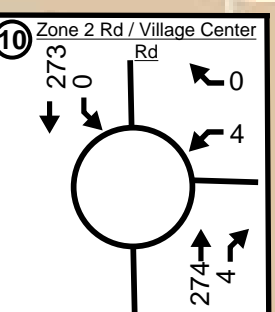
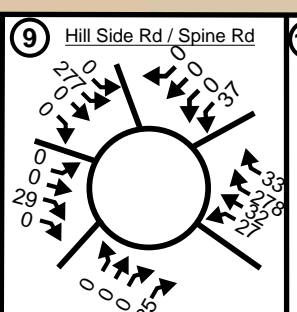
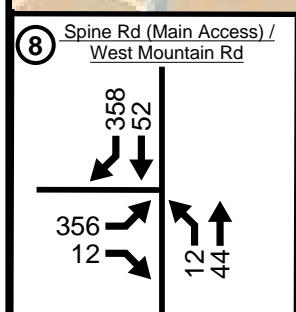
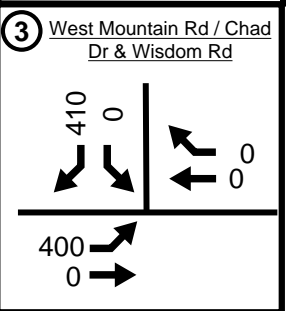
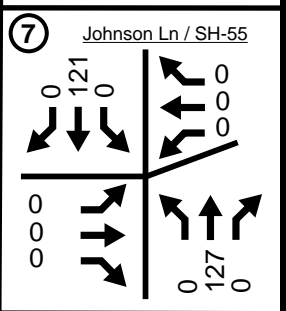
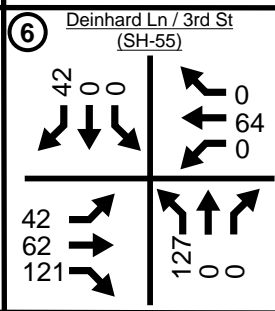
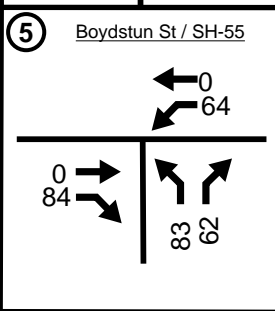
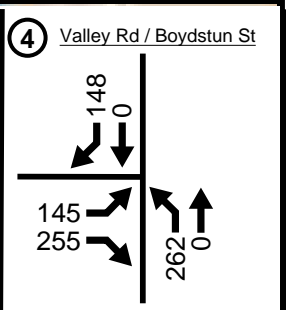
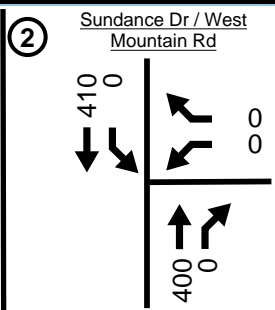
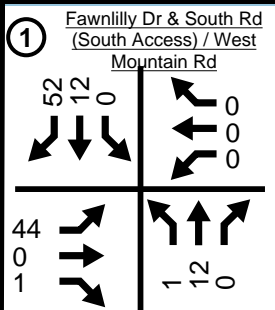
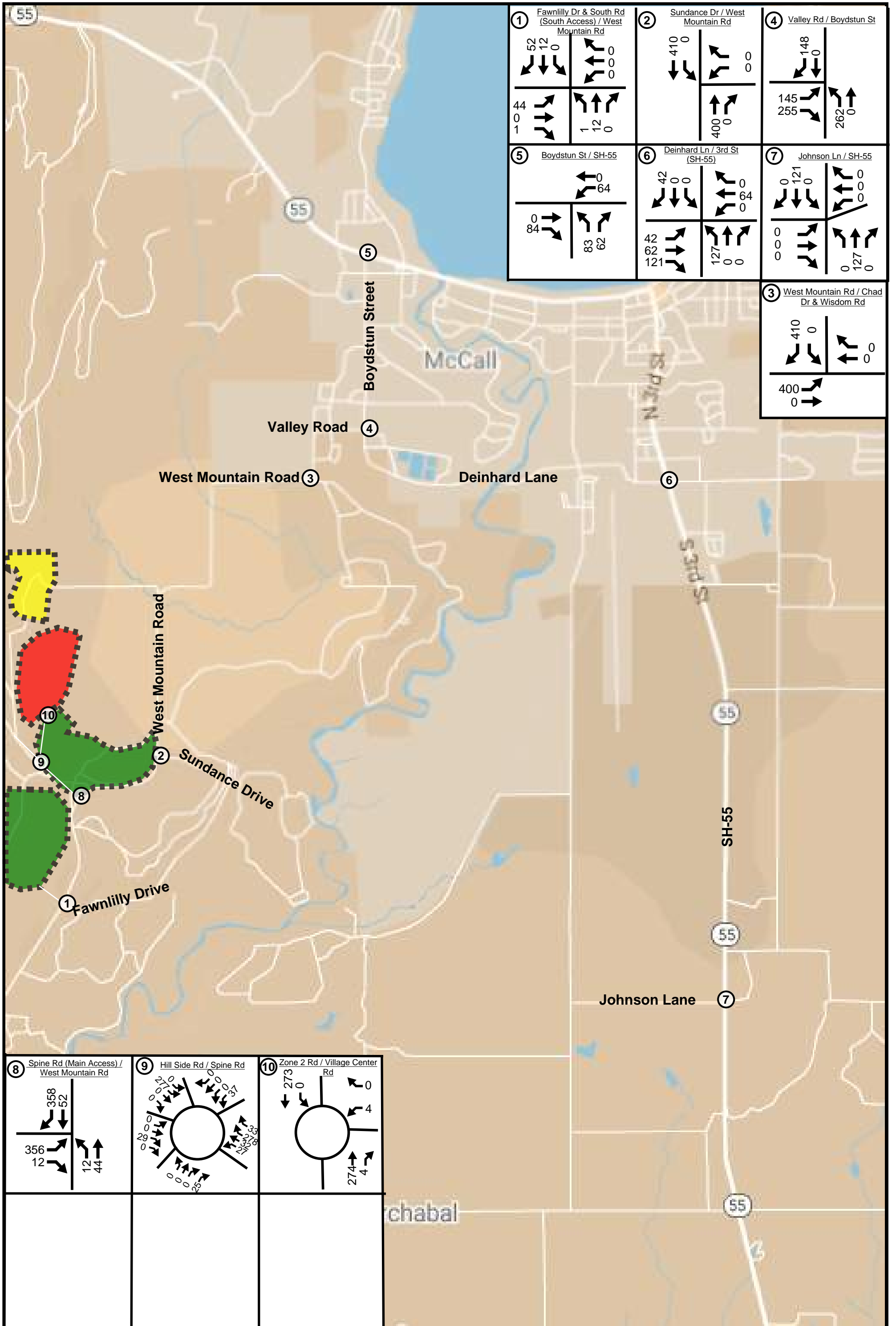












F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- Spine Road (Main Access) / West Mountain Road: Southbound right-turn
- South Access / West Mountain Road: Southbound right-turn

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. Existing (2024) plus project morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 4.

C. Roadway Network

Because Chad Drive is anticipated to become the minor flow and West Mountain Road is anticipated to become the major flow, it is recommended that the stop sign be relocated to the westbound approach of the West Mountain Road / Chad Drive & Wisdom Road intersection. This assumption was made for all plus project analyses.

D. Level of Service Analysis

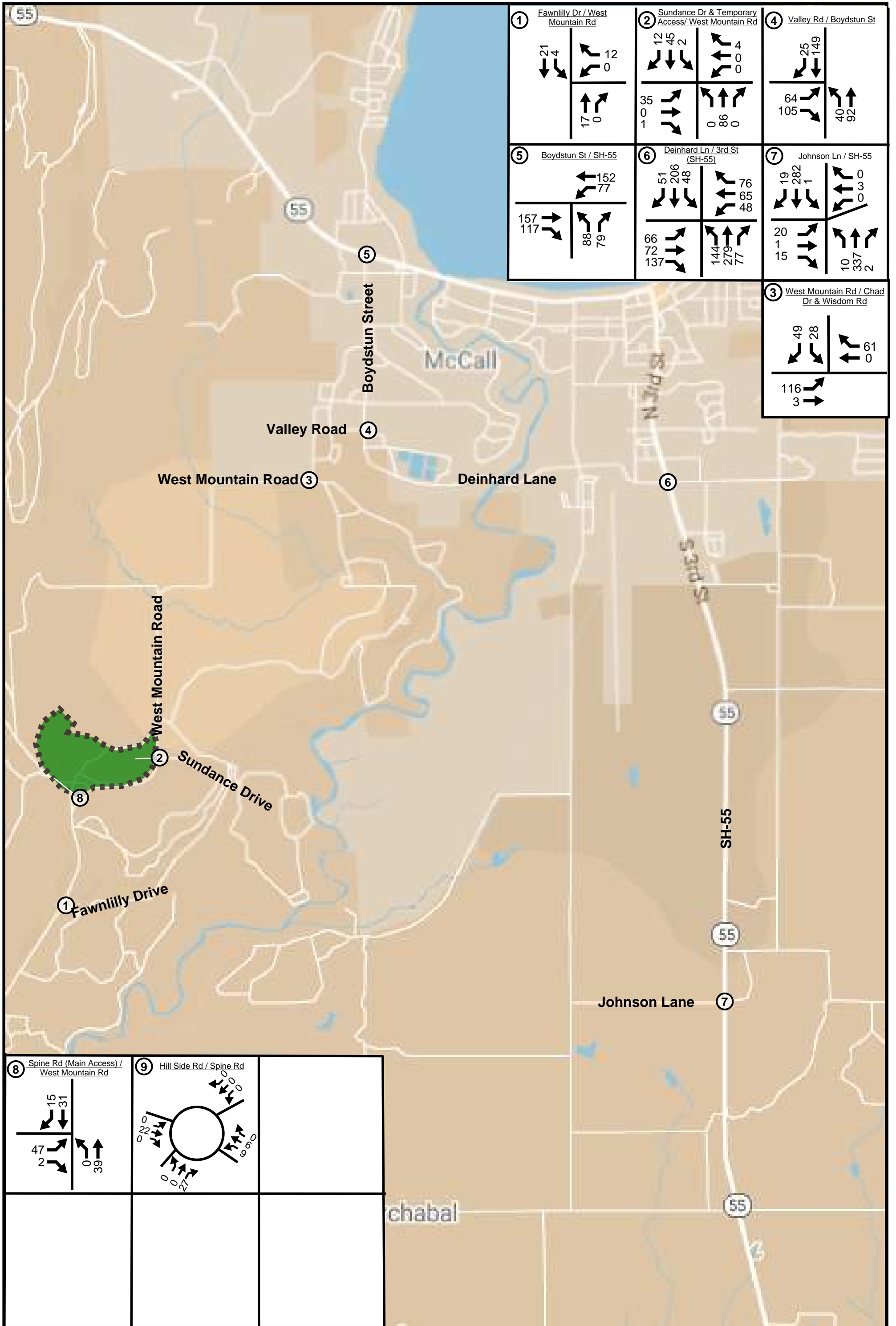
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning, evening, and Saturday peak hours with project traffic added, as shown in Table 8.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning, evening, and Saturday peak hours.

F. Mitigation Measures

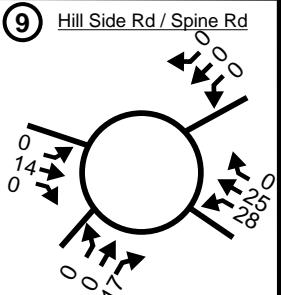
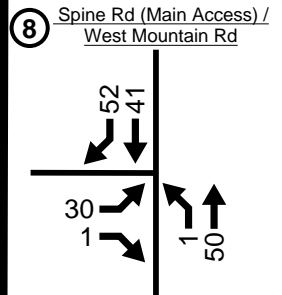
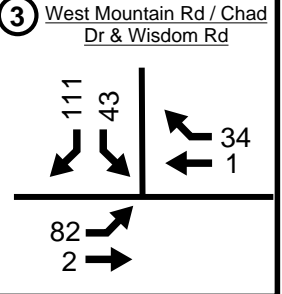
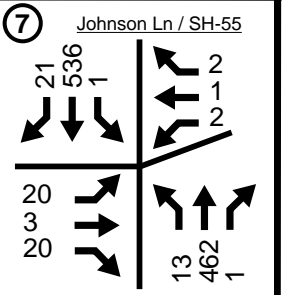
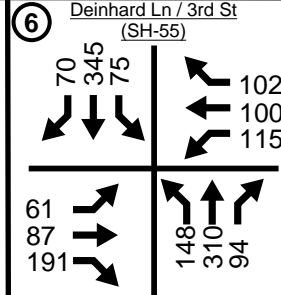
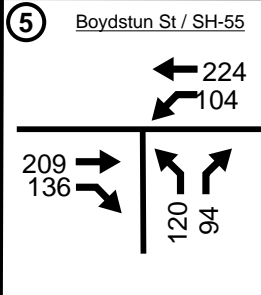
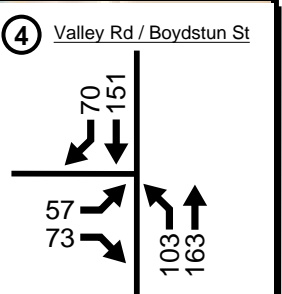
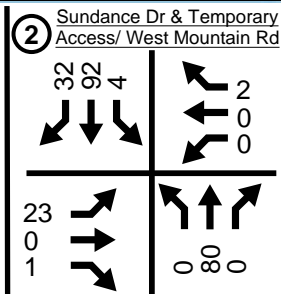
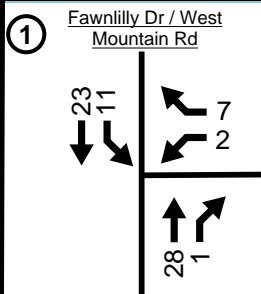
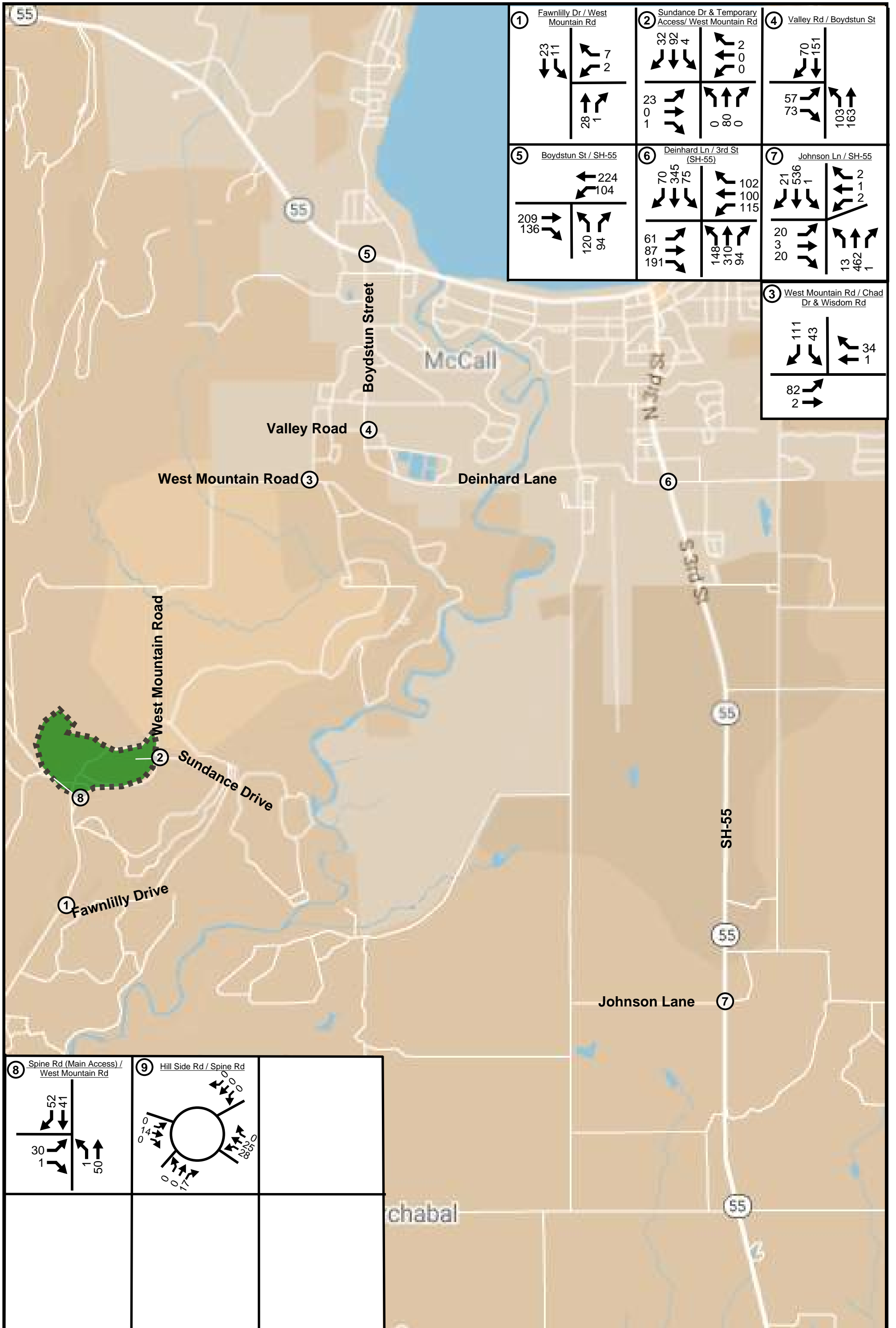
No mitigation measures are recommended.



1 Fawnlilly Dr / West Mountain Rd 	2 Sundance Dr & Temporary Access / West Mountain Rd 	4 Valley Rd / Boydston St
5 Boydston St / SH-55 	6 Deinhard Ln / 3rd St (SH-55) 	7 Johnson Ln / SH-55
3 West Mountain Rd / Chad Dr & Wisdom Rd 		

8 Spine Rd (Main Access) / West Mountain Rd 	9 Hill Side Rd / Spine Rd





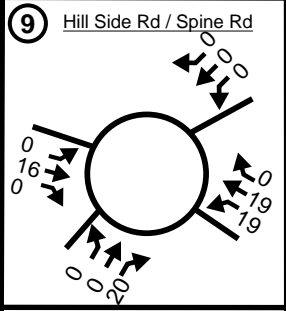
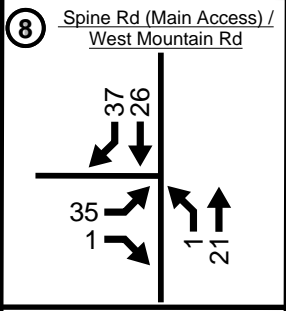
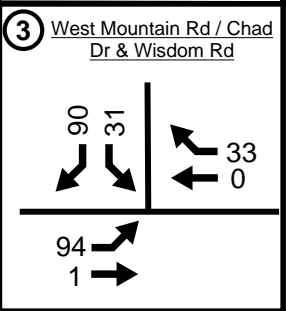
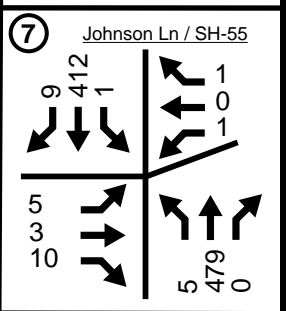
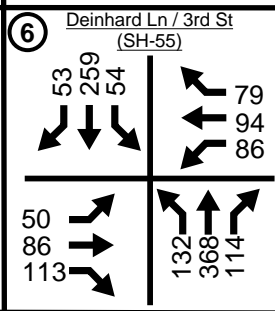
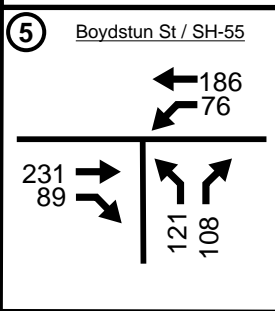
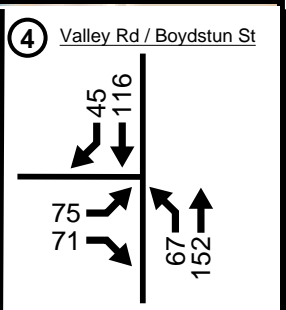
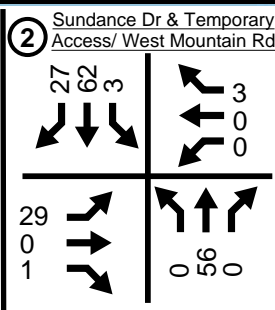
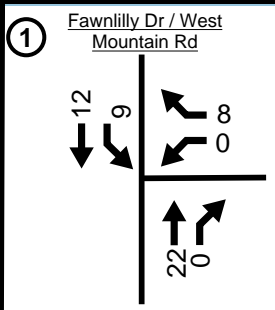
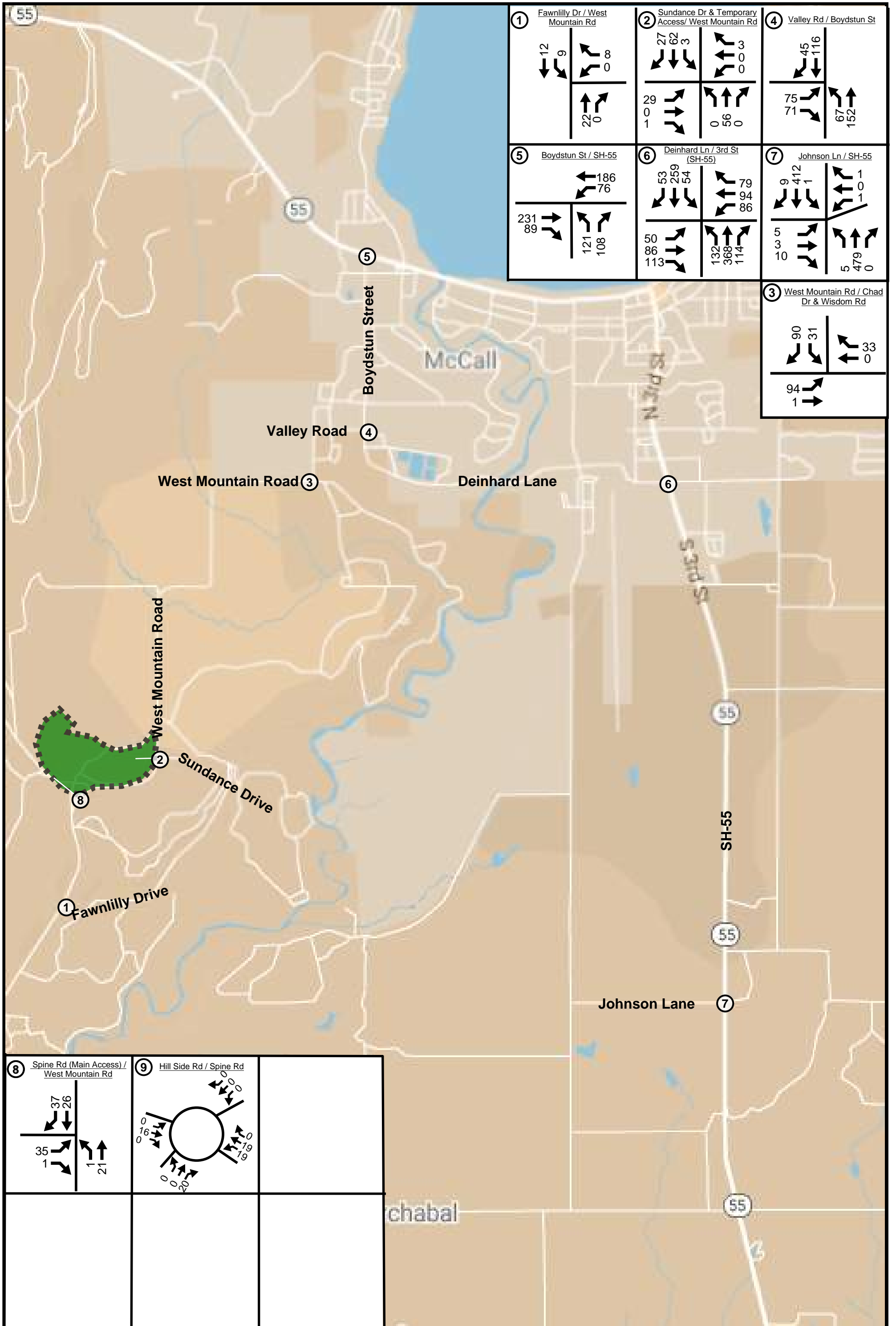


Table 8: Existing (2024) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.5) / WBLn1	a (8.7) / WBLn1	a (8.6) / WBLn1
Temporary Access Sundance Drive / West Mountain Rd	EB/WB Stop	b (10.1) / EBLn1	b (10.6) / EBLn1	b (10.6) / EBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	WB Stop	a (9.3) / EBLn1	a (9.0) / EBLn1	a (9.3) / EBLn1
Valley Road / Boydston Street	EB Stop	b (12.6) / EBLn1	c (16.2) / EBLn1	b (14.2) / EBLn1
Boydston Street / SH-55	NB Stop	c (16.5) / NBLn1	d (30.5) / NBLn1	c (23.7) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	C (23.0)	C (30.1)	C (22.6)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (16.6) / WBLn1	d (29.9) / EBLn1	c (18.4) / EBLn1
Spine Rd (Main Access) / West Mountain Rd	EB Stop	a (9.3) / EBLn1	a (9.4) / EBLn1	a (9.3) / EBLn1
Hill Side Rd / Spine Rd	Roundabout	A (3.1)	A (3.2)	A (3.2)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

V. FUTURE (2029) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2029) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Valley County and ITD websites, there are no projects planned before 2029 in the study area. Therefore, no changes were made to the roadway network for the future (2029) analysis.

C. Traffic Volumes

Hales Engineering calculated a historic growth rate based on a nearby ITD automatic traffic recorder (ATR) on SH-55. Based on the ATR, traffic volumes near McCall have experienced an average annual growth rate of approximately 3%. This growth was applied to project volumes for the year 2029. In addition to this growth, trips from the remainder of the Blackhawk and White Cloud developments were added. Because plans for the nearby Whitetail development in McCall are unknown at this time, it was assumed that the 3% growth would account for development in that area. Future (2029) morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 5.

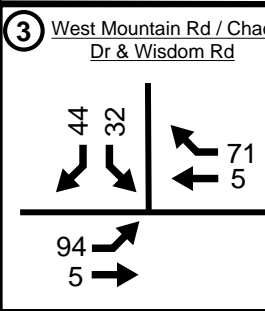
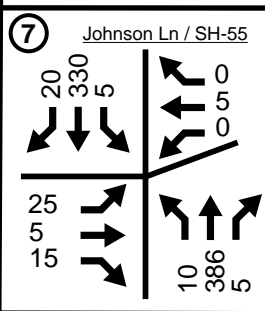
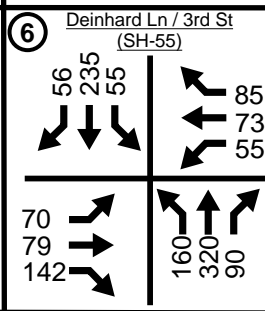
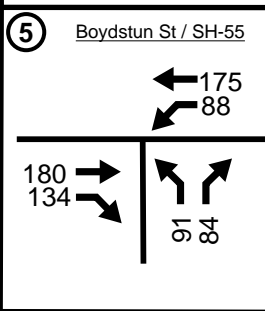
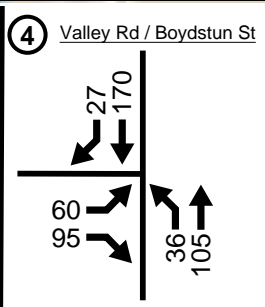
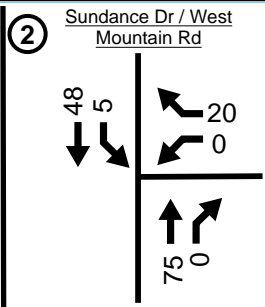
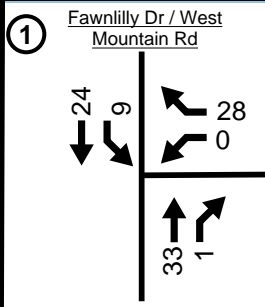
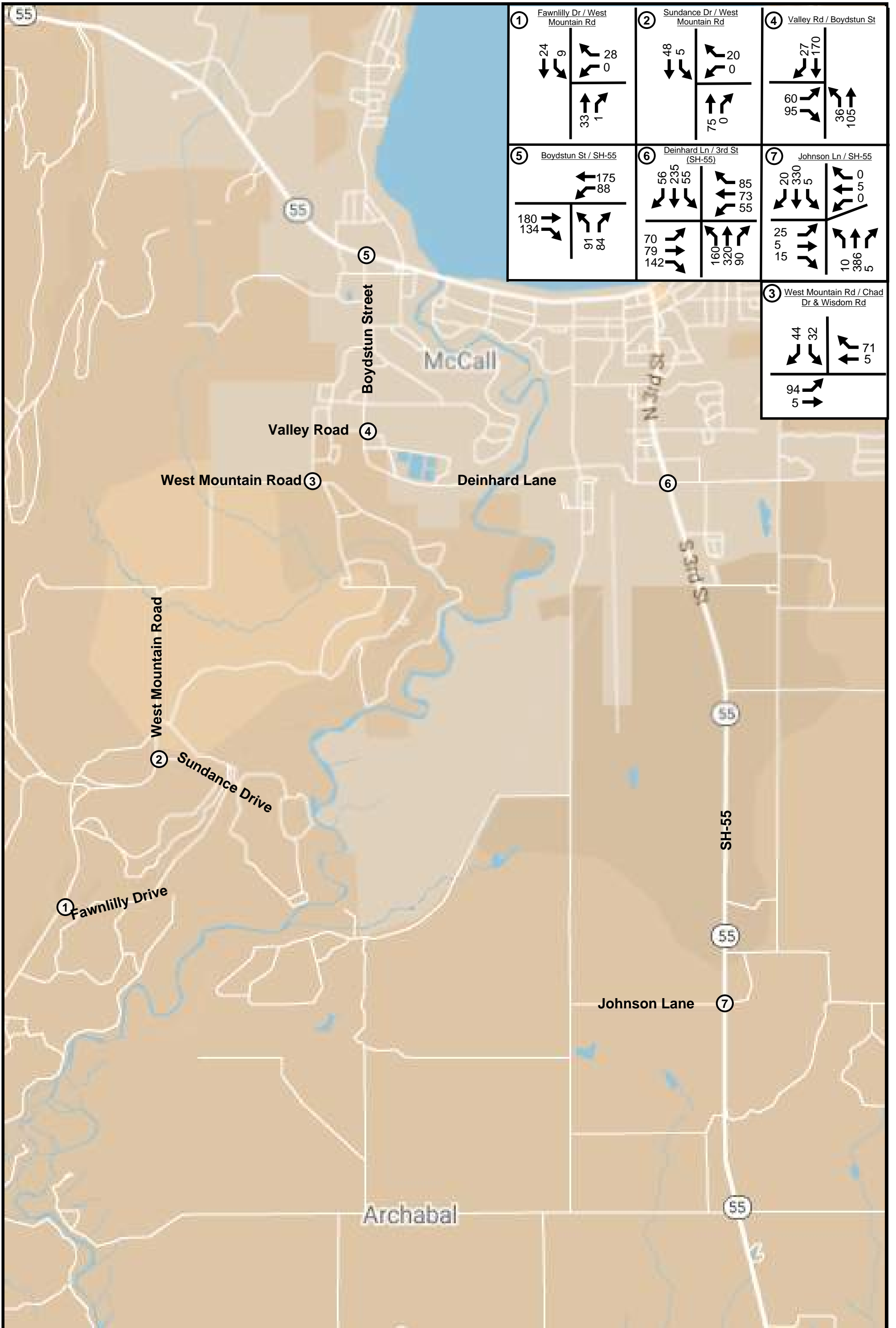
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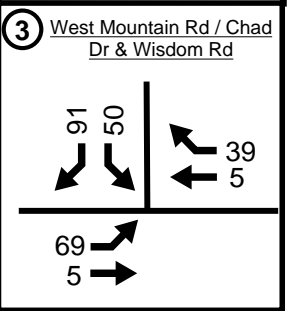
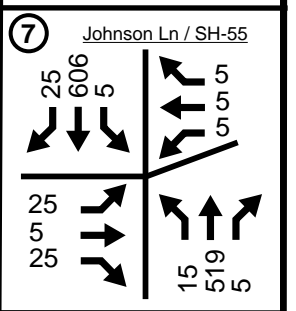
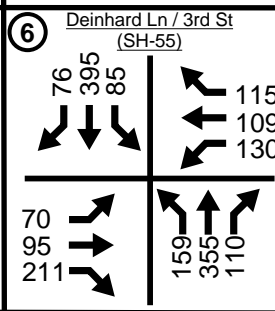
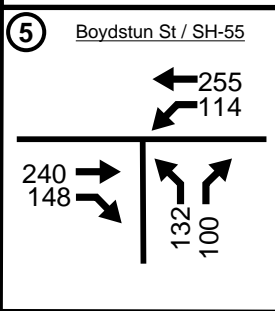
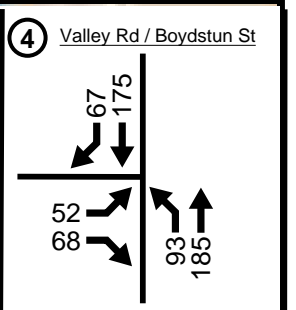
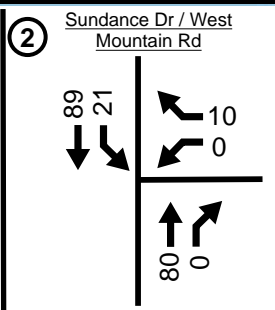
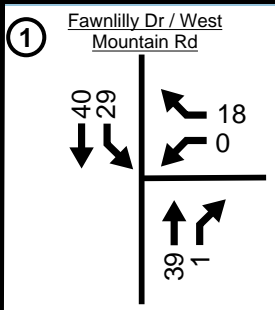
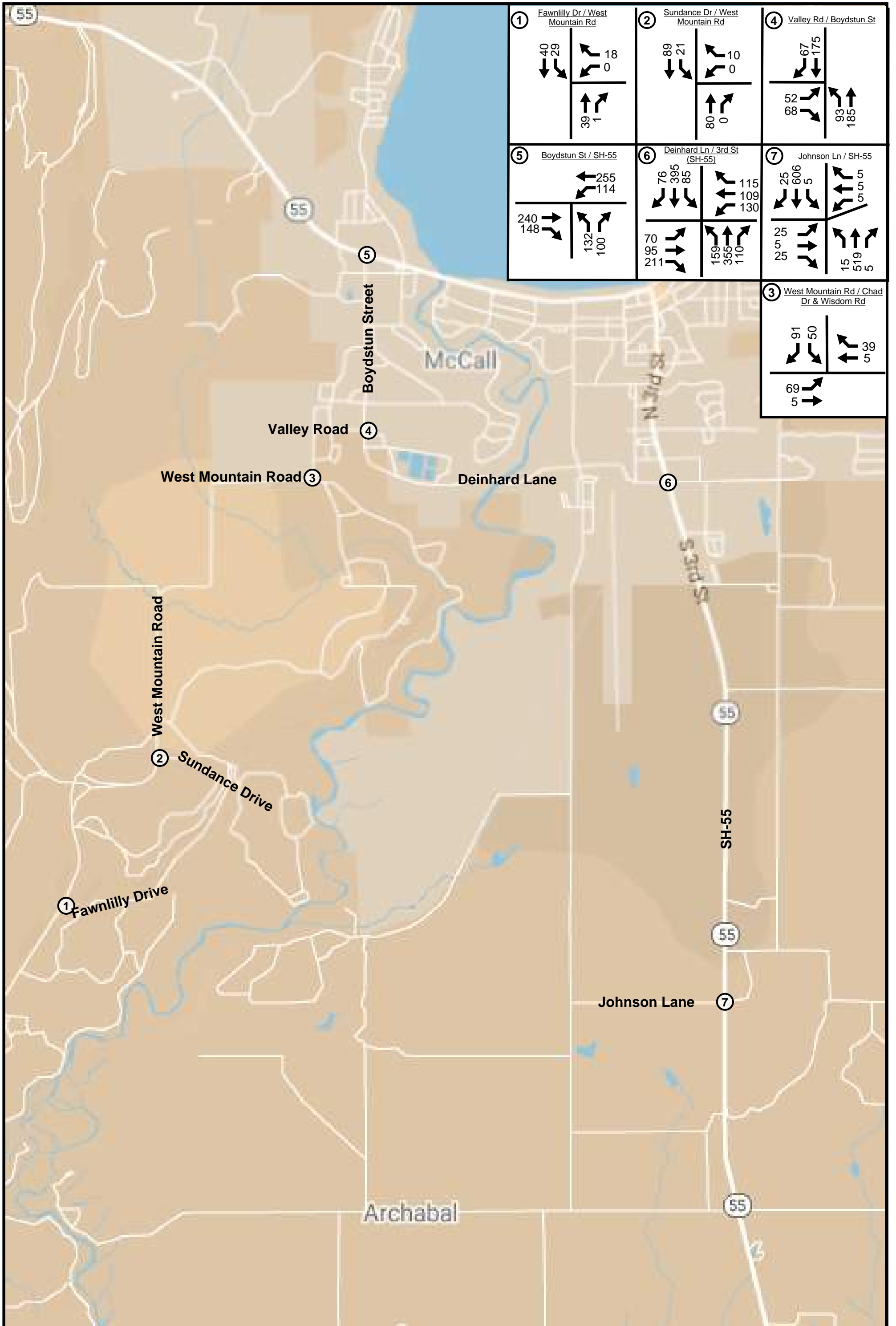
Hales Engineering determined that the Boydston Street / SH-55 and the Johnson Lane & Burr Lane / SH-55 intersections are anticipated to operate at poor levels of service during the evening peak hours in future (2029) background conditions, as shown in Table 9. These results serve as a baseline condition for the impact analysis of the proposed development for future (2029) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning, evening, and Saturday peak hour are summarized as follows:

- Deinhard Lane / 3rd Street (SH-55):
 - Southbound: 555 feet (PM)





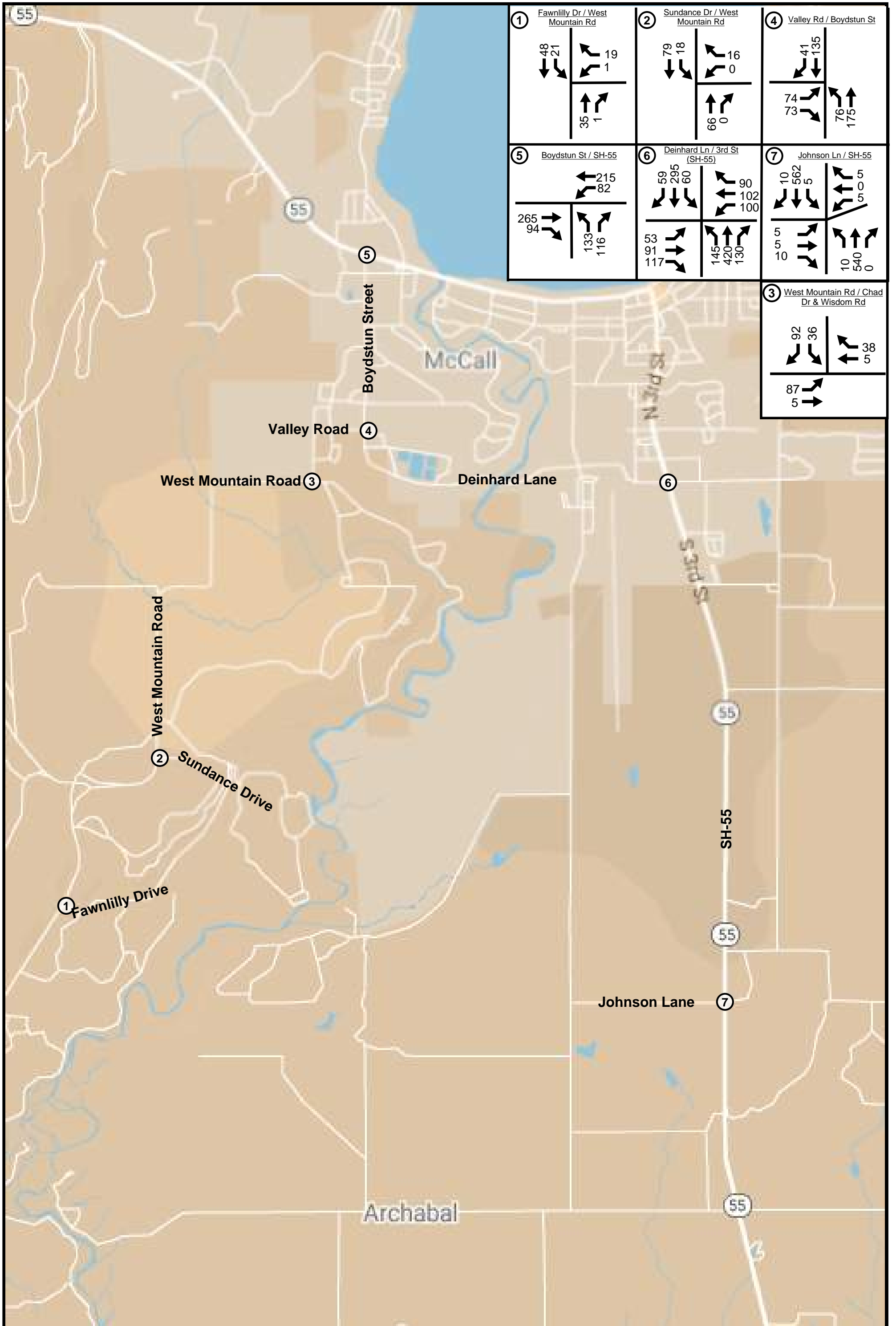


Table 9: Future (2029) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.7) / WBLn1	a (8.7) / WBLn1	a (8.9) / WBLn1
Sundance Drive / West Mountain Rd	WB Stop	a (9.0) / WBLn1	a (8.9) / WBLn1	a (9.1) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	a (9.9) / EBLn1	a (9.8) / EBLn1	a (10.5) / EBLn1
Valley Road / Boydston Street	EB Stop	b (12.7) / EBLn1	c (16.1) / EBLn1	c (15.3) / EBLn1
Boydston Street / SH-55	NB Stop	c (19.1) / NBLn1	e (45.9) / NBLn1	d (31.5) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	C (24.7)	D (36.5)	C (24.5)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (23.2) / EBLn1	f (>50) / EBLn1	d (30.9) / WBLn1

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

F. Mitigation Measures

Hales Engineering recommends a southbound right-turn pocket on the Deinhard Lane / 3rd Street (SH-55) intersection. This mitigation measure addresses the excessive southbound queueing. A signal would be recommended at the Boydston Street / SH-55 intersection, however future (2029) background traffic volumes are not anticipated to meet signal warrants.

Little can be done at the Johnson Lane & Burr Lane / SH-55 intersection until volumes warrant a traffic signal, which may not meet for a long time. In the interim, ITD could consider installing north- and southbound left-turn lanes at this location as a safety improvement. Existing northbound left-turn volumes do meet AASHTO warrants for a left-turn deceleration lane. It is not anticipated this improvement will improve the LOS.

G. Mitigated Scenario

With the proposed improvement, the southbound queue at the Deinhard Lane / 3rd Street (SH-55) intersection is anticipated to be reduced to 430 feet during the evening peak hour.

VI. FUTURE (2029) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2029) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2029) background traffic volumes to predict turning movement volumes for future (2029) plus project conditions. Future (2029) plus project morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 6. For the future (2029) plus project scenario, a PHF of 0.75 was assumed for the Saturday peak hour because, as development in the area grows, it is expected traffic to be more evenly distributed; this assumption is also consistent with the morning and evening PHFs used for intersections along West Mountain Road.

C. Roadway Network

Smylie Lane is currently an unpaved county road. Based on discussions with the County, this connection is expected to be paved in the future. Once paved, it is anticipated that approximately 15% of project traffic could use this route. However, because the timing of this improvement is currently unknown, that 15% of expected project traffic was not assigned to the Smylie Lane connection in the future (2029) or future (2036) plus-project scenarios. It is recommended that, once Smylie Lane is paved, the Smylie Lane / SH-55 intersection be reevaluated to determine whether traffic signal warrants are met at that time.

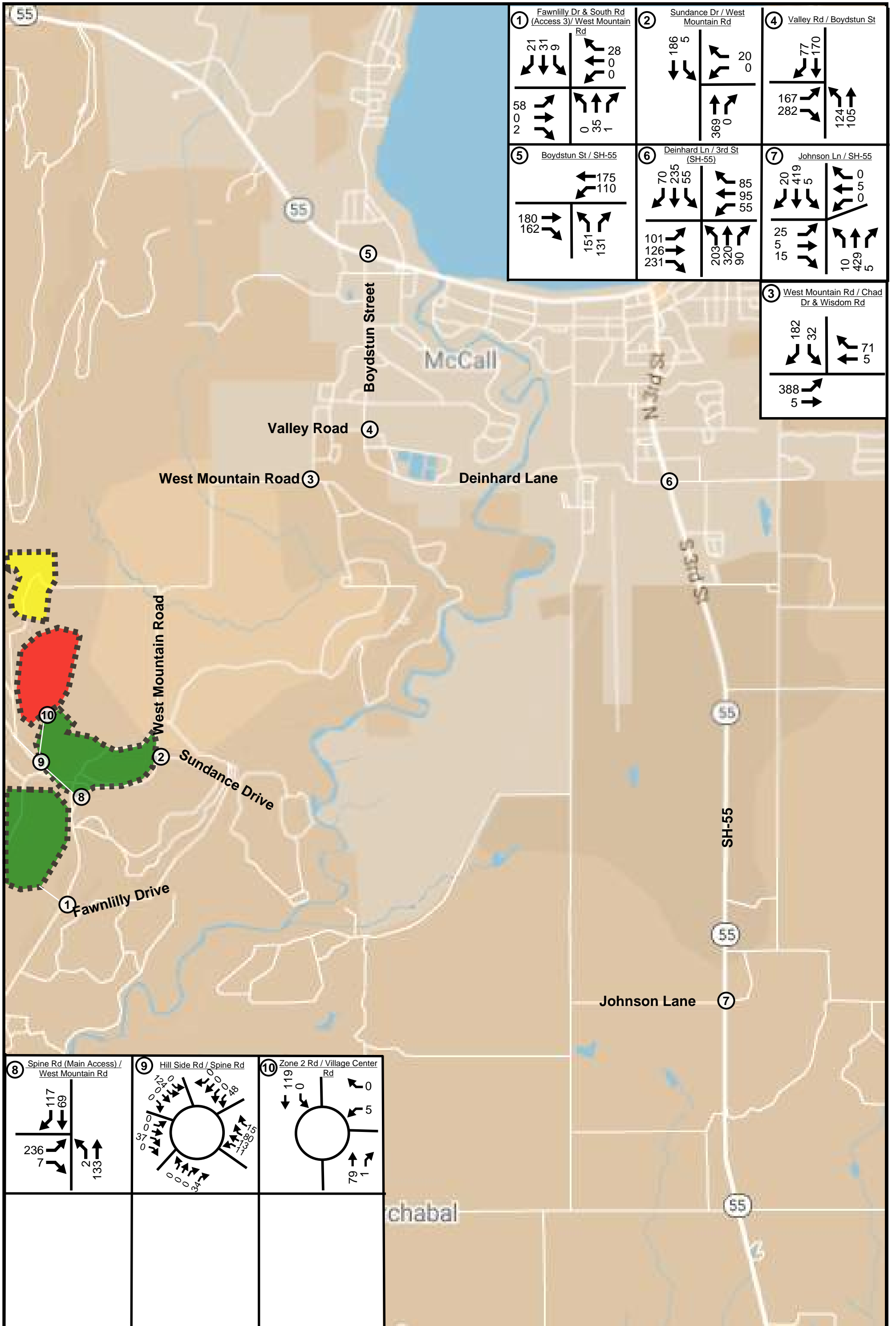
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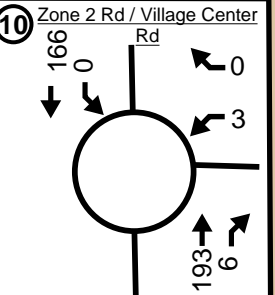
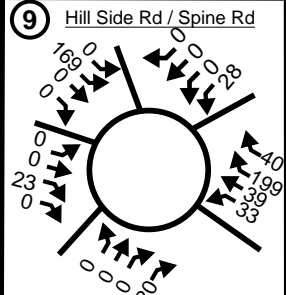
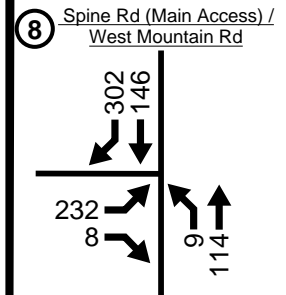
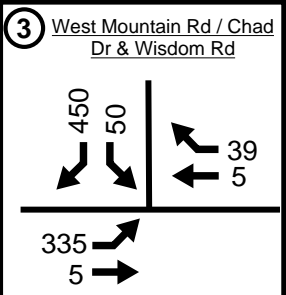
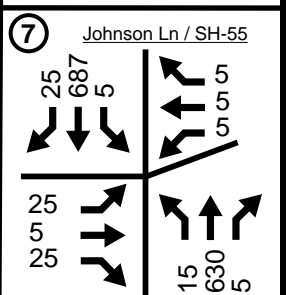
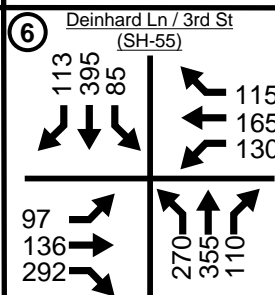
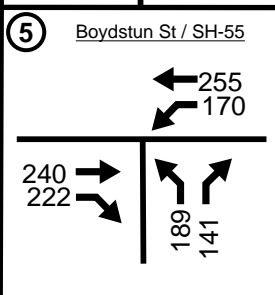
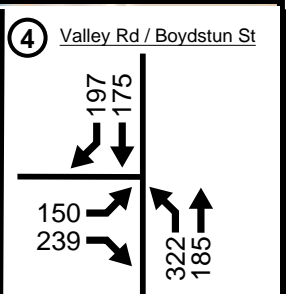
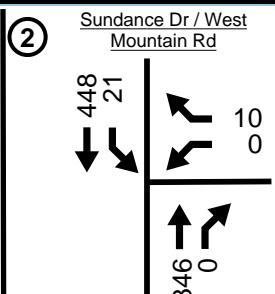
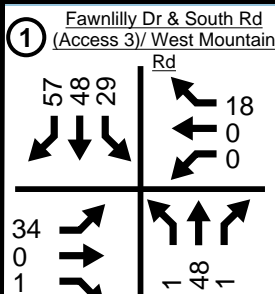
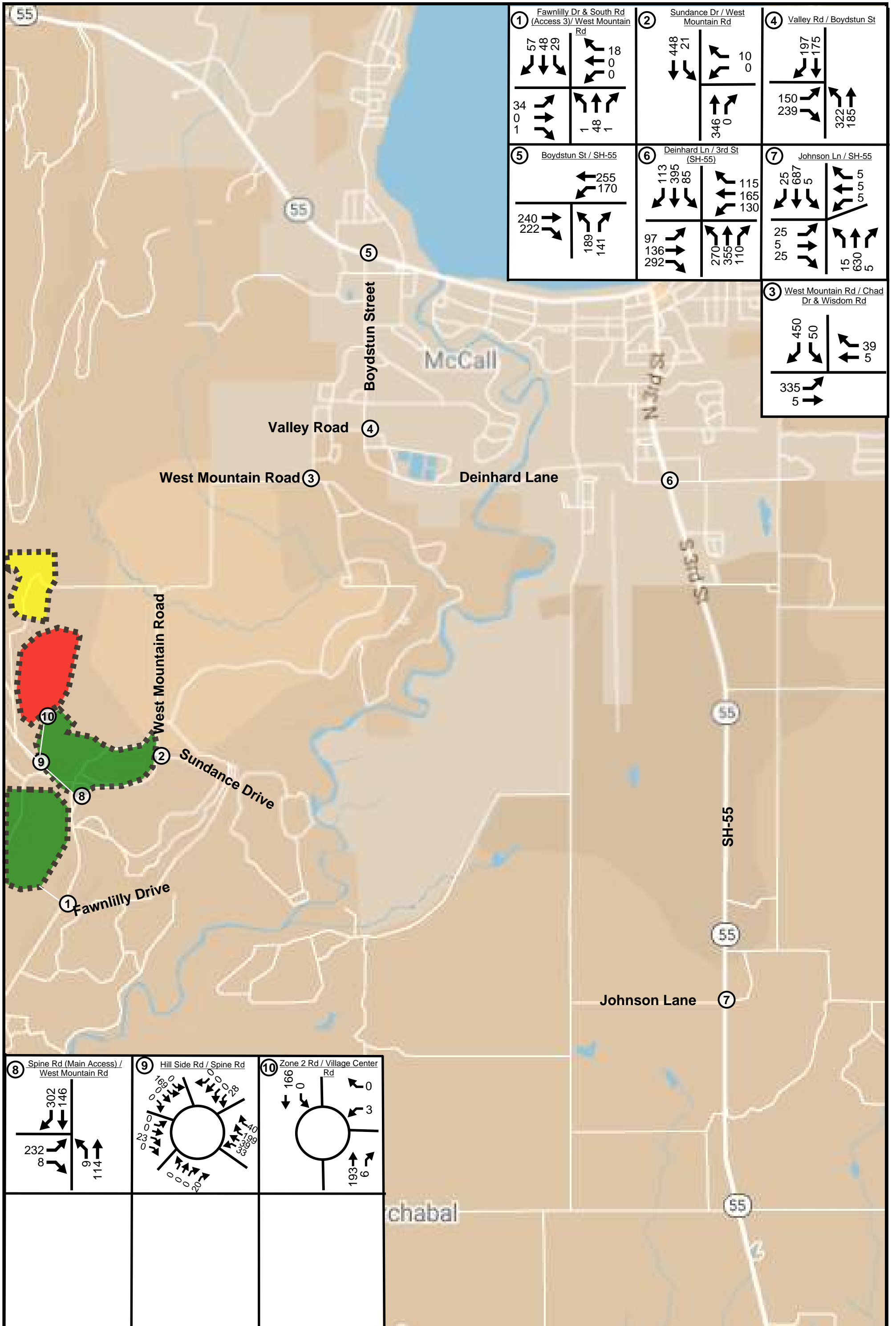
Hales Engineering determined that the Valley Road / Boydston Street, Boydston Street / SH-55, and Johnson Lane & Burr Lane / SH-55 intersections are anticipated to operate at poor levels of service during the evening and Saturday peak hours in future (2029) plus project conditions, as shown in Table 10.

