



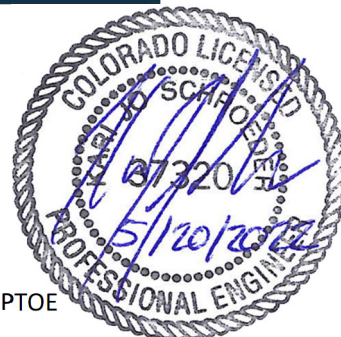
**Comprehensive Transportation Impact Analysis**  
**Steamboat Resort Master Development Plan Amendment**  
Steamboat Springs, Colorado



**September 16, 2021**  
**Revised April 4, 2022**

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## 1.0 Executive Summary

McDowell Engineering prepared this Master Transportation Impact Analysis for the proposed Steamboat Resort expansion. In 2019, the Steamboat Resort prepared a *Mountain Resort Master Development Plan Amendment (MDPA<sup>1</sup>)* as guidance for future development at Steamboat Resort. Based upon the resort's vision and guiding goals, the *MDPA<sup>1</sup>* identified upgrade plans. This list has been updated by the applicant in September 2021.

- Installation of new lifts
  - Wild Blue Gondola, Stage 1 and 2
  - Sunshine II Lift
  - Bashor Beginner Carpets
  - Pioneer Ridge II
  - Rough Rider
  - Sidewinder Carpet
  - Sunshine II
- Upgrades to lifts
  - Elkhead Express
  - Pony Express
  - South Peak
  - Sundown Express
  - Thunderhead Express
  - Wrangler
- Removal of several lifts
- Terrain Expansion
  - Expansion into Sunshine Bowl
  - Realignment and regrading projects
- Expansion of Snowmaking Coverage
- Restaurant at the top of Sunshine Lift
- Wild Blue Gondola Mid Station Restaurant and Greenhorn Ranch Facilities
- Ski Patrol hut at the top of Sunshine II
- Thunderhead Lodge upgrades
- Additional Lighting in Bashor Bowl for tubing and night skiing
- Fish Creek operational boundary expansion
- Multi-Season and Alternative Activities
  - Summer Activities in the base area, Bashor Bowl, and Sunshine Peak
  - Install aerial adventure park at Thunderhead
  - Expand mountain biking trail network

Additionally, Steamboat is proposing Base Village facilities that were not included in the *MDPA<sup>1</sup>* analysis.

The Year 2022-2024 traffic impacts were analyzed based upon the following phased project implementation provided by Steamboat.

2021/2022 Season: With the removal of the Priest Creek lift for the 2021/2022 season, the resort's current Year 2019 CCC is anticipated to decrease by 3.30%.

2022/2023 Season: For the 2022/2023 season, the resort anticipates relocating three carpets from the base area to Green Horn Ranch, addition additional carpets at Green Horn Ranch, removing the Easy Rider and Priest Creek lifts, adding a Rough Rider lift at Green Horn Ranch, and constructing Stage 1 of the Wild Blue Gondola. This results in a 2.15% increase in the Year 2019 CCC.

2023/2024 Season: For the 2023/2024 season, the resort anticipates adding a Pioneer Ridge II lift and constructing Stage 2 of the Wild Blue Gondola. This results in an 8.89% increase in the Year 2019 CCC. The proposed Base Village and Greenhorn Ranch projects use the Institute of Transportation Engineers' *Trip Generation Manual*<sup>2</sup> to determine the anticipated trip generation. The Gondola and Terrain Expansion take a larger look at the entirety of travel to the resort and apply the anticipated growth of the resort's capacity to the travel network.

In practice, the traffic increase associated with the resort expansion is not likely fully realized until the increase in lodging and other amenities to support the additional visitors is added. Steamboat believes that new visitors will primarily be destination guests that will arrive in a single vehicle or via air travel and rely on more transit and walking. Therefore, the mode split assumptions based upon current data are likely conservative for these new visitors.

Trip Generation and Mode Split: The proposed development is expected to generate 3,821 trips on a peak visitor day in December by Year 2024. This includes 543 trips on a morning peak hour and 511 trips in the afternoon peak hour. Of these visitors, it is anticipated that approximately 30% of them are people walking to/from adjacent condos and hotels. Based upon current ridership, 60% of patrons and employees will access the resort area via transit services. Ten percent will be dropped off or picked up by a passenger car or arrive to park in the garages. This project is anticipated to increase vehicular traffic in the vicinity of the resort by 101 vehicles per hour (vph) in the morning peak hour and 106 vph in the evening peak hour.

By Year 2044, the proposed development is expected to generate 6,081 trips on a peak day in December. This includes 745 trips on a morning peak hour and 737 trips in the afternoon peak hour. This project is anticipated to increase vehicular traffic in the vicinity of the resort by 149 vph in the morning peak hour and 160 vph in the evening peak hour.