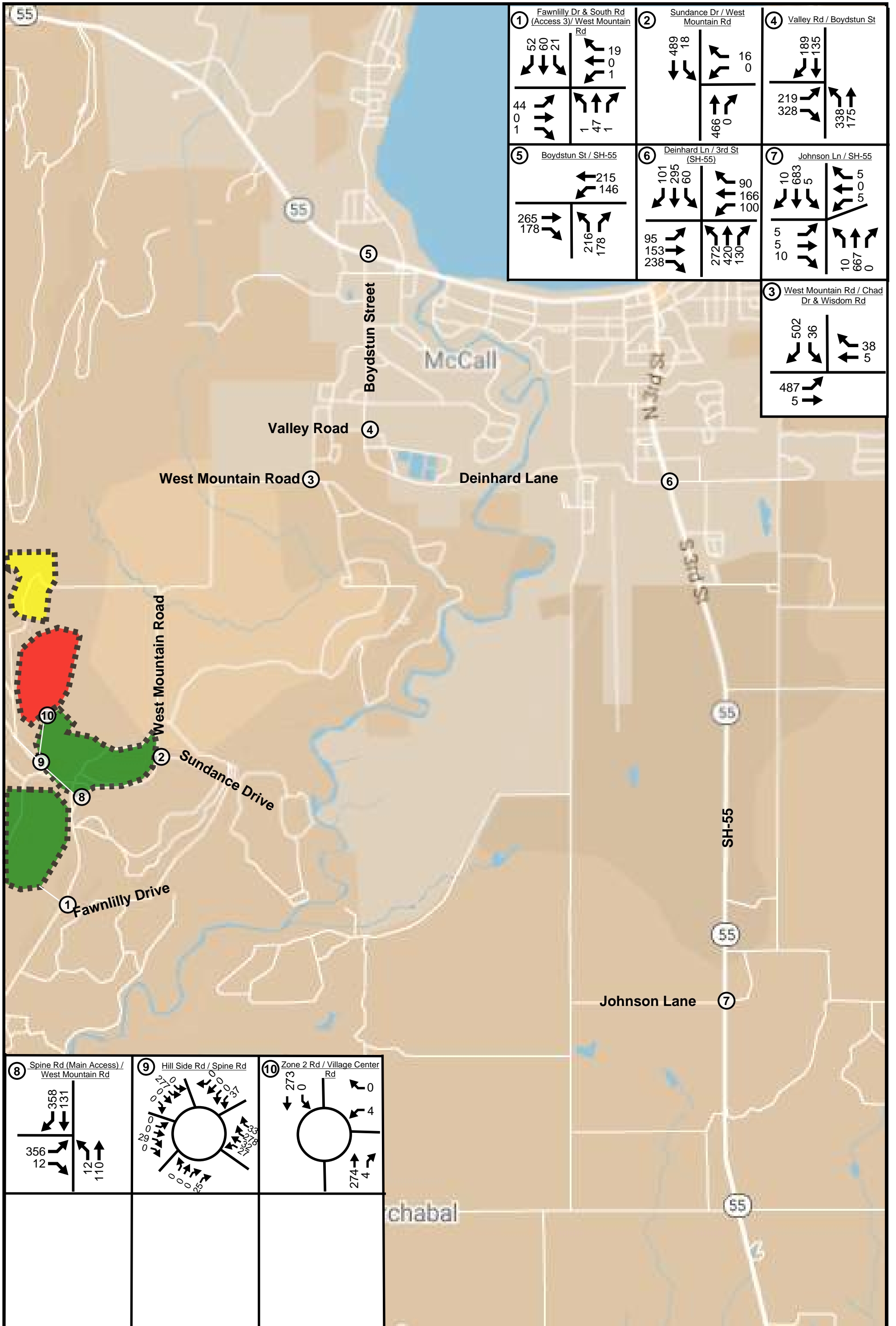
E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning, evening, and Saturday peak hour are summarized as follows:

- Valley Road / Boydston Street:
 - Eastbound: >1,000 feet (PM and Sat)
- Deinhard Lane / 3rd Street (SH-55):
 - Southbound: 620 feet (PM)







1 Fawnlilly Dr / South Rd (Access 3) / West Mountain Rd 	2 Sundance Dr / West Mountain Rd 	4 Valley Rd / Boydstun St
5 Boydstun St / SH-55 	6 Deinhard Ln / 3rd St (SH-55) 	7 Johnson Ln / SH-55
3 West Mountain Rd / Chad Dr & Wisdom Rd 		

8 Spine Rd (Main Access) / West Mountain Rd 	9 Hill Side Rd / Spine Rd 	10 Zone 2 Rd / Village Center Rd
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Table 10: Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive & South Access / West Mountain Rd	WB Stop	b (10.0) / EBLn1	b (10.9) / EBLn1	b (10.9) / EBLn1
Sundance Drive / West Mountain Rd	WB Stop	b (11.7) / WBLn1	b (11.3) / WBLn1	b (13.0) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	WB Stop	b (11.9) / WBLn1	a (11.9) / WBLn1	c (19.2) / WBLn1
Valley Road / Boydston Street	EB Stop	f (>50) / EBLn1	f (>50) / EBLn1	f (>50) / EBLn1
Boydston Street / SH-55	NB Stop	d (29.5) / NBLn1	f (>50) / NBLn1	f (>50) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	D (42.6)	F (89.2)	D (52.8)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (19.8) / EBLn1	f (>50) / EBLn1	f (>50) / WBLn1
Spine Rd (Main Access) / West Mountain Rd	EB Stop	b (14.5) / EBLn1	c (17.2) / EBLn1	d (28.9) / EBLn1
Hill Side Rd & Village Center Rd / Spine Rd	Roundabout	A (4.2)	A (5.5)	A (6.5)
Zone 2 Rd / Village Center Rd	Roundabout	A (3.8)	A (4.5)	A (5.5)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

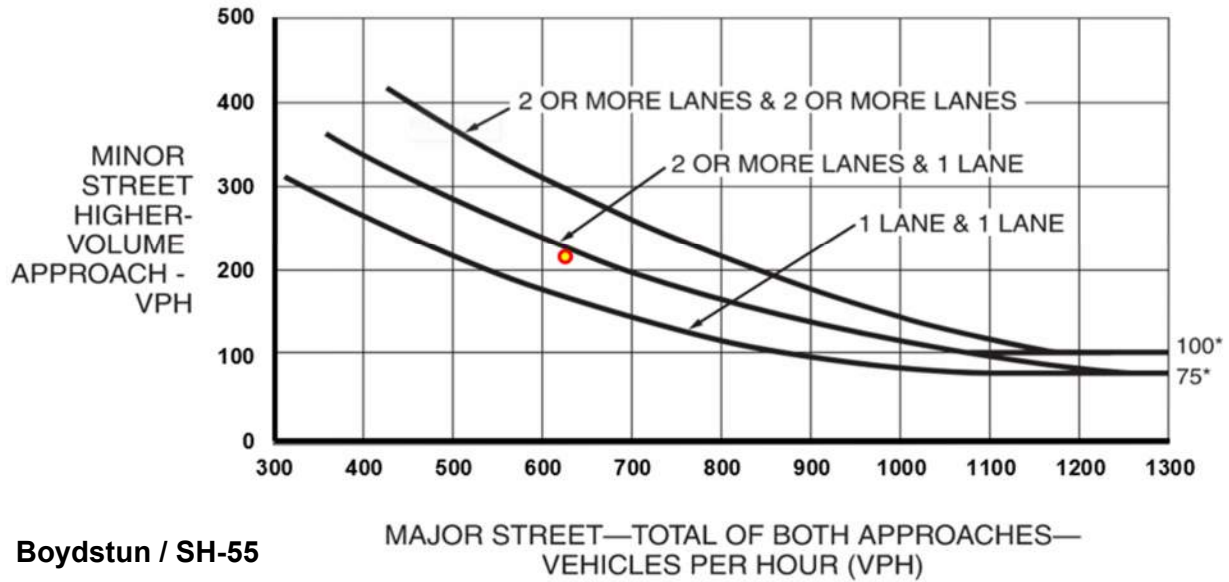
F. Mitigation Measures

At the Boydston Street / SH-55 and West Valley Road / Boydston Street intersections, it is anticipated that signal warrants will be met at this time, as shown in Figure 7, which contains the higher Saturday peak hour volumes. The 70% factor was used because the population of McCall is below 10,000. Because ITD has requested that roundabouts not be considered on ITD roads, it is recommended that a traffic signal be installed when warrants are met. Furthermore, it is also recommended that an eastbound right-turn overlap phase be implemented at the West Valley Road / Boydston Street intersection.

Hales Engineering recommends a southbound right-turn pocket on the Deinhard Lane / 3rd Street (SH-55) intersection, which was recommended in the background scenario. This mitigation measure addresses the excessive southbound queueing. Additionally, it is recommended that an eastbound right-turn overlap phase be implemented at the Deinhard Lane / 3rd Street (SH-55) intersection.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

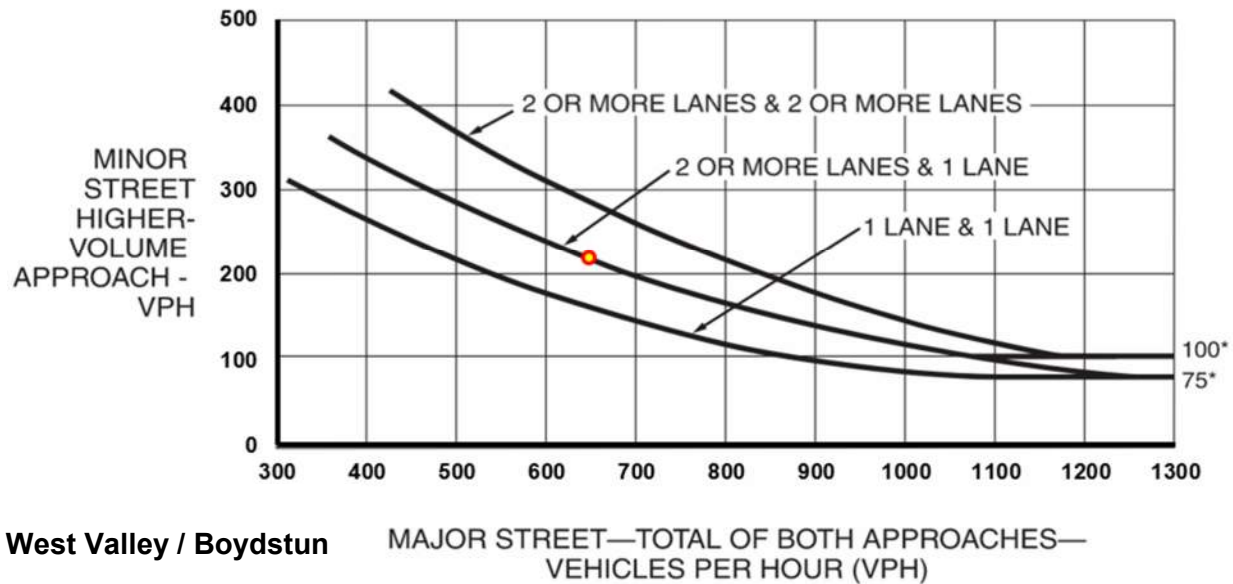
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



Boydston / SH-55

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



West Valley / Boydston

MAJOR STREET—TOTAL OF BOTH APPROACHES—VEHICLES PER HOUR (VPH)

Figure 7: Peak hour signal warrants

G. Mitigated Scenario

With the proposed improvements, the West Valley Road / Boydstun Street, Boydstun Street / SH-55, and Deinhard Lane / 3rd Street (SH-55) intersections are anticipated to operate at acceptable levels of service, as shown in Table 11.

Table 11: Mitigated Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Valley Road / Boydstun Street	Signal	B (14.5)	C (20.0)	C (27.4)
Boydstun Street / SH-55	Signal	A (9.6)	B (12.8)	B (12.5)
Deinhard Lane / 3rd Street (SH-55)	Signal	C (27.0)	D (47.6)	D (38.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

VII. FUTURE (2036) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2036) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Valley County and ITD, it is planned that Deinhard Lane and Boydston Street are planned to become the new alignment for SH-55 and bypass downtown McCall. It is unknown how much traffic will reroute to the bypass once completed. For the purposes of this analysis, it was assumed that approximately 25% of the background through traffic within the corridor will utilize the new alignment. Therefore, 25% of the background traffic was assumed to reroute to the new facility for the future (2036) analysis.

C. Traffic Volumes

Hales Engineering calculated a historic growth rate based on a nearby ITD automatic traffic recorder (ATR) on SH-55. Based on the ATR, traffic volumes near McCall have experienced an average annual growth rate of approximately 3%. This growth was applied to project volumes for the year 2036. Future (2036) morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 8.

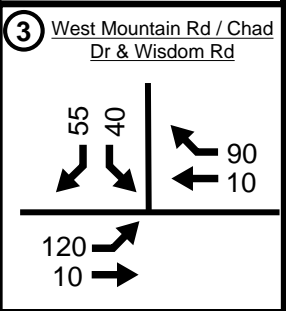
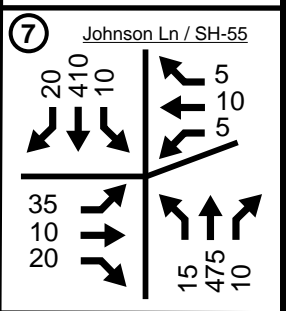
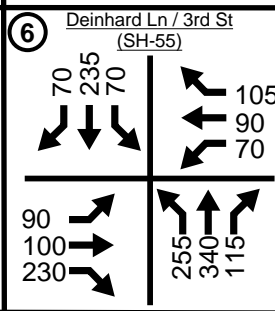
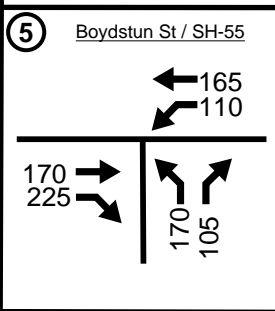
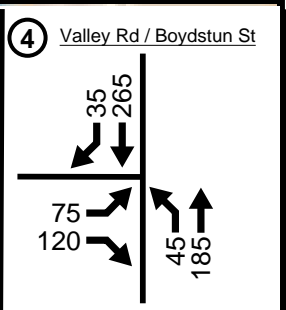
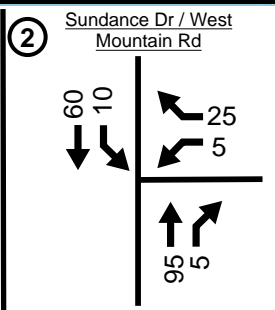
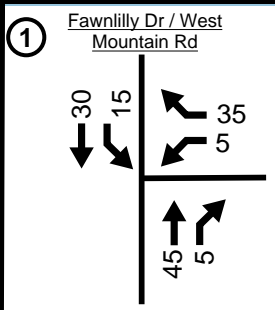
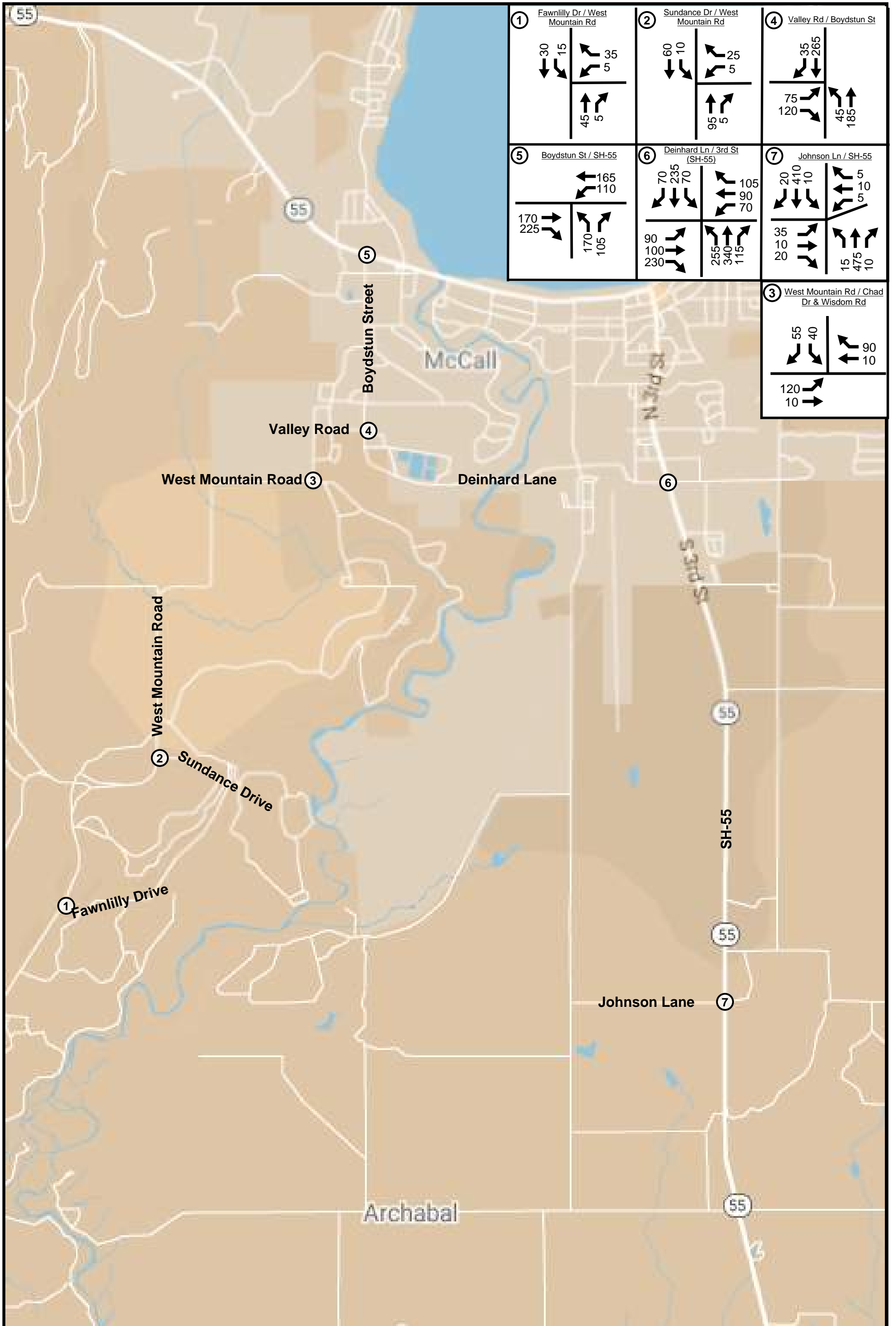
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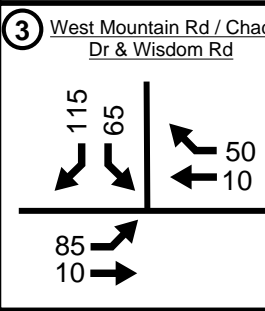
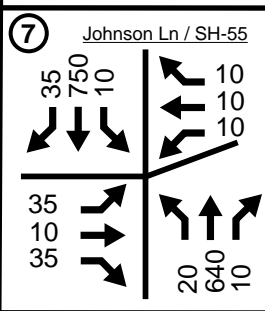
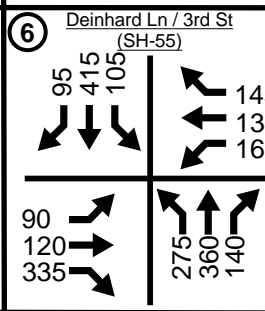
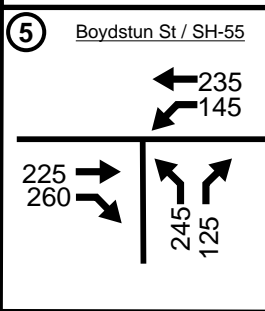
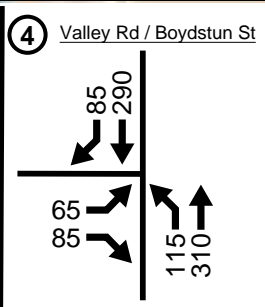
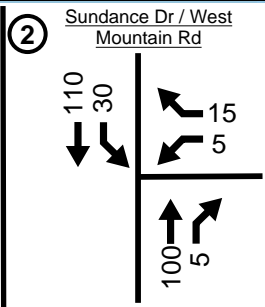
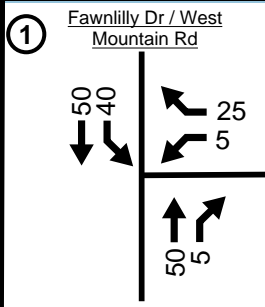
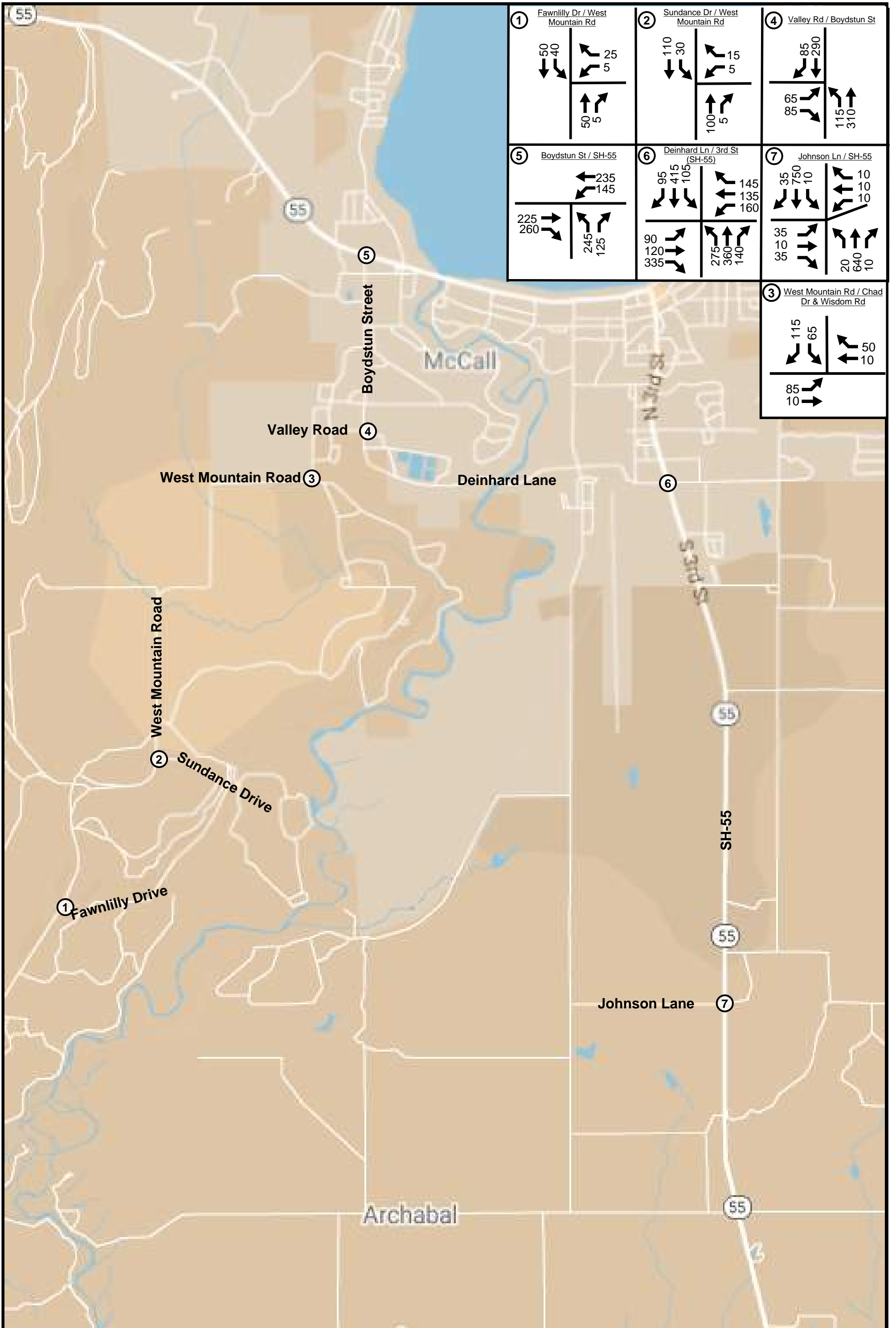
Hales Engineering determined that under future (2036) background conditions, the Boydston Street / SH-55 and Johnson Lane & Burr Lane / SH-55 intersections are anticipated to operate at poor levels of service during the morning, evening, and Saturday peak hours. The Valley Road / Boydston Street intersection is anticipated to operate at poor levels of service during the evening and Saturday peak hours, and the Deinhard Lane / 3rd Street (SH-55) intersection is anticipated to operate at poor levels of service during the evening peak hour, as shown in Table 12. These results serve as a baseline condition for the impact analysis of the proposed development for future (2036) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning, evening, and Saturday peak hour are summarized as follows:

- Deinhard Lane / 3rd Street (SH-55):
 - Northbound: 535 feet (Saturday)





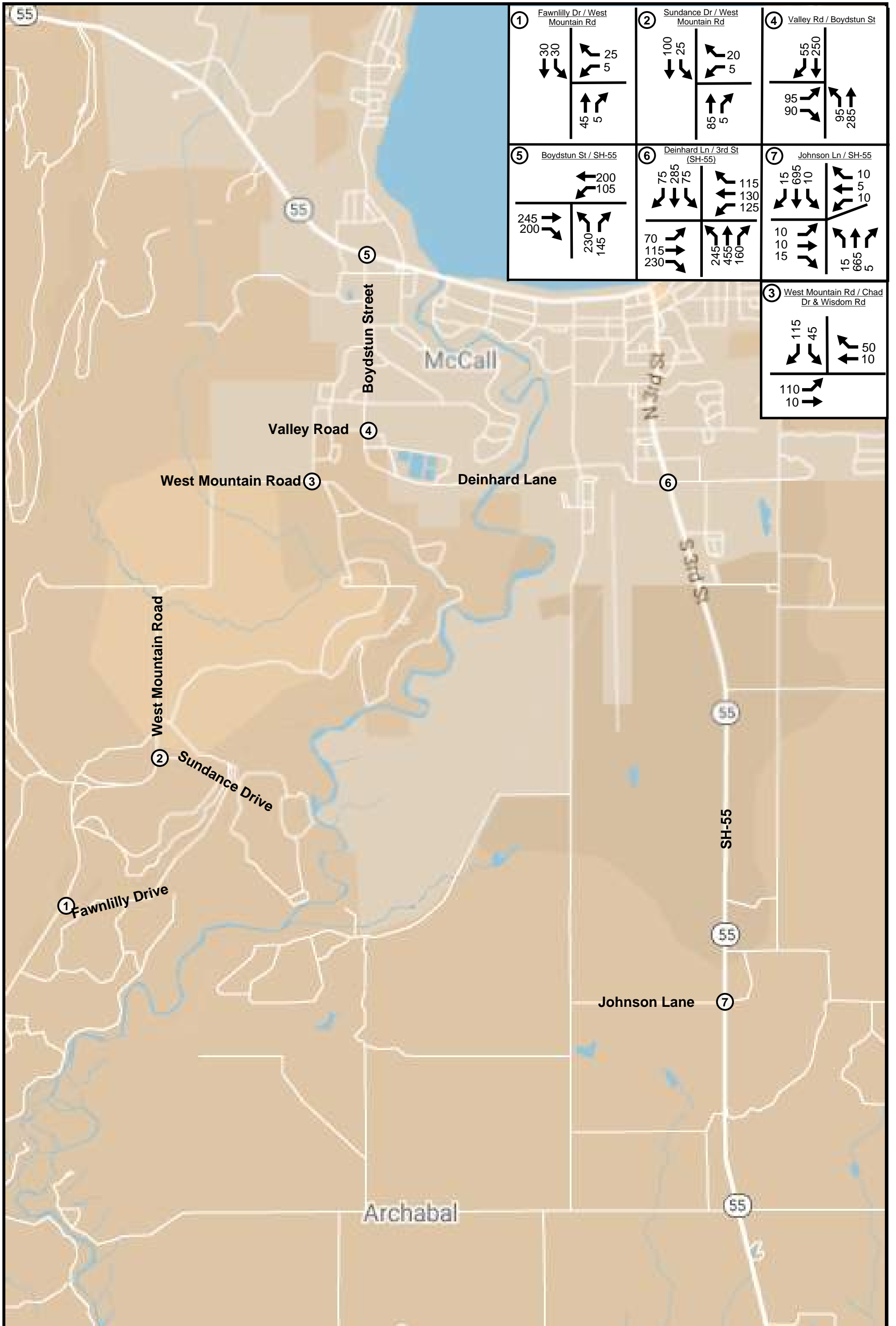


Table 12: Future (2036) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (9.0) / WBLn1	a (9.1) / WBLn1	a (9.2) / WBLn1
Sundance Drive / West Mountain Rd	WB Stop	a (9.4) / WBLn1	a (9.7) / WBLn1	a (9.9) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	b (10.5) / EBLn1	b (10.4) / EBLn1	b (11.5) / EBLn1
Valley Road / Boydston Street	EB Stop	c (18.1) / EBLn1	e (35.8) / EBLn1	e (35.5) / EBLn1
Boydston Street / SH-55	NB Stop	e (35.5) / NBLn1	f (>50) / NBLn1	f (>50) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	D (48.2)	E (68.4)	D (41.6)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	f (>50) / EBLn1	f (>50) / EBLn1	f (>50) / WBLn1

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

F. Mitigation Measures

Hales Engineering recommends an eastbound right-turn overlap phase at the Deinhard Lane / 3rd Street (SH-55) intersection. Hales Engineering also recommends installing a signal at the Boydston Street / SH-55 intersection. These mitigation measures address the increased volumes on Boydston Street and Deinhard Lane from the future SH-55 realignment.

A signal would be recommended at the Valley Road / Boydston Street intersection, however future (2036) background traffic volumes are not anticipated to meet signal warrants. An eastbound left-turn pocket was evaluated; however, the intersection was still anticipated to operate at a poor LOS. It is recommended that a signal be installed when warrants are eventually met.

G. Mitigated Scenario

With the proposed improvements, the Deinhard Lane / 3rd Street (SH-55) and Boydston Street / SH-55 intersections are anticipated to operate at acceptable levels of service.

Table 13: Future (2036) Background Peak Hour LOS - Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Boydston Street / SH-55	Signal	B (10.2)	B (14.8)	B (11.7)
Deinhard Lane / 3rd Street (SH-55)	Signal	C (23.1)	D (44.2)	C (27.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

VIII. FUTURE (2036) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2036) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2036) background traffic volumes to predict turning movement volumes for future (2036) plus project conditions. Future (2036) plus project morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 9. Because the majority of traffic on West Mountain Road near the project will be project-related, it is anticipated that this will change travel patterns, including the peak hour factor (PHF). In similar situations, other jurisdictions recommend utilizing a PHF of 0.92, which was applied to the project access points.

C. Level of Service Analysis

Hales Engineering determined that the Johnson Lane & Burr Lane / SH-55 intersection is anticipated to operate at poor levels of service during the morning, evening, and Saturday peak hours and the Deinhard Lane / 3rd Street (SH-55) intersection is anticipated to operate at poor levels of service during the evening peak hour in future (2036) plus project conditions, as shown in Table 14.

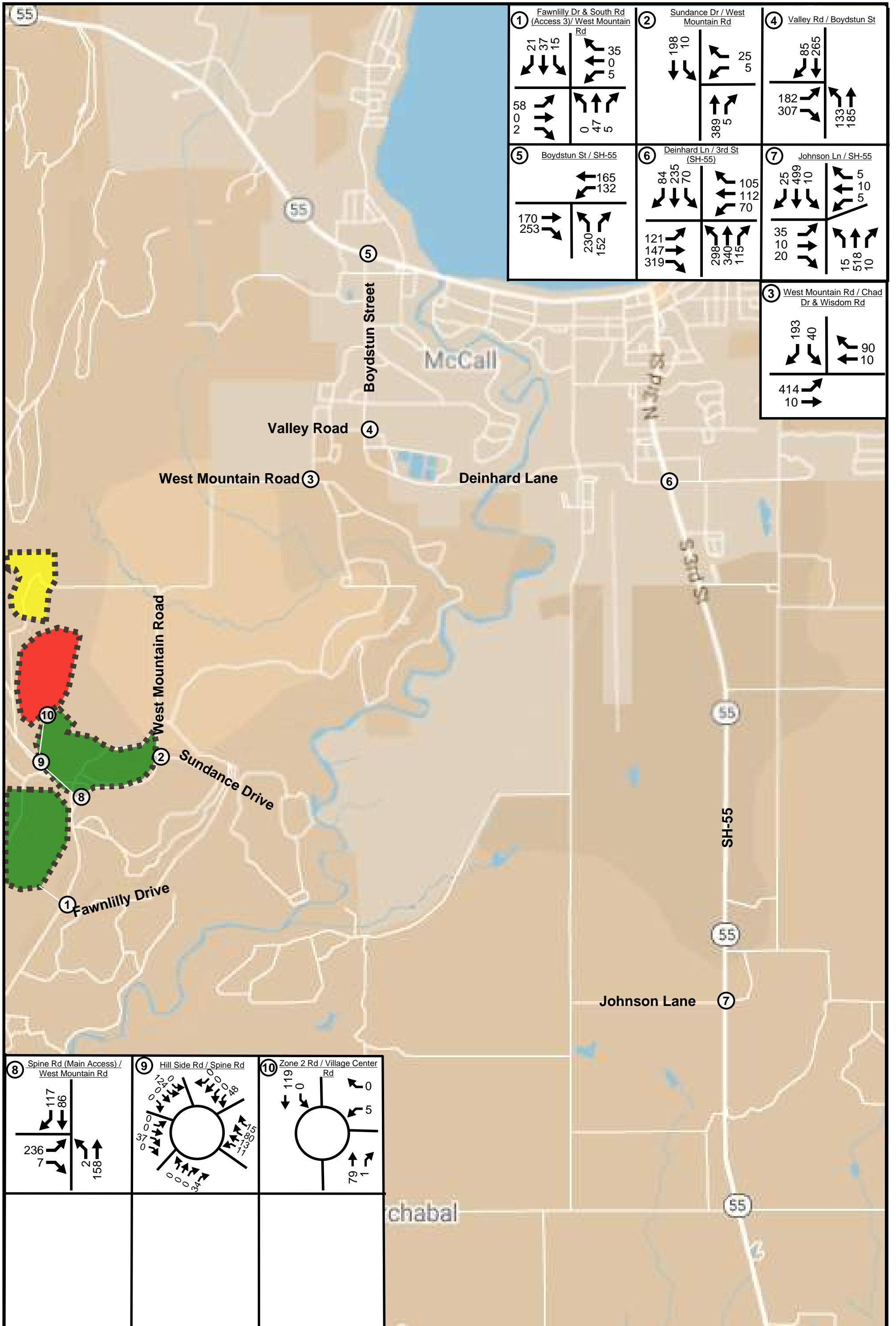
D. Queuing Analysis

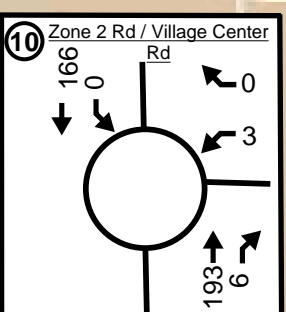
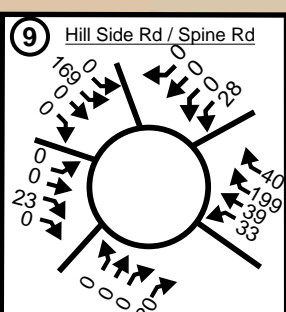
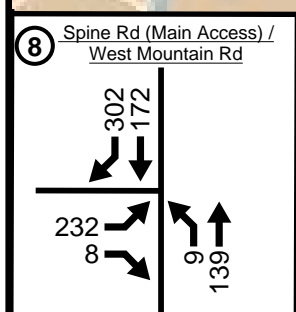
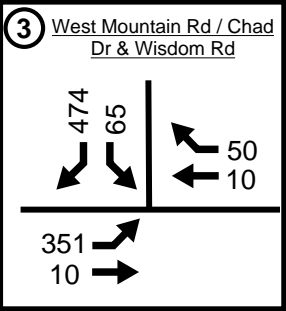
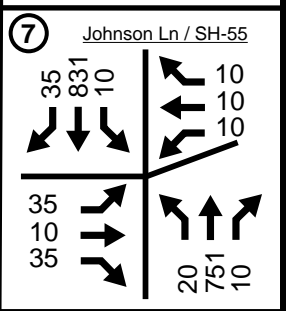
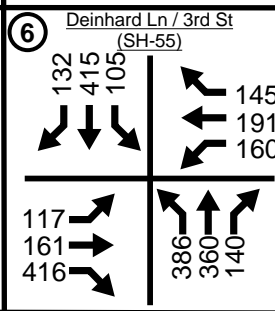
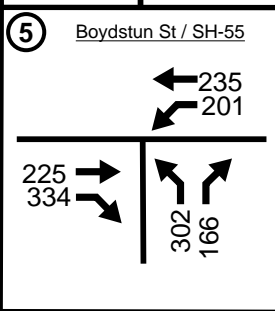
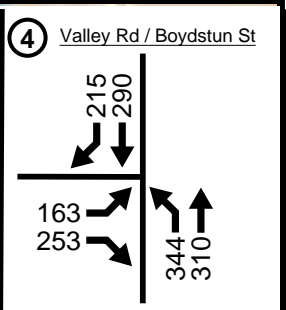
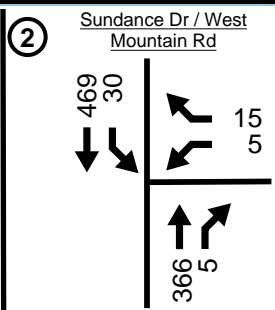
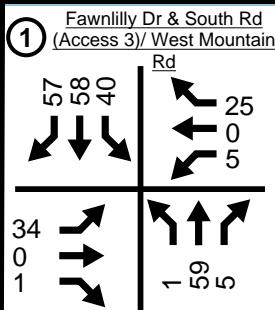
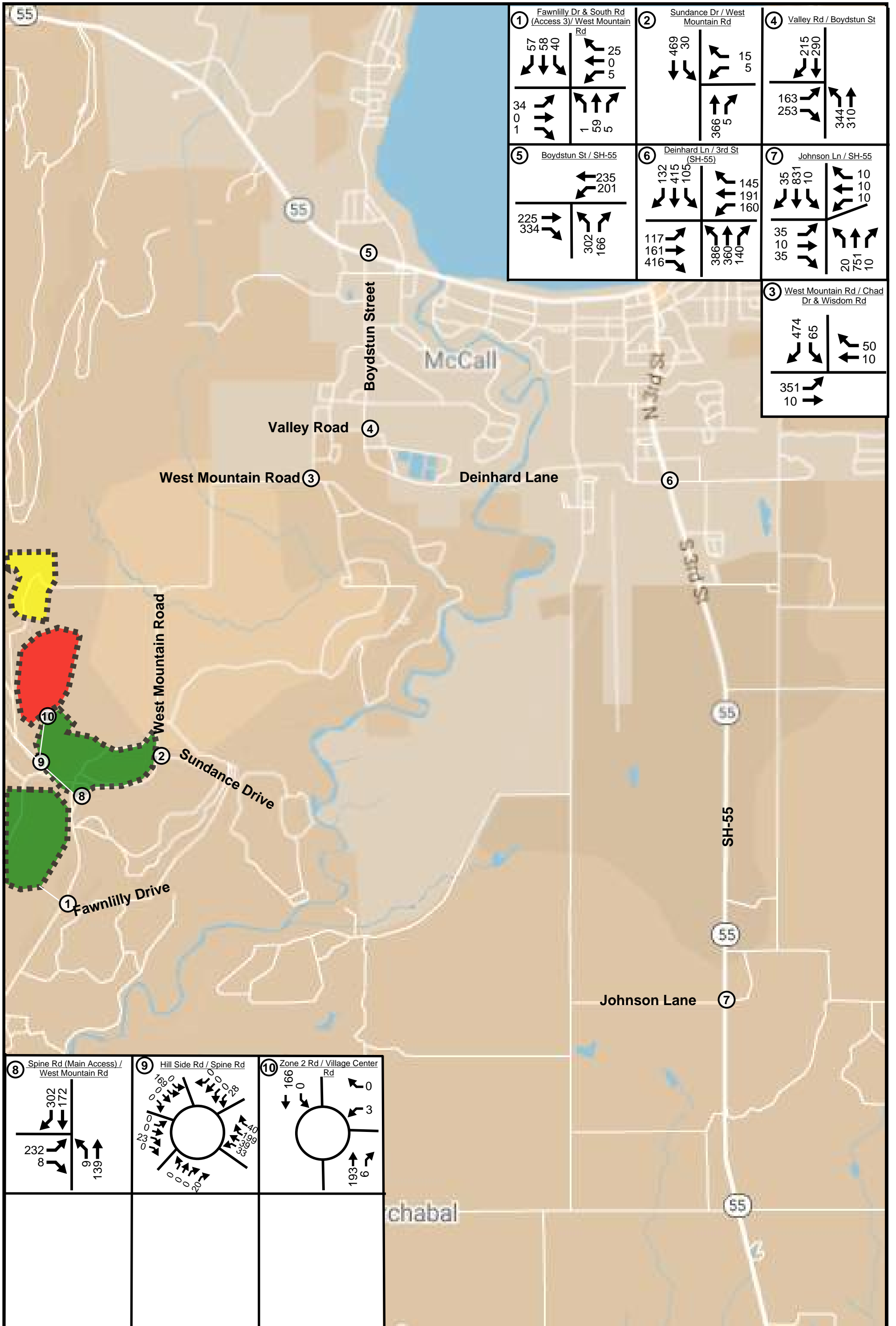
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning, evening, and Saturday peak hour are summarized as follows:

- Valley Road / Boydstun Street:
 - Southbound: 520 feet (PM)
- Deinhard Lane / 3rd Street (SH-55):
 - Northbound: 535 feet (Saturday)

E. Mitigation Measures

It is recommended that an eastbound left-turn pocket be installed at the Deinhard Lane / 3rd Street (SH-55) intersection. It is anticipated that the signal would be able to operate more efficiently this way.





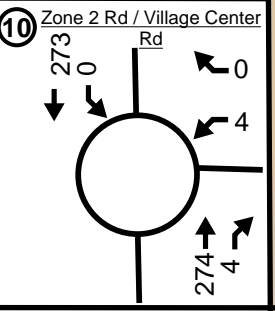
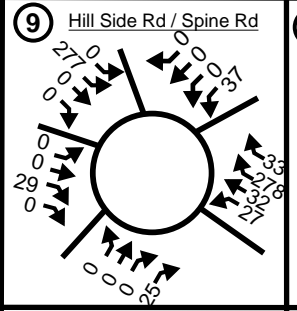
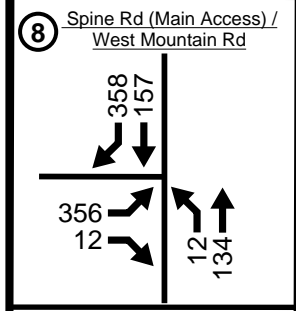
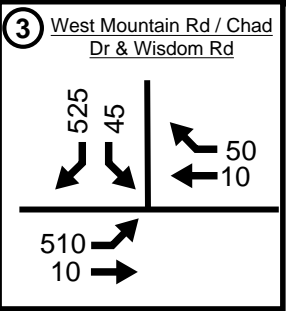
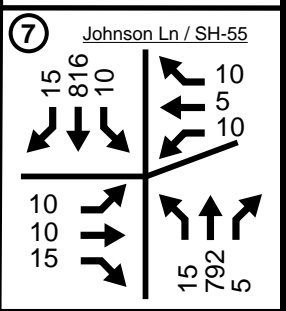
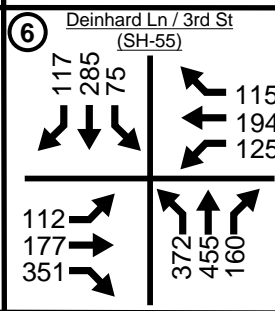
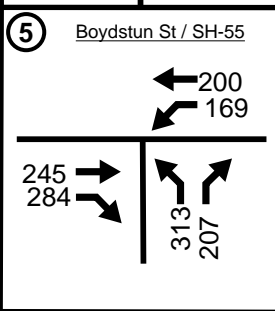
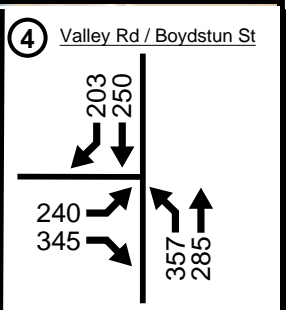
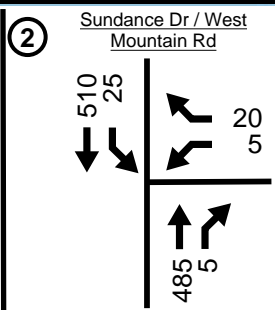
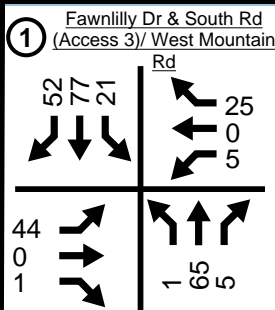
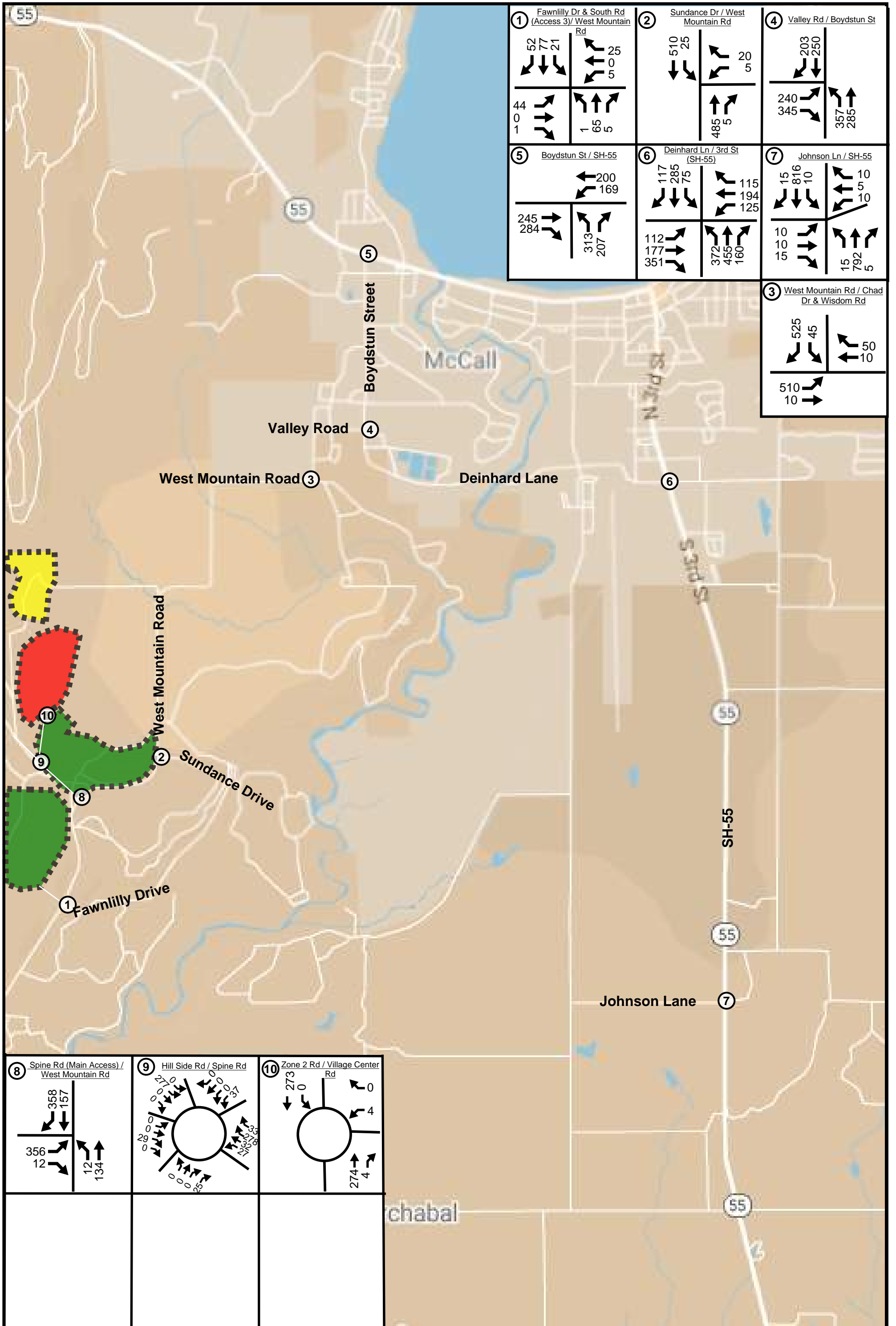


Table 14: Future (2036) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive & South Access / West Mountain Rd	WB Stop	b (10.0) / EBLn1	b (10.8) / EBLn1	b (10.9) / EBLn1
Sundance Drive / West Mountain Rd	WB Stop	b (13.0) / WBLn1	c (15.4) / WBLn1	c (17.8) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	WB Stop	b (12.9) / WBLn1	b (13.3) / WBLn1	d (26.1) / WBLn1
Valley Road / Boydston Street	Signal	B (16.1)	D (39.6)	D (53.1)
Boydston Street / SH-55	Signal	B (12.4)	C (31.0)	C (20.5)
Deinhard Lane / 3rd Street (SH-55)	Signal	C (31.7)	F (>50)	D (53.0)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	f (>50) / EBLn1	f (>50) / EBLn1	f (>50) / WBLn1
Spine Rd (Main Access) / West Mountain Rd	EB Stop	b (13.1) / EBLn1	b (14.9) / EBLn1	c (19.9) / EBLn1
Hill Side Rd & Village Center Rd / Spine Rd	Roundabout	A (3.9)	A (4.9)	A (5.8)
Zone 2 Rd / Village Center Rd	Roundabout	A (3.8)	A (4.5)	A (5.5)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

F. Mitigated Scenario

With the proposed improvement, it is anticipated that the Deinhard Lane / 3rd Street (SH-55) intersection will operate at an acceptable LOS, as shown in Table 15.

Table 15: Future (2036) Plus Project Peak Hour LOS - Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Deinhard Lane / 3rd Street (SH-55)	Signal	B (15.0)	C (31.0)	B (19.2)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2026

G. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2036) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 16.

Intersections shown in Table 16 include new intersections and existing intersections that have recommended storage length changes.

Table 16: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)																
	Northbound				Southbound				Eastbound				Westbound				
	LT		RT		LT		RT		LT		RT		LT		RT		
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P	
1	Fawnlilly Drive & South Access / West Mountain Road																
	-	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-
4	West Valley Road / Boydston Street																
	-	350	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-
5	Boydston Street / SH-55																
	-	-	-	100	-	-	-	-	-	-	-	-	-	-	275	-	-
6	Deinhard Lane / 3rd Street (SH-55)																
	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-
8	Spine Road (Main Access) / West Mountain Road																
	-	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-

1. Storage lengths are based on 2036 95th percentile queue lengths and do not include required deceleration / taper distances
 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable
 Source: Hales Engineering, May 2026

After analyzing the volumes in the development, it is anticipated that a two-lane cross-section will be adequate for all internal roads

APPENDIX A

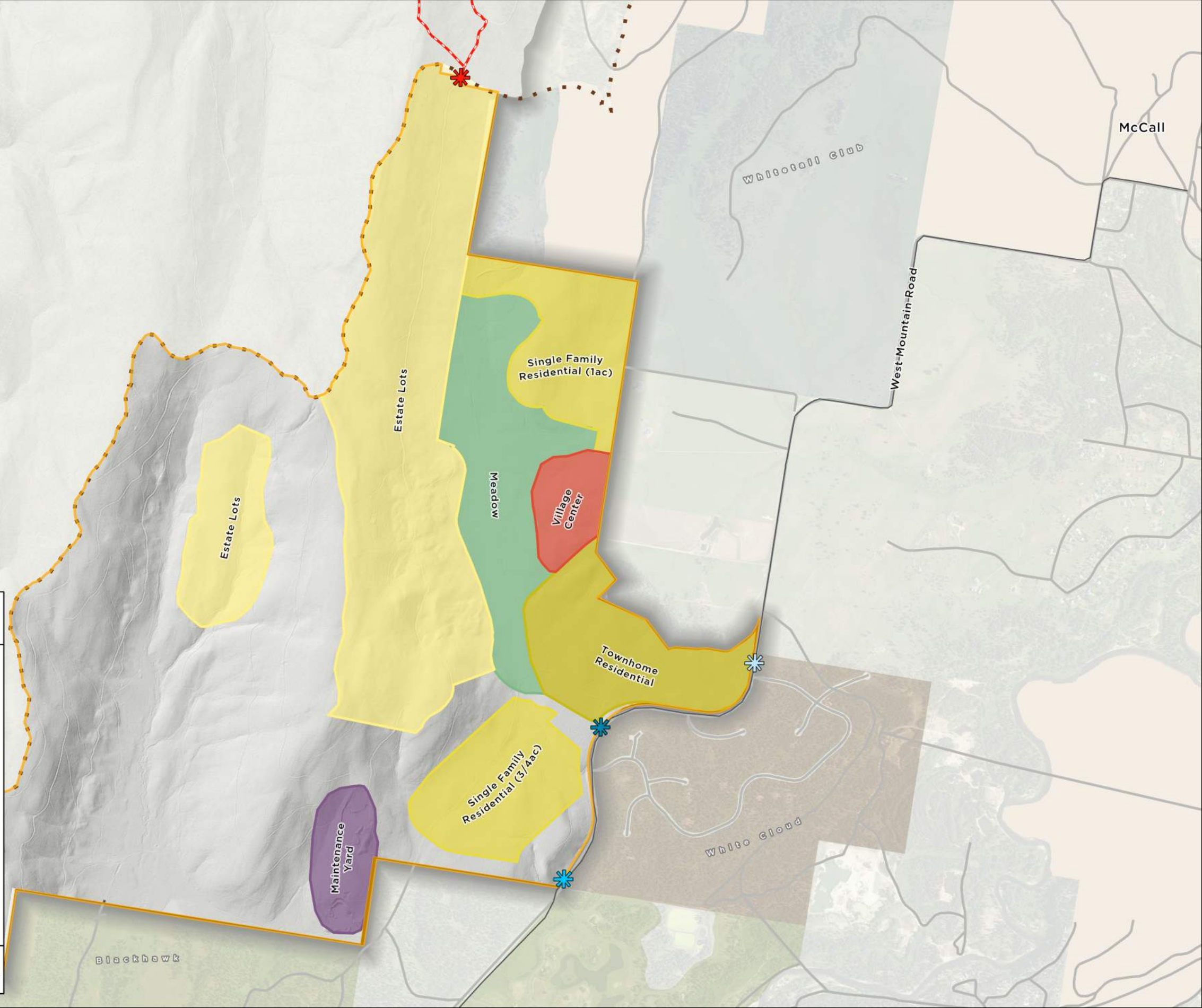
Site Plan

RED RIDGE VILLAGE

Neighborhood Areas
10 November 2025

LEGEND

- Meadow
- Single Family Residential (1ac)
- Single Family Residential (3/4ac)
- Townhome Residential
- Village Center
- Maintenance Yard
- Estate Lots
- Emergency Access
- Primary Access
- Secondary Access
- Temporary Access
- County Boundary
- DF Development Property, Valley County

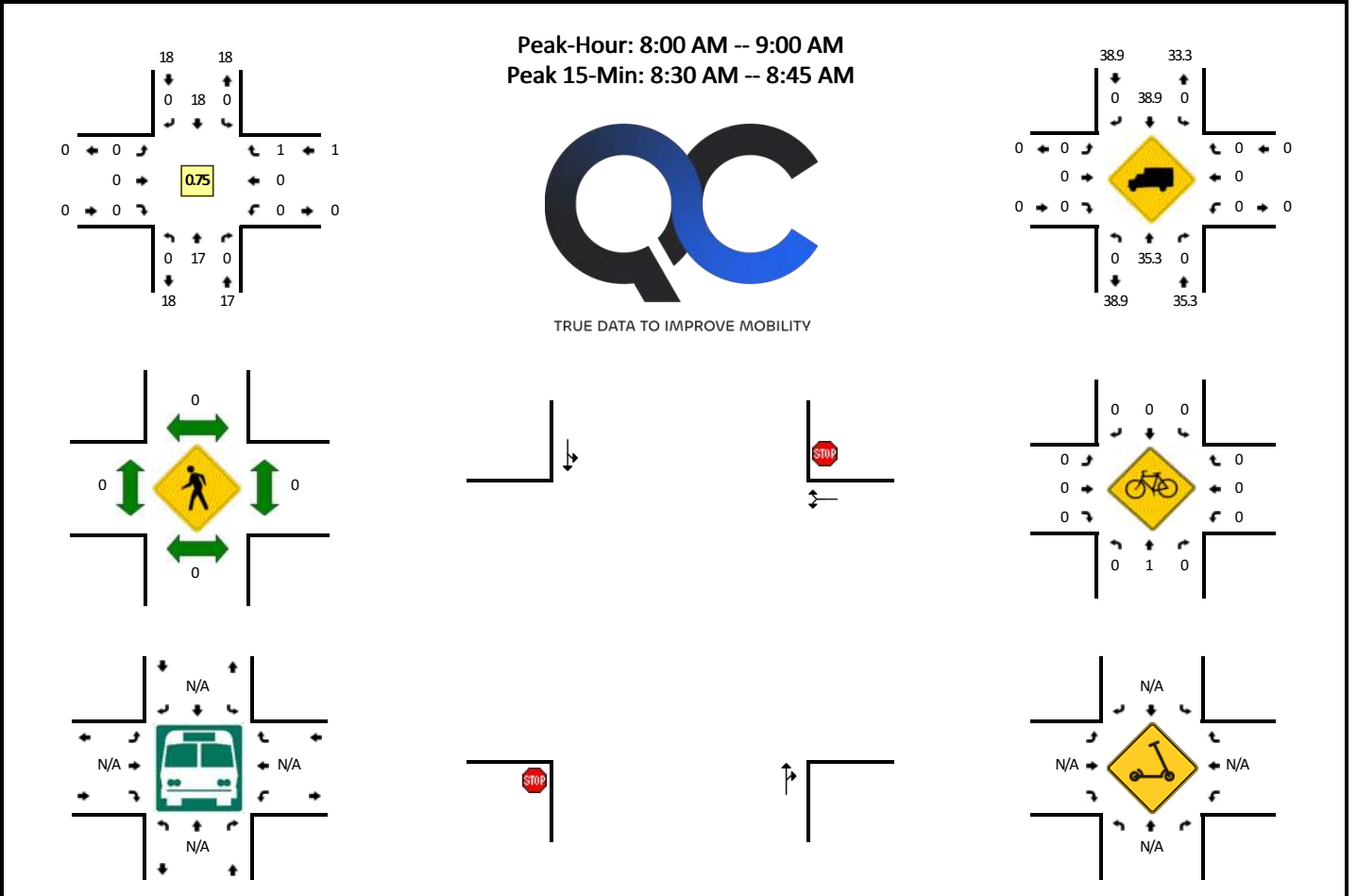


APPENDIX B

Turning Movement Counts

LOCATION: W Mountain Rd -- Fawnlilly Dr
CITY/STATE: McCall, ID

QC JOB #: 16695701
DATE: Thu, Aug 8 2024



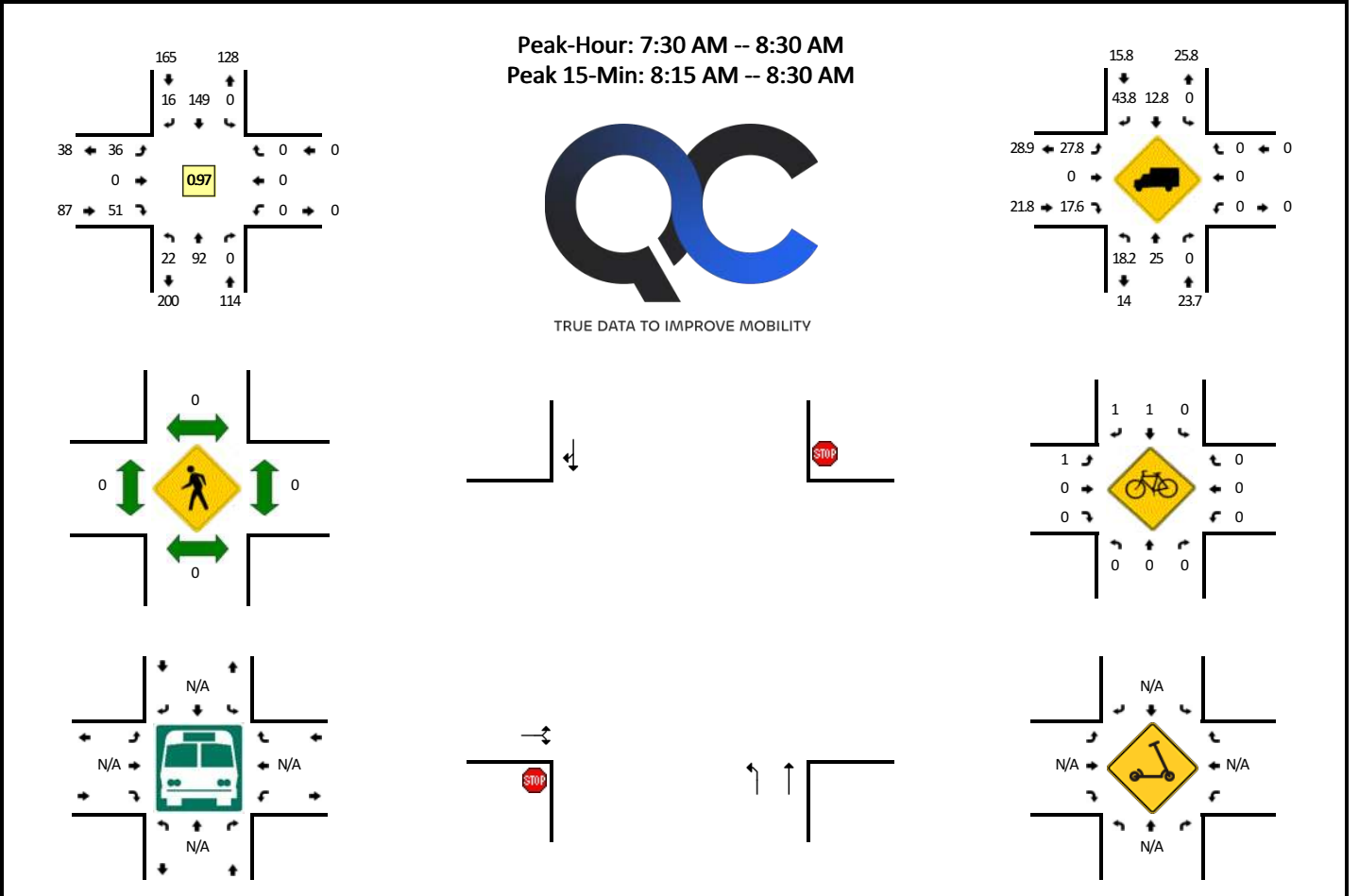
15-Min Count Period Beginning At	W Mountain Rd (Northbound)				W Mountain Rd (Southbound)				Fawnlilly Dr (Eastbound)				Fawnlilly Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
7:15 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	
7:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	3	0	11	
7:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	2	0	7	28
8:00 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	32
8:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	32
8:30 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	1	0	12	33
8:45 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10	36

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	20	0	0	0	24	0	0	0	0	0	0	0	0	4	0	48
Heavy Trucks	0	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	20
Buses																	0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	0

Comments:

LOCATION: Boydstun St -- W Valley Rd
CITY/STATE: McCall, ID

QC JOB #: 16695704
DATE: Thu, Aug 8 2024

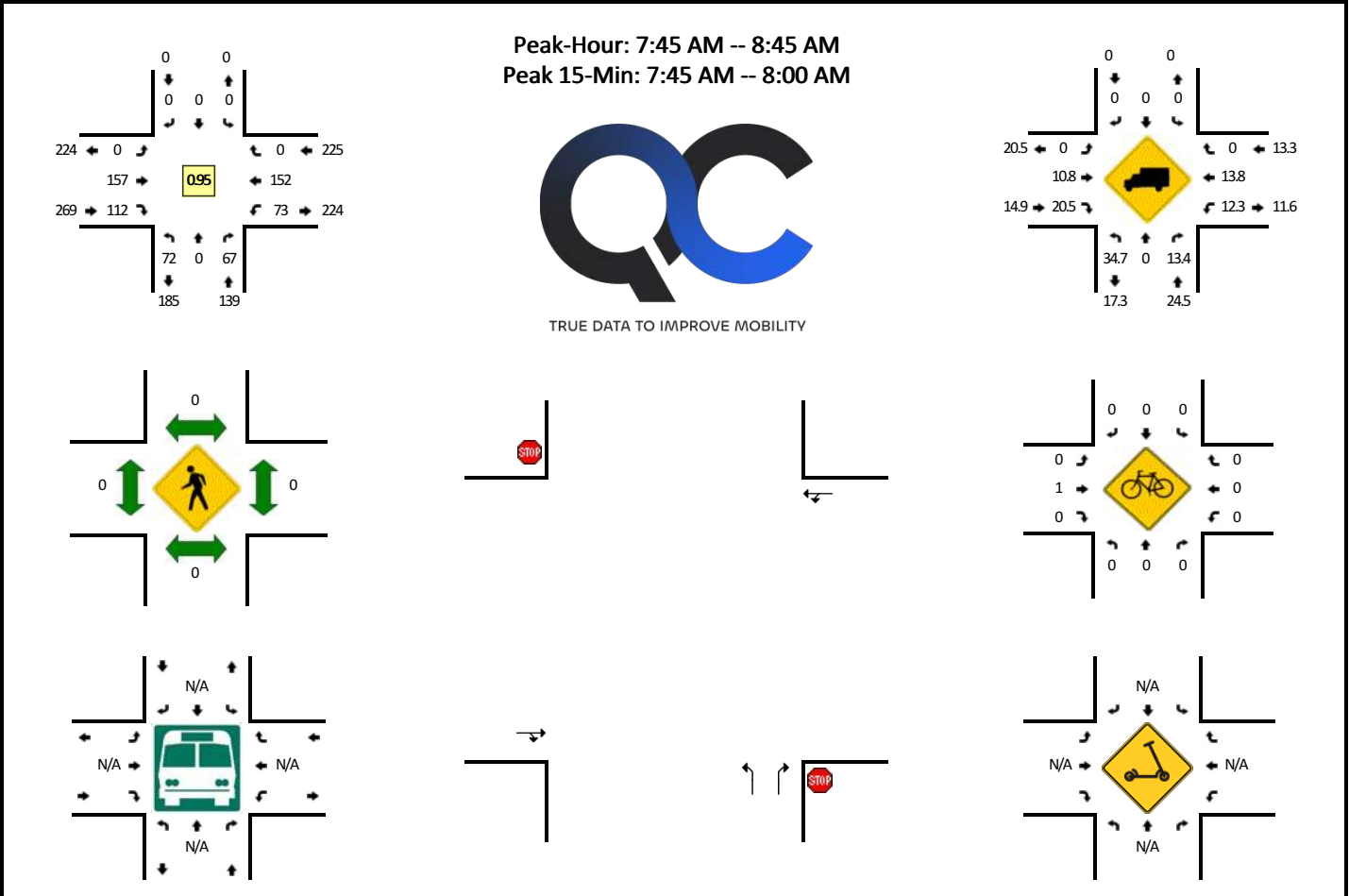


15-Min Count Period Beginning At	Boydstun St (Northbound)				Boydstun St (Southbound)				W Valley Rd (Eastbound)				W Valley Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	9	0	0	0	32	3	0	4	0	8	0	0	0	0	0	63	
7:15 AM	8	32	0	0	0	34	2	0	3	0	5	0	0	0	0	0	84	
7:30 AM	9	22	0	0	0	38	2	0	8	0	11	0	0	0	0	0	90	
7:45 AM	3	19	0	0	0	40	2	0	10	0	15	0	0	0	0	0	89	326
8:00 AM	2	29	0	0	0	31	5	0	12	0	14	0	0	0	0	0	93	356
8:15 AM	8	22	0	0	0	40	7	0	6	0	11	0	0	0	0	0	94	366
8:30 AM	6	26	0	0	0	31	5	0	5	0	8	0	0	0	0	0	81	357
8:45 AM	7	28	0	0	0	35	7	0	5	0	11	0	0	0	0	0	93	361
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	88	0	0	0	160	28	0	24	0	44	0	0	0	0	0	376	
Heavy Trucks	0	8	0	0	0	32	16	0	4	0	8	0	0	0	0	0	68	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Boydston St -- SH-55
CITY/STATE: McCall, ID

QC JOB #: 16695707
DATE: Thu, Aug 8 2024



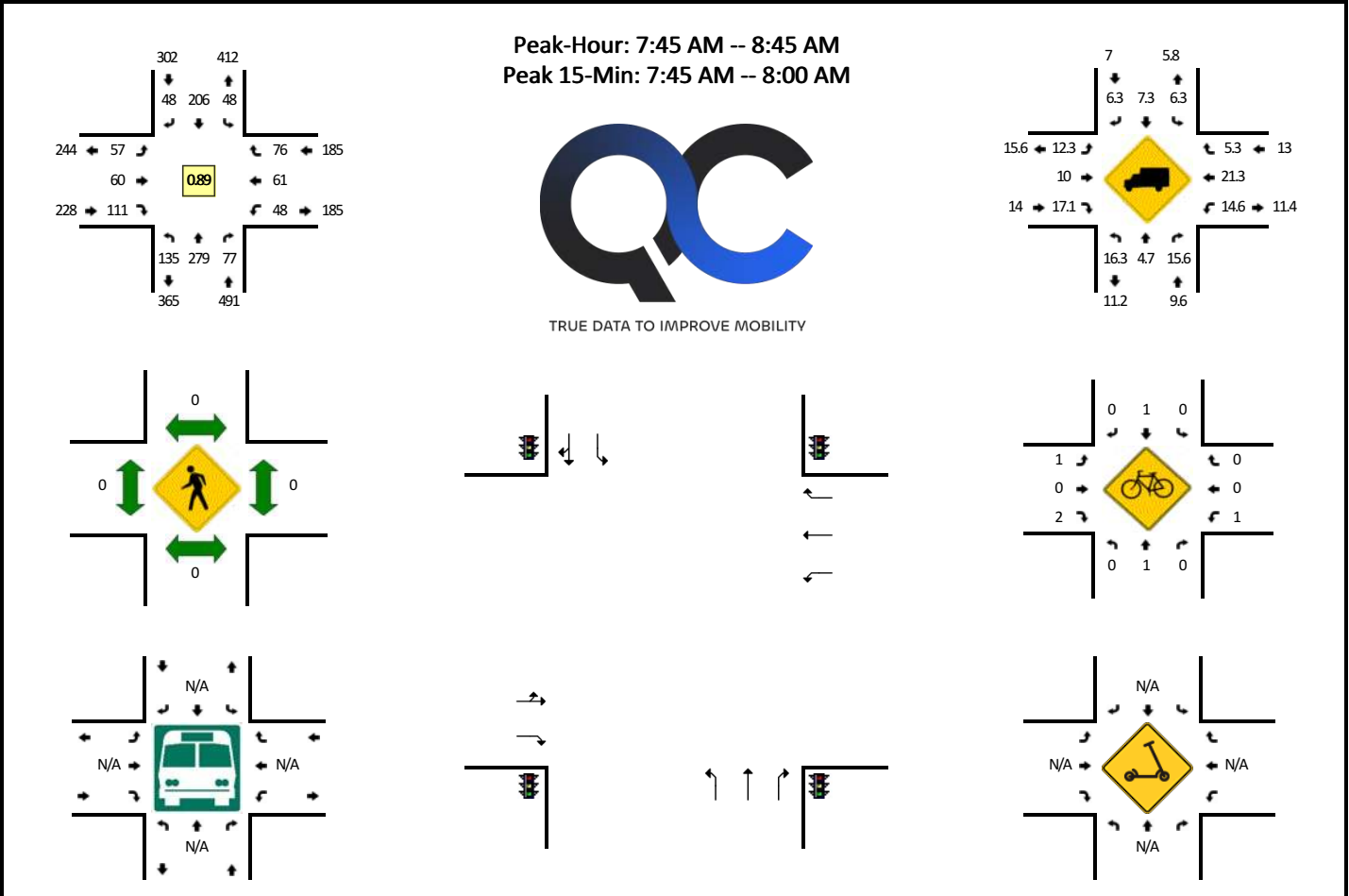
15-Min Count Period Beginning At	Boydston St (Northbound)				Boydston St (Southbound)				SH-55 (Eastbound)				SH-55 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	0	6	0	0	0	0	0	0	16	20	0	11	23	0	0	84	
7:15 AM	21	0	7	0	0	0	0	0	0	19	27	0	2	23	0	0	99	
7:30 AM	13	0	11	0	0	0	0	0	0	44	29	0	12	24	0	0	133	
7:45 AM	15	0	20	0	0	0	0	0	0	50	27	0	19	35	0	0	166	482
8:00 AM	22	0	18	0	0	0	0	0	0	32	26	0	18	41	0	0	157	555
8:15 AM	14	0	14	0	0	0	0	0	0	43	35	0	18	35	0	0	159	615
8:30 AM	21	0	15	0	0	0	0	0	0	32	24	0	18	41	0	0	151	633
8:45 AM	20	0	15	0	0	0	0	0	0	44	23	0	16	41	0	0	159	626

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	0	80	0	0	0	0	0	0	200	108	0	76	140	0	0	664
Heavy Trucks	28	0	8	0	0	0	0	0	0	8	24	0	16	8	0	0	92
Buses																	
Pedestrians		0				0				0				0			0
Bicycles		0				0	0	0		0	4	0		0	0	0	4
Scoters																	

Comments:

LOCATION: 3rd St/SH-55 -- E Deinhard Ln
CITY/STATE: McCall, ID

QC JOB #: 16695710
DATE: Thu, Aug 8 2024

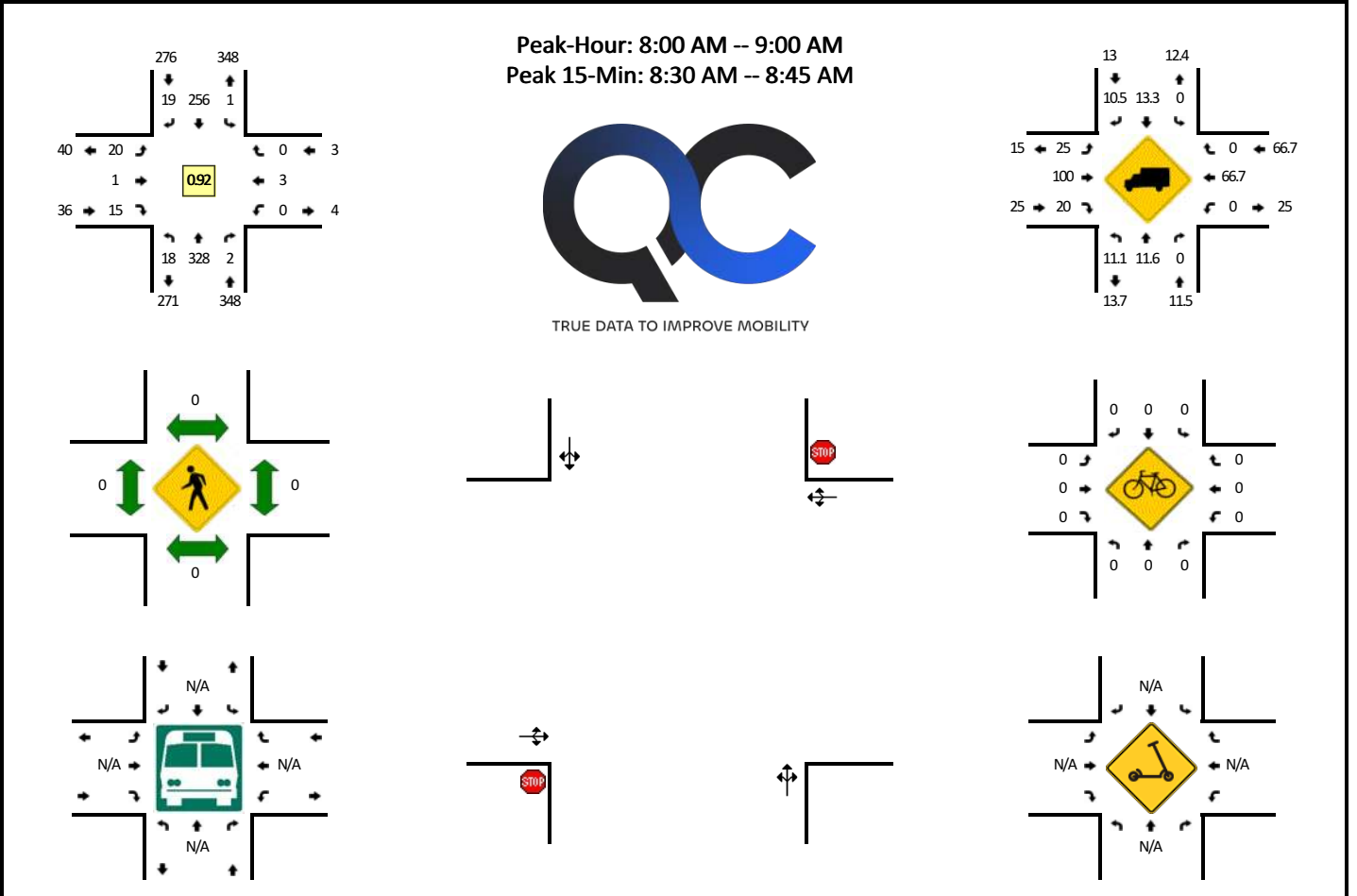


15-Min Count Period Beginning At	3rd St/SH-55 (Northbound)				3rd St/SH-55 (Southbound)				E Deinhard Ln (Eastbound)				E Deinhard Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	23	50	7	0	4	29	10	0	7	8	18	0	8	4	8	0	176	
7:15 AM	29	51	11	0	10	28	13	0	11	6	21	0	3	10	16	0	209	
7:30 AM	32	56	18	0	4	37	13	0	9	14	27	0	8	17	8	0	243	
7:45 AM	43	88	17	0	18	43	14	0	18	18	37	0	5	19	18	0	338	966
8:00 AM	29	71	20	0	11	65	14	0	10	16	16	0	7	15	25	0	299	1089
8:15 AM	31	51	12	0	11	47	9	0	17	7	25	0	17	17	12	0	256	1136
8:30 AM	32	69	28	0	8	51	11	0	12	19	33	0	19	10	21	0	313	1206
8:45 AM	29	85	15	0	18	50	12	0	7	14	21	0	20	9	25	0	305	1173
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	172	352	68	0	72	172	56	0	72	72	148	0	20	76	72	0	1352	
Heavy Trucks	16	24	0		4	24	4		8	8	20		0	8	0		116	
Buses																		
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0			4
Scooters																		

Comments:

LOCATION: SH-55 -- Johnson Ln
CITY/STATE: McCall, ID

QC JOB #: 16695713
DATE: Thu, Aug 8 2024

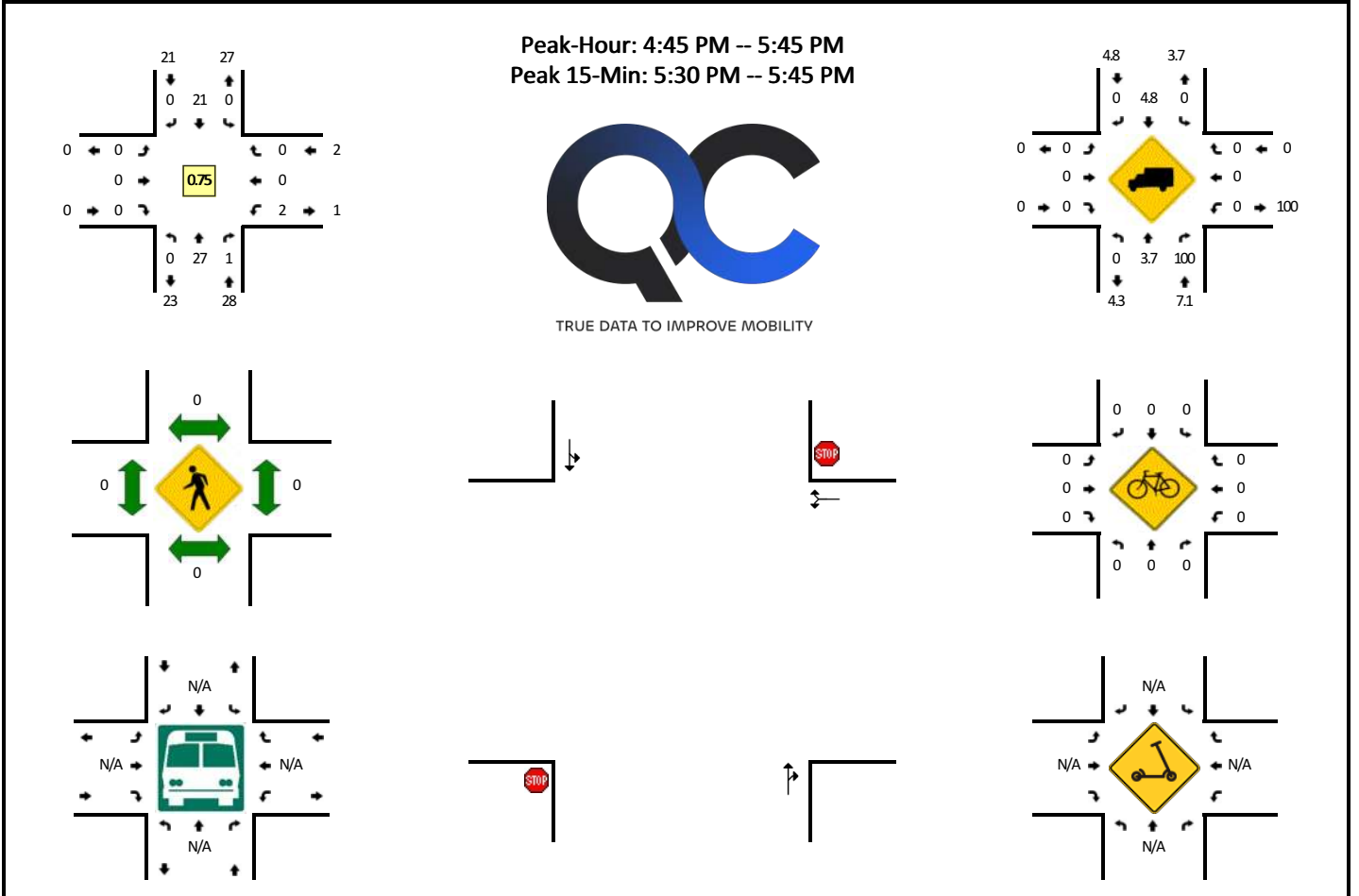


15-Min Count Period Beginning At	SH-55 (Northbound)				SH-55 (Southbound)				Johnson Ln (Eastbound)				Johnson Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	62	2	0	0	42	0	0	0	0	0	0	0	0	0	0	110	
7:15 AM	5	59	0	0	0	47	1	0	3	0	2	0	0	2	2	0	121	
7:30 AM	8	90	0	0	0	51	3	0	6	2	2	0	0	1	0	0	163	
7:45 AM	3	103	1	0	0	49	3	0	1	0	1	0	2	1	0	0	164	558
8:00 AM	4	81	0	0	0	58	5	0	5	1	2	0	0	0	0	0	156	604
8:15 AM	6	74	2	0	0	62	5	0	2	0	2	0	0	1	0	0	154	637
8:30 AM	2	97	0	0	0	65	5	0	4	0	5	0	0	2	0	0	180	654
8:45 AM	6	76	0	0	1	71	4	0	9	0	6	0	0	0	0	0	173	663
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	388	0	0	0	260	20	0	16	0	20	0	0	8	0	0	720	
Heavy Trucks	0	48	0	0	0	44	0	0	4	0	4	0	0	8	0	0	108	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: W Mountain Rd -- Fawnlilly Dr
CITY/STATE: McCall, ID

QC JOB #: 16695702
DATE: Thu, Aug 8 2024

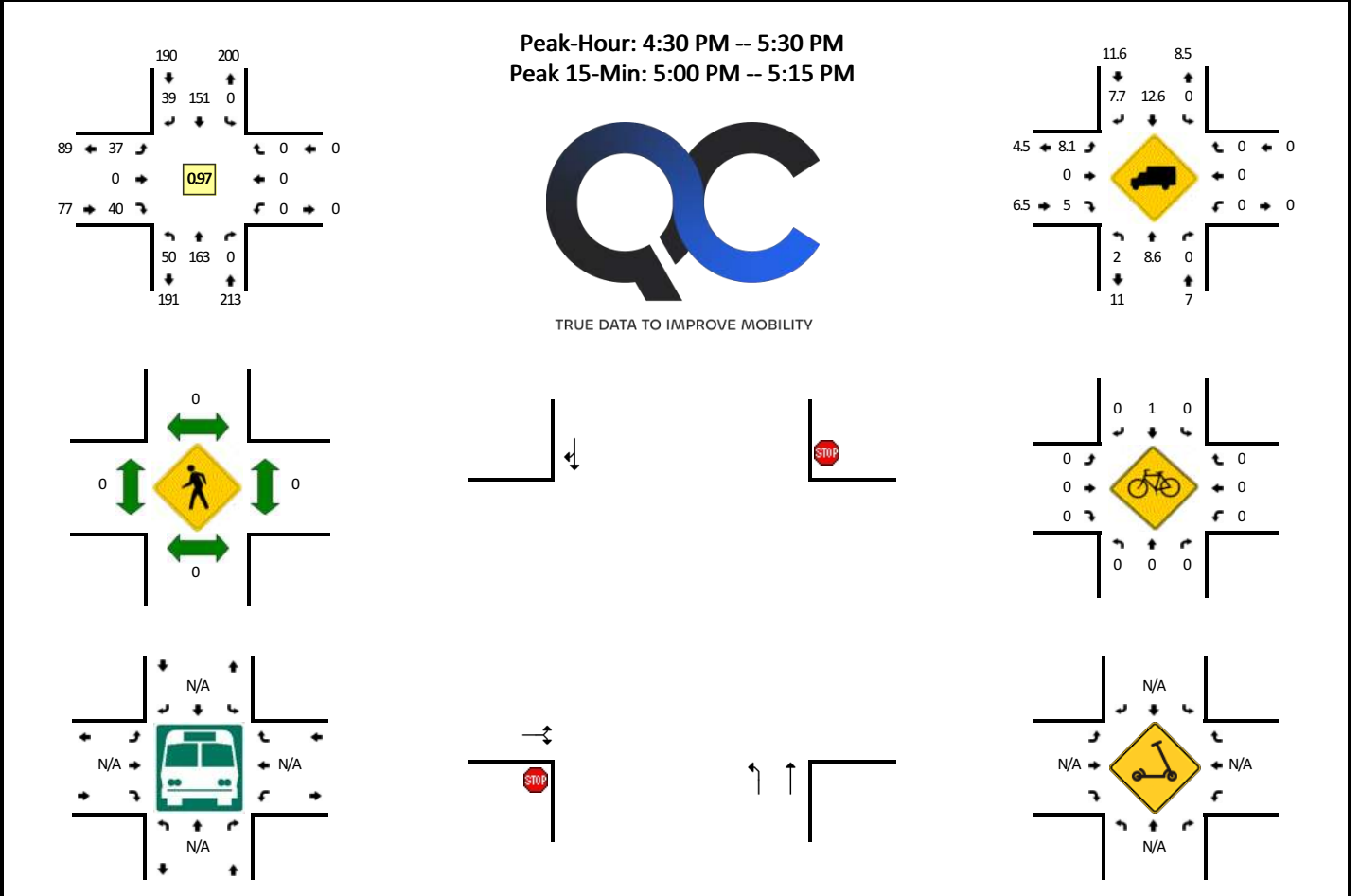


15-Min Count Period Beginning At	W Mountain Rd (Northbound)				W Mountain Rd (Southbound)				Fawnlilly Dr (Eastbound)				Fawnlilly Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	
4:15 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	1	0	11	
4:30 PM	0	5	0	0	2	5	0	0	0	0	0	0	0	0	1	0	13	
4:45 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	39
5:00 PM	0	10	0	0	0	4	0	0	0	0	0	0	2	0	0	0	16	49
5:15 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	47
5:30 PM	0	11	1	0	0	5	0	0	0	0	0	0	0	0	0	0	17	51
5:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	46
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	44	4	0	0	20	0	0	0	0	0	0	0	0	0	0	68	
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Boydston St -- W Valley Rd
CITY/STATE: McCall, ID

QC JOB #: 16695705
DATE: Thu, Aug 8 2024

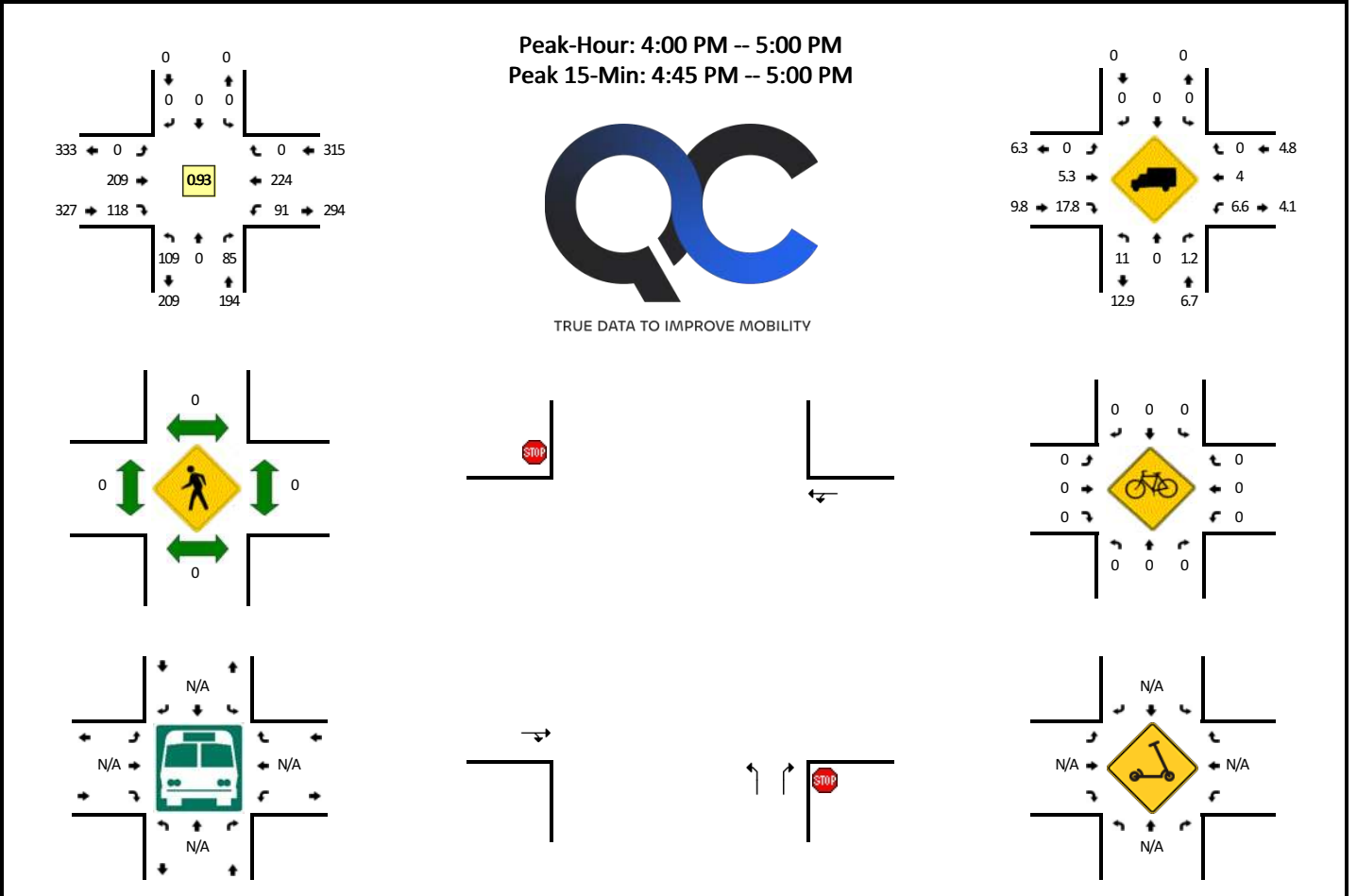


15-Min Count Period Beginning At	Boydston St (Northbound)				Boydston St (Southbound)				W Valley Rd (Eastbound)				W Valley Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	44	0	0	0	35	9	0	6	0	9	0	0	0	0	0	112	
4:15 PM	9	38	0	0	0	37	14	0	7	0	10	0	0	0	0	0	115	
4:30 PM	8	24	0	0	0	42	13	0	9	0	14	0	0	0	0	0	110	
4:45 PM	10	45	0	0	0	39	12	0	8	0	8	0	0	0	0	0	122	459
5:00 PM	14	51	0	0	0	36	3	0	13	0	7	0	0	0	0	0	124	471
5:15 PM	18	43	0	0	0	34	11	0	7	0	11	0	0	0	0	0	124	480
5:30 PM	5	25	0	0	0	30	13	0	11	0	10	0	0	0	0	0	94	464
5:45 PM	10	39	0	0	0	27	11	0	10	0	6	0	0	0	0	0	103	445
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	204	0	0	0	144	12	0	52	0	28	0	0	0	0	0	496	
Heavy Trucks	0	16	0	0	0	16	0	0	12	0	0	0	0	0	0	0	44	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Boydston St -- SH-55
CITY/STATE: McCall, ID

QC JOB #: 16695708
DATE: Thu, Aug 8 2024

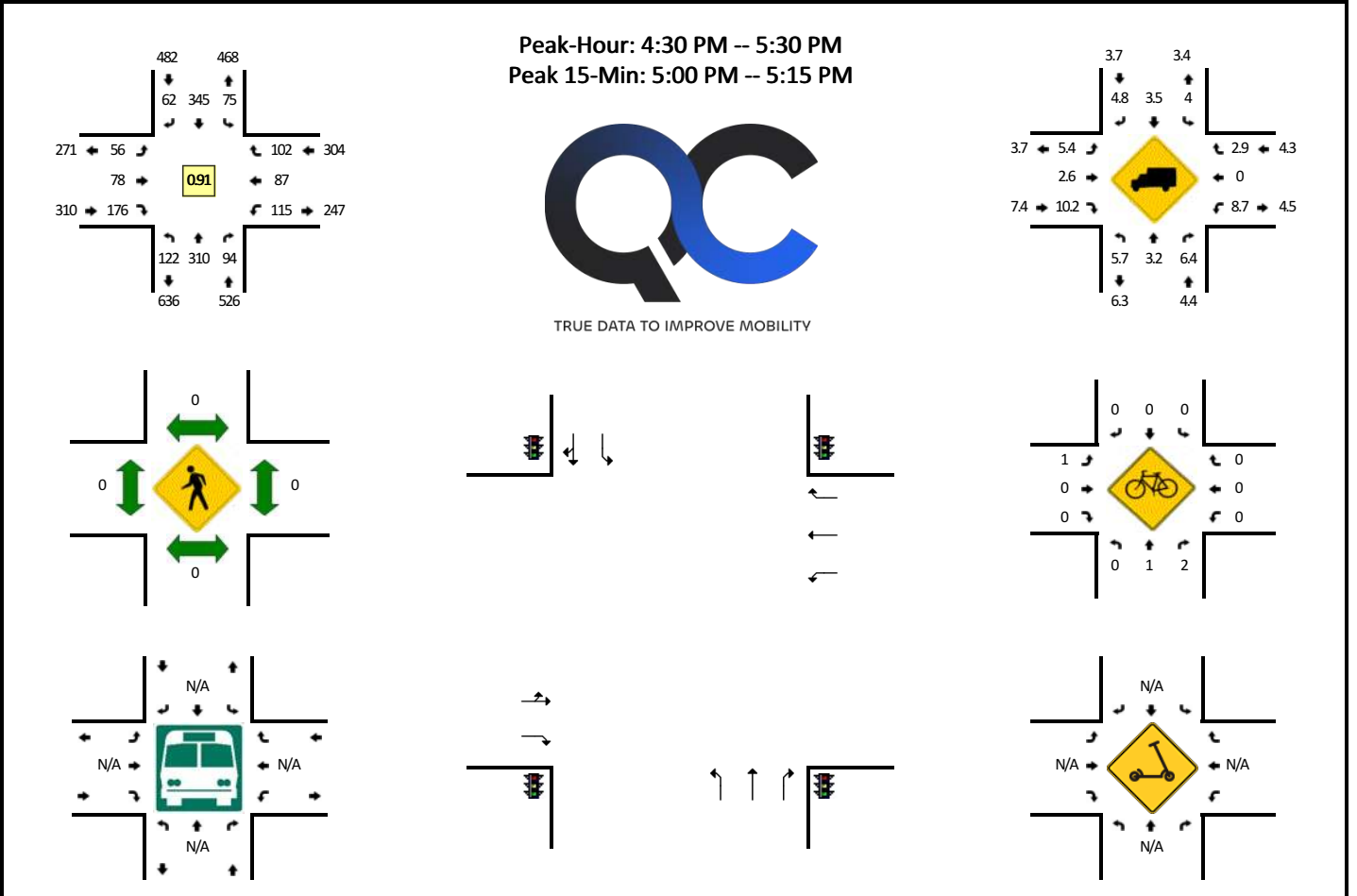


15-Min Count Period Beginning At	Boydston St (Northbound)				Boydston St (Southbound)				SH-55 (Eastbound)				SH-55 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	31	0	26	0	0	0	0	0	0	47	20	0	28	53	0	0	205	
4:15 PM	23	0	23	0	0	0	0	0	0	48	28	0	26	61	0	0	209	
4:30 PM	29	0	15	0	0	0	0	0	0	63	25	0	16	49	0	0	197	
4:45 PM	26	0	21	0	0	0	0	0	0	51	45	0	21	61	0	0	225	836
5:00 PM	30	0	24	0	0	0	0	0	0	35	18	0	18	63	0	0	188	819
5:15 PM	36	0	14	0	0	0	0	0	0	56	18	0	24	54	0	0	202	812
5:30 PM	25	0	22	0	0	0	0	0	0	50	21	0	24	75	0	0	217	832
5:45 PM	28	0	23	0	0	0	0	0	0	51	13	0	20	57	0	0	192	799
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	0	84	0	0	0	0	0	0	204	180	0	84	244	0	0	900	
Heavy Trucks	8	0	4	0	0	0	0	0	0	8	24	0	16	0	0	0	60	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0			0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: 3rd St/SH-55 -- E Deinhard Ln
CITY/STATE: McCall, ID