Summer Operations: As described in the *MDPA*<sup>1</sup>, summer operations are expanding. However, summer operations are not anticipated to reach peak winter guest utilization at the resort. Transit service is not as robust during the summer season. Therefore, more summer visitors drive passenger cars to the Mountain Area. As future summer activities and visitors increase, additional transit services may need to be increased accordingly.

Transit Service Requirements: The proposed Steamboat expansion is anticipated to increase the demand on the transit system. The transit system consists of City buses, Meadows Lot shuttles, individual hospitality shuttles, and the Wildhorse Gondola. Based

upon the analysis in **Table 3**, it is anticipated that the proposed expansion will increase the transit demand. Detailed calculations are found in **Section 6.2**.

The applicant will work with the City of Steamboat Springs to determine an appropriate contribution towards an expansion of transit infrastructure caused by the proposed mountain expansion.

Pedestrian Improvements: As part of the Base Village Project, Steamboat is proposing to improve a 'Gold Walk' leading visitors from the Gondola Transit Center (GTC) to the main plaza area of the Base Village. Sidewalk and ADA considerations will be included in future development proposals and the associated site plans. City staff will have an opportunity to comment on plan specifics during the approval process. Recommended pedestrian improvements are detailed in **Section 7.8**.

Bicycle Improvements: Bicycles are popular at the resort during summer months. Bicycle connections and facilities will be included in future development proposals. City staff will have an opportunity to comment on plan specifics during the approval process. Recommended bicycle improvements are detailed in **Section 7.8**.

Roadway Network Improvements: Modeling of the study area intersections was completed to identify current and future roadway infrastructure needs. The applicant will work with the City of Steamboat Springs to determine an appropriate contribution towards the infrastructure improvements that are necessary due to the proposed mountain expansion.

Intersection #1 - Mt. Werner Circle and Après Ski Way: This roundabout is currently operating at an overall acceptable LOS during normal operations. During peak events and heavy snowfall, minor to moderate delays are observed. The roundabout is expected to continue to operate well through long-term conditions.

Intersection #2 - Mt. Werner Circle and Ski Time Square Drive: This roundabout is anticipated to operate well through long-term total traffic conditions. Additional analysis should be included as GTC improvement plans are developed to ensure that the roundabout will continue to serve the traffic adequately.

Intersection #3 - Mt. Werner Road and Mt. Werner Circle: During peak events and heavy snowfall, minor to moderate delays are observed. As traffic on Mt. Werner Circle grows over time, the delay at this intersection will increase. This intersection will likely need to be constructed as a roundabout in the future.

If the GTC alternate scenario is constructed, more traffic will utilize Mt. Werner Circle to the north to pick up and drop off skiers. A roundabout would improve overall operations and reduce delay. This intersection has been identified and included in URAAC's future project list.

For the next 5-10 years, it is anticipated that southbound left traffic will be adequately accommodated by making a U-turn at the new Steamboat Boulevard and Mt. Werner Road roundabout. The southbound left turn may be restricted by constructing a raised median in Mt. Werner Road.

Intersection #4 - Mt. Werner Road and Steamboat Boulevard: The City of Steamboat Springs recently constructed a roundabout at the intersection of Mt. Werner Road and Steamboat Boulevard. It may need an additional eastbound circulating lane in the future to operate well through long term total traffic conditions.

Intersection #5 - Mt. Werner Road and Pine Grove Road: This signalized intersection is anticipated to operate at an acceptable LOS through Year 2044, with the exception of the northbound and southbound approaches. This approach is currently at LOS D in the existing conditions and is anticipated to degrade to LOS F though Year 2044. This signalized intersection will need operational improvements in the future with or without this additional development traffic. This could range from revising the traffic signal timing to provide optimal service to Mt. Werner Road to replacing the traffic signal with a roundabout.

Intersection #6 – JD Hays Way and US 40: During evening peak hours in the future years, the ability to make a left outbound turn will be difficult due to the through volumes on US 40. This is an existing operational concern with background traffic. The *East Steamboat Springs US Highway 40 Access Study*<sup>8</sup> recommends that this intersection be converted to a  $\frac{3}{4}$  movement intersection that restricts the westbound left movement onto US 40.

Parking Demand Management: The applicant will work towards implementing a Parking Demand Management strategies per the *Parking Study's*<sup>14</sup> recommendations.

GTC Permit System for Shuttles: Steamboat may decide to support the establishment of a permitting system that will be required for vehicles to enter the GTC. The need for this system was originally identified in the *GTC Data Collection*<sup>3</sup>. The fees associated with such permit could be used to cover capital improvements and fund additional monitoring and directing traffic within the GTC. Also, a permitting system would require all permittees and their drivers to go through driver training on the operations of the GTC. A permit system may promote consolidation of multiple smaller shuttles into a medium shuttle with more capacity.