QC JOB #: 16695711
DATE: Thu, Aug 8 2024



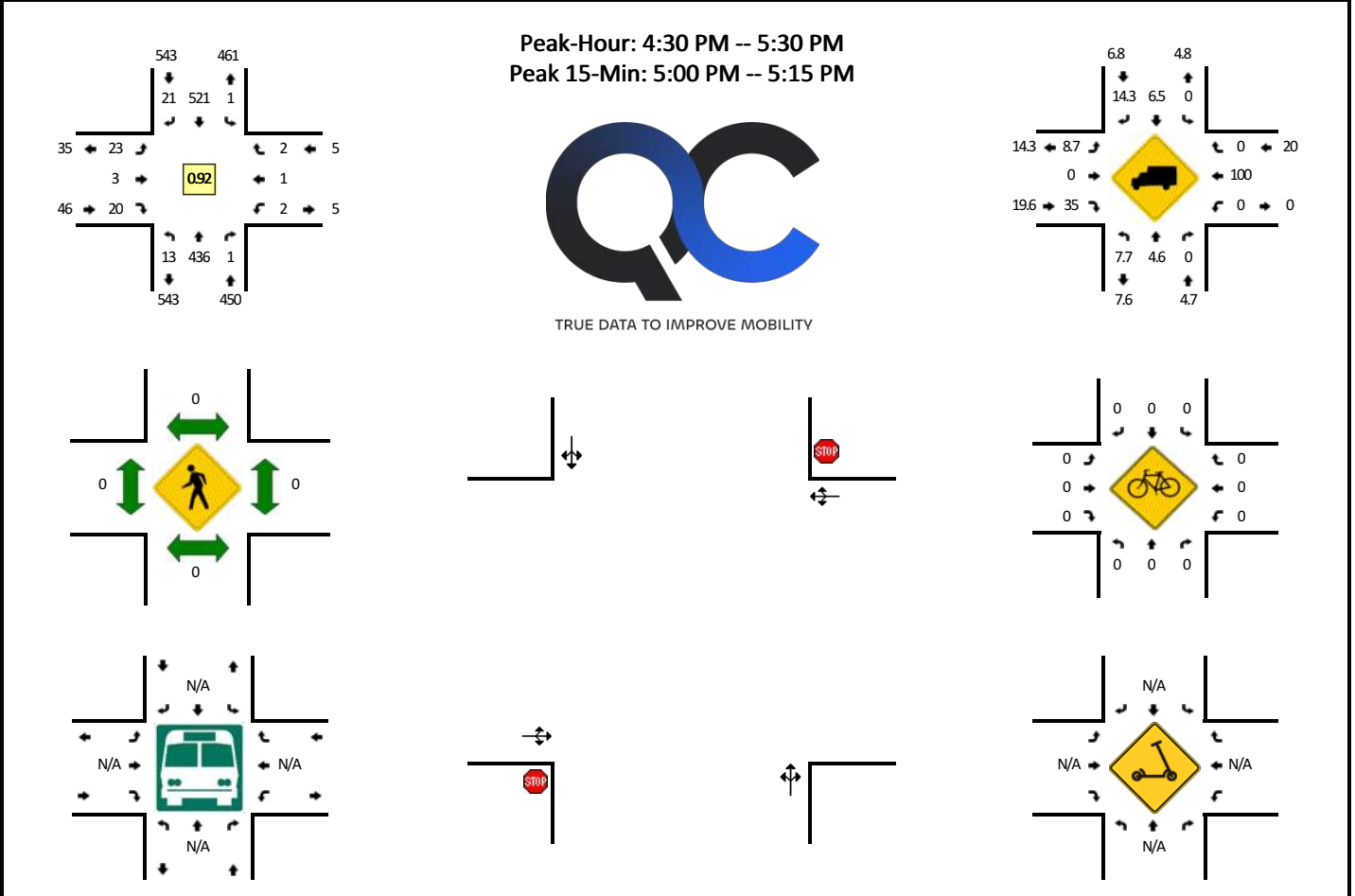
15-Min Count Period Beginning At	3rd St/SH-55 (Northbound)				3rd St/SH-55 (Southbound)				E Deinhard Ln (Eastbound)				E Deinhard Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	35	76	22	0	22	75	12	0	14	17	37	0	28	17	22	0	377	
4:15 PM	30	66	30	0	19	79	10	0	14	25	32	0	28	22	19	0	374	
4:30 PM	33	90	21	0	18	84	16	0	12	27	30	0	26	17	27	0	401	
4:45 PM	27	73	23	0	23	81	11	0	15	10	49	0	29	29	22	0	392	1544
5:00 PM	41	85	25	0	22	87	18	0	21	21	47	0	31	20	26	0	444	1611
5:15 PM	21	62	25	0	12	93	17	0	8	20	50	0	29	21	27	0	385	1622
5:30 PM	32	74	18	0	9	80	6	0	16	13	35	0	22	17	15	0	337	1558
5:45 PM	26	69	15	0	19	49	14	0	7	8	26	0	27	24	26	0	310	1476

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	164	340	100	0	88	348	72	0	84	84	188	0	124	80	104	0	1776
Heavy Trucks	8	16	12		0	24	0		8	4	20		8	0	8		108
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	4		0	0	0		4	0	0		0	0	0		8
Scoters																	

Comments:

LOCATION: SH-55 -- Johnson Ln
CITY/STATE: McCall, ID

QC JOB #: 16695714
DATE: Thu, Aug 8 2024



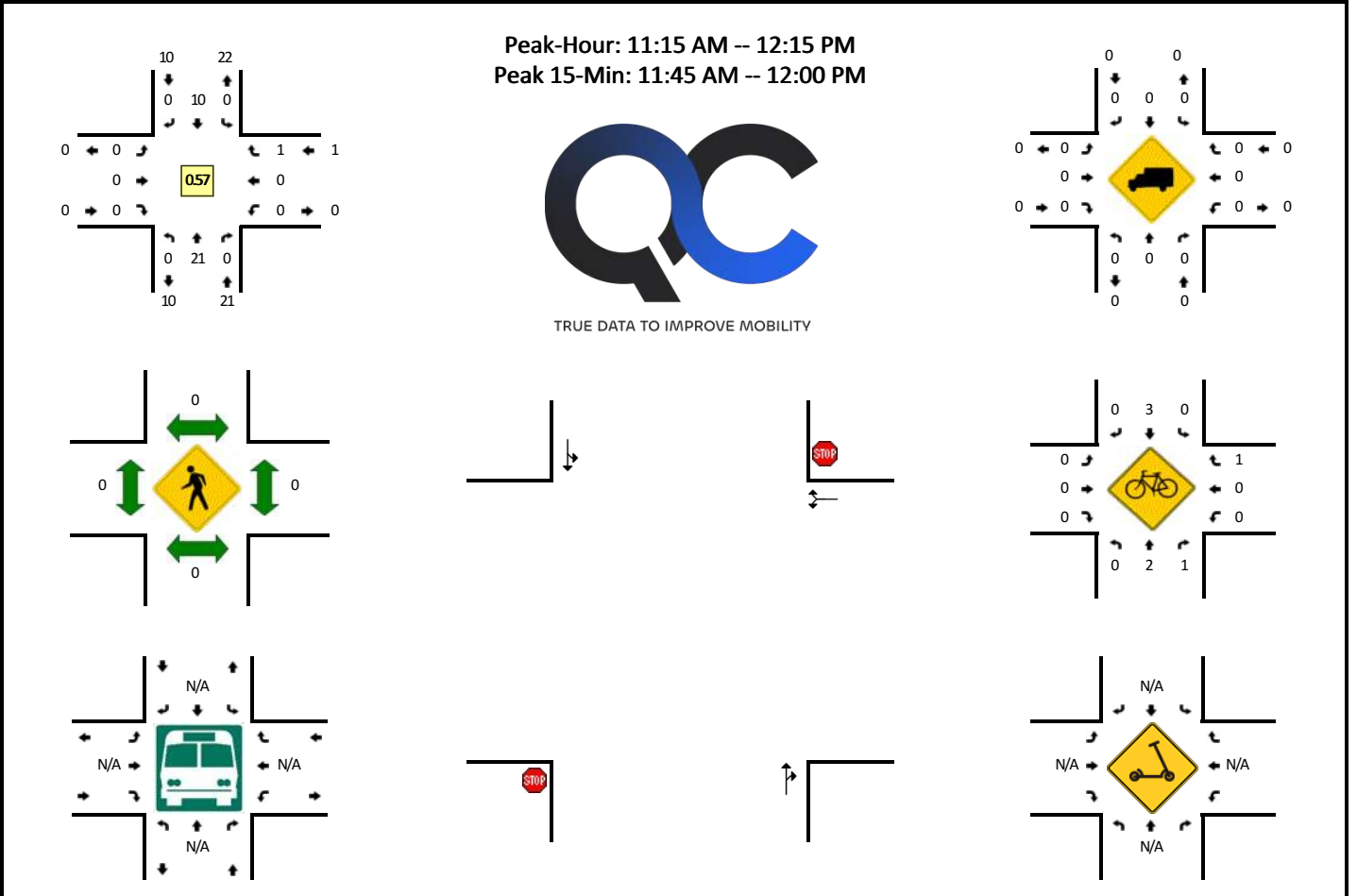
15-Min Count Period Beginning At	SH-55 (Northbound)				SH-55 (Southbound)				Johnson Ln (Eastbound)				Johnson Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	102	0	0	0	111	2	0	6	1	4	0	0	1	0	0	228	
4:15 PM	3	106	0	0	1	98	6	0	4	0	3	0	0	0	0	0	221	
4:30 PM	4	107	0	0	0	136	3	0	3	1	6	0	1	0	2	0	263	
4:45 PM	4	109	0	0	1	125	5	0	6	0	7	0	0	0	0	0	257	969
5:00 PM	3	127	1	0	0	127	7	0	11	2	5	0	0	0	0	0	283	1024
5:15 PM	2	93	0	0	0	133	6	0	3	0	2	0	1	1	0	0	241	1044
5:30 PM	1	86	0	0	0	120	5	0	1	1	3	0	1	0	0	0	218	999
5:45 PM	1	82	0	0	0	92	5	0	0	0	3	0	0	0	0	0	183	925

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	508	4	0	0	508	28	0	44	8	20	0	0	0	0	0	1132
Heavy Trucks	0	32	0	0	0	36	4	0	4	0	8	0	0	0	0	0	84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

LOCATION: W Mountain Rd -- Fawnlilly Dr
CITY/STATE: McCall, ID

QC JOB #: 16695703
DATE: Sat, Aug 10 2024

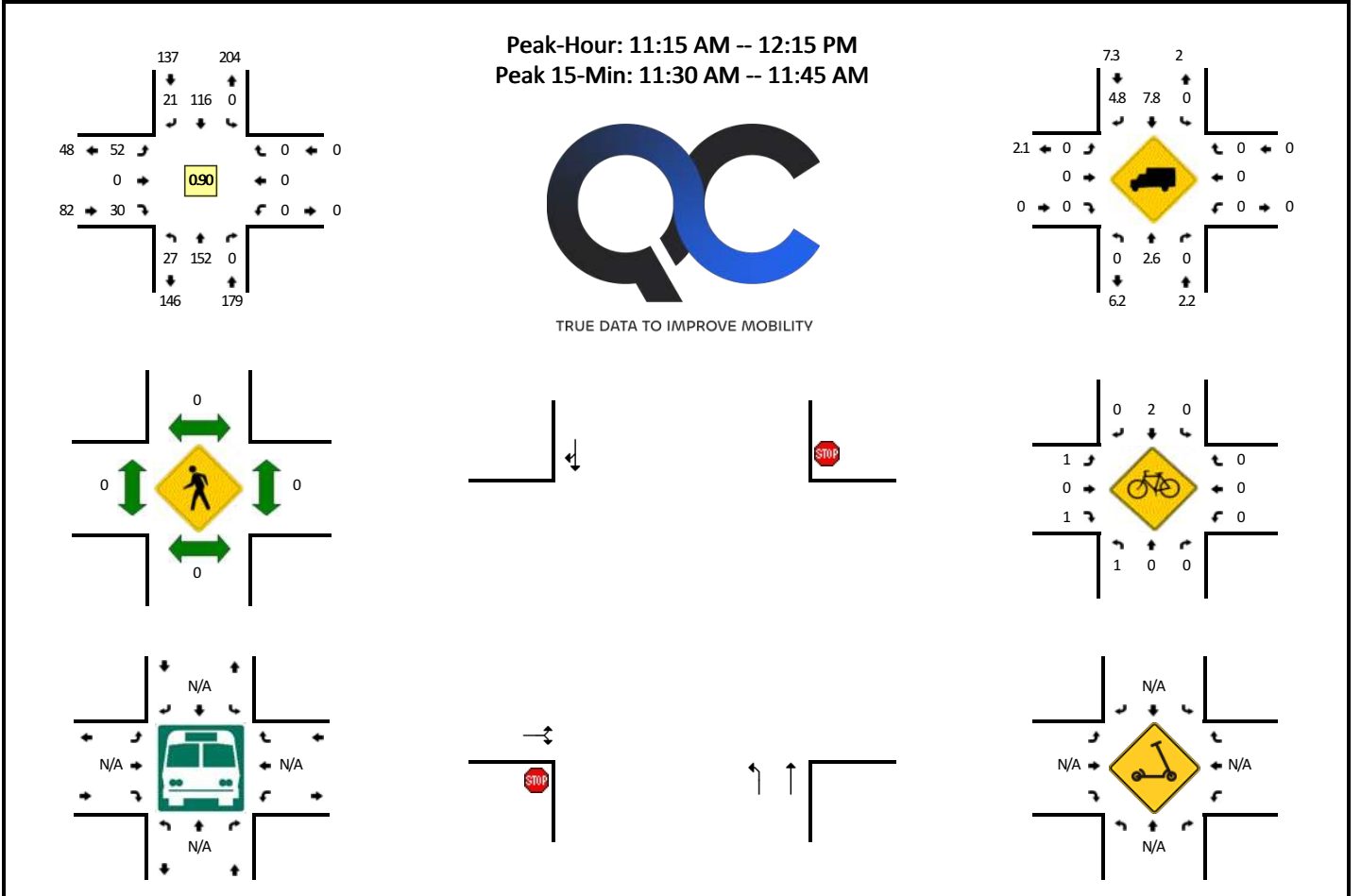


15-Min Count Period Beginning At	W Mountain Rd (Northbound)				W Mountain Rd (Southbound)				Fawnlilly Dr (Eastbound)				Fawnlilly Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:15 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6	
11:30 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	
11:45 AM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	31
12:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	32
12:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	31
12:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	0	7	31
12:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10	27
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	40	0	0	0	16	0	0	0	0	0	0	0	0	0	0	56	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	4		0	0	0		0	0	0		0	0	4		8	
Scooters																		

Comments:

LOCATION: Boydston St -- W Valley Rd
CITY/STATE: McCall, ID

QC JOB #: 16695706
DATE: Sat, Aug 10 2024

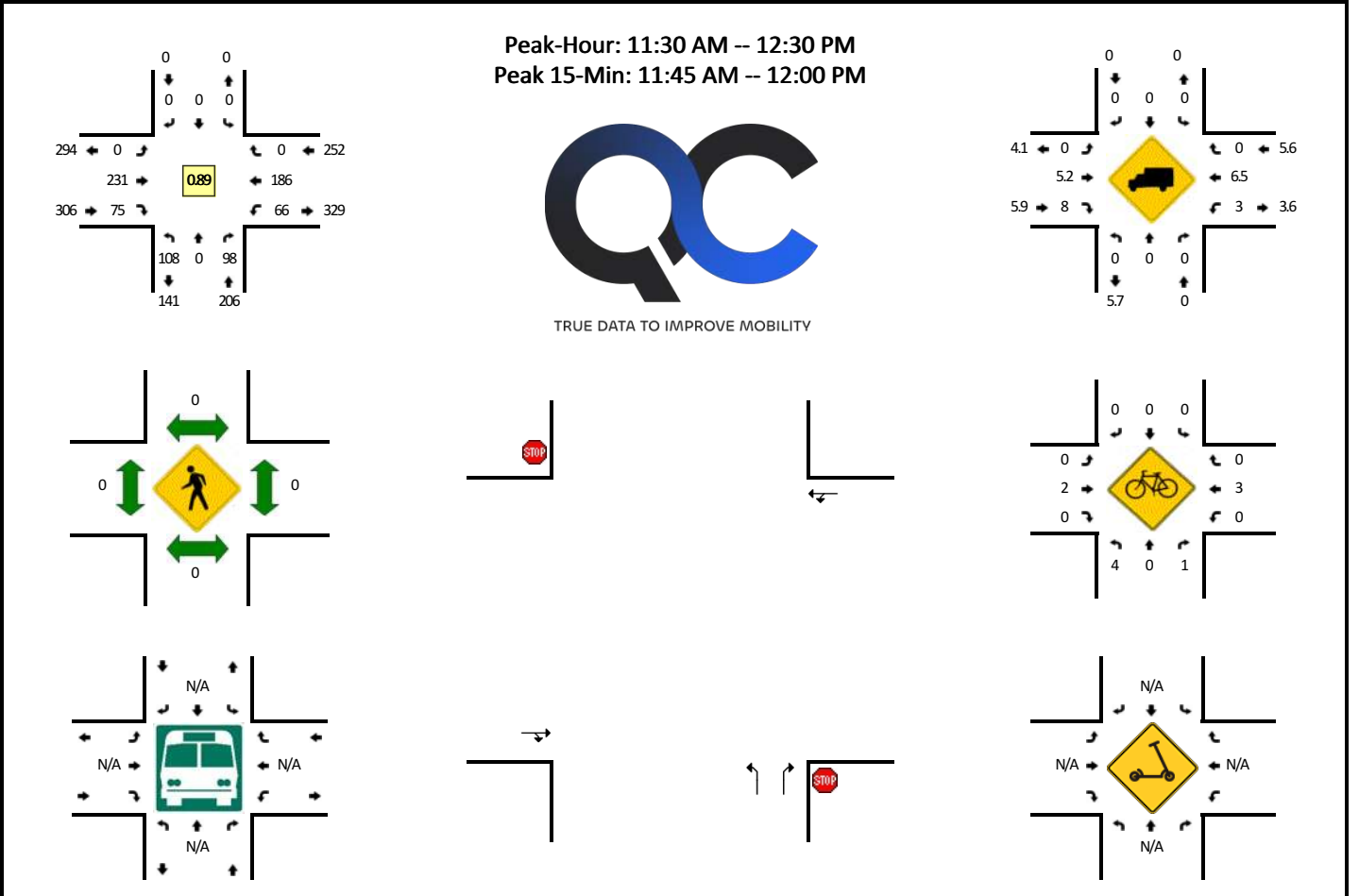


15-Min Count Period Beginning At	Boydston St (Northbound)				Boydston St (Southbound)				W Valley Rd (Eastbound)				W Valley Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	29	0	0	0	27	3	0	7	0	10	0	0	0	0	0	86	
11:15 AM	7	39	0	0	0	19	8	0	8	0	7	0	0	0	0	0	88	
11:30 AM	7	39	0	0	0	37	5	0	19	0	4	0	0	0	0	0	111	
11:45 AM	5	43	0	0	0	34	3	0	15	0	10	0	0	0	0	0	110	395
12:00 PM	8	31	0	0	0	26	5	0	10	0	9	0	0	0	0	0	89	398
12:15 PM	5	24	0	0	0	30	4	0	5	0	5	0	0	0	0	0	73	383
12:30 PM	8	28	0	0	0	22	7	0	10	0	13	0	0	0	0	0	88	360
12:45 PM	4	36	0	0	0	25	8	0	12	0	7	0	0	0	0	0	92	342
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	156	0	0	0	148	20	0	76	0	16	0	0	0	0	0	444	
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	
Buses																	0	
Pedestrians		0				0					0				0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: Boydston St -- SH-55
CITY/STATE: McCall, ID

QC JOB #: 16695709
DATE: Sat, Aug 10 2024

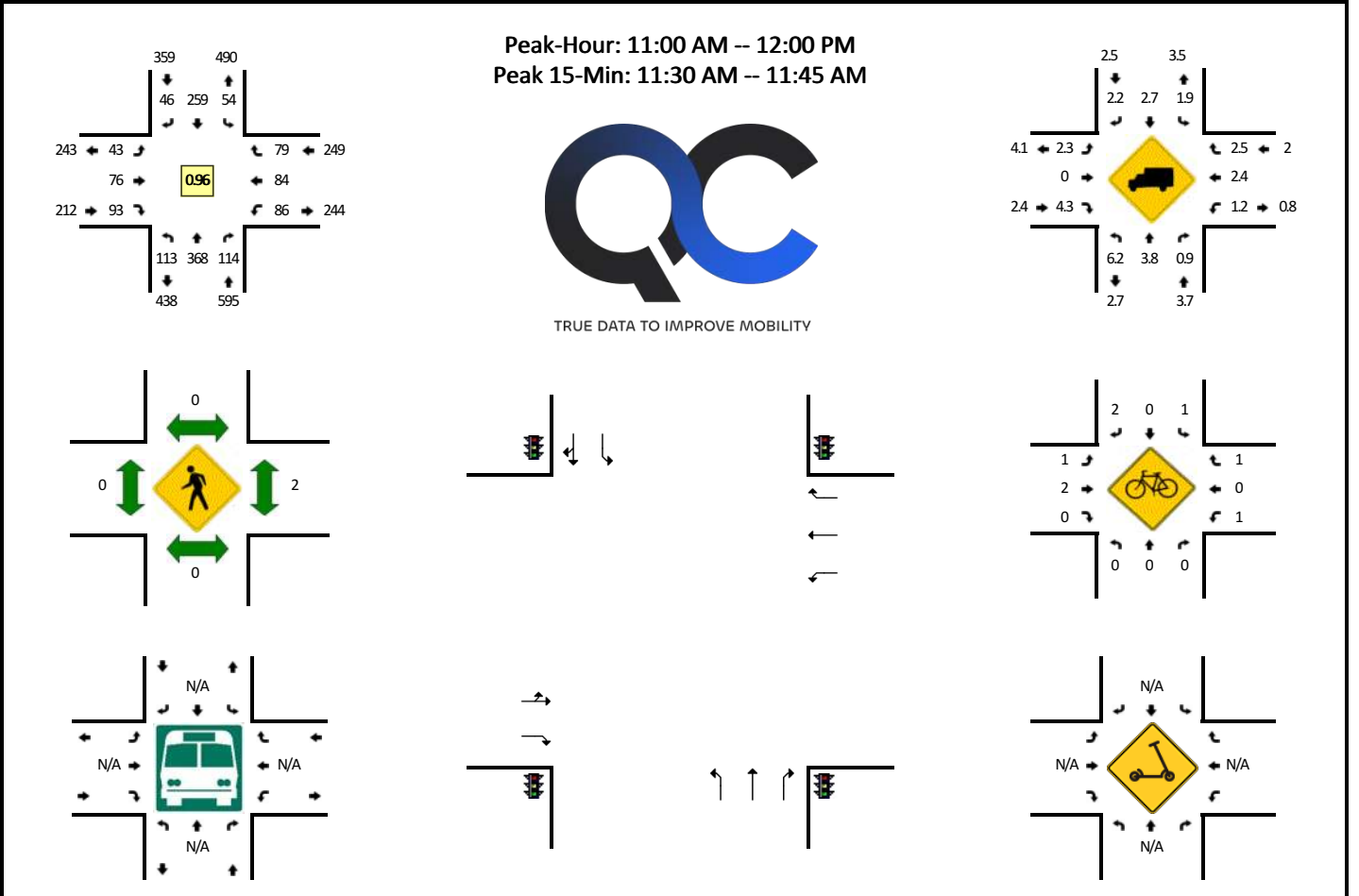


15-Min Count Period Beginning At	Boydston St (Northbound)				Boydston St (Southbound)				SH-55 (Eastbound)				SH-55 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	22	0	15	0	0	0	0	0	0	41	16	0	13	50	0	0	157	
11:15 AM	40	0	19	0	0	0	0	0	0	16	6	0	17	61	0	0	159	
11:30 AM	28	0	28	0	0	0	0	0	0	52	23	0	14	48	0	0	193	
11:45 AM	31	0	29	0	0	0	0	0	0	68	19	0	11	56	0	0	214	723
12:00 PM	31	0	24	0	0	0	0	0	0	50	11	0	22	34	0	0	172	738
12:15 PM	18	0	17	0	0	0	0	0	0	61	22	0	19	48	0	0	185	764
12:30 PM	12	0	30	0	0	0	0	0	0	61	19	0	21	44	0	0	187	758
12:45 PM	19	0	31	0	0	0	0	0	0	76	17	0	20	54	0	0	217	761
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	124	0	116	0	0	0	0	0	0	272	76	0	44	224	0	0	856	
Heavy Trucks	0	0	0		0	0	0		0	20	8		0	16	0		44	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: 3rd St/SH-55 -- E Deinhard Ln
CITY/STATE: McCall, ID

QC JOB #: 16695712
DATE: Sat, Aug 10 2024

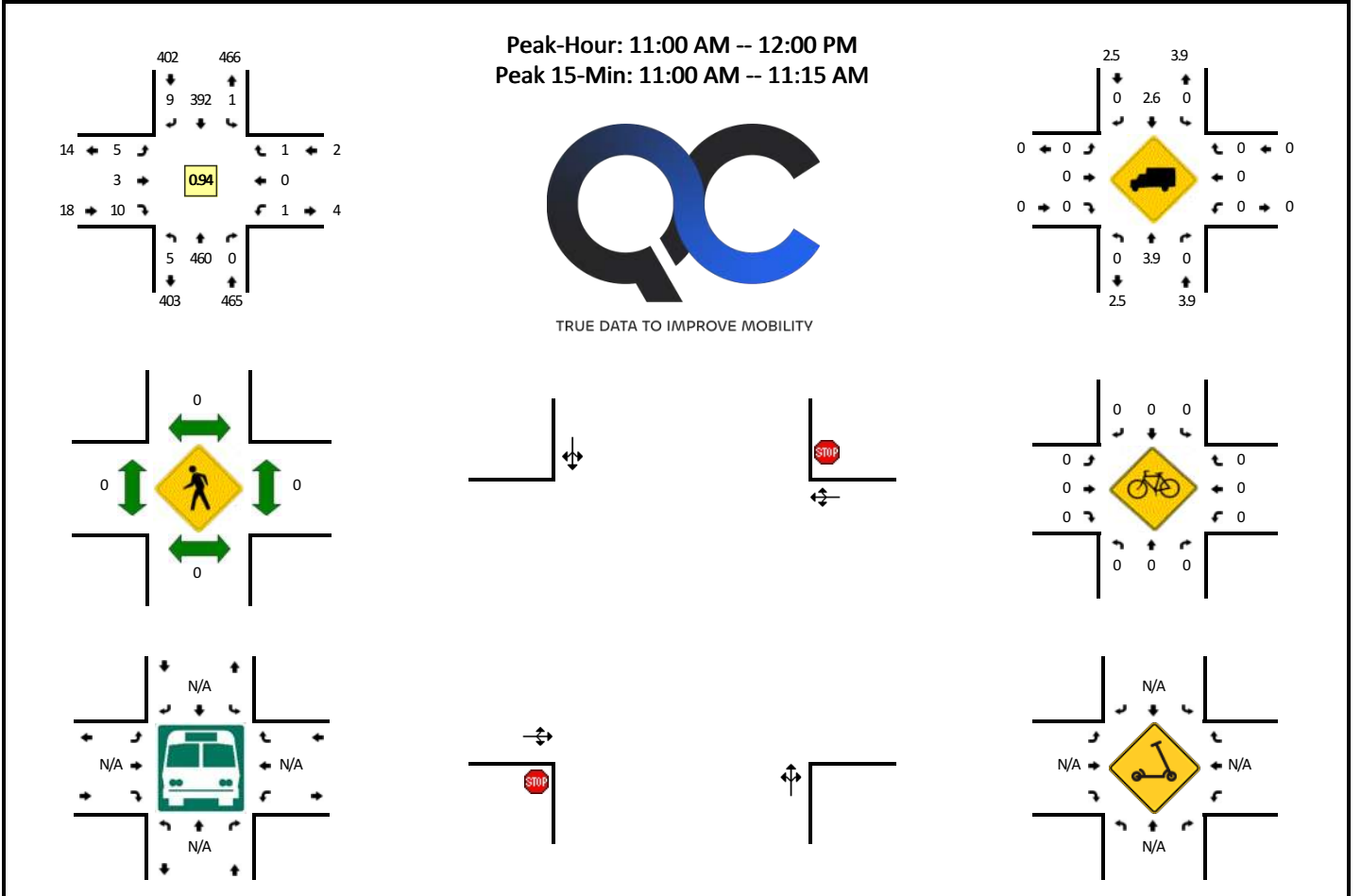


15-Min Count Period Beginning At	3rd St/SH-55 (Northbound)				3rd St/SH-55 (Southbound)				E Deinhard Ln (Eastbound)				E Deinhard Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	30	106	25	0	14	69	13	0	4	20	22	0	24	18	12	0	357	
11:15 AM	26	70	25	0	13	59	11	0	8	22	20	0	16	26	25	0	321	
11:30 AM	28	100	32	0	10	63	9	0	19	15	22	0	26	20	25	0	369	
11:45 AM	29	92	32	0	17	68	13	0	12	19	29	0	20	20	17	0	368	1415
12:00 PM	26	104	19	0	18	44	19	0	10	14	29	0	17	15	27	0	342	1400
12:15 PM	13	47	11	0	16	54	12	0	17	22	20	0	28	16	39	0	295	1374
12:30 PM	23	103	22	0	15	67	11	0	12	18	24	0	25	11	18	0	349	1354
12:45 PM	38	116	22	0	11	47	9	0	17	14	21	0	28	14	15	0	352	1338
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	112	400	128	0	40	252	36	0	76	60	88	0	104	80	100	0	1476	
Heavy Trucks	8	12	0		0	12	0		0	0	0		0	0	8		40	
Buses																		
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		4	0	0		4	
Scoters																		

Comments:

LOCATION: SH-55 -- Johnson Ln
CITY/STATE: McCall, ID

QC JOB #: 16695715
DATE: Sat, Aug 10 2024

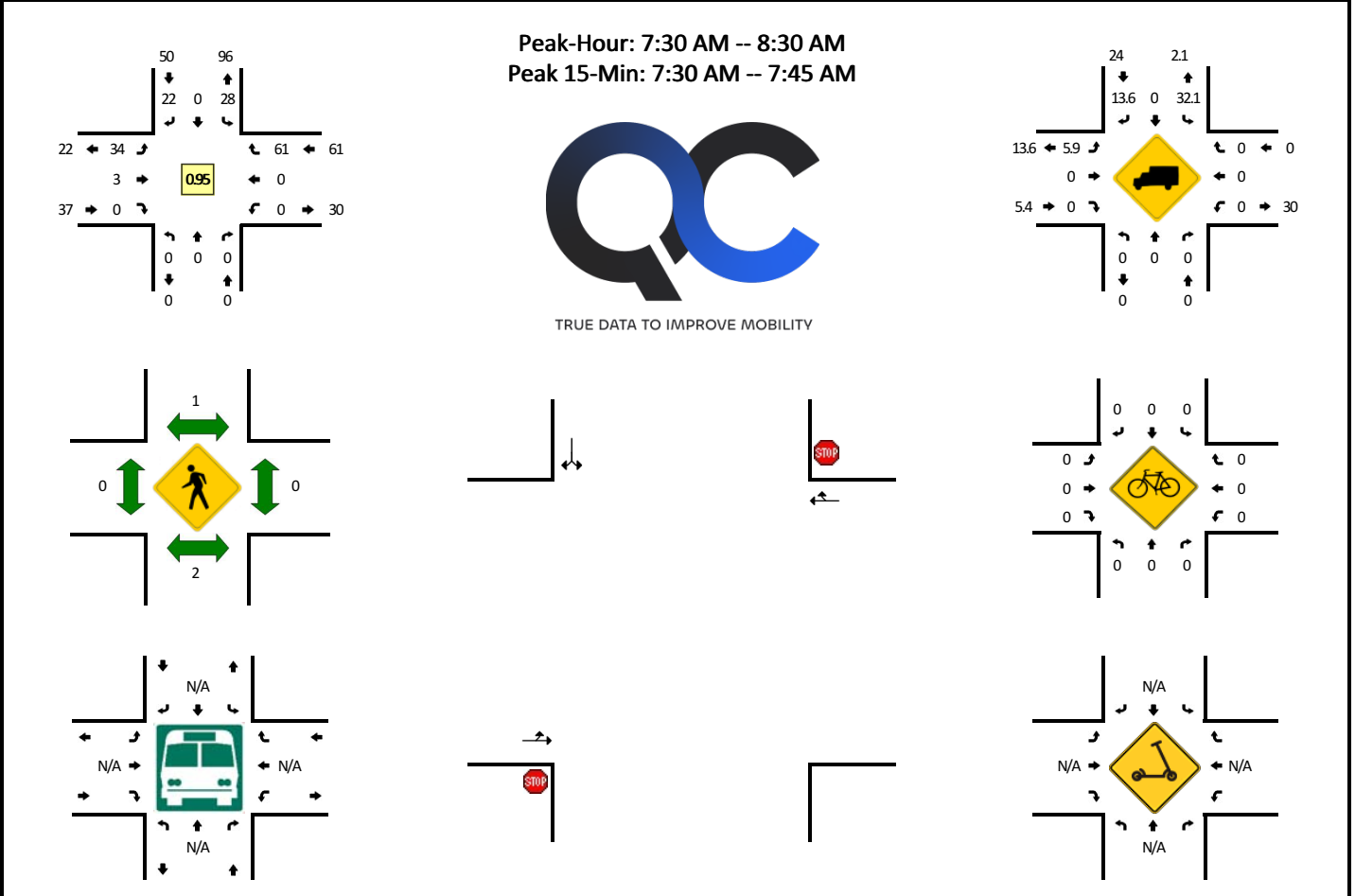


15-Min Count Period Beginning At	SH-55 (Northbound)				SH-55 (Southbound)				Johnson Ln (Eastbound)				Johnson Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	126	0	0	1	99	4	0	1	1	4	0	0	0	0	0	236	
11:15 AM	0	91	0	0	0	91	0	0	0	0	4	0	0	0	1	0	187	
11:30 AM	2	132	0	0	0	95	2	0	1	1	1	0	0	0	0	0	234	
11:45 AM	3	111	0	0	0	107	3	0	3	1	1	0	1	0	0	0	230	887
12:00 PM	1	106	1	0	0	89	4	0	2	0	0	0	0	0	0	0	203	854
12:15 PM	2	51	0	0	1	76	3	0	1	1	2	0	0	0	0	0	137	804
12:30 PM	3	131	0	0	0	83	0	0	2	0	2	0	0	0	0	0	221	791
12:45 PM	1	151	0	0	0	85	2	0	0	0	2	0	1	0	0	0	242	803
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	504	0	0	4	396	16	0	4	4	16	0	0	0	0	0	944	
Heavy Trucks	0	20	0	0	0	12	0	0	0	0	0	0	0	0	0	0	32	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Wisdom Rd -- West Mountain Rd/Chad Dr
CITY/STATE: McCall, ID

QC JOB #: 17135301
DATE: Thu, Sep 4 2025

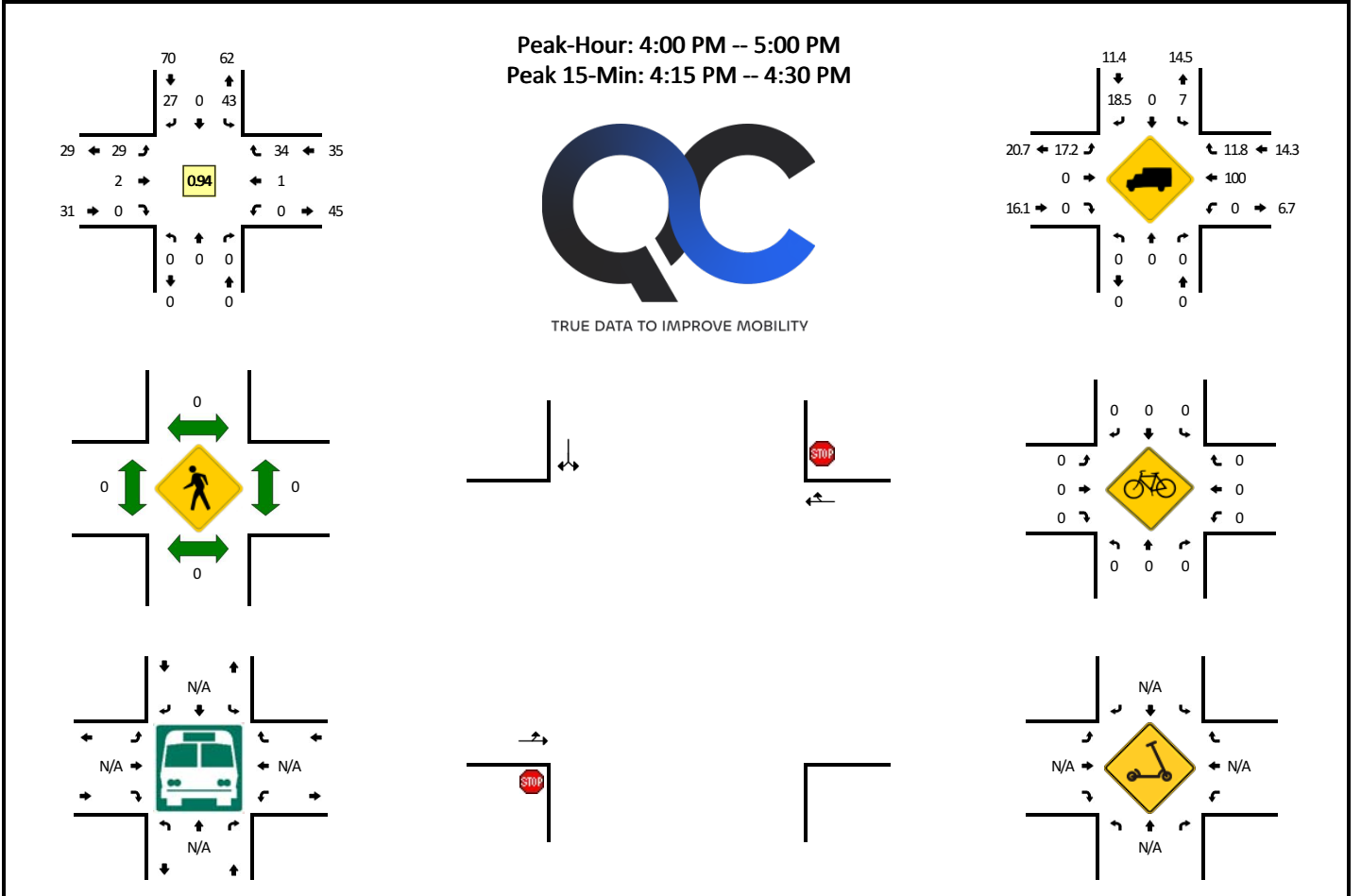


15-Min Count Period Beginning At	Wisdom Rd (Northbound)				Wisdom Rd (Southbound)				West Mountain Rd/Chad Dr (Eastbound)				West Mountain Rd/Chad Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	6	0	1	0	4	0	0	0	0	0	11	0	22	
7:15 AM	0	0	0	0	3	0	1	0	1	0	0	0	0	0	11	0	16	
7:30 AM	0	0	0	0	6	0	4	0	11	0	0	0	0	0	18	0	39	
7:45 AM	0	0	0	0	6	0	5	0	6	1	0	0	0	0	20	0	38	115
8:00 AM	0	0	0	0	6	0	5	0	8	1	0	0	0	0	12	0	32	125
8:15 AM	0	0	0	0	9	0	8	1	9	1	0	0	0	0	11	0	39	148
8:30 AM	0	0	0	0	6	0	8	0	5	0	0	0	0	0	10	0	29	138
8:45 AM	0	0	0	0	12	0	5	0	4	0	0	0	0	0	12	0	33	133
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	24	0	16	0	44	0	0	0	0	0	72	0		156
Heavy Trucks	0	0	0	0	20	0	4	0	0	0	0	0	0	0	0	0	24	
Buses																		
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments: EB stop only

LOCATION: Wisdom Rd -- West Mountain Rd/Chad Dr
CITY/STATE: McCall, ID

QC JOB #: 17135302
DATE: Thu, Sep 4 2025

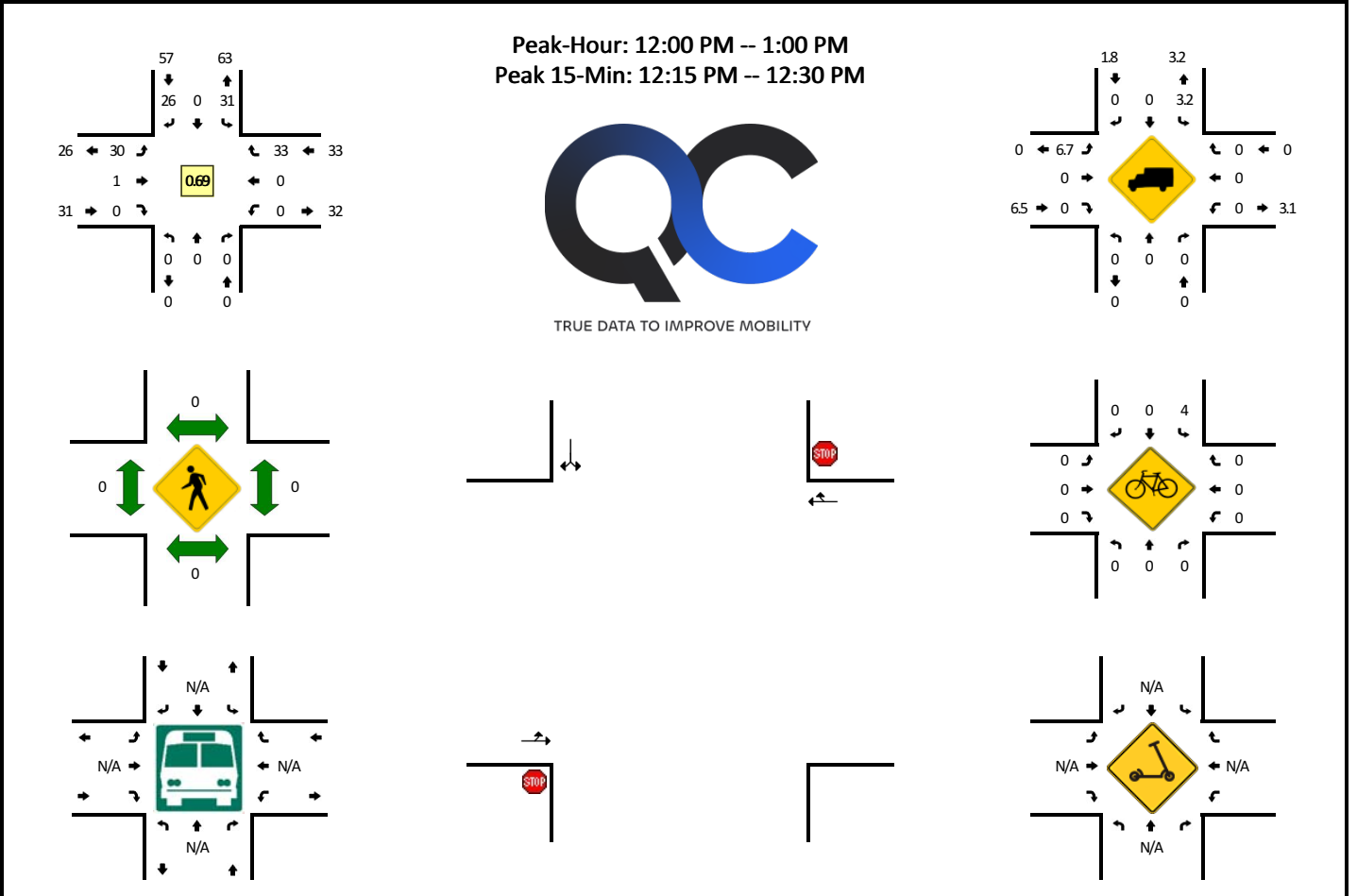


15-Min Count Period Beginning At	Wisdom Rd (Northbound)				Wisdom Rd (Southbound)				West Mountain Rd/Chad Dr (Eastbound)				West Mountain Rd/Chad Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	16	0	8	0	4	0	0	0	0	0	4	0	32	
4:15 PM	0	0	0	0	6	0	8	0	8	1	0	0	0	1	12	0	36	
4:30 PM	0	0	0	0	9	0	7	0	9	1	0	0	0	0	10	0	36	
4:45 PM	0	0	0	0	12	0	4	0	7	0	0	1	0	0	8	0	32	136
5:00 PM	0	0	0	0	8	0	3	0	5	0	0	0	0	0	11	0	27	131
5:15 PM	0	0	0	0	13	0	9	0	3	0	0	0	0	1	11	0	37	132
5:30 PM	0	0	0	0	11	0	6	0	5	0	0	0	0	0	5	0	27	123
5:45 PM	0	0	0	0	8	0	5	0	5	0	0	0	0	0	4	0	22	113
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	24	0	32	0	32	4	0	0	0	4	48	0	144	
Heavy Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	4	4	0	16	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments: EB stop only

LOCATION: Wisdom Rd -- West Mountain Rd/Chad Dr
CITY/STATE: McCall, ID

QC JOB #: 17135303
DATE: Sat, Sep 6 2025



15-Min Count Period Beginning At	Wisdom Rd (Northbound)				Wisdom Rd (Southbound)				West Mountain Rd/Chad Dr (Eastbound)				West Mountain Rd/Chad Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	10	0	2	0	4	0	0	0	0	0	7	0	23	
11:15 AM	0	0	0	0	5	0	4	0	4	1	0	0	0	0	5	0	19	
11:30 AM	0	0	0	0	6	0	2	0	2	0	0	0	0	0	8	0	18	
11:45 AM	0	0	0	0	4	0	3	0	5	0	0	0	0	1	10	0	23	83
12:00 PM	0	0	0	0	4	0	2	0	1	1	0	0	0	0	3	0	11	71
12:15 PM	0	0	0	0	13	0	14	0	8	0	0	0	0	0	9	0	44	96
12:30 PM	0	0	0	0	8	0	4	0	18	0	0	0	0	0	10	0	40	118
12:45 PM	0	0	0	0	6	0	6	0	3	0	0	0	0	0	11	0	26	121

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	52	0	56	0	32	0	0	0	0	0	36	0	176
Heavy Trucks	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments: EB stop only

APPENDIX C

LOS Results & 95th Percentile Queue Length Reports

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	12	17	0	4	18
Future Vol, veh/h	0	12	17	0	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	16	23	0	5	24

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	57	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	930	1032	-	-	1542	-
Stage 1	980	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	927	1032	-	-	1542	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.54	0	1.34
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1032	327	-
HCM Lane V/C Ratio	-	- 0.016	0.003	-
HCM Ctrl Dly (s/v)	-	- 8.5	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	4	39	0	2	30
Future Vol, veh/h	0	4	39	0	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	5	52	0	3	40

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	97	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	883	994	-	-	1504	-
Stage 1	950	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	881	994	-	-	1504	-
Mov Cap-2 Maneuver	881	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	0	0.46
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	994	113
HCM Lane V/C Ratio	-	-	0.005	0.002
HCM Ctrl Dly (s/v)	-	-	8.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.3					
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	34	3	28	22	0	61
Future Vol, veh/h	34	3	28	22	0	61
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	36	3	29	23	0	64

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	106	41	0	0	53	0
Stage 1	41	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	872	1008	-	-	1503	-
Stage 1	961	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	872	1008	-	-	1503	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	NB	SE	NW
HCM Ctrl Dly, s/v	9.27	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBLn1	NWL	NWT	SET	SER
Capacity (veh/h)	881	1503	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-	-
HCM Ctrl Dly (s/v)	9.3	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	51	22	92	149	16
Future Vol, veh/h	36	51	22	92	149	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	85	61	79	93	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	48	60	36	116	160	28

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	363	174	188	0	0
Stage 1	174	-	-	-	-
Stage 2	189	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	621	849	1339	-	-
Stage 1	837	-	-	-	-
Stage 2	825	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	604	849	1339	-	-
Mov Cap-2 Maneuver	604	-	-	-	-
Stage 1	815	-	-	-	-
Stage 2	825	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.89	1.84	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	719	-	-
HCM Lane V/C Ratio	0.027	-	0.15	-	-
HCM Ctrl Dly (s/v)	7.8	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	112	73	152	72	67
Future Vol, veh/h	157	112	73	152	72	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	80	96	93	82	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	199	140	76	163	88	80

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	339	0	584 269
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	316 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1177	-	461 751
Stage 1	-	-	-	-	758 -
Stage 2	-	-	-	-	722 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1177	-	428 751
Mov Cap-2 Maneuver	-	-	-	-	428 -
Stage 1	-	-	-	-	758 -
Stage 2	-	-	-	-	670 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.63	13.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	751	-	-	572	-
HCM Lane V/C Ratio	0.205	0.106	-	-	0.065	-
HCM Ctrl Dly (s/v)	15.6	10.4	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.4	-	-	0.2	-

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane


























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	148	148	76	76	100	173	353	112	72	317
v/c Ratio	0.64	0.44	0.44	0.42	0.35	0.34	0.47	0.15	0.15	0.50
Control Delay (s/veh)	43.1	9.7	40.5	39.4	5.1	12.0	21.0	2.2	10.5	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	9.7	40.5	39.4	5.1	12.0	21.0	2.2	10.5	22.7
Queue Length 50th (ft)	67	0	35	35	0	38	124	0	15	111
Queue Length 95th (ft)	120	26	57	74	1	81	225	0	33	203
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	409	469	398	419	466	568	753	728	575	636
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.32	0.19	0.18	0.21	0.30	0.47	0.15	0.13	0.50

Intersection Summary

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	60	111	48	61	76	135	279	77	48	206	48
Future Volume (veh/h)	57	60	111	48	61	76	135	279	77	48	206	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	72	76	148	76	76	100	173	353	112	72	261	56
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	96	101	168	127	133	110	508	742	629	446	547	117
Arrive On Green	0.11	0.11	0.11	0.08	0.08	0.08	0.09	0.42	0.42	0.06	0.39	0.39
Sat Flow, veh/h	832	878	1464	1668	1752	1448	1668	1752	1485	1668	1398	300
Grp Volume(v), veh/h	148	0	148	76	76	100	173	353	112	72	0	317
Grp Sat Flow(s),veh/h/ln	1710	0	1464	1668	1752	1448	1668	1752	1485	1668	0	1698
Q Serve(g_s), s	5.4	0.0	6.5	2.9	2.7	4.5	3.9	9.5	3.1	1.5	0.0	9.1
Cycle Q Clear(g_c), s	5.4	0.0	6.5	2.9	2.7	4.5	3.9	9.5	3.1	1.5	0.0	9.1
Prop In Lane	0.49		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	197	0	168	127	133	110	508	742	629	446	0	664
V/C Ratio(X)	0.75	0.00	0.88	0.60	0.57	0.91	0.34	0.48	0.18	0.16	0.00	0.48
Avail Cap(c_a), veh/h	434	0	372	424	445	368	623	742	629	614	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	28.3	29.0	29.0	29.8	10.6	13.5	11.7	9.9	0.0	14.8
Incr Delay (d2), s/veh	2.2	0.0	5.6	1.7	1.4	10.2	0.1	2.2	0.6	0.1	0.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.5	1.2	1.2	1.8	1.2	3.7	1.0	0.5	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.0	0.0	33.9	30.7	30.4	40.0	10.7	15.7	12.3	10.0	0.0	17.3
LnGrp LOS	C		C	C	C	D	B	B	B	B		B
Approach Vol, veh/h		296			252			638			389	
Approach Delay, s/veh		32.0			34.3			13.8			15.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	33.1		13.0	10.5	31.0		10.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.5	11.5		7.4	5.9	11.1		4.9				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.0									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	15	0	3	0	10	328	2	1	256	19
Future Vol, veh/h	20	1	15	0	3	0	10	328	2	1	256	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	25	63	38	38	38	75	85	63	25	90	95
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	38	4	24	0	8	0	13	386	3	4	284	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	719	718	294	709	727	387	304	0	0	389	0	0
Stage 1	302	302	-	414	414	-	-	-	-	-	-	-
Stage 2	416	416	-	294	312	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	334	345	726	339	341	643	1212	-	-	1127	-	-
Stage 1	690	650	-	600	579	-	-	-	-	-	-	-
Stage 2	598	578	-	697	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	320	339	726	318	335	643	1212	-	-	1127	-	-
Mov Cap-2 Maneuver	320	339	-	318	335	-	-	-	-	-	-	-
Stage 1	687	647	-	591	571	-	-	-	-	-	-	-
Stage 2	582	570	-	667	640	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	15.71		16.01		0.27		0.11			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	60	-	-	402	335	23	-	-
HCM Lane V/C Ratio	0.011	-	-	0.165	0.024	0.004	-	-
HCM Ctrl Dly (s/v)	8	0	-	15.7	16	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	7	27	1	11	21
Future Vol, veh/h	2	7	27	1	11	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	3	9	36	1	15	28

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	94	37	0	0	37	0
Stage 1	37	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	887	1013	-	-	1523	-
Stage 1	966	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	878	1013	-	-	1523	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	0	2.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	619
HCM Lane V/C Ratio	-	-	0.012	0.01
HCM Ctrl Dly (s/v)	-	-	8.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	2	50	0	4	40
Future Vol, veh/h	0	2	50	0	4	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	3	67	0	5	53

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	131	67	0	0	67
Stage 1	67	-	-	-	-
Stage 2	64	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	845	975	-	-	1485
Stage 1	936	-	-	-	-
Stage 2	939	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	842	975	-	-	1485
Mov Cap-2 Maneuver	842	-	-	-	-
Stage 1	936	-	-	-	-
Stage 2	935	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.7	0	0.68
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	975	164
HCM Lane V/C Ratio	-	-	0.003	0.004
HCM Ctrl Dly (s/v)	-	-	8.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	27	1	34	29	2
Future Vol, veh/h	43	27	1	34	29	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	46	29	1	36	31	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	74	0	98 60
Stage 1	-	-	-	-	60 -
Stage 2	-	-	-	-	38 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1476	-	881 983
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	964 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1476	-	881 983
Mov Cap-2 Maneuver	-	-	-	-	881 -
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	964 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.21	9.22
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	887	-	-	51	-
HCM Lane V/C Ratio	0.037	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	40	50	163	151	39
Future Vol, veh/h	37	40	50	163	151	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	69	80	90	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	52	56	72	204	168	52

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	542	194	220	0	0
Stage 1	194	-	-	-	-
Stage 2	349	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	488	828	1304	-	-
Stage 1	820	-	-	-	-
Stage 2	697	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	460	828	1304	-	-
Mov Cap-2 Maneuver	460	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	697	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.34	2.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	598	-	-
HCM Lane V/C Ratio	0.056	-	0.181	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	118	91	224	109	85
Future Vol, veh/h	209	118	91	224	109	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	66	81	92	88	82
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	252	179	112	243	124	104

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	431	0	809 341
Stage 1	-	-	-	-	341 -
Stage 2	-	-	-	-	468 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1087	-	339 683
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	614 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1087	-	298 683
Mov Cap-2 Maneuver	-	-	-	-	298 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	540 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.74	18.91
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	298	683	-	-	568	-
HCM Lane V/C Ratio	0.415	0.152	-	-	0.103	-
HCM Ctrl Dly (s/v)	25.4	11.2	-	-	8.7	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2	0.5	-	-	0.3	-

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	192	200	124	116	109	165	360	100	91	443
v/c Ratio	0.75	0.51	0.63	0.56	0.35	0.47	0.54	0.15	0.22	0.77
Control Delay (s/veh)	50.0	10.1	47.3	43.3	5.4	16.4	25.2	1.7	12.9	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.0	10.1	47.3	43.3	5.4	16.4	25.2	1.7	12.9	35.3
Queue Length 50th (ft)	95	0	61	57	0	43	146	0	23	197
Queue Length 95th (ft)	140	57	127	97	21	79	279	13	53	#442
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	371	474	360	379	437	405	669	664	494	577
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.42	0.34	0.31	0.25	0.41	0.54	0.15	0.18	0.77

Intersection Summary

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

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	78	176	115	87	102	122	310	94	75	345	62
Future Volume (veh/h)	56	78	176	115	87	102	122	310	94	75	345	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	84	108	200	124	116	109	165	360	100	91	371	72
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	104	133	203	171	179	148	373	687	582	408	521	101
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.09	0.39	0.39	0.06	0.37	0.37
Sat Flow, veh/h	750	964	1464	1668	1752	1450	1668	1752	1485	1668	1425	277
Grp Volume(v), veh/h	192	0	200	124	116	109	165	360	100	91	0	443
Grp Sat Flow(s),veh/h/ln	1714	0	1464	1668	1752	1450	1668	1752	1485	1668	0	1702
Q Serve(g_s), s	7.6	0.0	9.5	5.0	4.4	5.1	4.2	10.9	3.1	2.2	0.0	15.5
Cycle Q Clear(g_c), s	7.6	0.0	9.5	5.0	4.4	5.1	4.2	10.9	3.1	2.2	0.0	15.5
Prop In Lane	0.44		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	237	0	203	171	179	148	373	687	582	408	0	622
V/C Ratio(X)	0.81	0.00	0.99	0.73	0.65	0.74	0.44	0.52	0.17	0.22	0.00	0.71
Avail Cap(c_a), veh/h	407	0	347	396	416	344	474	687	582	553	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	29.9	30.3	30.0	30.3	13.7	16.2	13.8	12.0	0.0	18.9
Incr Delay (d2), s/veh	2.5	0.0	26.6	2.2	1.5	2.6	0.3	2.8	0.6	0.1	0.0	6.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	4.7	2.1	1.9	1.8	1.4	4.5	1.0	0.7	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.6	0.0	56.5	32.5	31.5	32.9	14.0	19.0	14.4	12.1	0.0	25.8
LnGrp LOS	C		E	C	C	C	B	B	B	B		C
Approach Vol, veh/h		392			349			625			534	
Approach Delay, s/veh		44.3			32.3			17.0			23.4	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	32.9		15.1	10.8	31.0		12.6				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.2	12.9		9.6	6.2	17.5		7.0				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.2									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	3	20	2	1	2	13	436	1	1	521	21
Future Vol, veh/h	20	3	20	2	1	2	13	436	1	1	521	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	38	8	28	4	4	8	16	507	4	4	543	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1106	1108	557	1096	1120	509	571	0	0	511	0	0
Stage 1	565	565	-	541	541	-	-	-	-	-	-	-
Stage 2	541	543	-	555	579	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	181	203	515	184	200	549	963	-	-	1014	-	-
Stage 1	496	495	-	511	508	-	-	-	-	-	-	-
Stage 2	511	507	-	502	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	170	197	515	163	194	549	963	-	-	1014	-	-
Mov Cap-2 Maneuver	170	197	-	163	194	-	-	-	-	-	-	-
Stage 1	493	493	-	499	496	-	-	-	-	-	-	-
Stage 2	488	495	-	464	485	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	27.67		19.32		0.27		0.06			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	55	-	-	232	267	12	-	-
HCM Lane V/C Ratio	0.017	-	-	0.321	0.06	0.004	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	27.7	19.3	8.6	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.2	0	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	8	21	0	9	10
Future Vol, veh/h	0	8	21	0	9	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	14	37	0	16	18

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	86	37	0	0	37	0
Stage 1	37	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	896	1013	-	-	1524	-
Stage 1	965	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	887	1013	-	-	1524	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.6	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1013	853
HCM Lane V/C Ratio	-	-	0.014	0.01
HCM Ctrl Dly (s/v)	-	-	8.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	3	21	0	3	25
Future Vol, veh/h	0	3	21	0	3	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	5	37	0	5	44

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	91	37	0	0	37
Stage 1	37	-	-	-	-
Stage 2	54	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	890	1013	-	-	1524
Stage 1	965	-	-	-	-
Stage 2	948	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	887	1013	-	-	1524
Mov Cap-2 Maneuver	887	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	945	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.57	0	0.79
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1013	193
HCM Lane V/C Ratio	-	-	0.005	0.003
HCM Ctrl Dly (s/v)	-	-	8.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	26	0	33	30	1
Future Vol, veh/h	31	26	0	33	30	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	45	38	0	48	43	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	83	0	112
Stage 1	-	-	-	-	64
Stage 2	-	-	-	-	48
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1465	-	866
Stage 1	-	-	-	-	939
Stage 2	-	-	-	-	955
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-	866
Mov Cap-2 Maneuver	-	-	-	-	866
Stage 1	-	-	-	-	939
Stage 2	-	-	-	-	955

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	1465	-
HCM Lane V/C Ratio	0.052	-	-	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	30	27	152	116	21
Future Vol, veh/h	52	30	27	152	116	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	75	84	88	78	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	76	40	32	173	149	32

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	402	165	181	0	0
Stage 1	165	-	-	-	-
Stage 2	237	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	589	859	1348	-	-
Stage 1	846	-	-	-	-
Stage 2	784	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	575	859	1348	-	-
Mov Cap-2 Maneuver	575	-	-	-	-
Stage 1	825	-	-	-	-
Stage 2	784	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.76	1.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	649	-	-
HCM Lane V/C Ratio	0.024	-	0.179	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	75	66	186	108	98
Future Vol, veh/h	231	75	66	186	108	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	82	75	83	87	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	272	91	88	224	124	117

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	363	0	718 317
Stage 1	-	-	-	-	317 -
Stage 2	-	-	-	-	400 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1152	-	384 705
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	660 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1152	-	351 705
Mov Cap-2 Maneuver	-	-	-	-	351 -
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	602 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.36	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	705	-	-	508	-
HCM Lane V/C Ratio	0.354	0.166	-	-	0.076	-
HCM Ctrl Dly (s/v)	20.8	11.1	-	-	8.4	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.6	0.6	-	-	0.2	-

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	116	104	104	100	120	423	128	68	328
v/c Ratio	0.67	0.34	0.55	0.52	0.33	0.27	0.64	0.20	0.18	0.52
Control Delay (s/veh)	44.1	5.3	43.4	41.7	4.7	12.5	26.6	3.4	11.9	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	5.3	43.4	41.7	4.7	12.5	26.6	3.4	11.9	24.0
Queue Length 50th (ft)	75	0	48	48	0	27	164	0	15	119
Queue Length 95th (ft)	145	14	100	97	4	72	#332	28	39	262
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	403	464	391	412	461	514	661	645	464	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.25	0.27	0.25	0.22	0.23	0.64	0.20	0.15	0.52

Intersection Summary

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

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	76	93	86	84	79	113	368	114	54	259	46
Future Volume (veh/h)	43	76	93	86	84	79	113	368	114	54	259	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	75	88	116	104	104	100	120	423	128	68	276	52
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	97	114	180	154	161	133	463	706	585	372	558	105
Arrive On Green	0.12	0.12	0.12	0.09	0.09	0.09	0.07	0.40	0.40	0.05	0.39	0.39
Sat Flow, veh/h	788	924	1464	1668	1752	1449	1668	1752	1452	1668	1433	270
Grp Volume(v), veh/h	163	0	116	104	104	100	120	423	128	68	0	328
Grp Sat Flow(s),veh/h/ln	1712	0	1464	1668	1752	1449	1668	1752	1452	1668	0	1703
Q Serve(g_s), s	6.0	0.0	4.9	3.9	3.7	4.4	2.7	12.4	3.8	1.5	0.0	9.5
Cycle Q Clear(g_c), s	6.0	0.0	4.9	3.9	3.7	4.4	2.7	12.4	3.8	1.5	0.0	9.5
Prop In Lane	0.46		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	211	0	180	154	161	133	463	706	585	372	0	663
V/C Ratio(X)	0.77	0.00	0.64	0.68	0.64	0.75	0.26	0.60	0.22	0.18	0.00	0.49
Avail Cap(c_a), veh/h	433	0	370	422	443	366	611	706	585	542	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	27.3	28.7	28.6	28.9	11.2	15.3	12.8	11.3	0.0	15.1
Incr Delay (d2), s/veh	2.3	0.0	1.4	1.9	1.6	3.1	0.1	3.7	0.9	0.1	0.0	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.7	1.6	1.6	1.6	0.9	5.0	1.2	0.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.0	0.0	28.7	30.6	30.2	32.0	11.3	19.1	13.6	11.4	0.0	17.7
LnGrp LOS	C		C	C	C	C	B	B	B	B		B
Approach Vol, veh/h		279			308			671			396	
Approach Delay, s/veh		29.5			30.9			16.6			16.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	31.9		13.5	9.2	31.0		11.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.5	14.4		8.0	4.7	11.5		5.9				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.5									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	3	10	1	0	1	5	460	0	1	392	9
Future Vol, veh/h	5	3	10	1	0	1	5	460	0	1	392	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	75	63	25	25	25	42	87	42	25	92	56
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	12	4	16	4	0	4	12	529	0	4	426	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	995	995	434	989	1003	529	442	0	0	529	0	0
Stage 1	442	442	-	553	553	-	-	-	-	-	-	-
Stage 2	553	553	-	436	450	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	216	237	605	218	235	534	1077	-	-	999	-	-
Stage 1	579	563	-	504	502	-	-	-	-	-	-	-
Stage 2	504	502	-	584	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	210	232	605	205	230	534	1077	-	-	999	-	-
Mov Cap-2 Maneuver	210	232	-	205	230	-	-	-	-	-	-	-
Stage 1	576	560	-	496	494	-	-	-	-	-	-	-
Stage 2	492	494	-	561	555	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.6		17.5		0.18		0.08	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	317	296	16	-	-
HCM Lane V/C Ratio	0.011	-	-	0.1	0.027	0.004	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	17.6	17.5	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	12	17	0	4	21
Future Vol, veh/h	0	12	17	0	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	16	23	0	5	28

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	61	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	925	1032	-	-	1542	-
Stage 1	980	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	922	1032	-	-	1542	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.54	0	1.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1032	288	-
HCM Lane V/C Ratio	-	- 0.016	0.003	-
HCM Ctrl Dly (s/v)	-	- 8.5	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	0	1	0	0	4	0	86	0	2	45	12
Future Vol, veh/h	35	0	1	0	0	4	0	86	0	2	45	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	47	0	1	0	0	5	0	115	0	3	60	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	188	188	68	180	196	115	76	0	0	115	0	0
Stage 1	73	73	-	115	115	-	-	-	-	-	-	-
Stage 2	115	115	-	65	81	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	755	693	973	764	685	917	1474	-	-	1426	-	-
Stage 1	917	818	-	871	785	-	-	-	-	-	-	-
Stage 2	871	785	-	926	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	749	691	973	762	684	917	1474	-	-	1426	-	-
Mov Cap-2 Maneuver	749	691	-	762	684	-	-	-	-	-	-	-
Stage 1	915	817	-	871	785	-	-	-	-	-	-	-
Stage 2	866	785	-	923	810	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.1		8.95		0		0.26	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	754	917	59	-	-
HCM Lane V/C Ratio	-	-	-	0.064	0.006	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.1	9	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	116	3	28	49	0	61
Future Vol, veh/h	116	3	28	49	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	122	3	29	52	0	64

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	125	0	234
Stage 1	-	-	-	-	124
Stage 2	-	-	-	-	111
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1413	-	737
Stage 1	-	-	-	-	882
Stage 2	-	-	-	-	895
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1413	-	721
Mov Cap-2 Maneuver	-	-	-	-	721
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	895

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.76	9.28
HCM LOS	A		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	655	-
HCM Lane V/C Ratio	0.071	-	-	0.021	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	105	40	92	149	25
Future Vol, veh/h	64	105	40	92	149	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	85	61	79	93	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	85	124	66	116	160	44

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	430	182	204	0	0
Stage 1	182	-	-	-	-
Stage 2	248	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	567	840	1321	-	-
Stage 1	830	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	539	840	1321	-	-
Mov Cap-2 Maneuver	539	-	-	-	-
Stage 1	789	-	-	-	-
Stage 2	775	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.56	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1321	-	684	-	-
HCM Lane V/C Ratio	0.05	-	0.305	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	117	77	152	88	79
Future Vol, veh/h	157	117	77	152	88	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	80	96	93	82	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	199	146	80	163	107	94

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	345	0	596 272
Stage 1	-	-	-	-	272 -
Stage 2	-	-	-	-	324 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1171	-	454 748
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	715 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1171	-	419 748
Mov Cap-2 Maneuver	-	-	-	-	419 -
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	662 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.73	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	748	-	-	593	-
HCM Lane V/C Ratio	0.256	0.126	-	-	0.069	-
HCM Ctrl Dly (s/v)	16.5	10.5	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1	0.4	-	-	0.2	-

Valley County - Red Ridge TIS
Existing (2024) Plus Project

Morning Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	175	183	76	81	100	185	353	112	72	320
v/c Ratio	0.69	0.49	0.45	0.46	0.35	0.37	0.47	0.16	0.15	0.51
Control Delay (s/veh)	45.4	10.1	41.5	41.2	5.1	12.8	21.6	2.2	11.0	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.4	10.1	41.5	41.2	5.1	12.8	21.6	2.2	11.0	23.8
Queue Length 50th (ft)	82	0	36	38	0	43	129	0	16	118
Queue Length 95th (ft)	139	31	57	78	1	88	228	0	34	208
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	402	484	390	411	460	552	746	722	564	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.38	0.19	0.20	0.22	0.34	0.47	0.16	0.13	0.51

Intersection Summary

Valley County - Red Ridge TIS
Existing (2024) Plus Project

Morning Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	72	137	48	65	76	144	279	77	48	206	51
Future Volume (veh/h)	66	72	137	48	65	76	144	279	77	48	206	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	84	91	183	76	81	100	185	353	112	72	261	59
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	107	116	190	125	131	109	499	734	622	437	526	119
Arrive On Green	0.13	0.13	0.13	0.07	0.07	0.07	0.09	0.42	0.42	0.06	0.38	0.38
Sat Flow, veh/h	821	890	1464	1668	1752	1448	1668	1752	1485	1668	1383	313
Grp Volume(v), veh/h	175	0	183	76	81	100	185	353	112	72	0	320
Grp Sat Flow(s),veh/h/ln	1711	0	1464	1668	1752	1448	1668	1752	1485	1668	0	1696
Q Serve(g_s), s	6.6	0.0	8.3	2.9	3.0	4.6	4.4	9.8	3.2	1.6	0.0	9.6
Cycle Q Clear(g_c), s	6.6	0.0	8.3	2.9	3.0	4.6	4.4	9.8	3.2	1.6	0.0	9.6
Prop In Lane	0.48		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	222	0	190	125	131	109	499	734	622	437	0	645
V/C Ratio(X)	0.79	0.00	0.96	0.61	0.62	0.92	0.37	0.48	0.18	0.16	0.00	0.50
Avail Cap(c_a), veh/h	423	0	362	413	433	358	598	734	622	600	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	28.9	29.9	29.9	30.7	11.2	14.1	12.2	10.4	0.0	15.8
Incr Delay (d2), s/veh	2.3	0.0	12.4	1.8	1.7	11.7	0.2	2.2	0.6	0.1	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	3.5	1.2	1.3	1.9	1.4	3.8	1.0	0.5	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	0.0	41.3	31.7	31.7	42.3	11.4	16.3	12.8	10.5	0.0	18.5
LnGrp LOS	C		D	C	C	D	B	B	B	B		B
Approach Vol, veh/h		358			257			650			392	
Approach Delay, s/veh		36.0			35.8			14.3			17.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	33.6		14.2	11.1	31.0		10.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.6	11.8		8.6	6.4	11.6		5.0				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.0									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	15	0	3	0	10	337	2	1	282	19
Future Vol, veh/h	20	1	15	0	3	0	10	337	2	1	282	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	25	63	38	38	38	75	85	63	25	90	95
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	38	4	24	0	8	0	13	396	3	4	313	20

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	758	758	323	748	766	398	333	0	0	400	0	0
Stage 1	331	331	-	425	425	-	-	-	-	-	-	-
Stage 2	427	426	-	323	341	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	314	327	700	319	324	634	1183	-	-	1117	-	-
Stage 1	666	631	-	592	573	-	-	-	-	-	-	-
Stage 2	590	572	-	672	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	300	321	700	298	318	634	1183	-	-	1117	-	-
Mov Cap-2 Maneuver	300	321	-	298	318	-	-	-	-	-	-	-
Stage 1	663	628	-	583	565	-	-	-	-	-	-	-
Stage 2	573	564	-	642	622	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	16.48		16.63		0.26		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	58	-	-	380	318	21	-	-
HCM Lane V/C Ratio	0.011	-	-	0.175	0.025	0.004	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	16.5	16.6	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	47	2	0	39	31	15
Future Vol, veh/h	47	2	0	39	31	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	89	89	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	63	3	0	44	41	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	85	41	61	0	0
Stage 1	41	-	-	-	-
Stage 2	44	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	897	1007	1492	-	-
Stage 1	961	-	-	-	-
Stage 2	958	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	897	1007	1492	-	-
Mov Cap-2 Maneuver	897	-	-	-	-
Stage 1	961	-	-	-	-
Stage 2	958	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.31	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	901	-	-
HCM Lane V/C Ratio	-	-	0.073	-	-
HCM Ctrl Dly (s/v)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	29	0	36	20
Demand Flow Rate, veh/h	32	0	40	22
Vehicles Circulating, veh/h	13	22	32	0
Vehicles Exiting, veh/h	9	0	13	72
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	0.0	3.2	3.0
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	L	R	LR
Assumed Moves	R	L	R	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	32	0	40	22
Cap Entry Lane, veh/h	1362	1349	1336	1380
Entry HV Adj Factor	0.906	1.000	0.900	0.901
Flow Entry, veh/h	29	0	36	20
Cap Entry, veh/h	1234	1349	1202	1243
V/C Ratio	0.024	0.000	0.030	0.016
Control Delay, s/veh	3.1	2.7	3.2	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	7	28	1	11	23
Future Vol, veh/h	2	7	28	1	11	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	3	9	37	1	15	31

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	98	38	0	0	39
Stage 1	38	-	-	-	-
Stage 2	60	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	882	1012	-	-	1521
Stage 1	964	-	-	-	-
Stage 2	943	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	873	1012	-	-	1521
Mov Cap-2 Maneuver	873	-	-	-	-
Stage 1	964	-	-	-	-
Stage 2	933	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	0	2.39
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	977	582
HCM Lane V/C Ratio	-	-	0.012	0.01
HCM Ctrl Dly (s/v)	-	-	8.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	0	1	0	0	2	0	80	0	4	92	32
Future Vol, veh/h	23	0	1	0	0	2	0	80	0	4	92	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	31	0	1	0	0	3	0	107	0	5	123	43

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	261	261	144	240	283	107	165	0	0	107	0	0
Stage 1	155	155	-	107	107	-	-	-	-	-	-	-
Stage 2	107	107	-	133	176	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	675	630	883	698	613	926	1366	-	-	1436	-	-
Stage 1	829	755	-	880	792	-	-	-	-	-	-	-
Stage 2	880	792	-	851	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	671	627	883	694	610	926	1366	-	-	1436	-	-
Mov Cap-2 Maneuver	671	627	-	694	610	-	-	-	-	-	-	-
Stage 1	826	751	-	880	792	-	-	-	-	-	-	-
Stage 2	877	792	-	846	736	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.58		8.9		0		0.23	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	677	926	53	-	-
HCM Lane V/C Ratio	-	-	-	0.047	0.003	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.6	8.9	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	2	43	111	1	34
Future Vol, veh/h	82	2	43	111	1	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	87	2	46	118	1	36

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	89	0	298 88
Stage 1	-	-	-	-	88 -
Stage 2	-	-	-	-	210 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1457	-	677 948
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	807 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1457	-	654 948
Mov Cap-2 Maneuver	-	-	-	-	654 -
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	807 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.11	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	936	-	-	503	-
HCM Lane V/C Ratio	0.04	-	-	0.031	-
HCM Ctrl Dly (s/v)	9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	73	103	163	151	70
Future Vol, veh/h	57	73	103	163	151	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	69	80	90	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	80	103	149	204	168	93

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	717	214	261	0	0
Stage 1	214	-	-	-	-
Stage 2	502	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	385	806	1258	-	-
Stage 1	803	-	-	-	-
Stage 2	592	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	339	806	1258	-	-
Mov Cap-2 Maneuver	339	-	-	-	-
Stage 1	707	-	-	-	-
Stage 2	592	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.21	3.49	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	503	-	-
HCM Lane V/C Ratio	0.119	-	0.364	-	-
HCM Ctrl Dly (s/v)	8.2	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.7	-	-

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	136	104	224	120	94
Future Vol, veh/h	209	136	104	224	120	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	66	81	92	88	82
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	252	206	128	243	136	115

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	458	0	855 355
Stage 1	-	-	-	-	355 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1062	-	318 671
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	593 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1062	-	274 671
Mov Cap-2 Maneuver	-	-	-	-	274 -
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	510 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.06	21.82
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	671	-	-	621	-
HCM Lane V/C Ratio	0.498	0.171	-	-	0.121	-
HCM Ctrl Dly (s/v)	30.5	11.5	-	-	8.9	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.6	0.6	-	-	0.4	-

Valley County - Red Ridge TIS
Existing (2024) Plus Project

EveningPeak Hour
6: 3rd Street (SH-55) & Deinhard Lane


























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	217	124	133	109	200	360	100	91	452
v/c Ratio	0.78	0.52	0.63	0.64	0.35	0.58	0.54	0.15	0.22	0.81
Control Delay (s/veh)	52.1	9.7	48.1	48.0	5.4	19.8	25.7	1.7	13.3	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.1	9.7	48.1	48.0	5.4	19.8	25.7	1.7	13.3	39.1
Queue Length 50th (ft)	110	0	65	70	0	56	152	0	24	218
Queue Length 95th (ft)	154	59	127	109	21	95	280	13	54	#457
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	360	479	349	368	428	379	669	663	486	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.45	0.36	0.36	0.25	0.53	0.54	0.15	0.19	0.81

Intersection Summary

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

Valley County - Red Ridge TIS
Existing (2024) Plus Project

Evening Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	87	191	115	100	102	148	310	94	75	345	70
Future Volume (veh/h)	61	87	191	115	100	102	148	310	94	75	345	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	91	121	217	124	133	109	200	360	100	91	371	81
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	110	146	218	172	180	149	370	691	586	404	489	107
Arrive On Green	0.15	0.15	0.15	0.10	0.10	0.10	0.10	0.39	0.39	0.06	0.35	0.35
Sat Flow, veh/h	736	979	1465	1668	1752	1450	1668	1752	1485	1668	1393	304
Grp Volume(v), veh/h	212	0	217	124	133	109	200	360	100	91	0	452
Grp Sat Flow(s),veh/h/ln	1715	0	1465	1668	1752	1450	1668	1752	1485	1668	0	1697
Q Serve(g_s), s	8.7	0.0	10.7	5.2	5.3	5.3	5.4	11.3	3.2	2.3	0.0	17.0
Cycle Q Clear(g_c), s	8.7	0.0	10.7	5.2	5.3	5.3	5.4	11.3	3.2	2.3	0.0	17.0
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	255	0	218	172	180	149	370	691	586	404	0	596
V/C Ratio(X)	0.83	0.00	1.00	0.72	0.74	0.73	0.54	0.52	0.17	0.23	0.00	0.76
Avail Cap(c_a), veh/h	391	0	334	381	400	331	436	691	586	542	0	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	30.8	31.4	31.5	31.5	14.9	16.7	14.2	12.5	0.0	20.8
Incr Delay (d2), s/veh	5.1	0.0	35.4	2.1	2.2	2.6	0.5	2.8	0.6	0.1	0.0	8.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	5.8	2.2	2.3	1.9	1.8	4.6	1.1	0.8	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	0.0	66.2	33.6	33.7	34.0	15.4	19.5	14.9	12.6	0.0	29.5
LnGrp LOS	D		E	C	C	C	B	B	B	B		C
Approach Vol, veh/h		429			366			660			543	
Approach Delay, s/veh		50.8			33.8			17.5			26.7	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	34.1		16.3	12.1	31.0		12.9				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.3	13.3		10.7	7.4	19.0		7.3				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.1									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	3	20	2	1	2	13	462	1	1	536	21
Future Vol, veh/h	20	3	20	2	1	2	13	462	1	1	536	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	38	8	28	4	4	8	16	537	4	4	558	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1152	1154	572	1142	1166	539	586	0	0	541	0	0
Stage 1	580	580	-	571	571	-	-	-	-	-	-	-
Stage 2	571	573	-	570	594	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	169	191	505	171	187	527	950	-	-	988	-	-
Stage 1	486	487	-	492	492	-	-	-	-	-	-	-
Stage 2	492	491	-	492	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	158	185	505	150	182	527	950	-	-	988	-	-
Mov Cap-2 Maneuver	158	185	-	150	182	-	-	-	-	-	-	-
Stage 1	483	484	-	480	480	-	-	-	-	-	-	-
Stage 2	469	479	-	455	477	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	29.94		20.33		0.25		0.06			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	52	-	-	217	251	12	-	-
HCM Lane V/C Ratio	0.017	-	-	0.343	0.064	0.004	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	29.9	20.3	8.7	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.2	0	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	30	1	1	50	41	52
Future Vol, veh/h	30	1	1	50	41	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	40	1	1	67	55	69

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	124	55	124	0	-
Stage 1	55	-	-	-	-
Stage 2	69	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	852	990	1415	-	-
Stage 1	948	-	-	-	-
Stage 2	934	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	851	990	1415	-	-
Mov Cap-2 Maneuver	851	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	934	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.42	0.15	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	35	-	855	-	-
HCM Lane V/C Ratio	0.001	-	0.048	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection				
Intersection Delay, s/veh	3.2			
Intersection LOS	A			
Approach	EB	WB	NB	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	19	0	23	70
Demand Flow Rate, veh/h	21	0	25	77
Vehicles Circulating, veh/h	41	77	21	0
Vehicles Exiting, veh/h	36	0	41	46
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	0.0	3.0	3.3
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	L	R	LR
Assumed Moves	R	L	R	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	21	0	25	77
Cap Entry Lane, veh/h	1323	1276	1351	1380
Entry HV Adj Factor	0.905	1.000	0.920	0.913
Flow Entry, veh/h	19	0	23	70
Cap Entry, veh/h	1197	1276	1243	1259
V/C Ratio	0.016	0.000	0.019	0.056
Control Delay, s/veh	3.1	2.8	3.0	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	8	22	0	9	12
Future Vol, veh/h	0	8	22	0	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	14	39	0	16	21

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	91	39	0	0	39
Stage 1	39	-	-	-	-
Stage 2	53	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	890	1011	-	-	1521
Stage 1	964	-	-	-	-
Stage 2	950	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	880	1011	-	-	1521
Mov Cap-2 Maneuver	880	-	-	-	-
Stage 1	964	-	-	-	-
Stage 2	940	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.61	0	3.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1011	771
HCM Lane V/C Ratio	-	-	0.014	0.01
HCM Ctrl Dly (s/v)	-	-	8.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	0	1	0	0	3	0	56	0	3	62	27
Future Vol, veh/h	29	0	1	0	0	3	0	56	0	3	62	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	51	0	2	0	0	5	0	98	0	5	109	47

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	241	241	132	218	265	98	156	0	0	98	0	0
Stage 1	143	143	-	98	98	-	-	-	-	-	-	-
Stage 2	98	98	-	119	167	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	696	647	896	722	627	936	1376	-	-	1446	-	-
Stage 1	841	763	-	889	798	-	-	-	-	-	-	-
Stage 2	889	798	-	866	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	690	644	896	718	625	936	1376	-	-	1446	-	-
Mov Cap-2 Maneuver	690	644	-	718	625	-	-	-	-	-	-	-
Stage 1	838	760	-	889	798	-	-	-	-	-	-	-
Stage 2	884	798	-	861	743	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Ctrl Dly, s/v	10.6		8.87			0		0.24		
HCM LOS	B		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	695	936	55	-	-
HCM Lane V/C Ratio	-	-	-	0.076	0.006	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.6	8.9	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	94	1	31	90	0	33
Future Vol, veh/h	94	1	31	90	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	136	1	45	130	0	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	138	0	357
Stage 1	-	-	-	-	137
Stage 2	-	-	-	-	220
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1398	-	625
Stage 1	-	-	-	-	870
Stage 2	-	-	-	-	798
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1398	-	604
Mov Cap-2 Maneuver	-	-	-	-	604
Stage 1	-	-	-	-	840
Stage 2	-	-	-	-	798

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.96	9.27
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	891	-	-	461	-
HCM Lane V/C Ratio	0.054	-	-	0.032	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	71	67	152	116	45
Future Vol, veh/h	75	71	67	152	116	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	75	84	88	78	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	110	95	80	173	149	68

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	515	183	217	0	0
Stage 1	183	-	-	-	-
Stage 2	332	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	506	839	1307	-	-
Stage 1	830	-	-	-	-
Stage 2	709	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	475	839	1307	-	-
Mov Cap-2 Maneuver	475	-	-	-	-
Stage 1	779	-	-	-	-
Stage 2	709	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.22	2.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	594	-	-
HCM Lane V/C Ratio	0.061	-	0.345	-	-
HCM Ctrl Dly (s/v)	7.9	-	14.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection						
Int Delay, s/veh	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	89	76	186	121	108
Future Vol, veh/h	231	89	76	186	121	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	82	75	83	87	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	272	109	101	224	139	129

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	380	0	753 326
Stage 1	-	-	-	-	326 -
Stage 2	-	-	-	-	427 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1136	-	366 697
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	641 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1136	-	329 697
Mov Cap-2 Maneuver	-	-	-	-	329 -
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	576 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.64	17.77
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	697	-	-	560	-
HCM Lane V/C Ratio	0.423	0.184	-	-	0.089	-
HCM Ctrl Dly (s/v)	23.7	11.3	-	-	8.5	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2	0.7	-	-	0.3	-

Valley County - Red Ridge TIS
Existing (2024) Plus Project

Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	141	104	116	100	140	423	128	68	336
v/c Ratio	0.73	0.40	0.55	0.59	0.33	0.32	0.62	0.19	0.18	0.57
Control Delay (s/veh)	48.3	8.2	44.2	45.0	4.6	13.5	26.6	3.3	12.3	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.3	8.2	44.2	45.0	4.6	13.5	26.6	3.3	12.3	26.2
Queue Length 50th (ft)	90	0	50	56	0	34	172	0	16	129
Queue Length 95th (ft)	167	29	100	106	4	84	#339	28	39	270
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	377	445	366	386	442	496	681	673	461	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.32	0.28	0.30	0.23	0.28	0.62	0.19	0.15	0.57

Intersection Summary

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

Valley County - Red Ridge TIS
Existing (2024) Plus Project

Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	86	113	86	94	79	132	368	114	54	259	53
Future Volume (veh/h)	50	86	113	86	94	79	132	368	114	54	259	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	88	100	141	104	116	100	140	423	128	68	276	60
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	110	125	200	159	166	138	449	697	591	361	524	114
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.08	0.40	0.40	0.05	0.38	0.38
Sat Flow, veh/h	801	910	1464	1668	1752	1449	1668	1752	1485	1668	1394	303
Grp Volume(v), veh/h	188	0	141	104	116	100	140	423	128	68	0	336
Grp Sat Flow(s),veh/h/ln	1712	0	1464	1668	1752	1449	1668	1752	1485	1668	0	1697
Q Serve(g_s), s	7.2	0.0	6.2	4.1	4.3	4.5	3.4	12.9	3.8	1.6	0.0	10.4
Cycle Q Clear(g_c), s	7.2	0.0	6.2	4.1	4.3	4.5	3.4	12.9	3.8	1.6	0.0	10.4
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	234	0	200	159	166	138	449	697	591	361	0	638
V/C Ratio(X)	0.80	0.00	0.70	0.66	0.70	0.73	0.31	0.61	0.22	0.19	0.00	0.53
Avail Cap(c_a), veh/h	418	0	358	408	428	354	576	697	591	524	0	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	27.8	29.5	29.6	29.7	12.0	16.1	13.4	12.0	0.0	16.4
Incr Delay (d2), s/veh	2.4	0.0	1.7	1.7	2.0	2.7	0.1	3.9	0.8	0.1	0.0	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.2	1.7	1.9	1.6	1.1	5.3	1.3	0.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	0.0	29.5	31.2	31.6	32.4	12.2	20.0	14.2	12.0	0.0	19.5
LnGrp LOS	C		C	C	C	C	B	C	B	B		B
Approach Vol, veh/h		329			320			691			404	
Approach Delay, s/veh		30.2			31.7			17.4			18.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	32.5		14.7	9.9	31.0		11.9				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.6	14.9		9.2	5.4	12.4		6.3				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			22.6									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	3	10	1	0	1	5	479	0	1	412	9
Future Vol, veh/h	5	3	10	1	0	1	5	479	0	1	412	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	75	63	25	25	25	42	87	42	25	92	56
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	12	4	16	4	0	4	12	551	0	4	448	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1038	1038	456	1032	1046	551	464	0	0	551	0	0
Stage 1	464	464	-	574	574	-	-	-	-	-	-	-
Stage 2	574	574	-	458	472	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	202	223	588	204	221	519	1057	-	-	980	-	-
Stage 1	563	550	-	490	490	-	-	-	-	-	-	-
Stage 2	490	490	-	568	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	196	219	588	191	216	519	1057	-	-	980	-	-
Mov Cap-2 Maneuver	196	219	-	191	216	-	-	-	-	-	-	-
Stage 1	560	547	-	482	482	-	-	-	-	-	-	-
Stage 2	478	482	-	545	543	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	18.43		18.3		0.18		0.07			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	38	-	-	300	279	15	-	-
HCM Lane V/C Ratio	0.011	-	-	0.106	0.029	0.004	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	18.4	18.3	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	1	1	21	26	37
Future Vol, veh/h	35	1	1	21	26	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	61	2	2	37	46	65

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	86	46	111	0	0
Stage 1	46	-	-	-	-
Stage 2	40	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	896	1002	1431	-	-
Stage 1	957	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	895	1002	1431	-	-
Mov Cap-2 Maneuver	895	-	-	-	-
Stage 1	956	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.31	0.34	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	82	-	897	-	-
HCM Lane V/C Ratio	0.001	-	0.07	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection				
Intersection Delay, s/veh	3.2			
Intersection LOS	A			
Approach	EB	WB	NB	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	28	0	35	66
Demand Flow Rate, veh/h	31	0	39	72
Vehicles Circulating, veh/h	36	72	31	0
Vehicles Exiting, veh/h	36	0	36	70
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	0.0	3.2	3.3
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	L	R	LR
Assumed Moves	R	L	R	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	31	0	39	72
Cap Entry Lane, veh/h	1330	1282	1337	1380
Entry HV Adj Factor	0.903	1.000	0.897	0.913
Flow Entry, veh/h	28	0	35	66
Cap Entry, veh/h	1201	1282	1200	1260
V/C Ratio	0.023	0.000	0.029	0.052
Control Delay, s/veh	3.2	2.8	3.2	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	28	33	1	9	24
Future Vol, veh/h	0	28	33	1	9	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	37	44	1	12	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	101	45	0	0	45	0
Stage 1	45	-	-	-	-	-
Stage 2	56	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	879	1003	-	-	1513	-
Stage 1	958	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	872	1003	-	-	1513	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	0	2.02
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1003	491
HCM Lane V/C Ratio	-	-	0.037	0.008
HCM Ctrl Dly (s/v)	-	-	8.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	20	75	0	5	48
Future Vol, veh/h	0	20	75	0	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	27	100	0	7	64

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	177	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	794	934	-	-	1444	-
Stage 1	904	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	791	934	-	-	1444	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.97	0	0.71
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	170
HCM Lane V/C Ratio	-	-	0.029	0.005
HCM Ctrl Dly (s/v)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	32	44	5	71	94	5
Future Vol, veh/h	32	44	5	71	94	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	34	46	5	75	99	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	80	0	142
Stage 1	-	-	-	-	57
Stage 2	-	-	-	-	85
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1469	-	832
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	918
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1469	-	829
Mov Cap-2 Maneuver	-	-	-	-	829
Stage 1	-	-	-	-	942
Stage 2	-	-	-	-	918

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.49	9.92
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	118	-
HCM Lane V/C Ratio	0.125	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	95	36	105	170	27
Future Vol, veh/h	60	95	36	105	170	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	85	61	79	93	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	80	112	59	133	183	47

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	457	206	230	0	0
Stage 1	206	-	-	-	-
Stage 2	251	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	547	814	1292	-	-
Stage 1	809	-	-	-	-
Stage 2	773	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	522	814	1292	-	-
Mov Cap-2 Maneuver	522	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	773	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.67	2.44	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	660	-	-
HCM Lane V/C Ratio	0.046	-	0.291	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	134	88	175	91	84
Future Vol, veh/h	180	134	88	175	91	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	80	96	93	82	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	228	168	92	188	111	100

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	395	0	683 312
Stage 1	-	-	-	-	312 -
Stage 2	-	-	-	-	372 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1121	-	403 710
Stage 1	-	-	-	-	725 -
Stage 2	-	-	-	-	680 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1121	-	366 710
Mov Cap-2 Maneuver	-	-	-	-	366 -
Stage 1	-	-	-	-	725 -
Stage 2	-	-	-	-	618 -

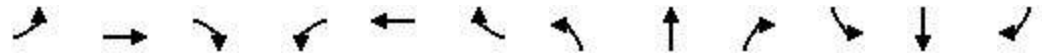
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.78	15.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	366	710	-	-	590	-
HCM Lane V/C Ratio	0.303	0.141	-	-	0.082	-
HCM Ctrl Dly (s/v)	19.1	10.9	-	-	8.5	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0.3	-

Valley County - Red Ridge TIS
 Future (2029) Background

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	79	142	55	73	85	160	320	90	55	235	56
Future Volume (vph)	70	79	142	55	73	85	160	320	90	55	235	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		300	225		225	200		400	100		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	0			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99			0.98						
Frt			0.850			0.850			0.850		0.973	
Flt Protected		0.977		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	1468	1641	1727	1468	1641	1727	1468	1641	1681	0
Flt Permitted		0.977		0.950			0.410			0.392		
Satd. Flow (perm)	0	1688	1449	1641	1727	1436	708	1727	1468	677	1681	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189			156			155			12
Link Speed (mph)		25			25			35				35
Link Distance (ft)		818			1658			872				1245
Travel Time (s)		22.3			45.2			17.0				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	89	100	189	87	91	112	205	405	130	82	297	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	189	87	91	112	205	405	130	82	362	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12				12
Link Offset(ft)		6			0			0				0
Crosswalk Width(ft)		35			18			25				16
Two way Left Turn Lane					Yes			Yes				Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
v/c Ratio		0.74	0.50	0.51	0.51	0.39	0.47	0.58	0.19	0.20	0.62	
Control Delay (s/veh)		48.2	9.8	44.4	43.8	6.6	15.0	24.9	3.3	11.8	27.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		48.2	9.8	44.4	43.8	6.6	15.0	24.9	3.3	11.8	27.4	
Queue Length 50th (ft)		91	0	42	44	0	51	161	0	19	145	
Queue Length 95th (ft)		149	31	64	86	8	97	269	8	37	239	
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)			300	225		225	200		400	100		
Base Capacity (vph)		376	470	366	385	441	477	696	684	483	585	

























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.50	0.40	0.24	0.24	0.25	0.43	0.58	0.19	0.17	0.62	

Intersection Summary

Area Type: Other

Valley County - Red Ridge TIS
 Future (2029) Background

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	79	142	55	73	85	160	320	90	55	235	56
Future Volume (veh/h)	70	79	142	55	73	85	160	320	90	55	235	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	89	100	189	87	91	112	205	405	130	82	297	65
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	111	124	201	134	141	116	465	725	615	394	514	113
Arrive On Green	0.14	0.14	0.14	0.08	0.08	0.08	0.10	0.41	0.41	0.06	0.37	0.37
Sat Flow, veh/h	806	906	1464	1668	1752	1448	1668	1752	1485	1668	1392	305
Grp Volume(v), veh/h	189	0	189	87	91	112	205	405	130	82	0	362
Grp Sat Flow(s),veh/h/ln	1712	0	1464	1668	1752	1448	1668	1752	1485	1668	0	1697
Q Serve(g_s), s	7.4	0.0	8.8	3.5	3.5	5.3	5.1	12.1	3.9	1.9	0.0	11.8
Cycle Q Clear(g_c), s	7.4	0.0	8.8	3.5	3.5	5.3	5.1	12.1	3.9	1.9	0.0	11.8
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	235	0	201	134	141	116	465	725	615	394	0	627
V/C Ratio(X)	0.81	0.00	0.94	0.65	0.65	0.96	0.44	0.56	0.21	0.21	0.00	0.58
Avail Cap(c_a), veh/h	411	0	351	400	420	347	541	725	615	546	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.4	30.7	30.7	31.5	12.2	15.4	12.9	11.3	0.0	17.4
Incr Delay (d2), s/veh	2.5	0.0	14.1	2.0	1.9	16.4	0.2	3.1	0.8	0.1	0.0	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	3.8	1.4	1.5	2.3	1.7	4.9	1.3	0.6	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	43.5	32.7	32.5	47.9	12.5	18.5	13.7	11.4	0.0	21.2
LnGrp LOS	C		D	C	C	D	B	B	B	B		C
Approach Vol, veh/h		378			290			740			444	
Approach Delay, s/veh		37.4			38.5			16.0			19.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	34.1		14.9	11.8	31.0		11.0				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.9	14.1		9.4	7.1	13.8		5.5				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.7									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	15	0	5	0	10	386	5	5	330	20
Future Vol, veh/h	25	5	15	0	5	0	10	386	5	5	330	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	25	63	38	38	38	75	85	63	25	90	95
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	45	20	24	0	13	0	13	454	8	20	367	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	905	906	377	901	912	458	388	0	0	462	0	0
Stage 1	417	417	-	485	485	-	-	-	-	-	-	-
Stage 2	487	489	-	417	428	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	249	268	652	251	265	586	1128	-	-	1058	-	-
Stage 1	598	578	-	549	539	-	-	-	-	-	-	-
Stage 2	547	536	-	598	571	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	228	257	652	214	255	586	1128	-	-	1058	-	-
Mov Cap-2 Maneuver	228	257	-	214	255	-	-	-	-	-	-	-
Stage 1	583	564	-	540	530	-	-	-	-	-	-	-
Stage 2	525	528	-	542	558	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	23.23		19.89		0.23		0.42	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	50	-	-	285	255	87	-
HCM Lane V/C Ratio	0.012	-	-	0.31	0.052	0.019	-
HCM Ctrl Dly (s/v)	8.2	0	-	23.2	19.9	8.5	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1.3	0.2	0.1	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	18	39	1	29	40
Future Vol, veh/h	0	18	39	1	29	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	24	52	1	39	53

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	183	53	0	0	53	0
Stage 1	53	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	788	993	-	-	1502	-
Stage 1	950	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	767	993	-	-	1502	-
Mov Cap-2 Maneuver	767	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	0	3.14
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	757
HCM Lane V/C Ratio	-	-	0.024	0.026
HCM Ctrl Dly (s/v)	-	-	8.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	10	80	0	21	89
Future Vol, veh/h	0	10	80	0	21	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	13	107	0	28	119

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	281	107	0	0	107	0
Stage 1	107	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	692	926	-	-	1436	-
Stage 1	898	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	678	926	-	-	1436	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	0	1.44
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	344
HCM Lane V/C Ratio	-	-	0.014	0.02
HCM Ctrl Dly (s/v)	-	-	8.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	91	5	39	69	5
Future Vol, veh/h	50	91	5	39	69	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	53	97	5	41	73	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	150	0	154
Stage 1	-	-	-	-	102
Stage 2	-	-	-	-	52
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1384	-	819
Stage 1	-	-	-	-	903
Stage 2	-	-	-	-	950
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	816
Mov Cap-2 Maneuver	-	-	-	-	816
Stage 1	-	-	-	-	899
Stage 2	-	-	-	-	950

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.86	9.84
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	823	-	-	205	-
HCM Lane V/C Ratio	0.096	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	68	93	185	175	67
Future Vol, veh/h	52	68	93	185	175	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	69	80	90	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	73	96	135	231	194	89