GTC Improvements: The City of Steamboat Springs is currently working on a *Mountain Area Master Plan* to guide policy and future development of the Mountain Area. The applicant will work towards a public/private partnership with the City and lead the design and implementation process for the GTC Improvements.

State Highway Access Permit at US 40 and JD Hays Way: If the City's anticipated 2.0% annual growth is realized on JD Hays Way, a new State Highway Access Permit will be required in the future.

Future Development Process: This study is intended to serve as a Master Transportation Impact Analysis for the Resort Area. As specific projects are submitted to the City for review and approval, the City will require a traffic memo stating that the project complies with this Master Study or what the modifications and recommendations are necessary to comply.

Conclusion: The proposed Steamboat expansion is anticipated to be successfully accommodated into the greater roadway system and City of Steamboat Springs if the recommendations within this report are implemented.



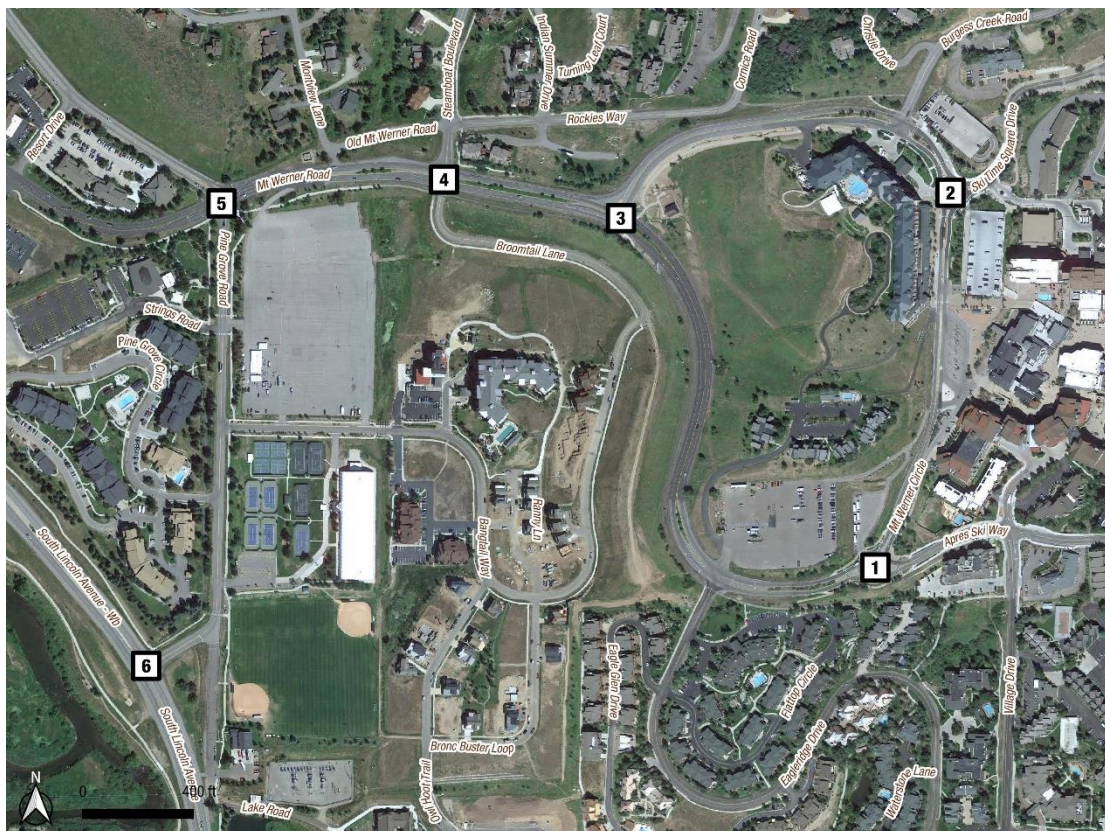
## 2.0 Project Description

Steamboat Resort (Steamboat) is known for its world-class skiing, resort amenities, and classic ski-town feel and this in turn attracts guests from both the regional area and the broader world-wide community. Steamboat has an extensive array of activities to provide guests in both the summer and winter. The ski area offers an extensive network of trails and lifts, ranging from beginner terrain accessed by surface lifts to high alpine, expert skiing. Steamboat also offers night skiing (5:30 p.m. to 8:30 p.m. most of the season), an expansive snowmaking system, one terrain park, two halfpipes (one half size and one full size), and race training courses. Beyond skiing, Steamboat also offers rides on the Outlaw Mountain Coaster and a variety of other outdoor adventure activities, Movies on the Mountain, Kids Adventure Club (a child-focused summer camp), scenic chairlift rides, and more. Steamboat is also integrated with many other businesses and the City of Steamboat Springs to enhance the offerings provided by Steamboat and the surrounding area.