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	740	239	284	0	0
Stage 1	239	-	-	-	-
Stage 2	501	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	373	780	1234	-	-
Stage 1	782	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	332	780	1234	-	-
Mov Cap-2 Maneuver	332	-	-	-	-
Stage 1	697	-	-	-	-
Stage 2	593	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.09	3.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1234	-	492	-	-
HCM Lane V/C Ratio	0.109	-	0.343	-	-
HCM Ctrl Dly (s/v)	8.3	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	148	114	255	132	100
Future Vol, veh/h	240	148	114	255	132	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	66	81	92	88	82
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	289	224	141	277	150	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	513	0	960
Stage 1	-	-	-	-	401
Stage 2	-	-	-	-	559
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1012	-	275
Stage 1	-	-	-	-	659
Stage 2	-	-	-	-	557
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1012	-	230
Mov Cap-2 Maneuver	-	-	-	-	230
Stage 1	-	-	-	-	659
Stage 2	-	-	-	-	466

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.07	30.71
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	632	-	-	606	-
HCM Lane V/C Ratio	0.652	0.193	-	-	0.139	-
HCM Ctrl Dly (s/v)	45.9	12.1	-	-	9.1	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	4	0.7	-	-	0.5	-


























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	236	240	140	145	122	215	413	117	104	513
v/c Ratio	0.82	0.54	0.67	0.66	0.38	0.72	0.63	0.18	0.28	0.94
Control Delay (s/veh)	56.8	9.5	50.6	49.2	6.6	30.0	30.1	2.7	14.6	57.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.8	9.5	50.6	49.2	6.6	30.0	30.1	2.7	14.6	57.4
Queue Length 50th (ft)	126	0	76	79	0	66	195	0	30	278
Queue Length 95th (ft)	173	62	140	116	30	104	#376	24	61	#554
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	349	489	339	356	420	316	651	650	429	543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.41	0.41	0.29	0.68	0.63	0.18	0.24	0.94

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2029) Background

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76
Future Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	104	132	240	140	145	122	215	413	117	104	425	88
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	122	155	236	183	192	159	318	677	573	355	474	98
Arrive On Green	0.16	0.16	0.16	0.11	0.11	0.11	0.11	0.39	0.39	0.06	0.34	0.34
Sat Flow, veh/h	755	959	1465	1668	1752	1450	1668	1752	1485	1668	1408	292
Grp Volume(v), veh/h	236	0	240	140	145	122	215	413	117	104	0	513
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1450	1668	1752	1485	1668	0	1699
Q Serve(g_s), s	10.1	0.0	12.2	6.1	6.1	6.2	6.2	14.3	4.0	2.8	0.0	21.6
Cycle Q Clear(g_c), s	10.1	0.0	12.2	6.1	6.1	6.2	6.2	14.3	4.0	2.8	0.0	21.6
Prop In Lane	0.44		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	277	0	236	183	192	159	318	677	573	355	0	572
V/C Ratio(X)	0.85	0.00	1.02	0.76	0.75	0.77	0.68	0.61	0.20	0.29	0.00	0.90
Avail Cap(c_a), veh/h	375	0	320	365	383	317	363	677	573	482	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	31.6	32.6	32.6	32.6	17.2	18.6	15.4	13.9	0.0	23.8
Incr Delay (d2), s/veh	10.4	0.0	46.8	2.5	2.2	2.9	2.9	4.1	0.8	0.2	0.0	19.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	7.3	2.6	2.6	2.3	2.4	6.0	1.4	1.0	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	78.4	35.1	34.8	35.5	20.2	22.7	16.2	14.1	0.0	43.0
LnGrp LOS	D		F	D	C	D	C	C	B	B		D
Approach Vol, veh/h	476				407		745				617	
Approach Delay, s/veh	59.9				35.1		20.9				38.1	
Approach LOS	E				D		C				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.2	34.7	17.7		13.0	31.0	13.8					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		10.2	25.4	16.5					
Max Q Clear Time (g_c+I1), s	4.8	16.3	12.1		8.2	23.6	8.1					
Green Ext Time (p_c), s	0.0	0.4	0.1		0.1	0.2	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			36.5									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	5	5	5	15	519	5	5	606	25
Future Vol, veh/h	25	5	25	5	5	5	15	519	5	5	606	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	48	13	35	10	20	20	19	603	20	20	631	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1338	1348	648	1328	1355	613	665	0	0	623	0	0
Stage 1	688	688	-	651	651	-	-	-	-	-	-	-
Stage 2	651	661	-	678	705	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	125	145	457	127	144	478	888	-	-	920	-	-
Stage 1	424	435	-	445	453	-	-	-	-	-	-	-
Stage 2	445	448	-	429	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	96	136	457	100	134	478	888	-	-	920	-	-
Mov Cap-2 Maneuver	96	136	-	100	134	-	-	-	-	-	-	-
Stage 1	409	420	-	430	438	-	-	-	-	-	-	-
Stage 2	393	434	-	370	413	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	70.9		34.35		0.26		0.26	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	52	-	-	143	172	52	-	-
HCM Lane V/C Ratio	0.021	-	-	0.674	0.291	0.022	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	70.9	34.4	9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.8	1.1	0.1	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	18	39	1	29	40
Future Vol, veh/h	0	18	39	1	29	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	24	52	1	39	53

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	183	53	0	0	53	0
Stage 1	53	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	788	993	-	-	1502	-
Stage 1	950	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	767	993	-	-	1502	-
Mov Cap-2 Maneuver	767	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	0	3.14
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	757
HCM Lane V/C Ratio	-	-	0.024	0.026
HCM Ctrl Dly (s/v)	-	-	8.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	10	80	0	21	89
Future Vol, veh/h	0	10	80	0	21	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	13	107	0	28	119

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	281	107	0	0	107	0
Stage 1	107	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	692	926	-	-	1436	-
Stage 1	898	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	678	926	-	-	1436	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	0	1.44
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	344
HCM Lane V/C Ratio	-	-	0.014	0.02
HCM Ctrl Dly (s/v)	-	-	8.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		2	
Traffic Vol, veh/h	69	5	5	39	50	91
Future Vol, veh/h	69	5	5	39	50	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	73	5	5	41	53	97

Major/Minor	Minor2	Major2		
Conflicting Flow All	26	26	-	0
Stage 1	26	26	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.5	6.6	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.59	4.09	-	-
Pot Cap-1 Maneuver	969	852	-	-
Stage 1	976	858	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	969	0	-	-
Mov Cap-2 Maneuver	969	0	-	-
Stage 1	976	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v		0
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	68	93	185	175	67
Future Vol, veh/h	52	68	93	185	175	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	69	80	90	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	73	96	135	231	194	89

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	740	239	284	0	0
Stage 1	239	-	-	-	-
Stage 2	501	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	373	780	1234	-	-
Stage 1	782	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	332	780	1234	-	-
Mov Cap-2 Maneuver	332	-	-	-	-
Stage 1	697	-	-	-	-
Stage 2	593	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.09	3.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1234	-	492	-	-
HCM Lane V/C Ratio	0.109	-	0.343	-	-
HCM Ctrl Dly (s/v)	8.3	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	148	114	255	132	100
Future Vol, veh/h	240	148	114	255	132	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	66	81	92	88	82
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	289	224	141	277	150	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	513	0	960
Stage 1	-	-	-	-	401
Stage 2	-	-	-	-	559
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1012	-	275
Stage 1	-	-	-	-	659
Stage 2	-	-	-	-	557
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1012	-	230
Mov Cap-2 Maneuver	-	-	-	-	230
Stage 1	-	-	-	-	659
Stage 2	-	-	-	-	466

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.07	30.71
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	632	-	-	606	-
HCM Lane V/C Ratio	0.652	0.193	-	-	0.139	-
HCM Ctrl Dly (s/v)	45.9	12.1	-	-	9.1	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	4	0.7	-	-	0.5	-

Valley County - Red Ridge TIS
 Future (2029) Background - Mitigated

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	236	240	140	145	122	215	413	117	104	425	88
v/c Ratio	0.82	0.54	0.67	0.66	0.38	0.60	0.64	0.18	0.28	0.77	0.15
Control Delay (s/veh)	56.5	9.5	50.3	48.8	6.6	21.5	30.2	2.7	14.7	38.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.5	9.5	50.3	48.8	6.6	21.5	30.2	2.7	14.7	38.1	1.1
Queue Length 50th (ft)	126	0	76	79	0	66	195	0	30	218	0
Queue Length 95th (ft)	173	62	140	116	30	104	#376	24	61	#426	2
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	351	491	341	358	422	382	647	647	427	552	575
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.49	0.41	0.41	0.29	0.56	0.64	0.18	0.24	0.77	0.15

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2029) Background - Mitigated

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76
Future Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	104	132	240	140	145	122	215	413	117	104	425	88
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	122	155	236	183	192	159	379	677	573	355	590	500
Arrive On Green	0.16	0.16	0.16	0.11	0.11	0.11	0.11	0.39	0.39	0.06	0.34	0.34
Sat Flow, veh/h	755	959	1465	1668	1752	1450	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	236	0	240	140	145	122	215	413	117	104	425	88
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1450	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	10.1	0.0	12.2	6.1	6.1	6.2	6.2	14.3	4.0	2.8	16.0	3.2
Cycle Q Clear(g_c), s	10.1	0.0	12.2	6.1	6.1	6.2	6.2	14.3	4.0	2.8	16.0	3.2
Prop In Lane	0.44		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	0	236	183	192	159	379	677	573	355	590	500
V/C Ratio(X)	0.85	0.00	1.02	0.76	0.75	0.77	0.57	0.61	0.20	0.29	0.72	0.18
Avail Cap(c_a), veh/h	375	0	320	365	383	317	424	677	573	482	590	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	31.6	32.6	32.6	32.6	15.6	18.6	15.4	13.9	21.9	17.6
Incr Delay (d2), s/veh	10.4	0.0	46.8	2.5	2.2	2.9	0.6	4.1	0.8	0.2	7.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	7.3	2.6	2.6	2.3	2.2	6.0	1.4	1.0	7.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	78.4	35.1	34.8	35.5	16.2	22.7	16.2	14.1	29.3	18.4
LnGrp LOS	D		F	D	C	D	B	C	B	B	C	B
Approach Vol, veh/h		476			407			745			617	
Approach Delay, s/veh		59.9			35.1			19.8			25.2	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	34.7		17.7	13.0	31.0		13.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.8	16.3		12.1	8.2	18.0		8.1				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.6									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	5	5	5	15	519	5	5	606	25
Future Vol, veh/h	25	5	25	5	5	5	15	519	5	5	606	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	48	13	35	10	20	20	19	603	20	20	631	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1338	1348	648	1328	1355	613	665	0	0	623	0	0
Stage 1	688	688	-	651	651	-	-	-	-	-	-	-
Stage 2	651	661	-	678	705	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	125	145	457	127	144	478	888	-	-	920	-	-
Stage 1	424	435	-	445	453	-	-	-	-	-	-	-
Stage 2	445	448	-	429	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	96	136	457	100	134	478	888	-	-	920	-	-
Mov Cap-2 Maneuver	96	136	-	100	134	-	-	-	-	-	-	-
Stage 1	409	420	-	430	438	-	-	-	-	-	-	-
Stage 2	393	434	-	370	413	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	70.9		34.35		0.26		0.26	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	52	-	-	143	172	52	-	-
HCM Lane V/C Ratio	0.021	-	-	0.674	0.291	0.022	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	70.9	34.4	9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.8	1.1	0.1	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	1	19	35	1	21	48
Future Vol, veh/h	1	19	35	1	21	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	2	33	61	2	37	84

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	220	62	0	0	63	0
Stage 1	62	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	751	980	-	-	1490	-
Stage 1	940	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	731	980	-	-	1490	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.88	0	2.28
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	964	548
HCM Lane V/C Ratio	-	-	0.036	0.025
HCM Ctrl Dly (s/v)	-	-	8.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	16	66	0	18	79
Future Vol, veh/h	0	16	66	0	18	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	28	116	0	32	139

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	318	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	659	915	-	-	1425	-
Stage 1	890	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	644	915	-	-	1425	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0	1.41
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	334
HCM Lane V/C Ratio	-	-	0.031	0.022
HCM Ctrl Dly (s/v)	-	-	9.1	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	92	5	38	87	5
Future Vol, veh/h	36	92	5	38	87	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	52	133	7	55	126	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	186	0	188
Stage 1	-	-	-	-	119
Stage 2	-	-	-	-	70
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1342	-	783
Stage 1	-	-	-	-	887
Stage 2	-	-	-	-	933
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1342	-	778
Mov Cap-2 Maneuver	-	-	-	-	778
Stage 1	-	-	-	-	882
Stage 2	-	-	-	-	933

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.89	10.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	785	-	-	209	-
HCM Lane V/C Ratio	0.17	-	-	0.005	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	73	76	175	135	41
Future Vol, veh/h	74	73	76	175	135	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	75	84	88	78	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	109	97	90	199	173	62

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	584	204	235	0	0
Stage 1	204	-	-	-	-
Stage 2	380	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	461	817	1286	-	-
Stage 1	811	-	-	-	-
Stage 2	674	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	429	817	1286	-	-
Mov Cap-2 Maneuver	429	-	-	-	-
Stage 1	754	-	-	-	-
Stage 2	674	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.34	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	552	-	-
HCM Lane V/C Ratio	0.07	-	0.373	-	-
HCM Ctrl Dly (s/v)	8	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	-	-

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	94	82	215	133	116
Future Vol, veh/h	265	94	82	215	133	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	82	75	83	87	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	312	115	109	259	153	138

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	426	0	847
Stage 1	-	-	-	-	369
Stage 2	-	-	-	-	478
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1091	-	322
Stage 1	-	-	-	-	682
Stage 2	-	-	-	-	608
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1091	-	284
Mov Cap-2 Maneuver	-	-	-	-	284
Stage 1	-	-	-	-	682
Stage 2	-	-	-	-	536

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.57	22.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	284	659	-	-	534	-
HCM Lane V/C Ratio	0.538	0.21	-	-	0.1	-
HCM Ctrl Dly (s/v)	31.5	11.9	-	-	8.7	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	3	0.8	-	-	0.3	-

























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	199	146	120	126	114	154	483	146	76	381
v/c Ratio	0.76	0.41	0.62	0.61	0.37	0.39	0.72	0.22	0.23	0.66
Control Delay (s/veh)	50.2	8.6	47.0	46.2	6.0	14.9	31.0	4.5	13.4	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.2	8.6	47.0	46.2	6.0	14.9	31.0	4.5	13.4	30.0
Queue Length 50th (ft)	98	0	59	62	0	40	214	0	19	159
Queue Length 95th (ft)	178	32	112	113	12	93	#446	38	44	#348
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	370	440	360	379	437	450	673	654	410	576
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.33	0.33	0.33	0.26	0.34	0.72	0.22	0.19	0.66

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2029) Background

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	91	117	100	102	90	145	420	130	60	295	59
Future Volume (veh/h)	53	91	117	100	102	90	145	420	130	60	295	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	93	106	146	120	126	114	154	483	146	76	314	67
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	114	130	209	167	175	145	412	688	571	317	513	110
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.08	0.39	0.39	0.06	0.37	0.37
Sat Flow, veh/h	800	912	1464	1668	1752	1449	1668	1752	1452	1668	1399	299
Grp Volume(v), veh/h	199	0	146	120	126	114	154	483	146	76	0	381
Grp Sat Flow(s),veh/h/ln	1712	0	1464	1668	1752	1449	1668	1752	1452	1668	0	1698
Q Serve(g_s), s	7.8	0.0	6.6	4.8	4.8	5.3	3.9	16.0	4.7	1.8	0.0	12.7
Cycle Q Clear(g_c), s	7.8	0.0	6.6	4.8	4.8	5.3	3.9	16.0	4.7	1.8	0.0	12.7
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	244	0	209	167	175	145	412	688	571	317	0	623
V/C Ratio(X)	0.82	0.00	0.70	0.72	0.72	0.79	0.37	0.70	0.26	0.24	0.00	0.61
Avail Cap(c_a), veh/h	408	0	349	398	417	345	522	688	571	471	0	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	28.3	30.2	30.2	30.4	13.0	17.6	14.2	13.1	0.0	17.9
Incr Delay (d2), s/veh	2.5	0.0	1.6	2.2	2.1	3.5	0.2	5.9	1.1	0.1	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	2.3	2.0	2.1	2.0	1.3	6.8	1.6	0.6	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	0.0	29.9	32.4	32.3	33.9	13.2	23.5	15.3	13.2	0.0	22.3
LnGrp LOS	C		C	C	C	C	B	C	B	B		C
Approach Vol, veh/h		345			360			783			457	
Approach Delay, s/veh		30.7			32.8			19.9			20.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	32.8		15.4	10.4	31.0		12.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.8	18.0		9.8	5.9	14.7		6.8				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.5									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	0	5	10	540	0	5	562	10
Future Vol, veh/h	5	5	10	5	0	5	10	540	0	5	562	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	75	63	25	25	25	42	87	42	25	92	56
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	12	7	16	20	0	20	24	621	0	20	611	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1328	1328	620	1323	1337	621	629	0	0	621	0	0
Stage 1	660	660	-	668	668	-	-	-	-	-	-	-
Stage 2	668	668	-	654	669	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	127	149	474	128	148	473	916	-	-	922	-	-
Stage 1	439	448	-	435	444	-	-	-	-	-	-	-
Stage 2	435	444	-	442	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	113	139	474	110	137	473	916	-	-	922	-	-
Mov Cap-2 Maneuver	113	139	-	110	137	-	-	-	-	-	-	-
Stage 1	425	433	-	417	427	-	-	-	-	-	-	-
Stage 2	400	427	-	407	429	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	28.98		30.93		0.33		0.28			
HCM LOS	D		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	184	178	55	-	-
HCM Lane V/C Ratio	0.026	-	-	0.187	0.224	0.022	-	-
HCM Ctrl Dly (s/v)	9	0	-	29	30.9	9	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.8	0.1	-	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	0	2	0	0	28	0	35	1	9	31	21
Future Vol, veh/h	58	0	2	0	0	28	0	35	1	9	31	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	77	0	3	0	0	37	0	47	1	12	41	28

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	126	127	55	113	141	47	69	0	0	48	0	0
Stage 1	79	79	-	47	47	-	-	-	-	-	-	-
Stage 2	47	48	-	65	93	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	829	749	989	846	736	999	1482	-	-	1509	-	-
Stage 1	910	814	-	946	840	-	-	-	-	-	-	-
Stage 2	947	839	-	926	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	792	742	989	837	730	999	1482	-	-	1509	-	-
Mov Cap-2 Maneuver	792	742	-	837	730	-	-	-	-	-	-	-
Stage 1	902	807	-	946	840	-	-	-	-	-	-	-
Stage 2	912	839	-	915	796	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.02		8.74		0		1.09	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	797	999	246	-	-
HCM Lane V/C Ratio	-	-	-	0.1	0.037	0.008	-	-
HCM Ctrl Dly (s/v)	0	-	-	10	8.7	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	20	369	0	5	186
Future Vol, veh/h	0	20	369	0	5	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	27	492	0	7	248

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	753	492	0	0	492	0
Stage 1	492	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	366	561	-	-	1031	-
Stage 1	598	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	363	561	-	-	1031	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.74	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	47
HCM Lane V/C Ratio	-	-	0.048	0.006
HCM Ctrl Dly (s/v)	-	-	11.7	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	388	5	32	182	5	71
Future Vol, veh/h	388	5	32	182	5	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	408	5	34	192	5	75

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	414	0	670
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	259
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1103	-	410
Stage 1	-	-	-	-	652
Stage 2	-	-	-	-	766
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1103	-	396
Mov Cap-2 Maneuver	-	-	-	-	396
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	766

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.25	11.91
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	601	-	-	269	-
HCM Lane V/C Ratio	0.133	-	-	0.031	-
HCM Ctrl Dly (s/v)	11.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	64.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	282	124	105	170	77
Future Vol, veh/h	167	282	124	105	170	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	85	61	79	93	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	223	332	203	133	183	135

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	790	250	318	0	0
Stage 1	250	-	-	-	-
Stage 2	539	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	348	769	1198	-	-
Stage 1	773	-	-	-	-
Stage 2	569	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	289	769	1198	-	-
Mov Cap-2 Maneuver	289	-	-	-	-
Stage 1	642	-	-	-	-
Stage 2	569	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	137.38	5.21	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1198	-	461	-	-
HCM Lane V/C Ratio	0.17	-	1.202	-	-
HCM Ctrl Dly (s/v)	8.6	-	137.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	21.4	-	-

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	162	110	175	151	131
Future Vol, veh/h	180	162	110	175	151	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	80	96	93	82	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	228	203	115	188	184	156

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	430	0	746
Stage 1	-	-	-	-	329
Stage 2	-	-	-	-	417
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1088	-	369
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	648
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1088	-	326
Mov Cap-2 Maneuver	-	-	-	-	326
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	572

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.29	21.31
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	694	-	-	681	-
HCM Lane V/C Ratio	0.565	0.225	-	-	0.105	-
HCM Ctrl Dly (s/v)	29.5	11.7	-	-	8.7	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	3.3	0.9	-	-	0.4	-



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	287	308	87	119	112	260	405	130	82	378
v/c Ratio	0.88	0.58	0.48	0.63	0.38	0.67	0.62	0.20	0.22	0.71
Control Delay (s/veh)	61.1	8.9	43.4	49.6	6.1	23.6	28.1	3.4	13.6	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.1	8.9	43.4	49.6	6.1	23.6	28.1	3.4	13.6	33.7
Queue Length 50th (ft)	156	0	47	65	0	82	186	0	23	179
Queue Length 95th (ft)	#260	32	64	106	7	127	277	7	38	257
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	343	539	333	351	416	401	658	655	435	533
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.57	0.26	0.34	0.27	0.65	0.62	0.20	0.19	0.71

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2029) Plus Project

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Future Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	128	159	308	87	119	112	260	405	130	82	297	81
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	145	180	277	154	162	134	420	692	587	353	426	116
Arrive On Green	0.19	0.19	0.19	0.09	0.09	0.09	0.13	0.40	0.40	0.05	0.32	0.32
Sat Flow, veh/h	764	949	1465	1668	1752	1449	1668	1752	1485	1668	1325	361
Grp Volume(v), veh/h	287	0	308	87	119	112	260	405	130	82	0	378
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1449	1668	1752	1485	1668	0	1687
Q Serve(g_s), s	12.9	0.0	15.0	3.9	5.2	6.0	8.1	14.4	4.6	2.3	0.0	15.5
Cycle Q Clear(g_c), s	12.9	0.0	15.0	3.9	5.2	6.0	8.1	14.4	4.6	2.3	0.0	15.5
Prop In Lane	0.45		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	324	0	277	154	162	134	420	692	587	353	0	542
V/C Ratio(X)	0.89	0.00	1.11	0.56	0.74	0.84	0.62	0.59	0.22	0.23	0.00	0.70
Avail Cap(c_a), veh/h	357	0	306	348	365	302	424	692	587	480	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	32.1	34.4	35.0	35.3	16.4	18.8	15.9	14.1	0.0	23.5
Incr Delay (d2), s/veh	19.8	0.0	87.4	1.2	2.4	5.2	2.0	3.6	0.9	0.1	0.0	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	11.9	1.6	2.3	2.3	3.0	6.1	1.6	0.8	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.0	0.0	119.5	35.6	37.4	40.5	18.4	22.4	16.7	14.3	0.0	30.8
LnGrp LOS	D		F	D	D	D	B	C	B	B		C
Approach Vol, veh/h		595			318			795			460	
Approach Delay, s/veh		86.5			38.0			20.2			27.8	
Approach LOS		F			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	36.9		20.5	14.8	31.0		12.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.3	16.4		14.9	10.1	17.5		7.2				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			42.6									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	15	0	5	0	10	429	5	5	419	20
Future Vol, veh/h	25	5	15	0	5	0	10	429	5	5	419	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	26	5	16	0	5	0	11	452	5	5	441	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	937	940	452	929	948	454	462	0	0	457	0	0
Stage 1	462	462	-	475	475	-	-	-	-	-	-	-
Stage 2	475	478	-	454	473	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	237	256	592	240	253	589	1058	-	-	1063	-	-
Stage 1	565	551	-	555	544	-	-	-	-	-	-	-
Stage 2	555	542	-	570	545	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	227	251	592	224	248	589	1058	-	-	1063	-	-
Mov Cap-2 Maneuver	227	251	-	224	248	-	-	-	-	-	-	-
Stage 1	561	548	-	548	537	-	-	-	-	-	-	-
Stage 2	543	535	-	546	542	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.84		19.84		0.19		0.09	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	290	248	20	-	-
HCM Lane V/C Ratio	0.01	-	-	0.164	0.021	0.005	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	19.8	19.8	8.4	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	236	7	2	133	69	117
Future Vol, veh/h	236	7	2	133	69	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	315	9	3	177	92	156

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	275	92	248	0	0
Stage 1	92	-	-	-	-
Stage 2	183	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	698	944	1272	-	-
Stage 1	912	-	-	-	-
Stage 2	830	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	697	944	1272	-	-
Mov Cap-2 Maneuver	697	-	-	-	-
Stage 1	910	-	-	-	-
Stage 2	830	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.45	0.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	27	-	702	-	-
HCM Lane V/C Ratio	0.002	-	0.462	-	-
HCM Ctrl Dly (s/v)	7.8	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	2.4	-	-

Intersection				
Intersection Delay, s/veh	4.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	49	64	45	165
Demand Flow Rate, veh/h	54	70	50	182
Vehicles Circulating, veh/h	268	153	306	105
Vehicles Exiting, veh/h	19	22	17	118
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	3.9	4.4	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	54	70	50	182
Cap Entry Lane, veh/h	1050	1180	1010	1240
Entry HV Adj Factor	0.907	0.909	0.900	0.907
Flow Entry, veh/h	49	64	45	165
Cap Entry, veh/h	953	1073	909	1124
V/C Ratio	0.051	0.059	0.050	0.147
Control Delay, s/veh	4.2	3.9	4.4	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	159
Demand Flow Rate, veh/h	176
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	356
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	3.9
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	176
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.906
Flow Entry, veh/h	159
Cap Entry, veh/h	1250
V/C Ratio	0.128
Control Delay, s/veh	3.9
LOS	A
95th %tile Queue, veh	0

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	7	106	159
Demand Flow Rate, veh/h	8	117	175
Vehicles Circulating, veh/h	116	0	8
Vehicles Exiting, veh/h	1	183	116
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.6	4.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	8	117	175
Cap Entry Lane, veh/h	1226	1380	1369
Entry HV Adj Factor	0.875	0.910	0.909
Flow Entry, veh/h	7	106	159
Cap Entry, veh/h	1073	1255	1244
V/C Ratio	0.007	0.085	0.128
Control Delay, s/veh	3.4	3.6	4.0
LOS	A	A	A
95th %tile Queue, veh	0	0	0



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	223	332	203	133	318
v/c Ratio	0.58	0.43	0.42	0.14	0.67
Control Delay (s/veh)	27.0	3.2	10.5	7.5	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.0	3.2	10.5	7.5	24.0
Queue Length 50th (ft)	71	0	33	21	85
Queue Length 95th (ft)	129	32	52	48	194
Internal Link Dist (ft)	1165			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	871	822	549	1486	973
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.40	0.37	0.09	0.33

Intersection Summary

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Morning Peak Hour
 4: Boydston Street & Valley Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	282	124	105	170	77
Future Volume (veh/h)	167	282	124	105	170	77
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	223	332	203	133	183	135
Peak Hour Factor	0.75	0.85	0.61	0.79	0.93	0.57
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	299	455	467	934	246	181
Arrive On Green	0.18	0.18	0.13	0.53	0.26	0.26
Sat Flow, veh/h	1668	1485	1668	1752	937	691
Grp Volume(v), veh/h	223	332	203	133	0	318
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1627
Q Serve(g_s), s	5.3	7.5	3.5	1.6	0.0	7.5
Cycle Q Clear(g_c), s	5.3	7.5	3.5	1.6	0.0	7.5
Prop In Lane	1.00	1.00	1.00			0.42
Lane Grp Cap(c), veh/h	299	455	467	934	0	427
V/C Ratio(X)	0.75	0.73	0.43	0.14	0.00	0.75
Avail Cap(c_a), veh/h	1160	1221	695	2058	0	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	12.9	9.7	4.9	0.0	14.1
Incr Delay (d2), s/veh	3.7	2.3	0.6	0.1	0.0	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.3	1.0	0.3	0.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.9	15.2	10.3	5.0	0.0	16.7
LnGrp LOS	B	B	B	A		B
Approach Vol, veh/h	555			336	318	
Approach Delay, s/veh	17.1			8.2	16.7	
Approach LOS	B			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.2		13.5	11.3	16.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		49.0		29.0	11.0	32.0
Max Q Clear Time (g_c+I1), s		3.6		7.3	5.5	9.5
Green Ext Time (p_c), s		0.6		0.2	0.3	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			14.5			
HCM 7th LOS			B			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	431	115	188	184	156
v/c Ratio	0.64	0.36	0.28	0.41	0.31
Control Delay (s/veh)	12.7	12.1	9.3	15.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	12.1	9.3	15.3	4.9
Queue Length 50th (ft)	54	16	25	31	0
Queue Length 95th (ft)	119	55	70	83	29
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1595	812	1702	1352	1212
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.14	0.11	0.14	0.13
Intersection Summary					

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Morning Peak Hour
 5: Boydston Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	180	162	110	175	151	131
Future Volume (veh/h)	180	162	110	175	151	131
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	228	202	115	188	184	156
Peak Hour Factor	0.79	0.80	0.96	0.93	0.82	0.84
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	373	330	440	763	294	262
Arrive On Green	0.44	0.44	0.44	0.44	0.18	0.18
Sat Flow, veh/h	856	759	897	1752	1668	1485
Grp Volume(v), veh/h	0	430	115	188	184	156
Grp Sat Flow(s),veh/h/ln	0	1615	897	1752	1668	1485
Q Serve(g_s), s	0.0	6.3	3.5	2.1	3.2	3.0
Cycle Q Clear(g_c), s	0.0	6.3	9.8	2.1	3.2	3.0
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	703	440	763	294	262
V/C Ratio(X)	0.00	0.61	0.26	0.25	0.63	0.60
Avail Cap(c_a), veh/h	0	2508	1442	2720	1619	1440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	10.5	5.5	11.8	11.7
Incr Delay (d2), s/veh	0.0	0.9	0.3	0.2	2.2	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.5	0.4	1.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.6	10.8	5.7	14.0	13.9
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	430			303	340	
Approach Delay, s/veh	7.6			7.6	13.9	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		11.5		19.5		19.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		30.0		48.0		48.0
Max Q Clear Time (g_c+I1), s		5.2		8.3		11.8
Green Ext Time (p_c), s		0.3		2.3		1.7
Intersection Summary						
HCM 7th Control Delay, s/veh			9.6			
HCM 7th LOS			A			

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane


























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	287	308	87	119	112	260	405	130	82	297	81
v/c Ratio	0.86	0.45	0.47	0.62	0.37	0.59	0.64	0.20	0.23	0.58	0.15
Control Delay (s/veh)	56.8	3.6	42.8	48.6	6.1	20.2	29.7	3.6	14.2	31.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.8	3.6	42.8	48.6	6.1	20.2	29.7	3.6	14.2	31.1	0.6
Queue Length 50th (ft)	153	0	47	65	0	84	191	0	24	143	0
Queue Length 95th (ft)	#248	14	64	106	7	130	283	8	39	210	0
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	372	708	341	359	422	468	635	638	425	509	542
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.44	0.26	0.33	0.27	0.56	0.64	0.20	0.19	0.58	0.15

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Future Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	128	159	308	87	119	112	260	405	130	82	297	81
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	145	181	472	156	163	135	467	670	568	345	536	455
Arrive On Green	0.19	0.19	0.19	0.09	0.09	0.09	0.13	0.38	0.38	0.05	0.31	0.31
Sat Flow, veh/h	764	949	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	287	0	308	87	119	112	260	405	130	82	297	81
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	12.5	0.0	13.8	3.8	5.1	5.8	7.9	14.2	4.5	2.2	10.8	3.1
Cycle Q Clear(g_c), s	12.5	0.0	13.8	3.8	5.1	5.8	7.9	14.2	4.5	2.2	10.8	3.1
Prop In Lane	0.45		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	472	156	163	135	467	670	568	345	536	455
V/C Ratio(X)	0.88	0.00	0.65	0.56	0.73	0.83	0.56	0.60	0.23	0.24	0.55	0.18
Avail Cap(c_a), veh/h	392	0	529	360	378	313	494	670	568	477	536	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	22.3	33.1	33.7	34.1	15.4	18.9	16.0	14.2	22.1	19.5
Incr Delay (d2), s/veh	15.9	0.0	1.6	1.2	2.3	4.9	0.6	4.0	0.9	0.1	4.1	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	4.8	1.6	2.2	2.2	2.8	6.0	1.6	0.8	4.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.0	0.0	24.0	34.3	36.0	38.9	16.1	23.0	16.9	14.4	26.2	20.3
LnGrp LOS	D		C	C	D	D	B	C	B	B	C	C
Approach Vol, veh/h		595			318			795			460	
Approach Delay, s/veh		34.6			36.6			19.7			23.1	
Approach LOS		C			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	34.8		20.0	14.8	29.0		12.6				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	24.4		17.5	11.2	23.4		16.5				
Max Q Clear Time (g_c+I1), s	4.2	16.2		14.5	9.9	12.8		7.1				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.0									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	0	1	0	0	18	1	48	1	29	48	57
Future Vol, veh/h	34	0	1	0	0	18	1	48	1	29	48	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	45	0	1	0	0	24	1	64	1	39	64	76

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	246	247	102	209	285	65	140	0	0	65	0	0
Stage 1	179	179	-	67	67	-	-	-	-	-	-	-
Stage 2	67	68	-	141	217	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	691	642	932	732	611	977	1395	-	-	1487	-	-
Stage 1	804	736	-	923	823	-	-	-	-	-	-	-
Stage 2	924	823	-	843	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	655	623	932	709	593	977	1395	-	-	1487	-	-
Mov Cap-2 Maneuver	655	623	-	709	593	-	-	-	-	-	-	-
Stage 1	781	715	-	922	823	-	-	-	-	-	-	-
Stage 2	900	822	-	818	688	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.87		8.78		0.15		1.62	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	660	977	351	-	-
HCM Lane V/C Ratio	0.001	-	-	0.071	0.025	0.026	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.9	8.8	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	10	346	0	21	448
Future Vol, veh/h	0	10	346	0	21	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	13	461	0	28	597

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1115	461	0	0	461	0
Stage 1	461	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	222	584	-	-	1059	-
Stage 1	618	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	213	584	-	-	1059	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.31	0	0.38
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	81
HCM Lane V/C Ratio	-	-	0.023	0.026
HCM Ctrl Dly (s/v)	-	-	11.3	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	335	5	50	450	5	39
Future Vol, veh/h	335	5	50	450	5	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	356	5	53	479	5	41

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	362	0	944 359
Stage 1	-	-	-	-	359 -
Stage 2	-	-	-	-	585 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1154	-	281 668
Stage 1	-	-	-	-	689 -
Stage 2	-	-	-	-	541 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1154	-	264 668
Mov Cap-2 Maneuver	-	-	-	-	264 -
Stage 1	-	-	-	-	646 -
Stage 2	-	-	-	-	541 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.83	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	569	-	-	180	-
HCM Lane V/C Ratio	0.082	-	-	0.046	-
HCM Ctrl Dly (s/v)	11.9	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	361.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	150	236	322	185	175	197
Future Vol, veh/h	150	236	322	185	175	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	69	80	90	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	211	332	467	231	194	263

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1490	326	457	0	0
Stage 1	326	-	-	-	-
Stage 2	1165	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	~ 131	697	1063	-	-
Stage 1	714	-	-	-	-
Stage 2	286	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 73	697	1063	-	-
Mov Cap-2 Maneuver	~ 73	-	-	-	-
Stage 1	400	-	-	-	-
Stage 2	286	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 1120.07	7.36	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1063	-	162	-	-
HCM Lane V/C Ratio	0.439	-	3.36	-	-
HCM Ctrl Dly (s/v)	11	\$ 1120.1	-	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	2.3	-	51.7	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	41.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Traffic Vol, veh/h	240	222	170	255	189	141
Future Vol, veh/h	240	222	170	255	189	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	66	81	92	88	82
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	289	336	210	277	215	172

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	626	0	1154 457
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	697 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	918	-	~ 210 587
Stage 1	-	-	-	-	621 -
Stage 2	-	-	-	-	480 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	918	-	~ 153 587
Mov Cap-2 Maneuver	-	-	-	-	~ 153 -
Stage 1	-	-	-	-	621 -
Stage 2	-	-	-	-	350 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.34	156.08
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	587	-	-	776	-
HCM Lane V/C Ratio	1.401	0.293	-	-	0.229	-
HCM Ctrl Dly (s/v)	270.1	13.7	-	-	10.1	0
HCM Lane LOS	F	B	-	-	B	A
HCM 95th %tile Q(veh)	13.6	1.2	-	-	0.9	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	334	332	140	220	122	365	413	117	104	556
v/c Ratio	1.04	0.61	0.55	0.82	0.34	1.35	0.68	0.19	0.32	1.12
Control Delay (s/veh)	99.4	9.3	42.4	59.9	5.7	201.7	34.0	2.8	16.6	107.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.4	9.3	42.4	59.9	5.7	201.7	34.0	2.8	16.6	107.1
Queue Length 50th (ft)	~223	0	77	128	0	~244	219	0	34	~386
Queue Length 95th (ft)	#287	72	140	170	30	#322	#377	24	62	#618
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	320	543	310	327	398	271	605	615	379	498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.61	0.45	0.67	0.31	1.35	0.68	0.19	0.27	1.12
























Intersection Summary

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

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

Valley County - Red Ridge TIS
 Future (2029) Plus Project

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Future Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	145	189	332	140	220	122	365	413	117	104	425	131
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	142	186	280	246	258	214	281	623	528	308	379	117
Arrive On Green	0.19	0.19	0.19	0.15	0.15	0.15	0.12	0.36	0.36	0.06	0.29	0.29
Sat Flow, veh/h	744	970	1465	1668	1752	1451	1668	1752	1485	1668	1285	396
Grp Volume(v), veh/h	334	0	332	140	220	122	365	413	117	104	0	556
Grp Sat Flow(s),veh/h/ln	1715	0	1465	1668	1752	1451	1668	1752	1485	1668	0	1681
Q Serve(g_s), s	16.5	0.0	16.5	6.7	10.6	6.7	10.2	17.1	4.8	3.4	0.0	25.4
Cycle Q Clear(g_c), s	16.5	0.0	16.5	6.7	10.6	6.7	10.2	17.1	4.8	3.4	0.0	25.4
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	328	0	280	246	258	214	281	623	528	308	0	495
V/C Ratio(X)	1.02	0.00	1.18	0.57	0.85	0.57	1.30	0.66	0.22	0.34	0.00	1.12
Avail Cap(c_a), veh/h	328	0	280	319	335	278	281	623	528	409	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	34.8	34.2	35.8	34.2	21.7	23.4	19.4	17.8	0.0	30.4
Incr Delay (d2), s/veh	54.2	0.0	113.0	0.8	12.5	0.9	158.3	5.5	1.0	0.2	0.0	78.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	14.6	2.8	5.4	2.4	16.0	7.6	1.7	1.2	0.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.1	0.0	147.8	35.0	48.3	35.1	179.9	28.9	20.4	18.0	0.0	109.0
LnGrp LOS	F		F	C	D	D	F	C	C	B		F
Approach Vol, veh/h		666			482			895			660	
Approach Delay, s/veh		118.4			41.1			89.4			94.7	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	36.2		22.0	15.0	31.0		18.2				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	5.4	19.1		18.5	12.2	27.4		12.6				
Green Ext Time (p_c), s	0.0	0.3		0.0	0.0	0.0		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			89.2									
HCM 7th LOS			F									

Intersection												
Int Delay, s/veh	11.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	5	5	5	15	630	5	5	687	25
Future Vol, veh/h	25	5	25	5	5	5	15	630	5	5	687	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	48	13	35	10	20	20	19	733	20	20	716	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1552	1562	732	1542	1569	743	749	0	0	753	0	0
Stage 1	772	772	-	780	780	-	-	-	-	-	-	-
Stage 2	780	790	-	762	789	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	88	107	408	90	106	403	825	-	-	822	-	-
Stage 1	380	398	-	377	395	-	-	-	-	-	-	-
Stage 2	377	390	-	385	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	63	99	408	66	98	403	825	-	-	822	-	-
Mov Cap-2 Maneuver	63	99	-	66	98	-	-	-	-	-	-	-
Stage 1	364	381	-	362	379	-	-	-	-	-	-	-
Stage 2	326	375	-	326	374	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	166.89		52.68		0.23		0.25			
HCM LOS	F		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	98	124	46	-	-
HCM Lane V/C Ratio	0.022	-	-	0.987	0.405	0.024	-	-
HCM Ctrl Dly (s/v)	9.5	0	-	166.9	52.7	9.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.9	1.7	0.1	-	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	232	8	9	114	146	302
Future Vol, veh/h	232	8	9	114	146	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	309	11	12	152	195	403

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	371	195	597	0	0
Stage 1	195	-	-	-	-
Stage 2	176	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	614	827	941	-	-
Stage 1	819	-	-	-	-
Stage 2	836	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	606	827	941	-	-
Mov Cap-2 Maneuver	606	-	-	-	-
Stage 1	808	-	-	-	-
Stage 2	836	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.18	0.65	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	132	-	611	-	-
HCM Lane V/C Ratio	0.013	-	0.524	-	-
HCM Ctrl Dly (s/v)	8.9	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	3	-	-

Intersection				
Intersection Delay, s/veh	5.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	31	37	27	225
Demand Flow Rate, veh/h	34	41	30	248
Vehicles Circulating, veh/h	337	397	323	146
Vehicles Exiting, veh/h	57	58	48	292
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.7	4.3	5.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	34	41	30	248
Cap Entry Lane, veh/h	979	920	993	1189
Entry HV Adj Factor	0.912	0.909	0.900	0.907
Flow Entry, veh/h	31	37	27	225
Cap Entry, veh/h	892	837	893	1079
V/C Ratio	0.035	0.045	0.030	0.209
Control Delay, s/veh	4.4	4.7	4.3	5.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	414
Demand Flow Rate, veh/h	455
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	353
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.9
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	455
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.909
Flow Entry, veh/h	414
Cap Entry, veh/h	1254
V/C Ratio	0.330
Control Delay, s/veh	5.9
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.5		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	4	265	221
Demand Flow Rate, veh/h	4	292	243
Vehicles Circulating, veh/h	283	0	4
Vehicles Exiting, veh/h	9	247	283
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.5	4.7	4.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	4	292	243
Cap Entry Lane, veh/h	1034	1380	1374
Entry HV Adj Factor	1.000	0.908	0.909
Flow Entry, veh/h	4	265	221
Cap Entry, veh/h	1034	1254	1249
V/C Ratio	0.004	0.212	0.177
Control Delay, s/veh	3.5	4.7	4.4
LOS	A	A	A
95th %tile Queue, veh	0	1	1



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	211	332	467	231	457
v/c Ratio	0.67	0.41	0.88	0.21	0.81
Control Delay (s/veh)	41.0	3.3	33.5	6.2	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.0	3.3	33.5	6.2	31.2
Queue Length 50th (ft)	99	0	133	42	172
Queue Length 95th (ft)	151	12	156	68	305
Internal Link Dist (ft)	1201			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	424	854	591	1418	844
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.39	0.79	0.16	0.54

Intersection Summary

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Evening Peak Hour
 4: Boydston Street & Valley Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	236	322	185	175	197
Future Volume (veh/h)	150	236	322	185	175	197
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	211	332	467	231	194	263
Peak Hour Factor	0.71	0.71	0.69	0.80	0.90	0.75
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	261	562	542	1142	225	306
Arrive On Green	0.16	0.16	0.22	0.65	0.33	0.33
Sat Flow, veh/h	1668	1485	1668	1752	674	914
Grp Volume(v), veh/h	211	332	467	231	0	457
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1587
Q Serve(g_s), s	7.7	9.8	10.8	3.3	0.0	16.9
Cycle Q Clear(g_c), s	7.7	9.8	10.8	3.3	0.0	16.9
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	261	562	542	1142	0	531
V/C Ratio(X)	0.81	0.59	0.86	0.20	0.00	0.86
Avail Cap(c_a), veh/h	479	756	678	1676	0	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	15.6	11.8	4.4	0.0	19.5
Incr Delay (d2), s/veh	5.9	1.0	9.2	0.1	0.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.2	4.4	0.8	0.0	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.4	16.6	21.0	4.5	0.0	24.2
LnGrp LOS	C	B	C	A		C
Approach Vol, veh/h	543			698	457	
Approach Delay, s/veh	22.4			15.5	24.2	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.9		15.8	19.9	27.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		18.0	19.0	35.0
Max Q Clear Time (g_c+I1), s		5.3		9.7	12.8	18.9
Green Ext Time (p_c), s		1.1		0.2	1.1	2.1
Intersection Summary						
HCM 7th Control Delay, s/veh			20.0			
HCM 7th LOS			C			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	625	210	277	215	172
v/c Ratio	0.73	0.78	0.32	0.53	0.35
Control Delay (s/veh)	13.8	33.1	8.7	26.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.8	33.1	8.7	26.5	6.8
Queue Length 50th (ft)	110	48	46	59	0
Queue Length 95th (ft)	240	141	114	177	38
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1415	467	1512	881	851
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.45	0.18	0.24	0.20

Intersection Summary

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Evening Peak Hour
 5: Boydstun Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	240	222	170	255	189	141
Future Volume (veh/h)	240	222	170	255	189	141
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	289	336	210	277	215	172
Peak Hour Factor	0.83	0.66	0.81	0.92	0.88	0.82
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	446	519	399	1059	280	249
Arrive On Green	0.60	0.60	0.60	0.60	0.17	0.17
Sat Flow, veh/h	739	859	749	1752	1668	1485
Grp Volume(v), veh/h	0	625	210	277	215	172
Grp Sat Flow(s),veh/h/ln	0	1597	749	1752	1668	1485
Q Serve(g_s), s	0.0	13.4	13.3	3.9	6.5	5.7
Cycle Q Clear(g_c), s	0.0	13.4	26.7	3.9	6.5	5.7
Prop In Lane		0.54	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	965	399	1059	280	249
V/C Ratio(X)	0.00	0.65	0.53	0.26	0.77	0.69
Avail Cap(c_a), veh/h	0	1577	686	1729	824	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.8	15.5	4.9	20.9	20.6
Incr Delay (d2), s/veh	0.0	0.7	1.1	0.1	4.4	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	2.0	0.9	2.6	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.5	16.5	5.0	25.3	24.0
LnGrp LOS		A	B	A	C	C
Approach Vol, veh/h	625			487	387	
Approach Delay, s/veh	7.5			10.0	24.8	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		14.8		37.8		37.8
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		26.0		52.0		52.0
Max Q Clear Time (g_c+I1), s		8.5		15.4		28.7
Green Ext Time (p_c), s		0.4		3.8		3.1
Intersection Summary						
HCM 7th Control Delay, s/veh			12.8			
HCM 7th LOS			B			

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	334	332	140	220	122	365	413	117	104	425	131
v/c Ratio	1.02	0.52	0.67	1.00	0.38	0.98	0.62	0.18	0.29	0.84	0.24
Control Delay (s/veh)	92.6	8.3	54.6	102.6	6.9	62.7	29.0	2.4	14.3	46.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.6	8.3	54.6	102.6	6.9	62.7	29.0	2.4	14.3	46.6	4.0
Queue Length 50th (ft)	~212	36	83	137	0	137	209	0	32	244	0
Queue Length 95th (ft)	#274	77	#171	#220	32	#208	316	22	56	#415	27
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	328	633	209	220	319	371	661	658	409	506	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.52	0.67	1.00	0.38	0.98	0.62	0.18	0.25	0.84	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Future Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	145	189	332	140	220	122	365	413	117	104	425	131
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	145	189	503	213	224	185	378	674	571	332	514	435
Arrive On Green	0.19	0.19	0.19	0.13	0.13	0.13	0.15	0.38	0.38	0.06	0.29	0.29
Sat Flow, veh/h	744	970	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	334	0	332	140	220	122	365	413	117	104	425	131
Grp Sat Flow(s),veh/h/ln	1715	0	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	17.5	0.0	17.4	7.2	11.3	7.2	13.2	17.1	4.7	3.4	20.4	6.2
Cycle Q Clear(g_c), s	17.5	0.0	17.4	7.2	11.3	7.2	13.2	17.1	4.7	3.4	20.4	6.2
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	0	503	213	224	185	378	674	571	332	514	435
V/C Ratio(X)	1.00	0.00	0.66	0.66	0.98	0.66	0.97	0.61	0.20	0.31	0.83	0.30
Avail Cap(c_a), veh/h	333	0	503	213	224	185	378	674	571	428	514	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	25.3	37.4	39.2	37.4	22.4	22.3	18.5	16.9	29.7	24.6
Incr Delay (d2), s/veh	49.7	0.0	2.6	5.7	55.0	6.7	36.8	4.1	0.8	0.2	14.2	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	0.0	6.3	3.3	8.2	2.9	8.9	7.4	1.7	1.2	10.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.0	0.0	27.8	43.1	94.1	44.0	59.3	26.4	19.3	17.1	43.8	26.4
LnGrp LOS	F		C	D	F	D	E	C	B	B	D	C
Approach Vol, veh/h		666			482			895			660	
Approach Delay, s/veh		57.0			66.6			38.9			36.2	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	40.2		23.0	18.0	32.0		17.0				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	29.4		17.5	13.2	26.4		11.5				
Max Q Clear Time (g_c+I1), s	5.4	19.1		19.5	15.2	22.4		13.3				
Green Ext Time (p_c), s	0.0	0.4		0.0	0.0	0.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			47.6									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	1	1	0	19	1	47	1	21	60	52
Future Vol, veh/h	44	0	1	1	0	19	1	47	1	21	60	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	59	0	1	1	0	25	1	63	1	28	80	69

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	236	237	115	202	271	63	149	0	0	64	0	0
Stage 1	171	171	-	66	66	-	-	-	-	-	-	-
Stage 2	65	67	-	136	205	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	702	650	917	739	622	979	1384	-	-	1489	-	-
Stage 1	813	743	-	925	824	-	-	-	-	-	-	-
Stage 2	926	824	-	848	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	669	636	917	722	608	979	1384	-	-	1489	-	-
Mov Cap-2 Maneuver	669	636	-	722	608	-	-	-	-	-	-	-
Stage 1	796	727	-	924	824	-	-	-	-	-	-	-
Stage 2	901	823	-	830	702	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.87		8.85		0.16		1.18	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	673	962	260	-	-
HCM Lane V/C Ratio	0.001	-	-	0.089	0.028	0.019	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.9	8.8	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	16	466	0	18	489
Future Vol, veh/h	0	16	466	0	18	489
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	21	621	0	24	652

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1321	621	0	0	621	0
Stage 1	621	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	166	473	-	-	922	-
Stage 1	521	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	159	473	-	-	922	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.97	0	0.32
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	64
HCM Lane V/C Ratio	-	-	0.045	0.026
HCM Ctrl Dly (s/v)	-	-	13	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	487	5	36	502	5	38
Future Vol, veh/h	487	5	36	502	5	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	706	7	52	728	7	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	713	0	1541
Stage 1	-	-	-	-	709
Stage 2	-	-	-	-	832
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	851	-	121
Stage 1	-	-	-	-	473
Stage 2	-	-	-	-	414
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	851	-	109
Mov Cap-2 Maneuver	-	-	-	-	109
Stage 1	-	-	-	-	425
Stage 2	-	-	-	-	414

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.64	19.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	316	-	-	120	-
HCM Lane V/C Ratio	0.197	-	-	0.061	-
HCM Ctrl Dly (s/v)	19.2	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection						
Int Delay, s/veh	535.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	219	328	338	175	135	189
Future Vol, veh/h	219	328	338	175	135	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	75	84	88	78	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	322	437	402	199	173	286

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1320	316	459	0	0
Stage 1	316	-	-	-	-
Stage 2	1004	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	~ 166	706	1061	-	-
Stage 1	721	-	-	-	-
Stage 2	342	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 103	706	1061	-	-
Mov Cap-2 Maneuver	~ 103	-	-	-	-
Stage 1	448	-	-	-	-
Stage 2	342	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 1278.56	7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1061	-	203	-	-
HCM Lane V/C Ratio	0.379	-	3.738	-	-
HCM Ctrl Dly (s/v)	10.5		\$ 1278.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1.8	-	73.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	44.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	178	146	215	216	178
Future Vol, veh/h	265	178	146	215	216	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	82	75	83	87	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	312	217	195	259	248	212

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	529	0	1069
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	648
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	999	-	~ 237
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	506
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	999	-	~ 183
Mov Cap-2 Maneuver	-	-	-	-	~ 183
Stage 1	-	-	-	-	646
Stage 2	-	-	-	-	391

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.07	136.55
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	616	-	-	772	-
HCM Lane V/C Ratio	1.358	0.344	-	-	0.195	-
HCM Ctrl Dly (s/v)	241.3	13.9	-	-	9.5	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	14.6	1.5	-	-	0.7	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	345	298	120	205	114	289	483	146	76	429
v/c Ratio	1.07	0.58	0.49	0.80	0.33	0.89	0.77	0.23	0.27	0.86
Control Delay (s/veh)	107.2	9.1	40.6	57.9	5.0	48.7	37.3	4.7	16.2	46.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	107.2	9.1	40.6	57.9	5.0	48.7	37.3	4.7	16.2	46.7
Queue Length 50th (ft)	~232	0	66	118	0	105	260	0	24	230
Queue Length 95th (ft)	#398	45	111	174	11	#251	#466	40	46	#431
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	100	
Base Capacity (vph)	322	517	313	329	400	325	626	630	345	501
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.58	0.38	0.62	0.29	0.89	0.77	0.23	0.22	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.























Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2029) Plus Project

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Future Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	167	178	298	120	205	114	289	483	146	76	314	115
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	160	171	283	232	244	202	333	645	546	261	364	133
Arrive On Green	0.19	0.19	0.19	0.14	0.14	0.14	0.12	0.37	0.37	0.05	0.30	0.30
Sat Flow, veh/h	828	882	1465	1668	1752	1451	1668	1752	1485	1668	1223	448
Grp Volume(v), veh/h	345	0	298	120	205	114	289	483	146	76	0	429
Grp Sat Flow(s),veh/h/ln	1710	0	1465	1668	1752	1451	1668	1752	1485	1668	0	1671
Q Serve(g_s), s	16.5	0.0	16.5	5.7	9.7	6.3	10.2	20.5	5.9	2.4	0.0	20.7
Cycle Q Clear(g_c), s	16.5	0.0	16.5	5.7	9.7	6.3	10.2	20.5	5.9	2.4	0.0	20.7
Prop In Lane	0.48		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	331	0	283	232	244	202	333	645	546	261	0	497
V/C Ratio(X)	1.04	0.00	1.05	0.52	0.84	0.56	0.87	0.75	0.27	0.29	0.00	0.86
Avail Cap(c_a), veh/h	331	0	283	322	339	280	333	645	546	379	0	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	34.4	34.1	35.8	34.3	21.3	23.5	18.9	18.0	0.0	28.3
Incr Delay (d2), s/veh	61.4	0.0	67.9	0.7	9.5	0.9	20.1	7.8	1.2	0.2	0.0	17.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	11.1	2.3	4.8	2.2	5.6	9.3	2.1	0.9	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	95.8	0.0	102.4	34.8	45.3	35.3	41.4	31.3	20.1	18.2	0.0	46.0
LnGrp LOS	F		F	C	D	D	D	C	C	B		D
Approach Vol, veh/h		643			439			918			505	
Approach Delay, s/veh		98.8			39.8			32.7			41.9	
Approach LOS		F			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	37.0		22.0	15.0	31.0		17.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.4	22.5		18.5	12.2	22.7		11.7				
Green Ext Time (p_c), s	0.0	0.3		0.0	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			52.8									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	0	5	10	667	0	5	683	10
Future Vol, veh/h	5	5	10	5	0	5	10	667	0	5	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	75	63	25	25	25	42	87	42	25	92	56
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	12	7	16	20	0	20	24	767	0	20	742	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1606	1606	751	1600	1615	767	760	0	0	767	0	0
Stage 1	791	791	-	814	814	-	-	-	-	-	-	-
Stage 2	814	814	-	786	800	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	81	101	398	82	100	390	817	-	-	812	-	-
Stage 1	371	390	-	360	380	-	-	-	-	-	-	-
Stage 2	360	380	-	374	386	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	70	92	398	67	90	390	817	-	-	812	-	-
Mov Cap-2 Maneuver	70	92	-	67	90	-	-	-	-	-	-	-
Stage 1	355	373	-	342	361	-	-	-	-	-	-	-
Stage 2	324	361	-	337	369	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	45.86		52.88		0.29		0.24			
HCM LOS	E		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	122	114	46	-	-
HCM Lane V/C Ratio	0.029	-	-	0.283	0.352	0.025	-	-
HCM Ctrl Dly (s/v)	9.5	0	-	45.9	52.9	9.5	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	1.4	0.1	-	-

Intersection						
Int Delay, s/veh	11					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	356	12	12	110	131	358
Future Vol, veh/h	356	12	12	110	131	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	475	16	16	147	175	477

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	353	175	652	0	0
Stage 1	175	-	-	-	-
Stage 2	179	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	629	848	898	-	-
Stage 1	837	-	-	-	-
Stage 2	833	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	616	848	898	-	-
Mov Cap-2 Maneuver	616	-	-	-	-
Stage 1	820	-	-	-	-
Stage 2	833	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.94	0.89	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	177	-	622	-	-
HCM Lane V/C Ratio	0.018	-	0.789	-	-
HCM Ctrl Dly (s/v)	9.1	0	28.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	7.6	-	-

Valley County - Red Ridge TIS Saturday Peak Hour
 Future (2029) P+R Village Center Rd & Spine Road (Main Access) & Spine Road/Hill Side Road

Intersection				
Intersection Delay, s/veh	6.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	49	33	369
Demand Flow Rate, veh/h	43	54	36	406
Vehicles Circulating, veh/h	500	495	503	141
Vehicles Exiting, veh/h	47	48	40	408
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	5.4	5.2	6.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	43	54	36	406
Cap Entry Lane, veh/h	829	833	826	1195
Entry HV Adj Factor	0.907	0.909	0.917	0.909
Flow Entry, veh/h	39	49	33	369
Cap Entry, veh/h	752	757	757	1086
V/C Ratio	0.052	0.065	0.044	0.340
Control Delay, s/veh	5.3	5.4	5.2	6.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	2

Valley County - Red Ridge TIS Saturday Peak Hour
 Future (2029) P&ID Village Center Rd & Spine Road (Main Access) & Spine Road/Hill Side Road

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	494
Demand Flow Rate, veh/h	543
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	539
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	6.7
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	543
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.910
Flow Entry, veh/h	494
Cap Entry, veh/h	1256
V/C Ratio	0.394
Control Delay, s/veh	6.7
LOS	A
95th %tile Queue, veh	2

Intersection			
Intersection Delay, s/veh	5.5		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	5	370	364
Demand Flow Rate, veh/h	6	408	400
Vehicles Circulating, veh/h	402	0	6
Vehicles Exiting, veh/h	6	406	402
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.6	5.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	6	408	400
Cap Entry Lane, veh/h	916	1380	1371
Entry HV Adj Factor	0.833	0.908	0.909
Flow Entry, veh/h	5	370	364
Cap Entry, veh/h	763	1253	1247
V/C Ratio	0.007	0.296	0.292
Control Delay, s/veh	4.8	5.6	5.5
LOS	A	A	A
95th %tile Queue, veh	0	1	1



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	322	437	402	199	459
v/c Ratio	0.75	0.49	0.92	0.20	0.84
Control Delay (s/veh)	36.5	3.0	45.1	9.4	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	3.0	45.1	9.4	36.9
Queue Length 50th (ft)	147	0	118	43	172
Queue Length 95th (ft)	164	14	#317	97	#304
Internal Link Dist (ft)	1284			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	774	894	438	1001	551
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.49	0.92	0.20	0.83

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Saturday Peak Hour
 4: Boydston Street & Valley Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	219	328	338	175	135	189
Future Volume (veh/h)	219	328	338	175	135	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	322	437	402	199	173	286
Peak Hour Factor	0.68	0.75	0.84	0.88	0.78	0.66
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	369	611	459	1049	189	313
Arrive On Green	0.22	0.22	0.19	0.60	0.32	0.32
Sat Flow, veh/h	1668	1485	1668	1752	594	981
Grp Volume(v), veh/h	322	437	402	199	0	459
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1575
Q Serve(g_s), s	12.4	14.7	10.4	3.4	0.0	18.7
Cycle Q Clear(g_c), s	12.4	14.7	10.4	3.4	0.0	18.7
Prop In Lane	1.00	1.00	1.00			0.62
Lane Grp Cap(c), veh/h	369	611	459	1049	0	502
V/C Ratio(X)	0.87	0.72	0.88	0.19	0.00	0.91
Avail Cap(c_a), veh/h	876	1062	492	1130	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.1	16.4	13.9	6.1	0.0	21.8
Incr Delay (d2), s/veh	6.5	1.6	15.4	0.1	0.0	19.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	13.1	5.1	1.0	0.0	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.6	18.0	29.3	6.1	0.0	41.1
LnGrp LOS	C	B	C	A		D
Approach Vol, veh/h	759			601	459	
Approach Delay, s/veh	23.7			21.6	41.1	
Approach LOS	C			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.9		20.7	18.7	27.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		43.0		35.0	14.0	23.0
Max Q Clear Time (g_c+I1), s		5.4		14.4	12.4	20.7
Green Ext Time (p_c), s		0.9		0.3	0.3	0.6
Intersection Summary						
HCM 7th Control Delay, s/veh			27.4			
HCM 7th LOS			C			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	529	195	259	248	212
v/c Ratio	0.69	0.68	0.33	0.54	0.38
Control Delay (s/veh)	14.8	25.0	10.1	22.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.8	25.0	10.1	22.5	5.7
Queue Length 50th (ft)	94	40	43	57	0
Queue Length 95th (ft)	231	103	105	184	42
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1456	563	1534	1102	1034
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.35	0.17	0.23	0.21

Intersection Summary

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Saturday Peak Hour
 5: Boydston Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	265	178	146	215	216	178
Future Volume (veh/h)	265	178	146	215	216	178
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	312	217	195	259	248	212
Peak Hour Factor	0.85	0.82	0.75	0.83	0.87	0.84
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	519	361	421	945	324	288
Arrive On Green	0.54	0.54	0.54	0.54	0.19	0.19
Sat Flow, veh/h	962	669	819	1752	1668	1485
Grp Volume(v), veh/h	0	529	195	259	248	212
Grp Sat Flow(s),veh/h/ln	0	1631	819	1752	1668	1485
Q Serve(g_s), s	0.0	10.0	9.6	3.6	6.3	6.0
Cycle Q Clear(g_c), s	0.0	10.0	19.5	3.6	6.3	6.0
Prop In Lane		0.41	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	880	421	945	324	288
V/C Ratio(X)	0.00	0.60	0.46	0.27	0.77	0.74
Avail Cap(c_a), veh/h	0	1739	852	1867	1111	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.1	13.7	5.6	17.2	17.1
Incr Delay (d2), s/veh	0.0	0.7	0.8	0.2	3.8	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	1.5	0.8	2.4	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.7	14.5	5.8	21.0	20.7
LnGrp LOS		A	B	A	C	C
Approach Vol, veh/h	529			454	460	
Approach Delay, s/veh	7.7			9.5	20.9	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		14.7		30.3		30.3
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		30.0		48.0		48.0
Max Q Clear Time (g_c+I1), s		8.3		12.0		21.5
Green Ext Time (p_c), s		0.4		2.9		2.7
Intersection Summary						
HCM 7th Control Delay, s/veh			12.5			
HCM 7th LOS			B			



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	345	298	120	205	114	289	483	146	76	314	115
v/c Ratio	1.06	0.44	0.49	0.79	0.33	0.71	0.78	0.23	0.28	0.64	0.22
Control Delay (s/veh)	104.5	3.7	40.5	57.4	5.0	27.4	37.8	4.7	16.3	34.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.5	3.7	40.5	57.4	5.0	27.4	37.8	4.7	16.3	34.8	3.0
Queue Length 50th (ft)	~232	0	66	118	0	105	260	0	24	164	0
Queue Length 95th (ft)	#398	19	111	174	11	#196	#466	40	46	270	21
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	324	681	315	332	402	420	620	626	343	491	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.44	0.38	0.62	0.28	0.69	0.78	0.23	0.22	0.64	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2029) Plus Project - Mitigated

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Future Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	167	178	298	120	205	114	289	483	146	76	314	115
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	160	171	478	232	244	202	420	645	546	261	501	424
Arrive On Green	0.19	0.19	0.19	0.14	0.14	0.14	0.13	0.37	0.37	0.05	0.29	0.29
Sat Flow, veh/h	828	882	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	345	0	298	120	205	114	289	483	146	76	314	115
Grp Sat Flow(s),veh/h/ln	1710	0	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	16.5	0.0	14.7	5.7	9.7	6.3	10.4	20.5	5.9	2.4	13.3	5.1
Cycle Q Clear(g_c), s	16.5	0.0	14.7	5.7	9.7	6.3	10.4	20.5	5.9	2.4	13.3	5.1
Prop In Lane	0.48		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	0	478	232	244	202	420	645	546	261	501	424
V/C Ratio(X)	1.04	0.00	0.62	0.52	0.84	0.56	0.69	0.75	0.27	0.29	0.63	0.27
Avail Cap(c_a), veh/h	331	0	478	322	339	280	420	645	546	379	501	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	24.5	34.1	35.8	34.3	19.1	23.5	18.9	18.0	26.5	23.6
Incr Delay (d2), s/veh	61.4	0.0	1.9	0.7	9.5	0.9	3.9	7.8	1.2	0.2	5.8	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	5.2	2.3	4.8	2.2	4.2	9.3	2.1	0.9	6.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	95.8	0.0	26.4	34.8	45.3	35.3	23.0	31.3	20.1	18.2	32.4	25.2
LnGrp LOS	F		C	C	D	D	C	C	C	B	C	C
Approach Vol, veh/h		643			439			918			505	
Approach Delay, s/veh		63.6			39.8			26.9			28.6	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	37.0		22.0	16.0	30.0		17.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	11.2	24.4		16.5				
Max Q Clear Time (g_c+I1), s	4.4	22.5		18.5	12.4	15.3		11.7				
Green Ext Time (p_c), s	0.0	0.3		0.0	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			38.9									
HCM 7th LOS			D									

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	35	45	5	15	30
Future Vol, veh/h	5	35	45	5	15	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	47	60	7	20	40

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	143	63	0	0	67
Stage 1	63	-	-	-	-
Stage 2	80	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	831	979	-	-	1485
Stage 1	939	-	-	-	-
Stage 2	923	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	819	979	-	-	1485
Mov Cap-2 Maneuver	819	-	-	-	-
Stage 1	939	-	-	-	-
Stage 2	911	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.99	0	2.49
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	956	600
HCM Lane V/C Ratio	-	-	0.056	0.013
HCM Ctrl Dly (s/v)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	25	95	5	10	60
Future Vol, veh/h	5	25	95	5	10	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	33	127	7	13	80

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	237	130	0	0	133
Stage 1	130	-	-	-	-
Stage 2	107	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	734	899	-	-	1403
Stage 1	877	-	-	-	-
Stage 2	898	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	727	899	-	-	1403
Mov Cap-2 Maneuver	727	-	-	-	-
Stage 1	877	-	-	-	-
Stage 2	889	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	0	1.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	257
HCM Lane V/C Ratio	-	-	0.046	0.01
HCM Ctrl Dly (s/v)	-	-	9.4	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	55	10	90	120	10
Future Vol, veh/h	40	55	10	90	120	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	42	58	11	95	126	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	100	0	187 71
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	116 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1444	-	784 970
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	890 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1444	-	778 970
Mov Cap-2 Maneuver	-	-	-	-	778 -
Stage 1	-	-	-	-	925 -
Stage 2	-	-	-	-	890 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.75	10.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	790	-	-	180	-
HCM Lane V/C Ratio	0.173	-	-	0.007	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	120	45	185	265	35
Future Vol, veh/h	75	120	45	185	265	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	85	61	79	93	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	100	141	74	234	285	61

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	697	316	346	0	0
Stage 1	316	-	-	-	-
Stage 2	382	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	395	707	1169	-	-
Stage 1	722	-	-	-	-
Stage 2	673	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	370	707	1169	-	-
Mov Cap-2 Maneuver	370	-	-	-	-
Stage 1	676	-	-	-	-
Stage 2	673	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.08	1.98	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	513	-	-
HCM Lane V/C Ratio	0.063	-	0.47	-	-
HCM Ctrl Dly (s/v)	8.3	-	18.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.5	-	-

Intersection						
Int Delay, s/veh	8.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	225	110	165	170	105
Future Vol, veh/h	170	225	110	165	170	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	80	96	93	82	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	215	281	115	177	207	125
























Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	496	0	762
Stage 1	-	-	-	-	356
Stage 2	-	-	-	-	407
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1027	-	361
Stage 1	-	-	-	-	692
Stage 2	-	-	-	-	655
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1027	-	317
Mov Cap-2 Maneuver	-	-	-	-	317
Stage 1	-	-	-	-	692
Stage 2	-	-	-	-	574

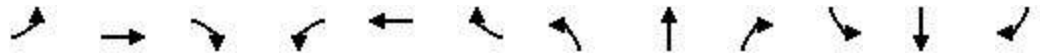
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.51	26.53
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	671	-	-	706	-
HCM Lane V/C Ratio	0.655	0.186	-	-	0.112	-
HCM Ctrl Dly (s/v)	35.5	11.6	-	-	8.9	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	4.3	0.7	-	-	0.4	-

Valley County - Red Ridge TIS
 Future (2036) Background

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		300	225		225	200		400	100		100
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	0			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99			0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.977		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	1468	1641	1727	1468	1641	1727	1468	1641	1727	1468
Flt Permitted		0.977		0.950			0.468			0.345		
Satd. Flow (perm)	0	1688	1449	1641	1727	1436	808	1727	1468	596	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307			156			167			155
Link Speed (mph)		25			25			35				35
Link Distance (ft)		818			1658			872				1245
Travel Time (s)		22.3			45.2			17.0				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	114	127	307	111	113	138	327	430	167	104	297	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	307	111	113	138	327	430	167	104	297	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12				12
Link Offset(ft)		6			0			0				0
Crosswalk Width(ft)		35			18			25				16
Two way Left Turn Lane					Yes			Yes				Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
v/c Ratio		0.82	0.61	0.61	0.59	0.46	0.70	0.64	0.25	0.28	0.54	0.14
Control Delay (s/veh)		55.6	9.6	48.9	47.1	10.0	24.1	29.3	5.0	13.9	28.1	0.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.6	9.6	48.9	47.1	10.0	24.1	29.3	5.0	13.9	28.1	0.5
Queue Length 50th (ft)		126	0	60	60	0	105	200	0	29	135	0
Queue Length 95th (ft)		#192	31	77	102	22	161	#305	18	47	203	0
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)			300	225		225	200		400	100		100
Base Capacity (vph)		351	545	341	359	422	478	667	669	430	554	576



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.69	0.56	0.33	0.31	0.33	0.68	0.64	0.25	0.24	0.54	0.14

Intersection Summary
























Area Type: Other

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2036) Background

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	114	127	307	111	112	138	327	430	167	104	297	81
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	133	148	241	153	161	133	500	712	603	355	581	492
Arrive On Green	0.16	0.16	0.16	0.09	0.09	0.09	0.13	0.41	0.41	0.06	0.33	0.33
Sat Flow, veh/h	810	902	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	241	0	307	111	112	138	327	430	167	104	297	81
Grp Sat Flow(s),veh/h/ln	1711	0	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	10.5	0.0	12.6	5.0	4.8	7.0	10.0	14.8	5.8	2.7	10.5	3.0
Cycle Q Clear(g_c), s	10.5	0.0	12.6	5.0	4.8	7.0	10.0	14.8	5.8	2.7	10.5	3.0
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	241	153	161	133	500	712	603	355	581	492
V/C Ratio(X)	0.86	0.00	1.28	0.72	0.70	1.04	0.65	0.60	0.28	0.29	0.51	0.16
Avail Cap(c_a), veh/h	369	0	315	359	377	312	500	712	603	480	581	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	32.0	33.8	33.8	34.8	14.8	17.9	15.2	13.4	20.6	18.1
Incr Delay (d2), s/veh	11.8	0.0	151.3	2.4	2.0	32.3	2.4	3.8	1.1	0.2	3.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	14.5	2.1	2.1	3.6	3.7	6.2	2.0	0.9	4.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	0.0	183.3	36.3	35.8	67.1	17.2	21.7	16.3	13.5	23.8	18.8
LnGrp LOS	D		F	D	D	F	B	C	B	B	C	B
Approach Vol, veh/h		548			361			924			482	
Approach Delay, s/veh		121.6			47.9			19.1			20.8	
Approach LOS		F			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	36.7		18.1	15.0	31.0		12.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.7	16.8		12.5	12.0	12.5		7.0				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			48.2									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	20	5	10	5	15	475	10	10	410	25
Future Vol, veh/h	35	10	20	5	10	5	15	475	10	10	410	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	25	63	38	38	38	75	85	63	25	90	95
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	63	40	32	13	26	13	20	559	16	40	456	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1161	1163	469	1162	1169	567	482	0	0	575	0	0
Stage 1	549	549	-	607	607	-	-	-	-	-	-	-
Stage 2	612	615	-	556	562	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	166	188	578	166	187	508	1040	-	-	960	-	-
Stage 1	506	504	-	470	474	-	-	-	-	-	-	-
Stage 2	467	470	-	502	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	127	172	578	112	171	508	1040	-	-	960	-	-
Mov Cap-2 Maneuver	127	172	-	112	171	-	-	-	-	-	-	-
Stage 1	477	475	-	457	461	-	-	-	-	-	-	-
Stage 2	417	457	-	409	469	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	75.14		33.67		0.29		0.68			
HCM LOS	F		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	60	-	-	172	177	136	-	-
HCM Lane V/C Ratio	0.019	-	-	0.779	0.297	0.042	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	75.1	33.7	8.9	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.1	1.2	0.1	-	-

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Morning Peak Hour
 5: Boydston Street & SH-55



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	225	110	165	170	105
Future Volume (vph)	170	225	110	165	170	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	250		170	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98
Frt	0.924					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1596	0	1641	1727	1641	1468
Flt Permitted			0.400		0.950	
Satd. Flow (perm)	1596	0	691	1727	1641	1437
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	115					125
Link Speed (mph)	35			35	35	
Link Distance (ft)	1063			1373	1112	
Travel Time (s)	20.7			26.7	21.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.79	0.80	0.96	0.93	0.82	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	215	281	115	177	207	125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	496	0	115	177	207	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
v/c Ratio	0.69		0.41	0.25	0.46	0.26
Control Delay (s/veh)	13.2		13.7	9.0	17.3	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.2		13.7	9.0	17.3	5.2
Queue Length 50th (ft)	62		17	24	38	0
Queue Length 95th (ft)	136		60	67	103	28
Internal Link Dist (ft)	983			1293	1032	
Turn Bay Length (ft)			250		170	
Base Capacity (vph)	1553		671	1676	1245	1120



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.17	0.11	0.17	0.11

Intersection Summary

Area Type: Other

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Morning Peak Hour
 5: Boydstun Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	225	110	165	170	105
Future Volume (veh/h)	170	225	110	165	170	105
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	215	281	115	177	207	125
Peak Hour Factor	0.79	0.80	0.96	0.93	0.82	0.84
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	323	422	400	821	309	275
Arrive On Green	0.47	0.47	0.47	0.47	0.19	0.19
Sat Flow, veh/h	689	901	844	1752	1668	1485
Grp Volume(v), veh/h	0	496	115	177	207	125
Grp Sat Flow(s),veh/h/ln	0	1590	844	1752	1668	1485
Q Serve(g_s), s	0.0	8.4	4.2	2.1	4.0	2.6
Cycle Q Clear(g_c), s	0.0	8.4	12.6	2.1	4.0	2.6
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	745	400	821	309	275
V/C Ratio(X)	0.00	0.67	0.29	0.22	0.67	0.45
Avail Cap(c_a), veh/h	0	2248	1198	2477	1396	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.1	12.0	5.4	13.1	12.6
Incr Delay (d2), s/veh	0.0	1.0	0.4	0.1	2.5	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	0.6	0.4	1.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.1	12.4	5.6	15.6	13.7
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	496			292	332	
Approach Delay, s/veh	8.1			8.2	14.9	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		12.4		22.2		22.2
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		29.0		49.0		49.0
Max Q Clear Time (g_c+I1), s		6.0		10.4		14.6
Green Ext Time (p_c), s		0.4		2.8		1.7
Intersection Summary						
HCM 7th Control Delay, s/veh			10.2			
HCM 7th LOS			B			

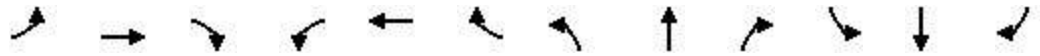
Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		300	225		225	200		400	100		100
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99			0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.977		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	1468	1641	1727	1468	1641	1727	1468	1641	1727	1468
Flt Permitted		0.977		0.950			0.435			0.308		
Satd. Flow (perm)	0	1688	1449	1641	1727	1436	751	1727	1468	532	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307			156			167			155
Link Speed (mph)		25			25			35				35
Link Distance (ft)		818			1658			872				1245
Travel Time (s)		22.3			45.2			17.0				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	114	127	307	111	113	138	327	430	167	104	297	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	307	111	113	138	327	430	167	104	297	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12				12
Link Offset(ft)		6			0			0				0
Crosswalk Width(ft)		35			18			25				16
Two way Left Turn Lane					Yes			Yes				Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
v/c Ratio		0.78	0.45	0.57	0.55	0.45	0.77	0.74	0.28	0.32	0.67	0.17
Control Delay (s/veh)		49.0	3.7	44.8	43.4	9.7	29.2	33.9	5.4	14.8	33.5	0.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		49.0	3.7	44.8	43.4	9.7	29.2	33.9	5.4	14.8	33.5	0.7
Queue Length 50th (ft)		118	0	56	57	0	103	196	0	28	133	0
Queue Length 95th (ft)		#192	15	77	102	22	161	#305	18	47	203	0
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)			300	225		225	200		400	100		100
Base Capacity (vph)		395	695	384	404	455	438	623	637	401	622	628

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.61	0.44	0.29	0.28	0.30	0.75	0.69	0.26	0.26	0.48	0.13

Intersection Summary

Area Type: Other

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	114	127	307	111	112	138	327	430	167	104	297	81
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	138	154	504	165	173	143	441	531	450	294	353	299
Arrive On Green	0.17	0.17	0.17	0.10	0.10	0.10	0.17	0.30	0.30	0.07	0.20	0.20
Sat Flow, veh/h	810	902	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	241	0	307	111	112	138	327	430	167	104	297	81
Grp Sat Flow(s),veh/h/ln	1711	0	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	8.1	0.0	10.2	3.8	3.7	5.7	9.2	13.5	5.3	2.5	9.7	2.8
Cycle Q Clear(g_c), s	8.1	0.0	10.2	3.8	3.7	5.7	9.2	13.5	5.3	2.5	9.7	2.8
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	504	165	173	143	441	531	450	294	353	299
V/C Ratio(X)	0.82	0.00	0.61	0.67	0.65	0.96	0.74	0.81	0.37	0.35	0.84	0.27
Avail Cap(c_a), veh/h	472	0	658	461	484	400	441	744	631	464	744	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	16.4	26.0	25.9	26.8	15.7	19.2	16.3	14.3	22.9	20.2
Incr Delay (d2), s/veh	2.7	0.0	0.4	1.8	1.5	14.2	5.8	3.1	0.2	0.3	2.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	3.3	1.5	1.5	2.4	3.7	5.3	1.6	0.8	3.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.6	0.0	16.8	27.8	27.4	41.1	21.6	22.3	16.5	14.6	25.1	20.3
LnGrp LOS	C		B	C	C	D	C	C	B	B	C	C
Approach Vol, veh/h		548			361			924			482	
Approach Delay, s/veh		21.1			32.8			21.0			22.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	23.7		15.7	15.0	17.6		11.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.5	15.5		10.1	11.2	11.7		5.8				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.1									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	25	50	5	40	50
Future Vol, veh/h	5	25	50	5	40	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	33	67	7	53	67

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	243	70	0	0	73	0
Stage 1	70	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	728	971	-	-	1477	-
Stage 1	933	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	701	971	-	-	1477	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.13	0	3.35
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	912	800
HCM Lane V/C Ratio	-	-	0.044	0.036
HCM Ctrl Dly (s/v)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	15	100	5	30	110
Future Vol, veh/h	5	15	100	5	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	20	133	7	40	147

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	363	137	0	0	140
Stage 1	137	-	-	-	-
Stage 2	227	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	620	891	-	-	1395
Stage 1	871	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	601	891	-	-	1395
Mov Cap-2 Maneuver	601	-	-	-	-
Stage 1	871	-	-	-	-
Stage 2	768	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.68	0	1.64
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	795	386
HCM Lane V/C Ratio	-	-	0.034	0.029
HCM Ctrl Dly (s/v)	-	-	9.7	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	115	10	50	85	10
Future Vol, veh/h	65	115	10	50	85	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	69	122	11	53	90	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	191	0	205
Stage 1	-	-	-	-	130
Stage 2	-	-	-	-	74
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1335	-	766
Stage 1	-	-	-	-	876
Stage 2	-	-	-	-	929
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1335	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	929

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.29	10.36
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	772	-	-	300	-
HCM Lane V/C Ratio	0.131	-	-	0.008	-
HCM Ctrl Dly (s/v)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	85	115	310	290	85
Future Vol, veh/h	65	85	115	310	290	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	69	80	90	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	92	120	167	388	322	113

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1100	379	436	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	227	651	1083	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	651	1083	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.77	2.69	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1083	-	319	-	-
HCM Lane V/C Ratio	0.154	-	0.661	-	-
HCM Ctrl Dly (s/v)	8.9	-	35.8	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.5	-	4.4	-	-

Intersection						
Int Delay, s/veh	62					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	260	145	235	245	125
Future Vol, veh/h	225	260	145	235	245	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	66	81	92	88	82
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	271	394	179	255	278	152

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	665	0	1082
Stage 1	-	-	-	-	468
Stage 2	-	-	-	-	613
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	887	-	~ 233
Stage 1	-	-	-	-	614
Stage 2	-	-	-	-	525
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	887	-	~ 178
Mov Cap-2 Maneuver	-	-	-	-	~ 178
Stage 1	-	-	-	-	614
Stage 2	-	-	-	-	402

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.15	215.95
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	178	579	-	-	742	-
HCM Lane V/C Ratio	1.565	0.263	-	-	0.202	-
HCM Ctrl Dly (s/v)	\$ 326.8	13.4	-	-	10.1	0
HCM Lane LOS	F	B	-	-	B	A
HCM 95th %tile Q(veh)	18.3	1.1	-	-	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	301	381	172	180	154	372	419	149	128	446	110
v/c Ratio	0.92	0.65	0.76	0.75	0.46	1.18	0.74	0.25	0.40	0.87	0.20
Control Delay (s/veh)	70.6	9.5	56.1	54.8	10.4	131.6	36.8	5.3	17.4	48.7	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.6	9.5	56.1	54.8	10.4	131.6	36.8	5.3	17.4	48.7	2.6
Queue Length 50th (ft)	174	0	97	102	0	~186	215	0	40	245	0
Queue Length 95th (ft)	#248	78	169	141	54	#282	#388	44	74	#459	15
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	326	587	317	333	403	314	566	585	370	513	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.65	0.54	0.54	0.38	1.18	0.74	0.25	0.35	0.87	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.























Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2036) Background

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Future Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	134	167	381	172	180	154	372	419	149	128	446	110
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	149	186	286	210	221	183	340	622	527	321	530	449
Arrive On Green	0.20	0.20	0.20	0.13	0.13	0.13	0.12	0.36	0.36	0.07	0.30	0.30
Sat Flow, veh/h	763	951	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	301	0	381	172	180	154	372	419	149	128	446	110
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	14.4	0.0	16.4	8.4	8.4	8.7	10.2	17.0	6.0	4.0	20.0	4.7
Cycle Q Clear(g_c), s	14.4	0.0	16.4	8.4	8.4	8.7	10.2	17.0	6.0	4.0	20.0	4.7
Prop In Lane	0.45		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	0	286	210	221	183	340	622	527	321	530	449
V/C Ratio(X)	0.90	0.00	1.33	0.82	0.82	0.84	1.10	0.67	0.28	0.40	0.84	0.25
Avail Cap(c_a), veh/h	337	0	288	328	344	285	340	622	527	409	530	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	33.8	35.8	35.8	35.9	23.4	23.0	19.4	17.2	27.4	22.1
Incr Delay (d2), s/veh	24.9	0.0	171.1	4.6	4.2	7.4	77.0	5.7	1.3	0.3	15.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	19.3	3.7	3.8	3.4	11.7	7.6	2.2	1.5	10.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	0.0	204.9	40.3	39.9	43.2	100.3	28.7	20.7	17.5	42.4	23.4
LnGrp LOS	E		F	D	D	D	F	C	C	B	D	C
Approach Vol, veh/h	682						506		940		684	
Approach Delay, s/veh	140.0						41.1		55.8		34.7	
Approach LOS	F						D		E		C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	10.6	35.4	21.9		15.0	31.0	16.1					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		10.2	25.4	16.5					
Max Q Clear Time (g_c+I1), s	6.0	19.0	16.4		12.2	22.0	10.4					
Green Ext Time (p_c), s	0.1	0.3	0.0		0.0	0.3	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			68.4									
HCM 7th LOS			E									

Intersection												
Int Delay, s/veh	96.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	35	10	10	10	20	640	10	10	750	35
Future Vol, veh/h	35	10	35	10	10	10	20	640	10	10	750	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	67	26	49	20	40	40	25	744	40	40	781	47

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1698	1718	805	1688	1721	764	828	0	0	784	0	0
Stage 1	885	885	-	814	814	-	-	-	-	-	-	-
Stage 2	814	834	-	874	908	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	70	86	371	71	85	391	770	-	-	800	-	-
Stage 1	329	352	-	361	380	-	-	-	-	-	-	-
Stage 2	361	372	-	333	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 26	73	371	36	73	391	770	-	-	800	-	-
Mov Cap-2 Maneuver	~ 26	73	-	36	73	-	-	-	-	-	-	-
Stage 1	298	319	-	340	359	-	-	-	-	-	-	-
Stage 2	271	351	-	240	312	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 1109.78	258.47	0.3	0.45
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	54	-	-	47	82	82	-	-
HCM Lane V/C Ratio	0.032	-	-	3.055	1.213	0.05	-	-
HCM Ctrl Dly (s/v)	9.8	0		\$ 1109.8	258.5	9.7	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	15.5	7.3	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	665	179	255	278	152
v/c Ratio	0.76	0.74	0.29	0.63	0.30
Control Delay (s/veh)	16.2	34.1	9.7	29.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.2	34.1	9.7	29.6	6.2
Queue Length 50th (ft)	151	50	52	100	0
Queue Length 95th (ft)	311	#147	123	214	34
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1268	367	1348	877	839
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.49	0.19	0.32	0.18

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Evening Peak Hour
 5: Boydstun Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (veh/h)	225	260	145	235	245	125
Future Volume (veh/h)	225	260	145	235	245	125
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	271	394	179	255	278	152
Peak Hour Factor	0.83	0.66	0.81	0.92	0.88	0.82
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	384	559	339	1043	339	301
Arrive On Green	0.60	0.60	0.60	0.60	0.20	0.20
Sat Flow, veh/h	645	938	722	1752	1668	1485
Grp Volume(v), veh/h	0	665	179	255	278	152
Grp Sat Flow(s),veh/h/ln	0	1583	722	1752	1668	1485
Q Serve(g_s), s	0.0	17.5	13.7	4.1	9.5	5.4
Cycle Q Clear(g_c), s	0.0	17.5	31.2	4.1	9.5	5.4
Prop In Lane		0.59	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	943	339	1043	339	301
V/C Ratio(X)	0.00	0.71	0.53	0.24	0.82	0.50
Avail Cap(c_a), veh/h	0	1275	491	1411	840	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.4	19.3	5.7	22.7	21.1
Incr Delay (d2), s/veh	0.0	1.1	1.3	0.1	5.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	2.1	1.1	3.8	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.5	20.5	5.8	27.7	22.4
LnGrp LOS		A	C	A	C	C
Approach Vol, veh/h	665			434	430	
Approach Delay, s/veh	9.5			11.9	25.8	
Approach LOS	A			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		18.1		41.5		41.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		30.0		48.0		48.0
Max Q Clear Time (g_c+I1), s		11.5		19.5		33.2
Green Ext Time (p_c), s		0.6		4.0		2.3
Intersection Summary						
HCM 7th Control Delay, s/veh			14.8			
HCM 7th LOS			B			

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	301	381	172	180	154	372	419	149	128	446	110
v/c Ratio	0.91	0.61	0.75	0.75	0.46	1.18	0.75	0.26	0.41	0.93	0.21
Control Delay (s/veh)	68.3	10.4	55.6	54.4	10.4	132.8	37.7	5.3	17.7	58.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	10.4	55.6	54.4	10.4	132.8	37.7	5.3	17.7	58.9	2.7
Queue Length 50th (ft)	174	44	97	102	0	~202	215	0	40	249	0
Queue Length 95th (ft)	#248	89	169	141	54	#295	#388	44	74	#471	15
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	330	625	320	337	406	314	555	577	365	499	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.61	0.54	0.53	0.38	1.18	0.75	0.26	0.35	0.89	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Future Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	134	167	381	172	180	154	372	419	149	128	446	110
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	150	187	493	212	222	184	341	601	509	313	482	408
Arrive On Green	0.20	0.20	0.20	0.13	0.13	0.13	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	763	951	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	301	0	381	172	180	154	372	419	149	128	446	110
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	13.9	0.0	15.9	8.1	8.1	8.4	11.2	16.8	5.9	4.0	20.1	4.7
Cycle Q Clear(g_c), s	13.9	0.0	15.9	8.1	8.1	8.4	11.2	16.8	5.9	4.0	20.1	4.7
Prop In Lane	0.45		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	0	493	212	222	184	341	601	509	313	482	408
V/C Ratio(X)	0.89	0.00	0.77	0.81	0.81	0.84	1.09	0.70	0.29	0.41	0.93	0.27
Avail Cap(c_a), veh/h	349	0	503	339	356	295	341	601	509	406	527	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	24.3	34.5	34.5	34.6	21.6	23.0	19.5	17.2	28.6	23.0
Incr Delay (d2), s/veh	23.0	0.0	6.5	3.3	3.0	5.6	75.4	3.0	0.1	0.3	20.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	7.2	3.5	3.6	3.2	11.5	6.9	1.9	1.4	10.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.7	0.0	30.8	37.7	37.4	40.2	97.1	26.0	19.6	17.5	49.3	23.2
LnGrp LOS	D		C	D	D	D	F	C	B	B	D	C
Approach Vol, veh/h		682			506			940			684	
Approach Delay, s/veh		41.4			38.4			53.1			39.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	33.4		21.4	16.0	27.9		15.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	11.2	24.4		16.5				
Max Q Clear Time (g_c+11), s	6.0	18.8		15.9	13.2	22.1		10.1				
Green Ext Time (p_c), s	0.1	0.3		0.0	0.0	0.2		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			44.2									
HCM 7th LOS			D									

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	25	45	5	30	30
Future Vol, veh/h	5	25	45	5	30	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	9	44	79	9	53	53

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	241	83	0	0	88	0
Stage 1	83	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	730	954	-	-	1459	-
Stage 1	920	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	703	954	-	-	1459	-
Mov Cap-2 Maneuver	703	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.25	0	3.78
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	901	900
HCM Lane V/C Ratio	-	-	0.058	0.036
HCM Ctrl Dly (s/v)	-	-	9.2	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	20	85	5	25	100
Future Vol, veh/h	5	20	85	5	25	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	9	35	149	9	44	175

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	417	154	0	0	158
Stage 1	154	-	-	-	-
Stage 2	263	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	578	872	-	-	1374
Stage 1	855	-	-	-	-
Stage 2	763	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	557	872	-	-	1374
Mov Cap-2 Maneuver	557	-	-	-	-
Stage 1	855	-	-	-	-
Stage 2	736	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.87	0	1.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	783	360
HCM Lane V/C Ratio	-	-	0.056	0.032
HCM Ctrl Dly (s/v)	-	-	9.9	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	45	115	10	50	110	10
Future Vol, veh/h	45	115	10	50	110	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	65	167	14	72	159	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	232	0	250 149
Stage 1	-	-	-	-	149 -
Stage 2	-	-	-	-	101 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1290	-	721 877
Stage 1	-	-	-	-	860 -
Stage 2	-	-	-	-	903 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1290	-	713 877
Mov Cap-2 Maneuver	-	-	-	-	713 -
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	903 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.3	11.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	724	-	-	300	-
HCM Lane V/C Ratio	0.24	-	-	0.011	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection						
Int Delay, s/veh	9.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	90	95	285	250	55
Future Vol, veh/h	95	90	95	285	250	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	75	84	88	78	66
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	140	120	113	324	321	83

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	912	362	404	0	0
Stage 1	362	-	-	-	-
Stage 2	550	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	294	665	1113	-	-
Stage 1	687	-	-	-	-
Stage 2	562	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	264	665	1113	-	-
Mov Cap-2 Maneuver	264	-	-	-	-
Stage 1	617	-	-	-	-
Stage 2	562	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.53	2.23	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1113	-	366	-	-
HCM Lane V/C Ratio	0.102	-	0.709	-	-
HCM Ctrl Dly (s/v)	8.6	-	35.5	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.3	-	5.2	-	-

Intersection						
Int Delay, s/veh	28.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	245	200	105	200	230	145
Future Vol, veh/h	245	200	105	200	230	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	170	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	82	75	83	87	84
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	288	244	140	241	264	173

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	532	0	931
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	521
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	996	-	287
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	580
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	996	-	~ 240
Mov Cap-2 Maneuver	-	-	-	-	~ 240
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	486

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.38	84.95
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	625	-	-	661	-
HCM Lane V/C Ratio	1.101	0.276	-	-	0.141	-
HCM Ctrl Dly (s/v)	132	13	-	-	9.2	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	11.6	1.1	-	-	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Valley County - Red Ridge TIS
 Future (2036) Background

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane


























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	257	288	151	160	146	261	523	180	95	303	85
v/c Ratio	0.85	0.58	0.70	0.70	0.45	0.60	0.82	0.28	0.34	0.56	0.15
Control Delay (s/veh)	60.3	9.5	51.7	51.2	9.8	21.1	39.4	5.2	16.5	30.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	9.5	51.7	51.2	9.8	21.1	39.4	5.2	16.5	30.2	0.8
Queue Length 50th (ft)	141	0	84	89	0	87	279	0	28	147	0
Queue Length 95th (ft)	#271	45	137	139	31	162	#533	49	55	257	2
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	342	523	332	350	415	456	641	646	342	539	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.55	0.45	0.46	0.35	0.57	0.82	0.28	0.28	0.56	0.15

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2036) Background

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Future Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	123	134	288	151	160	146	261	523	180	95	303	85
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	141	154	252	193	202	168	465	683	566	272	556	471
Arrive On Green	0.17	0.17	0.17	0.12	0.12	0.12	0.13	0.39	0.39	0.05	0.32	0.32
Sat Flow, veh/h	819	892	1465	1668	1752	1450	1668	1752	1452	1668	1752	1485
Grp Volume(v), veh/h	257	0	288	151	160	146	261	523	180	95	303	85
Grp Sat Flow(s),veh/h/ln	1711	0	1465	1668	1752	1450	1668	1752	1452	1668	1752	1485
Q Serve(g_s), s	11.7	0.0	13.8	7.0	7.1	7.9	8.2	20.8	6.9	2.7	11.4	3.3
Cycle Q Clear(g_c), s	11.7	0.0	13.8	7.0	7.1	7.9	8.2	20.8	6.9	2.7	11.4	3.3
Prop In Lane	0.48		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	0	252	193	202	168	465	683	566	272	556	471
V/C Ratio(X)	0.87	0.00	1.14	0.78	0.79	0.87	0.56	0.77	0.32	0.35	0.54	0.18
Avail Cap(c_a), veh/h	353	0	302	344	361	299	465	683	566	393	556	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	33.1	34.4	34.4	34.8	15.8	21.2	17.0	16.2	22.5	19.8
Incr Delay (d2), s/veh	16.3	0.0	98.0	2.6	2.6	5.3	0.9	8.0	1.5	0.3	3.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	11.7	3.0	3.1	3.0	3.0	9.3	2.4	0.9	5.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.5	0.0	131.1	37.0	37.1	40.1	16.7	29.2	18.5	16.5	26.4	20.6
LnGrp LOS	D		F	D	D	D	B	C	B	B	C	C
Approach Vol, veh/h		545			457			964			483	
Approach Delay, s/veh		92.2			38.0			23.8			23.4	
Approach LOS		F			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	36.8		19.3	15.0	31.0		14.7				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.7	22.8		13.7	10.2	13.4		9.1				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			41.6									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	20.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	15	10	5	10	15	665	5	10	695	15
Future Vol, veh/h	10	10	15	10	5	10	15	665	5	10	695	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	75	63	25	25	25	42	87	42	25	92	56
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	24	13	24	40	20	40	36	764	12	40	755	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1695	1697	769	1684	1704	770	782	0	0	776	0	0
Stage 1	849	849	-	842	842	-	-	-	-	-	-	-
Stage 2	846	848	-	842	862	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	70	89	389	71	88	388	801	-	-	805	-	-
Stage 1	345	366	-	348	369	-	-	-	-	-	-	-
Stage 2	346	367	-	348	361	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	40	74	389	48	74	388	801	-	-	805	-	-
Mov Cap-2 Maneuver	40	74	-	48	74	-	-	-	-	-	-	-
Stage 1	314	334	-	320	340	-	-	-	-	-	-	-
Stage 2	269	338	-	286	329	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	157.42		259.75		0.43		0.47	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	79	-	-	73	82	87	-	-
HCM Lane V/C Ratio	0.045	-	-	0.833	1.216	0.05	-	-
HCM Ctrl Dly (s/v)	9.7	0	-	157.4	259.7	9.7	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	7.3	0.2	-	-



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	532	140	241	264	173
v/c Ratio	0.72	0.53	0.32	0.55	0.32
Control Delay (s/veh)	16.2	19.3	10.5	20.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.2	19.3	10.5	20.4	5.0
Queue Length 50th (ft)	93	26	40	59	0
Queue Length 95th (ft)	228	70	98	162	34
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1479	555	1569	1164	1069
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.15	0.23	0.16

Intersection Summary

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Saturday Peak Hour
 5: Boydston Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	245	200	105	200	230	145
Future Volume (veh/h)	245	200	105	200	230	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	288	244	140	241	264	173
Peak Hour Factor	0.85	0.82	0.75	0.83	0.87	0.84
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	438	371	383	876	350	311
Arrive On Green	0.50	0.50	0.50	0.50	0.21	0.21
Sat Flow, veh/h	876	742	817	1752	1668	1485
Grp Volume(v), veh/h	0	532	140	241	264	173
Grp Sat Flow(s),veh/h/ln	0	1618	817	1752	1668	1485
Q Serve(g_s), s	0.0	10.1	6.4	3.3	6.1	4.3
Cycle Q Clear(g_c), s	0.0	10.1	16.5	3.3	6.1	4.3
Prop In Lane		0.46	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	810	383	876	350	311
V/C Ratio(X)	0.00	0.66	0.37	0.27	0.75	0.56
Avail Cap(c_a), veh/h	0	1839	902	1991	1250	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	13.8	6.0	15.3	14.6
Incr Delay (d2), s/veh	0.0	0.9	0.6	0.2	3.3	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	1.0	0.8	2.2	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.6	14.4	6.2	18.7	16.2
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	532			381	437	
Approach Delay, s/veh	8.6			9.2	17.7	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		14.7		26.7		26.7
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		31.0		47.0		47.0
Max Q Clear Time (g_c+I1), s		8.1		12.1		18.5
Green Ext Time (p_c), s		0.5		3.0		2.2
Intersection Summary						
HCM 7th Control Delay, s/veh			11.7			
HCM 7th LOS			B			

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	257	288	151	160	146	261	523	180	95	303	85
v/c Ratio	0.82	0.44	0.68	0.68	0.44	0.64	0.89	0.30	0.37	0.65	0.17
Control Delay (s/veh)	54.3	3.8	49.0	48.5	9.7	23.1	47.8	5.5	17.6	33.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.3	3.8	49.0	48.5	9.7	23.1	47.8	5.5	17.6	33.5	1.0
Queue Length 50th (ft)	132	0	80	84	0	86	277	0	28	146	0
Queue Length 95th (ft)	#271	20	137	139	31	162	#533	49	55	257	2
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	371	674	360	379	437	431	586	606	326	584	599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.43	0.42	0.42	0.33	0.61	0.89	0.30	0.29	0.52	0.14

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2036) Background - Mitigated

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Future Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	123	134	288	151	160	146	261	523	180	95	303	85
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	145	158	471	201	211	174	423	566	469	234	423	359
Arrive On Green	0.18	0.18	0.18	0.12	0.12	0.12	0.14	0.32	0.32	0.06	0.24	0.24
Sat Flow, veh/h	819	892	1465	1668	1752	1450	1668	1752	1451	1668	1752	1485
Grp Volume(v), veh/h	257	0	288	151	160	146	261	523	180	95	303	85
Grp Sat Flow(s),veh/h/ln	1711	0	1465	1668	1752	1450	1668	1752	1451	1668	1752	1485
Q Serve(g_s), s	9.8	0.0	11.2	5.9	5.9	6.6	7.7	19.4	6.4	2.5	10.7	3.1
Cycle Q Clear(g_c), s	9.8	0.0	11.2	5.9	5.9	6.6	7.7	19.4	6.4	2.5	10.7	3.1
Prop In Lane	0.48		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	0	471	201	211	174	423	566	469	234	423	359
V/C Ratio(X)	0.85	0.00	0.61	0.75	0.76	0.84	0.62	0.92	0.38	0.41	0.72	0.24
Avail Cap(c_a), veh/h	420	0	572	409	430	356	438	662	548	385	662	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	19.4	28.6	28.6	28.9	16.3	22.0	17.6	16.7	23.4	20.5
Incr Delay (d2), s/veh	8.6	0.0	0.5	2.1	2.1	4.0	1.7	16.1	0.2	0.4	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	3.7	2.4	2.5	2.4	2.8	9.7	2.0	0.9	4.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	0.0	19.9	30.8	30.8	33.0	18.0	38.1	17.8	17.1	24.2	20.6
LnGrp LOS	D		B	C	C	C	B	D	B	B	C	C
Approach Vol, veh/h		545			457			964			483	
Approach Delay, s/veh		27.2			31.5			28.9			22.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	27.3		17.4	14.4	21.9		13.6				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.5	21.4		11.8	9.7	12.7		7.9				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.7								
HCM 7th LOS				C								

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	0	2	5	0	35	0	47	5	15	37	21
Future Vol, veh/h	58	0	2	5	0	35	0	47	5	15	37	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	63	0	2	5	0	38	0	51	5	16	40	23

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	135	141	52	127	149	54	63	0	0	57	0	0
Stage 1	84	84	-	54	54	-	-	-	-	-	-	-
Stage 2	51	57	-	73	96	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	818	736	994	829	728	991	1490	-	-	1498	-	-
Stage 1	904	810	-	939	835	-	-	-	-	-	-	-
Stage 2	942	832	-	917	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	778	727	994	817	719	991	1490	-	-	1498	-	-
Mov Cap-2 Maneuver	778	727	-	817	719	-	-	-	-	-	-	-
Stage 1	894	800	-	939	835	-	-	-	-	-	-	-
Stage 2	906	832	-	905	791	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.01		8.9		0		1.53	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	783	966	345	-	-
HCM Lane V/C Ratio	-	-	-	0.083	0.045	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	10	8.9	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	25	389	5	10	198
Future Vol, veh/h	5	25	389	5	10	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	33	519	7	13	264

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	522	0	0	525	0
Stage 1	522	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	337	539	-	-	1002	-
Stage 1	579	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	332	539	-	-	1002	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.03	0	0.42
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	488	87
HCM Lane V/C Ratio	-	-	0.082	0.013
HCM Ctrl Dly (s/v)	-	-	13	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	414	10	40	193	10	90
Future Vol, veh/h	414	10	40	193	10	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	436	11	42	203	11	95

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	446	0	728 441
Stage 1	-	-	-	-	441 -
Stage 2	-	-	-	-	287 -
Critical Hdwy	-	-	4.2	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	-	-	2.29	-	3.59 3.39
Pot Cap-1 Maneuver	-	-	1073	-	379 600
Stage 1	-	-	-	-	632 -
Stage 2	-	-	-	-	743 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	362 600
Mov Cap-2 Maneuver	-	-	-	-	362 -
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	743 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.46	12.86
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	563	-	-	309	-
HCM Lane V/C Ratio	0.187	-	-	0.039	-
HCM Ctrl Dly (s/v)	12.9	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	243	361	218	234	434
v/c Ratio	0.63	0.47	0.51	0.24	0.76
Control Delay (s/veh)	32.0	3.9	12.5	8.2	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.0	3.9	12.5	8.2	27.8
Queue Length 50th (ft)	85	0	37	39	137
Queue Length 95th (ft)	151	36	56	81	276
Internal Link Dist (ft)	1165			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	688	792	456	1400	971
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.46	0.48	0.17	0.45

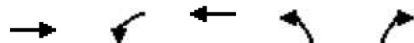
Intersection Summary

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Morning Peak Hour
 4: Boydston Street & Valley Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	182	307	133	185	265	85
Future Volume (veh/h)	182	307	133	185	265	85
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	243	361	218	234	285	149
Peak Hour Factor	0.75	0.85	0.61	0.79	0.93	0.57
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	307	456	427	999	352	184
Arrive On Green	0.18	0.18	0.12	0.57	0.32	0.32
Sat Flow, veh/h	1668	1485	1668	1752	1083	566
Grp Volume(v), veh/h	243	361	218	234	0	434
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1650
Q Serve(g_s), s	6.8	9.0	4.1	3.2	0.0	11.8
Cycle Q Clear(g_c), s	6.8	9.0	4.1	3.2	0.0	11.8
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	307	456	427	999	0	536
V/C Ratio(X)	0.79	0.79	0.51	0.23	0.00	0.81
Avail Cap(c_a), veh/h	887	971	563	1862	0	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	15.5	10.5	5.2	0.0	15.1
Incr Delay (d2), s/veh	4.6	3.1	0.9	0.1	0.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.4	1.2	0.8	0.0	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.6	18.6	11.4	5.3	0.0	18.1
LnGrp LOS	C	B	B	A		B
Approach Vol, veh/h	604			452	434	
Approach Delay, s/veh	20.6			8.3	18.1	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.9		15.0	12.0	21.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		52.0		26.0	10.0	36.0
Max Q Clear Time (g_c+I1), s		5.2		8.8	6.1	13.8
Green Ext Time (p_c), s		1.1		0.2	0.3	2.1
Intersection Summary						
HCM 7th Control Delay, s/veh			16.1			
HCM 7th LOS			B			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	531	138	177	280	181
v/c Ratio	0.72	0.55	0.25	0.57	0.32
Control Delay (s/veh)	15.0	20.4	10.0	20.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	20.4	10.0	20.3	4.9
Queue Length 50th (ft)	73	24	26	56	0
Queue Length 95th (ft)	166	87	75	146	32
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1469	553	1585	1149	1061
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.11	0.24	0.17

Intersection Summary

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Morning Peak Hour
 5: Boydston Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (veh/h)	170	253	132	165	230	152
Future Volume (veh/h)	170	253	132	165	230	152
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	215	316	138	177	280	181
Peak Hour Factor	0.79	0.80	0.96	0.93	0.82	0.84
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	319	469	370	873	364	324
Arrive On Green	0.50	0.50	0.50	0.50	0.22	0.22
Sat Flow, veh/h	641	942	817	1752	1668	1485
Grp Volume(v), veh/h	0	531	138	177	280	181
Grp Sat Flow(s),veh/h/ln	0	1582	817	1752	1668	1485
Q Serve(g_s), s	0.0	10.7	6.5	2.4	6.7	4.6
Cycle Q Clear(g_c), s	0.0	10.7	17.2	2.4	6.7	4.6
Prop In Lane		0.60	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	788	370	873	364	324
V/C Ratio(X)	0.00	0.67	0.37	0.20	0.77	0.56
Avail Cap(c_a), veh/h	0	1795	890	1988	1183	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.0	14.5	5.9	15.5	14.7
Incr Delay (d2), s/veh	0.0	1.0	0.6	0.1	3.4	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	1.0	0.6	2.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.0	15.1	6.0	19.0	16.2
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	531			315	461	
Approach Delay, s/veh	9.0			10.0	17.9	
Approach LOS	A			B	B	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		15.2		27.1		27.1
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		30.0		48.0		48.0
Max Q Clear Time (g_c+I1), s		8.7		12.7		19.2
Green Ext Time (p_c), s		0.6		3.0		1.9
Intersection Summary						
HCM 7th Control Delay, s/veh			12.4			
HCM 7th LOS			B			


























Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	339	425	111	140	138	382	430	167	104	297	98
v/c Ratio	0.87	0.54	0.55	0.66	0.44	0.95	0.79	0.29	0.36	0.79	0.22
Control Delay (s/veh)	55.7	5.4	44.2	49.2	9.2	56.4	40.3	5.8	17.6	45.9	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	5.4	44.2	49.2	9.2	56.4	40.3	5.8	17.6	45.9	2.5
Queue Length 50th (ft)	164	14	53	68	0	132	201	0	29	139	0
Queue Length 95th (ft)	#288	28	71	113	20	#214	#335	17	47	206	8
Internal Link Dist (ft)	982			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	397	780	344	362	424	401	542	575	349	469	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.54	0.32	0.39	0.33	0.95	0.79	0.29	0.30	0.63	0.19

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	147	319	70	112	105	298	340	115	70	235	84
Future Volume (veh/h)	121	147	319	70	112	105	298	340	115	70	235	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	153	186	425	111	140	138	382	430	167	104	297	98
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	172	209	581	179	188	155	419	537	455	267	343	291
Arrive On Green	0.22	0.22	0.22	0.11	0.11	0.11	0.17	0.31	0.31	0.06	0.20	0.20
Sat Flow, veh/h	773	940	1465	1668	1752	1450	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	339	0	425	111	140	138	382	430	167	104	297	98
Grp Sat Flow(s),veh/h/ln	1713	0	1465	1668	1752	1450	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	13.6	0.0	15.7	4.5	5.5	6.6	12.2	16.0	6.2	3.0	11.6	4.0
Cycle Q Clear(g_c), s	13.6	0.0	15.7	4.5	5.5	6.6	12.2	16.0	6.2	3.0	11.6	4.0
Prop In Lane	0.45		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	0	581	179	188	155	419	537	455	267	343	291
V/C Ratio(X)	0.89	0.00	0.73	0.62	0.75	0.89	0.91	0.80	0.37	0.39	0.87	0.34
Avail Cap(c_a), veh/h	448	0	639	389	409	338	419	580	491	405	530	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	18.3	30.2	30.6	31.1	20.2	22.5	19.2	17.1	27.5	24.5
Incr Delay (d2), s/veh	16.2	0.0	3.1	1.3	2.2	6.5	23.4	6.6	0.2	0.3	5.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	6.0	1.8	2.4	2.5	7.3	7.0	2.0	1.1	5.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	0.0	21.4	31.5	32.8	37.7	43.7	29.1	19.3	17.5	33.4	24.7
LnGrp LOS	D		C	C	C	D	D	C	B	B	C	C
Approach Vol, veh/h		764			389			979			499	
Approach Delay, s/veh		30.9			34.2			33.1			28.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	27.3		21.2	17.0	19.4		13.1				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	23.4		18.5	12.2	21.4		16.5				
Max Q Clear Time (g_c+I1), s	5.0	18.0		15.6	14.2	13.6		7.5				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.0	0.2		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.7									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	15.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	20	5	10	5	15	518	10	10	499	25
Future Vol, veh/h	35	10	20	5	10	5	15	518	10	10	499	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	25	63	38	38	38	75	85	63	25	90	95
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	63	40	32	13	26	13	20	609	16	40	554	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1310	1313	568	1312	1318	617	581	0	0	625	0	0
Stage 1	648	648	-	657	657	-	-	-	-	-	-	-
Stage 2	663	665	-	654	661	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	131	153	508	130	152	475	955	-	-	919	-	-
Stage 1	446	454	-	441	449	-	-	-	-	-	-	-
Stage 2	438	446	-	442	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	95	138	508	81	137	475	955	-	-	919	-	-
Mov Cap-2 Maneuver	95	138	-	81	137	-	-	-	-	-	-	-
Stage 1	417	425	-	427	435	-	-	-	-	-	-	-
Stage 2	387	431	-	351	419	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	145.95		46.48		0.27		0.59	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	56	-	-	133	138	115	-	-
HCM Lane V/C Ratio	0.021	-	-	1.012	0.382	0.044	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	145.9	46.5	9.1	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	7.2	1.6	0.1	-	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	236	7	2	158	86	117
Future Vol, veh/h	236	7	2	158	86	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	257	8	2	172	93	127

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	270	93	221	0	0
Stage 1	93	-	-	-	-
Stage 2	176	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	703	942	1303	-	-
Stage 1	910	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	702	942	1303	-	-
Mov Cap-2 Maneuver	702	-	-	-	-
Stage 1	909	-	-	-	-
Stage 2	835	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	23	-	707	-	-
HCM Lane V/C Ratio	0.002	-	0.374	-	-
HCM Ctrl Dly (s/v)	7.8	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.7	-	-

Intersection				
Intersection Delay, s/veh	3.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	52	37	135
Demand Flow Rate, veh/h	44	57	41	149
Vehicles Circulating, veh/h	218	124	249	85
Vehicles Exiting, veh/h	15	18	13	96
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	3.7	4.1	4.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	44	57	41	149
Cap Entry Lane, veh/h	1105	1216	1070	1265
Entry HV Adj Factor	0.909	0.909	0.902	0.906
Flow Entry, veh/h	40	52	37	135
Cap Entry, veh/h	1004	1105	966	1146
V/C Ratio	0.040	0.047	0.038	0.118
Control Delay, s/veh	3.9	3.7	4.1	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	129
Demand Flow Rate, veh/h	142
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	291
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	3.7
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	142
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.907
Flow Entry, veh/h	129
Cap Entry, veh/h	1252
V/C Ratio	0.103
Control Delay, s/veh	3.7
LOS	A
95th %tile Queue, veh	0

Intersection			
Intersection Delay, s/veh	3.8		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	7	106	159
Demand Flow Rate, veh/h	8	117	175
Vehicles Circulating, veh/h	116	0	8
Vehicles Exiting, veh/h	1	183	116
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.6	4.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	8	117	175
Cap Entry Lane, veh/h	1226	1380	1369
Entry HV Adj Factor	0.875	0.910	0.909
Flow Entry, veh/h	7	106	159
Cap Entry, veh/h	1073	1255	1244
V/C Ratio	0.007	0.085	0.128
Control Delay, s/veh	3.4	3.6	4.0
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	153	186	425	111	140	138	382	430	167	104	297	98
v/c Ratio	0.64	0.52	0.52	0.49	0.39	0.33	0.64	0.59	0.23	0.22	0.64	0.20
Control Delay (s/veh)	35.7	27.1	4.5	29.6	24.5	6.6	12.2	18.0	3.4	7.0	27.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.7	27.1	4.5	29.6	24.5	6.6	12.2	18.0	3.4	7.0	27.0	2.4
Queue Length 50th (ft)	43	50	12	30	37	0	53	105	0	12	80	0
Queue Length 95th (ft)	109	120	34	63	94	21	117	204	13	28	179	11
Internal Link Dist (ft)		982			1578			792			1165	
Turn Bay Length (ft)	300		300	225		225	200		400	100		100
Base Capacity (vph)	503	754	1068	482	754	710	841	1353	1186	601	985	900
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.25	0.40	0.23	0.19	0.19	0.45	0.32	0.14	0.17	0.30	0.11

Intersection Summary

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Morning Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	147	319	70	112	105	298	340	115	70	235	84
Future Volume (veh/h)	121	147	319	70	112	105	298	340	115	70	235	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	153	186	425	111	140	138	382	430	167	104	297	98
Peak Hour Factor	0.79	0.79	0.75	0.63	0.80	0.76	0.78	0.79	0.69	0.67	0.79	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	352	473	718	278	473	392	543	611	518	369	361	306
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.22	0.35	0.35	0.07	0.21	0.21
Sat Flow, veh/h	1031	1752	1466	759	1752	1453	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	153	186	425	111	140	138	382	430	167	104	297	98
Grp Sat Flow(s),veh/h/ln	1031	1752	1466	759	1752	1453	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	7.2	4.5	10.9	7.3	3.3	4.0	8.9	11.0	4.3	2.0	8.4	2.9
Cycle Q Clear(g_c), s	10.5	4.5	10.9	11.8	3.3	4.0	8.9	11.0	4.3	2.0	8.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	473	718	278	473	392	543	611	518	369	361	306
V/C Ratio(X)	0.44	0.39	0.59	0.40	0.30	0.35	0.70	0.70	0.32	0.28	0.82	0.32
Avail Cap(c_a), veh/h	521	760	958	402	760	630	894	1398	1185	572	993	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	15.5	9.6	20.3	15.0	15.3	12.2	14.6	12.4	10.5	19.7	17.5
Incr Delay (d2), s/veh	0.3	0.2	0.3	0.3	0.1	0.2	0.6	0.6	0.1	0.2	1.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	2.9	1.2	1.2	1.2	2.7	3.7	1.2	0.6	3.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	15.7	9.9	20.6	15.2	15.5	12.8	15.1	12.5	10.7	21.5	17.7
LnGrp LOS	B	B	A	C	B	B	B	B	B	B	C	B
Approach Vol, veh/h		764			389			979			499	
Approach Delay, s/veh		13.2			16.8			13.8			18.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	23.7		19.5	16.1	16.3		19.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	41.4		22.5	22.2	29.4		22.5				
Max Q Clear Time (g_c+I1), s	4.0	13.0		12.5	10.9	10.4		13.8				
Green Ext Time (p_c), s	0.1	0.4		0.2	0.5	0.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	0	1	5	0	25	1	59	5	40	58	57
Future Vol, veh/h	34	0	1	5	0	25	1	59	5	40	58	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	37	0	1	5	0	27	1	64	5	43	63	62

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	247	253	94	219	281	67	125	0	0	70	0	0
Stage 1	181	181	-	69	69	-	-	-	-	-	-	-
Stage 2	66	72	-	150	212	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	690	637	941	720	614	975	1413	-	-	1482	-	-
Stage 1	803	735	-	921	822	-	-	-	-	-	-	-
Stage 2	924	820	-	834	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	649	616	941	696	594	975	1413	-	-	1482	-	-
Mov Cap-2 Maneuver	649	616	-	696	594	-	-	-	-	-	-	-
Stage 1	777	712	-	921	821	-	-	-	-	-	-	-
Stage 2	898	819	-	806	690	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB	
HCM Ctrl Dly, s/v	10.84		9.09		0.12			1.94	
HCM LOS	B		A						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	655	914	423	-	-
HCM Lane V/C Ratio	0.001	-	-	0.058	0.036	0.029	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.8	9.1	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	15	366	5	30	469
Future Vol, veh/h	5	15	366	5	30	469
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	20	488	7	40	625

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1197	491	0	0	495
Stage 1	491	-	-	-	-
Stage 2	705	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	198	561	-	-	1029
Stage 1	599	-	-	-	-
Stage 2	475	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	186	561	-	-	1029
Mov Cap-2 Maneuver	186	-	-	-	-
Stage 1	599	-	-	-	-
Stage 2	447	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.39	0	0.52
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	373	108
HCM Lane V/C Ratio	-	-	0.071	0.039
HCM Ctrl Dly (s/v)	-	-	15.4	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	351	10	65	474	10	50
Future Vol, veh/h	351	10	65	474	10	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	373	11	69	504	11	53

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	384	0	1021
Stage 1	-	-	-	-	379
Stage 2	-	-	-	-	643
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	1132	-	253
Stage 1	-	-	-	-	675
Stage 2	-	-	-	-	509
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1132	-	231
Mov Cap-2 Maneuver	-	-	-	-	231
Stage 1	-	-	-	-	618
Stage 2	-	-	-	-	509

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.01	13.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	500	-	-	217	-
HCM Lane V/C Ratio	0.128	-	-	0.061	-
HCM Ctrl Dly (s/v)	13.3	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	230	356	499	388	609
v/c Ratio	0.80	0.45	1.06	0.33	0.91
Control Delay (s/veh)	56.7	3.8	82.0	6.5	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.7	3.8	82.0	6.5	41.0
Queue Length 50th (ft)	126	0	~250	77	276
Queue Length 95th (ft)	156	11	#256	100	#481
Internal Link Dist (ft)	1201			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	316	786	471	1289	774
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.45	1.06	0.30	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Evening Peak Hour
 4: Boydston Street & Valley Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	253	344	310	290	215
Future Volume (veh/h)	163	253	344	310	290	215
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	230	356	499	388	322	287
Peak Hour Factor	0.71	0.71	0.69	0.80	0.90	0.75
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	267	560	484	1218	346	309
Arrive On Green	0.16	0.16	0.22	0.70	0.41	0.41
Sat Flow, veh/h	1668	1485	1668	1752	854	761
Grp Volume(v), veh/h	230	356	499	388	0	609
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1615
Q Serve(g_s), s	11.1	13.2	18.0	7.2	0.0	29.8
Cycle Q Clear(g_c), s	11.1	13.2	18.0	7.2	0.0	29.8
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	267	560	484	1218	0	655
V/C Ratio(X)	0.86	0.64	1.03	0.32	0.00	0.93
Avail Cap(c_a), veh/h	322	610	484	1312	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	21.1	22.2	4.9	0.0	23.5
Incr Delay (d2), s/veh	18.1	1.9	49.0	0.1	0.0	17.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.3	15.6	2.0	0.0	13.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.0	23.1	71.2	5.1	0.0	40.6
LnGrp LOS	D	C	F	A		D
Approach Vol, veh/h	586			887	609	
Approach Delay, s/veh	34.4			42.3	40.6	
Approach LOS	C			D	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.6		19.2	24.0	39.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		62.0		16.0	18.0	38.0
Max Q Clear Time (g_c+I1), s		9.2		13.1	20.0	31.8
Green Ext Time (p_c), s		1.9		0.1	0.0	1.8
Intersection Summary						
HCM 7th Control Delay, s/veh			39.6			
HCM 7th LOS			D			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	777	248	255	343	202
v/c Ratio	0.76	1.02	0.24	0.83	0.39
Control Delay (s/veh)	16.1	88.3	9.3	47.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.1	88.3	9.3	47.7	6.2
Queue Length 50th (ft)	228	~150	61	175	0
Queue Length 95th (ft)	344	#261	108	267	36
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1025	242	1047	498	576
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.76	1.02	0.24	0.69	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Evening Peak Hour
 5: Boydstun Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (veh/h)	225	334	201	235	302	166
Future Volume (veh/h)	225	334	201	235	302	166
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	271	506	248	255	343	202
Peak Hour Factor	0.83	0.66	0.81	0.92	0.88	0.82
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	342	639	254	1096	384	342
Arrive On Green	0.63	0.63	0.63	0.63	0.23	0.23
Sat Flow, veh/h	547	1021	650	1752	1668	1485
Grp Volume(v), veh/h	0	777	248	255	343	202
Grp Sat Flow(s),veh/h/ln	0	1568	650	1752	1668	1485
Q Serve(g_s), s	0.0	30.6	21.4	5.3	16.6	10.1
Cycle Q Clear(g_c), s	0.0	30.6	52.0	5.3	16.6	10.1
Prop In Lane		0.65	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	981	254	1096	384	342
V/C Ratio(X)	0.00	0.79	0.98	0.23	0.89	0.59
Avail Cap(c_a), veh/h	0	981	254	1096	522	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	11.6	34.3	6.8	31.0	28.5
Incr Delay (d2), s/veh	0.0	4.5	49.6	0.1	14.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	8.5	1.7	7.8	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	16.1	83.9	6.9	45.0	30.1
LnGrp LOS		B	F	A	D	C
Approach Vol, veh/h	777			503	545	
Approach Delay, s/veh	16.1			44.9	39.5	
Approach LOS	B			D	D	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		25.1		58.0		58.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		26.0		52.0		52.0
Max Q Clear Time (g_c+I1), s		18.6		32.6		54.0
Green Ext Time (p_c), s		0.6		4.6		0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			31.0			
HCM 7th LOS			C			



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	399	473	172	255	154	522	419	149	128	446	153
v/c Ratio	1.27	0.74	0.89	1.26	0.43	1.35	0.65	0.23	0.35	0.94	0.28
Control Delay (s/veh)	178.0	17.8	82.6	183.6	5.6	198.6	29.5	4.3	14.2	63.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	178.0	17.8	82.6	183.6	5.6	198.6	29.5	4.3	14.2	63.0	2.5
Queue Length 50th (ft)	~292	93	98	~184	0	~341	192	0	36	245	0
Queue Length 95th (ft)	#337	159	#217	#257	21	#390	290	36	59	#425	13
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	314	636	193	203	359	386	641	642	410	493	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	0.74	0.89	1.26	0.43	1.35	0.65	0.23	0.31	0.90	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.























Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	161	416	160	191	145	386	360	140	105	415	132
Future Volume (veh/h)	117	161	416	160	191	145	386	360	140	105	415	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	175	224	473	172	255	154	522	419	149	128	446	153
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	140	179	543	197	207	172	404	682	578	346	477	404
Arrive On Green	0.19	0.19	0.19	0.12	0.12	0.12	0.18	0.39	0.39	0.07	0.27	0.27
Sat Flow, veh/h	752	962	1465	1668	1752	1450	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	399	0	473	172	255	154	522	419	149	128	446	153
Grp Sat Flow(s),veh/h/ln	1714	0	1465	1668	1752	1450	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	16.5	0.0	16.5	9.0	10.5	9.3	16.2	17.0	6.0	4.0	22.1	7.4
Cycle Q Clear(g_c), s	16.5	0.0	16.5	9.0	10.5	9.3	16.2	17.0	6.0	4.0	22.1	7.4
Prop In Lane	0.44		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	0	543	197	207	172	404	682	578	346	477	404
V/C Ratio(X)	1.25	0.00	0.87	0.87	1.23	0.90	1.29	0.61	0.26	0.37	0.93	0.38
Avail Cap(c_a), veh/h	319	0	543	197	207	172	404	682	578	429	501	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	26.1	38.5	39.1	38.6	22.3	21.8	18.4	16.2	31.5	26.2
Incr Delay (d2), s/veh	136.9	0.0	13.8	30.9	138.6	40.1	149.0	1.2	0.1	0.2	23.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	0.0	11.1	5.3	12.5	5.2	22.6	6.8	2.0	1.4	12.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	173.0	0.0	39.9	69.4	177.8	78.7	171.4	23.0	18.5	16.5	55.3	26.4
LnGrp LOS	F		D	E	F	E	F	C	B	B	E	C
Approach Vol, veh/h		872			581			1090			727	
Approach Delay, s/veh		100.8			119.4			93.4			42.4	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	40.2		22.0	21.0	29.8		16.0				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	31.4		16.5	16.2	25.4		10.5				
Max Q Clear Time (g_c+I1), s	6.0	19.0		18.5	18.2	24.1		12.5				
Green Ext Time (p_c), s	0.1	0.4		0.0	0.0	0.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			88.7									
HCM 7th LOS			F									

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Evening Peak Hour
 7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	267.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	35	10	10	10	20	751	10	10	831	35
Future Vol, veh/h	35	10	35	10	10	10	20	751	10	10	831	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	38	71	50	25	25	81	86	25	25	96	75
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	67	26	49	20	40	40	25	873	40	40	866	47

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1912	1932	889	1901	1935	893	912	0	0	913	0	0
Stage 1	969	969	-	943	943	-	-	-	-	-	-	-
Stage 2	943	963	-	959	992	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	~ 49	63	331	50	63	329	715	-	-	714	-	-
Stage 1	295	322	-	305	331	-	-	-	-	-	-	-
Stage 2	305	324	-	299	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 9	52	331	~ 19	52	329	715	-	-	714	-	-
Mov Cap-2 Maneuver	~ 9	52	-	~ 19	52	-	-	-	-	-	-	-
Stage 1	261	285	-	283	308	-	-	-	-	-	-	-
Stage 2	217	301	-	204	278	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 3550.12	\$ 619.42	0.27	0.43
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	47	-	-	18	51	75	-	-
HCM Lane V/C Ratio	0.035	-	-	7.956	1.956	0.056	-	-
HCM Ctrl Dly (s/v)	10.2	0		\$ 3550.1	\$ 619.4	10.3	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	18.5	9.9	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	232	8	9	139	172	302
Future Vol, veh/h	232	8	9	139	172	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	252	9	10	151	187	328

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	358	187	515	0	0
Stage 1	187	-	-	-	-
Stage 2	171	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	625	835	1011	-	-
Stage 1	826	-	-	-	-
Stage 2	840	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	618	835	1011	-	-
Mov Cap-2 Maneuver	618	-	-	-	-
Stage 1	817	-	-	-	-
Stage 2	840	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.85	0.52	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	109	-	624	-	-
HCM Lane V/C Ratio	0.01	-	0.418	-	-
HCM Ctrl Dly (s/v)	8.6	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	2.1	-	-

Intersection				
Intersection Delay, s/veh	4.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	25	30	22	184
Demand Flow Rate, veh/h	28	33	24	202
Vehicles Circulating, veh/h	275	324	263	119
Vehicles Exiting, veh/h	46	47	40	238
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	4.3	3.9	4.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	28	33	24	202
Cap Entry Lane, veh/h	1042	992	1055	1222
Entry HV Adj Factor	0.893	0.909	0.917	0.911
Flow Entry, veh/h	25	30	22	184
Cap Entry, veh/h	931	901	967	1113
V/C Ratio	0.027	0.033	0.023	0.165
Control Delay, s/veh	4.1	4.3	3.9	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	337
Demand Flow Rate, veh/h	371
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	287
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.3
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	371
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.909
Flow Entry, veh/h	337
Cap Entry, veh/h	1255
V/C Ratio	0.269
Control Delay, s/veh	5.3
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.5		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	4	265	221
Demand Flow Rate, veh/h	4	292	243
Vehicles Circulating, veh/h	283	0	4
Vehicles Exiting, veh/h	9	247	283
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.5	4.7	4.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	4	292	243
Cap Entry Lane, veh/h	1034	1380	1374
Entry HV Adj Factor	1.000	0.908	0.909
Flow Entry, veh/h	4	265	221
Cap Entry, veh/h	1034	1254	1249
V/C Ratio	0.004	0.212	0.177
Control Delay, s/veh	3.5	4.7	4.4
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Evening Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	175	224	473	172	255	154	522	419	149	128	446	153
v/c Ratio	0.87	0.51	0.56	0.76	0.59	0.32	0.96	0.48	0.18	0.26	0.88	0.29
Control Delay (s/veh)	71.3	32.7	9.7	54.1	34.6	6.9	48.9	17.4	3.0	8.1	48.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	32.7	9.7	54.1	34.6	6.9	48.9	17.4	3.0	8.1	48.4	6.0
Queue Length 50th (ft)	92	105	82	87	122	0	199	150	0	26	228	2
Queue Length 95th (ft)	#132	139	162	#198	165	46	#262	228	31	43	#379	39
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)	300		300	225		225	200		400	100		100
Base Capacity (vph)	222	481	867	248	481	511	574	904	840	560	628	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.47	0.55	0.69	0.53	0.30	0.91	0.46	0.18	0.23	0.71	0.24

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	161	416	160	191	145	386	360	140	105	415	132
Future Volume (veh/h)	117	161	416	160	191	145	386	360	140	105	415	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	175	224	473	172	255	154	522	419	149	128	446	153
Peak Hour Factor	0.67	0.72	0.88	0.93	0.75	0.94	0.74	0.86	0.94	0.82	0.93	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	219	472	788	200	472	391	550	842	714	437	483	409
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.26	0.48	0.48	0.06	0.28	0.28
Sat Flow, veh/h	915	1752	1466	701	1752	1453	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	175	224	473	172	255	154	522	419	149	128	446	153
Grp Sat Flow(s),veh/h/ln	915	1752	1466	701	1752	1453	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	12.1	9.0	18.6	13.5	10.4	7.2	20.1	13.6	4.8	3.2	20.7	7.0
Cycle Q Clear(g_c), s	22.5	9.0	18.6	22.5	10.4	7.2	20.1	13.6	4.8	3.2	20.7	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	472	788	200	472	391	550	842	714	437	483	409
V/C Ratio(X)	0.80	0.47	0.60	0.86	0.54	0.39	0.95	0.50	0.21	0.29	0.92	0.37
Avail Cap(c_a), veh/h	219	472	788	200	472	391	551	868	736	541	616	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	25.6	13.4	37.3	26.1	25.0	19.9	14.8	12.5	10.9	29.4	24.4
Incr Delay (d2), s/veh	17.5	0.3	0.9	28.5	0.7	0.2	26.0	0.2	0.1	0.1	15.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.7	5.9	5.1	4.4	2.5	10.9	5.0	1.5	1.1	10.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.7	25.9	14.3	65.8	26.8	25.2	45.9	15.0	12.6	11.0	44.7	24.6
LnGrp LOS	D	C	B	E	C	C	D	B	B	B	D	C
Approach Vol, veh/h		872			581			1090			727	
Approach Delay, s/veh		25.4			37.9			29.5			34.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	45.8		28.0	26.9	28.6		28.0				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	41.4		22.5	22.2	29.4		22.5				
Max Q Clear Time (g_c+I1), s	5.2	15.6		24.5	22.1	22.7		24.5				
Green Ext Time (p_c), s	0.1	0.4		0.0	0.0	0.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.0									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	1	5	0	25	1	65	5	30	77	52
Future Vol, veh/h	44	0	1	5	0	25	1	65	5	30	77	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	48	0	1	5	0	27	1	71	5	33	84	57

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	250	255	112	224	281	73	140	0	0	76	0	0
Stage 1	177	177	-	76	76	-	-	-	-	-	-	-
Stage 2	73	78	-	149	205	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	687	635	920	714	614	967	1395	-	-	1474	-	-
Stage 1	806	738	-	914	817	-	-	-	-	-	-	-
Stage 2	917	814	-	835	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	651	619	920	696	599	967	1395	-	-	1474	-	-
Mov Cap-2 Maneuver	651	619	-	696	599	-	-	-	-	-	-	-
Stage 1	787	720	-	913	816	-	-	-	-	-	-	-
Stage 2	891	814	-	814	700	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.93		9.11		0.11		1.41	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	-	655	908	314	-	-
HCM Lane V/C Ratio	0.001	-	-	0.075	0.036	0.022	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.9	9.1	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	20	485	5	25	510
Future Vol, veh/h	5	20	485	5	25	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	27	647	7	33	680

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1397	650	0	0	653	0
Stage 1	650	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	149	455	-	-	897	-
Stage 1	505	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	140	455	-	-	897	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.81	0	0.43
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	84
HCM Lane V/C Ratio	-	-	0.106	0.037
HCM Ctrl Dly (s/v)	-	-	17.8	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	510	10	45	525	10	50
Future Vol, veh/h	510	10	45	525	10	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	739	14	65	761	14	72

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	754	0	1638
Stage 1	-	-	-	-	746
Stage 2	-	-	-	-	891
Critical Hdwy	-	-	4.2	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	-	-	2.29	-	3.59
Pot Cap-1 Maneuver	-	-	821	-	106
Stage 1	-	-	-	-	455
Stage 2	-	-	-	-	388
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	821	-	91
Mov Cap-2 Maneuver	-	-	-	-	91
Stage 1	-	-	-	-	392
Stage 2	-	-	-	-	388

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.77	26.14
HCM LOS	D		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	-	-	142	-
HCM Lane V/C Ratio	0.34	-	-	0.079	-
HCM Ctrl Dly (s/v)	26.1	-	-	9.8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	353	460	425	324	629
v/c Ratio	1.00	0.56	1.04	0.29	0.95
Control Delay (s/veh)	85.2	6.0	80.7	7.5	49.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.2	6.0	80.7	7.5	49.2
Queue Length 50th (ft)	~208	22	~206	69	305
Queue Length 95th (ft)	#239	40	#343	106	#376
Internal Link Dist (ft)	1284			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	353	821	409	1156	696
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.00	0.56	1.04	0.28	0.90

Intersection Summary

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

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

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Saturday Peak Hour
 4: Boydston Street & Valley Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	345	357	285	250	203
Future Volume (veh/h)	240	345	357	285	250	203
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	353	460	425	324	321	308
Peak Hour Factor	0.68	0.75	0.84	0.88	0.78	0.66
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	352	594	407	1148	329	315
Arrive On Green	0.21	0.21	0.19	0.66	0.40	0.40
Sat Flow, veh/h	1668	1485	1668	1752	822	788
Grp Volume(v), veh/h	353	460	425	324	0	629
Grp Sat Flow(s),veh/h/ln	1668	1485	1668	1752	0	1610
Q Serve(g_s), s	19.0	19.0	17.0	7.0	0.0	34.6
Cycle Q Clear(g_c), s	19.0	19.0	17.0	7.0	0.0	34.6
Prop In Lane	1.00	1.00	1.00			0.49
Lane Grp Cap(c), veh/h	352	594	407	1148	0	644
V/C Ratio(X)	1.00	0.77	1.05	0.28	0.00	0.98
Avail Cap(c_a), veh/h	352	594	407	1148	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	23.5	26.3	6.6	0.0	26.6
Incr Delay (d2), s/veh	48.5	6.3	57.0	0.1	0.0	29.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	19.4	10.3	2.2	0.0	17.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	84.0	29.8	83.2	6.7	0.0	56.2
LnGrp LOS	F	C	F	A		E
Approach Vol, veh/h	813			749	629	
Approach Delay, s/veh	53.3			50.1	56.2	
Approach LOS	D			D	E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		25.0	23.0	42.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		59.0		19.0	17.0	36.0
Max Q Clear Time (g_c+I1), s		9.0		21.0	19.0	36.6
Green Ext Time (p_c), s		1.5		0.0	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			53.1			
HCM 7th LOS			D			



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	634	225	241	360	246
v/c Ratio	0.68	0.78	0.25	0.77	0.42
Control Delay (s/veh)	15.6	37.1	10.8	38.3	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	37.1	10.8	38.3	5.5
Queue Length 50th (ft)	169	79	56	170	0
Queue Length 95th (ft)	317	#179	107	254	39
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		170	
Base Capacity (vph)	1035	325	1076	674	735
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.69	0.22	0.53	0.33

Intersection Summary

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

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Saturday Peak Hour
 5: Boydston Street & SH-55



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (veh/h)	245	284	169	200	313	207
Future Volume (veh/h)	245	284	169	200	313	207
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	288	346	225	241	360	246
Peak Hour Factor	0.85	0.82	0.75	0.83	0.87	0.84
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	432	519	341	1044	407	362
Arrive On Green	0.60	0.60	0.60	0.60	0.24	0.24
Sat Flow, veh/h	725	871	743	1752	1668	1485
Grp Volume(v), veh/h	0	634	225	241	360	246
Grp Sat Flow(s),veh/h/ln	0	1595	743	1752	1668	1485
Q Serve(g_s), s	0.0	20.0	21.8	4.8	15.6	11.3
Cycle Q Clear(g_c), s	0.0	20.0	41.8	4.8	15.6	11.3
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	951	341	1044	407	362
V/C Ratio(X)	0.00	0.67	0.66	0.23	0.88	0.68
Avail Cap(c_a), veh/h	0	999	364	1098	689	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	24.2	7.1	27.3	25.7
Incr Delay (d2), s/veh	0.0	1.6	4.0	0.1	7.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	3.9	1.5	6.7	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	11.7	28.2	7.2	34.8	27.9
LnGrp LOS		B	C	A	C	C
Approach Vol, veh/h	634			466	606	
Approach Delay, s/veh	11.7			17.3	32.0	
Approach LOS	B			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		24.3		50.7		50.7
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		31.0		47.0		47.0
Max Q Clear Time (g_c+I1), s		17.6		22.0		43.8
Green Ext Time (p_c), s		0.7		3.7		0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			20.5			
HCM 7th LOS			C			



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	402	439	151	240	146	396	523	180	95	303	133
v/c Ratio	1.21	0.61	0.56	0.84	0.40	0.97	0.93	0.30	0.42	0.83	0.31
Control Delay (s/veh)	152.6	8.2	41.4	60.2	8.4	60.4	55.4	5.5	20.3	52.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	152.6	8.2	41.4	60.2	8.4	60.4	55.4	5.5	20.3	52.2	5.5
Queue Length 50th (ft)	~283	30	76	127	0	154	286	0	30	159	0
Queue Length 95th (ft)	#443	53	127	#199	29	#315	#493	46	51	#276	31
Internal Link Dist (ft)	987			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	100		100
Base Capacity (vph)	332	721	323	340	408	408	563	600	285	441	491
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.61	0.47	0.71	0.36	0.97	0.93	0.30	0.33	0.69	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.























Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
Future (2036) Plus Project

Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	177	351	125	194	115	372	455	160	75	285	117
Future Volume (veh/h)	112	177	351	125	194	115	372	455	160	75	285	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	196	206	439	151	240	146	396	523	180	95	303	133
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	170	179	560	267	280	232	406	552	468	199	342	290
Arrive On Green	0.20	0.20	0.20	0.16	0.16	0.16	0.18	0.32	0.32	0.06	0.20	0.20
Sat Flow, veh/h	834	876	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	402	0	439	151	240	146	396	523	180	95	303	133
Grp Sat Flow(s),veh/h/ln	1710	0	1465	1668	1752	1451	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	16.5	0.0	16.5	6.8	10.8	7.6	14.2	23.5	7.6	3.1	13.6	6.4
Cycle Q Clear(g_c), s	16.5	0.0	16.5	6.8	10.8	7.6	14.2	23.5	7.6	3.1	13.6	6.4
Prop In Lane	0.49		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	0	560	267	280	232	406	552	468	199	342	290
V/C Ratio(X)	1.15	0.00	0.78	0.57	0.86	0.63	0.97	0.95	0.38	0.48	0.89	0.46
Avail Cap(c_a), veh/h	349	0	560	341	358	296	406	552	468	316	464	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	22.2	31.4	33.0	31.7	23.4	27.0	21.6	20.8	31.6	28.7
Incr Delay (d2), s/veh	95.9	0.0	6.6	0.7	12.7	1.0	37.6	25.4	0.2	0.7	11.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	0.0	8.1	2.7	5.5	2.7	10.0	13.0	2.5	1.1	6.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.1	0.0	28.8	32.1	45.7	32.7	61.0	52.4	21.7	21.5	43.6	29.2
LnGrp LOS	F		C	C	D	C	E	D	C	C	D	C
Approach Vol, veh/h		841			537			1099			531	
Approach Delay, s/veh		76.2			38.3			50.5			36.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	31.1		22.0	19.0	21.4		18.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	14.2	21.4		16.5				
Max Q Clear Time (g_c+I1), s	5.1	25.5		18.5	16.2	15.6		12.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.2		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			53.0									
HCM 7th LOS			D									

Intersection												
Int Delay, s/veh	50.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	15	10	5	10	15	792	5	10	816	15
Future Vol, veh/h	10	10	15	10	5	10	15	792	5	10	816	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	75	63	25	25	25	42	87	42	25	92	56
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	24	13	24	40	20	40	36	910	12	40	887	27

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1972	1974	900	1961	1981	916	914	0	0	922	0	0
Stage 1	980	980	-	988	988	-	-	-	-	-	-	-
Stage 2	992	994	-	974	994	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	44	59	326	45	59	319	714	-	-	709	-	-
Stage 1	290	318	-	288	315	-	-	-	-	-	-	-
Stage 2	286	313	-	293	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 19	47	326	~ 25	46	319	714	-	-	709	-	-
Mov Cap-2 Maneuver	~ 19	47	-	~ 25	46	-	-	-	-	-	-	-
Stage 1	257	281	-	258	283	-	-	-	-	-	-	-
Stage 2	209	281	-	229	277	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 524.16		\$ 711.05		0.38		0.44	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	67	-	-	38	47	75	-	-
HCM Lane V/C Ratio	0.05	-	-	1.592	2.137	0.056	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	\$ 524.2	\$ 711.1	10.4	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	6.4	10.3	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	356	12	12	134	157	358
Future Vol, veh/h	356	12	12	134	157	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	387	13	13	146	171	389

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	342	171	560	0	0
Stage 1	171	-	-	-	-
Stage 2	172	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-
Pot Cap-1 Maneuver	638	853	972	-	-
Stage 1	840	-	-	-	-
Stage 2	839	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	629	853	972	-	-
Mov Cap-2 Maneuver	629	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	839	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.87	0.72	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	148	-	634	-	-
HCM Lane V/C Ratio	0.013	-	0.631	-	-
HCM Ctrl Dly (s/v)	8.8	0	19.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	4.5	-	-

Intersection				
Intersection Delay, s/veh	5.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	32	40	27	301
Demand Flow Rate, veh/h	35	44	30	331
Vehicles Circulating, veh/h	407	402	410	114
Vehicles Exiting, veh/h	39	40	32	332
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.7	4.8	4.7	5.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	35	44	30	331
Cap Entry Lane, veh/h	911	916	908	1228
Entry HV Adj Factor	0.914	0.909	0.900	0.909
Flow Entry, veh/h	32	40	27	301
Cap Entry, veh/h	833	832	817	1117
V/C Ratio	0.038	0.048	0.033	0.269
Control Delay, s/veh	4.7	4.8	4.7	5.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

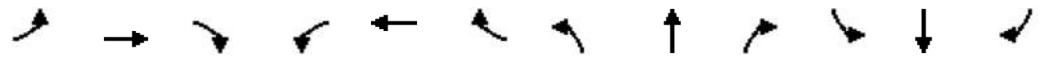
Valley County - Red Ridge TIS Saturday Peak Hour
 Future (2036) P+U Village Center Rd & Spine Road (Main Access) & Spine Road/Hill Side Road

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	402
Demand Flow Rate, veh/h	443
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	440
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.8
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	443
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.908
Flow Entry, veh/h	402
Cap Entry, veh/h	1252
V/C Ratio	0.321
Control Delay, s/veh	5.8
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	5.5		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	5	370	364
Demand Flow Rate, veh/h	6	408	400
Vehicles Circulating, veh/h	402	0	6
Vehicles Exiting, veh/h	6	406	402
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.6	5.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	6	408	400
Cap Entry Lane, veh/h	916	1380	1371
Entry HV Adj Factor	0.833	0.908	0.909
Flow Entry, veh/h	5	370	364
Cap Entry, veh/h	763	1253	1247
V/C Ratio	0.007	0.296	0.292
Control Delay, s/veh	4.8	5.6	5.5
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	196	206	439	151	240	146	396	523	180	95	303	133
v/c Ratio	0.74	0.43	0.50	0.52	0.50	0.29	0.73	0.74	0.25	0.26	0.67	0.27
Control Delay (s/veh)	42.0	24.0	4.5	29.1	25.2	5.8	18.9	26.4	3.9	10.3	32.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.0	24.0	4.5	29.1	25.2	5.8	18.9	26.4	3.9	10.3	32.1	5.2
Queue Length 50th (ft)	69	66	17	50	78	0	86	183	0	17	112	0
Queue Length 95th (ft)	94	142	51	113	153	27	180	342	36	38	222	31
Internal Link Dist (ft)		987			1578			792			1165	
Turn Bay Length (ft)	300		300	225		225	200		400	100		100
Base Capacity (vph)	424	774	973	468	774	726	650	1025	944	460	828	780
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.27	0.45	0.32	0.31	0.20	0.61	0.51	0.19	0.21	0.37	0.17

Intersection Summary

Valley County - Red Ridge TIS
 Future (2036) Plus Project

Saturday Peak Hour
 6: 3rd Street (SH-55) & Deinhard Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	177	351	125	194	115	372	455	160	75	285	117
Future Volume (veh/h)	112	177	351	125	194	115	372	455	160	75	285	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	196	206	439	151	240	146	396	523	180	95	303	133
Peak Hour Factor	0.57	0.86	0.80	0.83	0.81	0.79	0.94	0.87	0.89	0.79	0.94	0.88
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	330	597	819	296	597	495	500	620	526	270	353	299
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.22	0.35	0.35	0.06	0.20	0.20
Sat Flow, veh/h	934	1752	1466	736	1752	1453	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	196	206	439	151	240	146	396	523	180	95	303	133
Grp Sat Flow(s),veh/h/ln	934	1752	1466	736	1752	1453	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	13.3	5.8	12.4	12.7	6.9	4.8	11.9	18.0	5.8	2.3	10.9	5.2
Cycle Q Clear(g_c), s	20.2	5.8	12.4	18.4	6.9	4.8	11.9	18.0	5.8	2.3	10.9	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	597	819	296	597	495	500	620	526	270	353	299
V/C Ratio(X)	0.59	0.35	0.54	0.51	0.40	0.29	0.79	0.84	0.34	0.35	0.86	0.44
Avail Cap(c_a), veh/h	404	735	935	354	735	610	578	973	824	425	786	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	16.2	9.2	23.0	16.5	15.8	15.9	19.5	15.6	14.7	25.3	23.0
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.5	0.2	0.1	5.4	2.3	0.1	0.3	2.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.2	3.4	2.1	2.6	1.5	4.6	6.8	1.8	0.8	4.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	16.3	9.4	23.5	16.7	16.0	21.3	21.7	15.7	15.0	27.7	23.3
LnGrp LOS	C	B	A	C	B	B	C	C	B	B	C	C
Approach Vol, veh/h		841			537			1099			531	
Approach Delay, s/veh		14.7			18.4			20.6			24.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	28.8		27.8	18.9	18.8		27.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	36.4		27.5	17.2	29.4		27.5				
Max Q Clear Time (g_c+I1), s	4.3	20.0		22.2	13.9	12.9		20.4				
Green Ext Time (p_c), s	0.0	0.5		0.2	0.2	0.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.2								
HCM 7th LOS				B								

APPENDIX D

Internal Capture Reduction Spreadsheet

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Red Ridge	Organization:	Hales Engineering
Project Location:	ID Valley County	Performed By:	Alex Gilson
Scenario Description:		Date:	
Analysis Year:	2024	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	0		
Retail	821	50	1,000 SF	88	55	33
Restaurant			1,000 SF	0		
Cinema/Entertainment				0		
Residential		744	Units	375	92	283
Hotel			Rooms	0		
All Other Land Uses ²				0		
				463	147	316

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.06	0%	0%	1.06	0%	0%
Retail	1.17	0%	0%	1.17	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	0%	1.13	0%	0%
Hotel	1.26	0%	0%	1.26	0%	0%
All Other Land Uses ²	1.15	0%	0%	1.15	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	527	168	359
Internal Capture Percentage	2%	3%	1%
External Vehicle-Trips ⁵	455	142	313
External Transit-Trips ⁵	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	5%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Red Ridge	Organization:	Hales Engineering
Project Location:	ID Valley County	Performed By:	Alex Gilson
Scenario Description:		Date:	
Analysis Year:	2024	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	0		
Retail		50	1,000 SF	260	127	133
Restaurant			1,000 SF	0		
Cinema/Entertainment				0		
Residential		744	Units	481	300	181
Hotel			Rooms	0		
All Other Land Uses ²				0		
				741	427	314

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.11	0%	0%	1.11	0%	0%
Retail	1.21	0%	0%	1.21	0%	0%
Restaurant	1.39	0%	0%	1.39	0%	0%
Cinema/Entertainment						
Residential	1.15	0%	0%	1.15	0%	0%
Hotel	1.30	0%	0%	1.30	0%	0%
All Other Land Uses ²	1.15	0%	0%	1.15	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					800	
Restaurant						
Cinema/Entertainment						
Residential		800				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	41	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	13	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	868	499	369
Internal Capture Percentage	12%	11%	15%
External Vehicle-Trips ⁵	650	381	269
External Transit-Trips ⁵	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	25%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	12%	6%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1