Steamboat Resort is located within the Routt National Forest in Routt County, Colorado. The resort is approximately three miles from the center of the City of Steamboat Springs, a historic ranching town on the Yampa River. The resort is located approximately three hours from Denver, Colorado and the major urban corridor of the Front Range. Air transportation is available to Denver International Airport and to the Yampa Valley Regional Airport, approximately 20 miles northwest.

Refer to the area map in **Figure 1**.

*Figure 1: Area Map*



In 2019, the Steamboat Resort prepared a *Mountain Resort Master Development Plan Amendment (MDPA<sup>1</sup>)* as guidance for future development at Steamboat Resort. Based upon the resort's vision and guiding goals, the *MDPA<sup>1</sup>* identified upgrade plans. This list has been updated by the applicant in September 2021.

- Installation of new lifts
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- Multi-Season and Alternative Activities
  - Summer Activities in the base area, Bashor Bowl, and Sunshine Peak
  - Install aerial adventure park at Thunderhead
  - Expand mountain biking trail network

Steamboat Resort operates on a United States Forest Service (Forest Service) 40-year special use permit (*SUP*). The *SUP* covers 3,738 acres. The resort currently has over 2,965 skiable acres. The conceptual plans referenced *MDPA<sup>1</sup>* were approved by the Forest Service in 2019. As site-specific projects move forward, additional environmental clearances are required by the Forest Service.

Additionally, Steamboat is proposing Base Village facilities that were not included in the *MDPA<sup>1</sup>* analysis. For the purpose of this analysis, these projects have been broken down into three projects.

1. Base Village Improvements – This includes construction of a new Plaza Pavilion building with restaurant space in the location of the previous Gondola Building. It also

includes the construction of Building B with restaurant and retail space. The plaza between the two new buildings will be developed into a seasonal ice-skating rink. Additionally, a ticketing building will be constructed near the Gold Walk. The Base Village improvements are anticipated to be completed in Year 2023. Refer to the Base Village Site Plan in **Figure 2**.

2. Green Horn Ranch – A break/lunch facility for ski school is proposed at Green Horn Ranch. This will also include maintenance and operations facilities for the resort. The facility is anticipated to be completed in Year 2023. Refer to the Green Horn Ranch Site Plan in **Figure 3**.
3. Gondola and Terrain Expansion – Steamboat Resort anticipates the completion of a new Wild Blue Gondola in Year 2024. In addition to the new gondola, the resort anticipates terrain and facility expansion. Site Plans for these improvements are included in **Figures 4 – 8**.

The Year 2022-2024 traffic impacts were analyzed based upon the following phased project implementation provided by Steamboat.

2021/2022 Season: With the removal of the Priest Creek lift for the 2021/2022 season, the resort's current Year 2019 CCC is anticipated to decrease by 3.30%.

2022/2023 Season: For the 2022/2023 season, the resort anticipates relocating three carpets from the base area to Green Horn Ranch, addition additional carpets at Green Horn Ranch, removing the Easy Rider and Priest Creek lifts, adding a Rough Rider lift at Green Horn Ranch, and constructing Stage 1 of the Wild Blue Gondola. This results in a 2.15% increase in the Year 2019 CCC.

2023/2024 Season: For the 2023/2024 season, the resort anticipates adding a Pioneer Ridge II lift and constructing Stage 2 of the Wild Blue Gondola. This results in an 8.89% increase in the Year 2019 CCC. The proposed Base Village and Greenhorn Ranch projects use the Institute of Transportation Engineers' *Trip Generation Manual*<sup>2</sup> to determine the anticipated trip generation. The Gondola and Terrain Expansion take a larger look at the entirety of travel to the resort and apply the anticipated growth of the resort's capacity to the travel network.

The purpose of this transportation impact analysis is to forecast and analyze the impacts of the additional traffic volumes associated with the Steamboat Resort expansion on the surrounding roadway and multimodal network. The analysis complies with the City of Steamboat Springs' standards for this analysis. Correspondence with the City Engineer on the study's methodology and scoping are included in the **Appendix**.



Figure 2: Base Area Site Plan

**MASTER PLAN**  
Proposed



- 1. EXISTING ENTRY PLAZA
- 2. GOLD WALK
- 3. ESCALATOR + STAIRS
- 4. KIOSKS
- 5. ICE RINK
- 6. SLOPE SIDE PLAZA
- 7. SKI BEACH
- 8. RELOCATED GONDOLA

**ALTERRA** east west partners  
RESORT & CONVENTION

**DESIGNWORKSHOP** Gensler | Steamboat Base Redevelopment | Steamboat-Springs, CO | 5



(Not to Scale.)

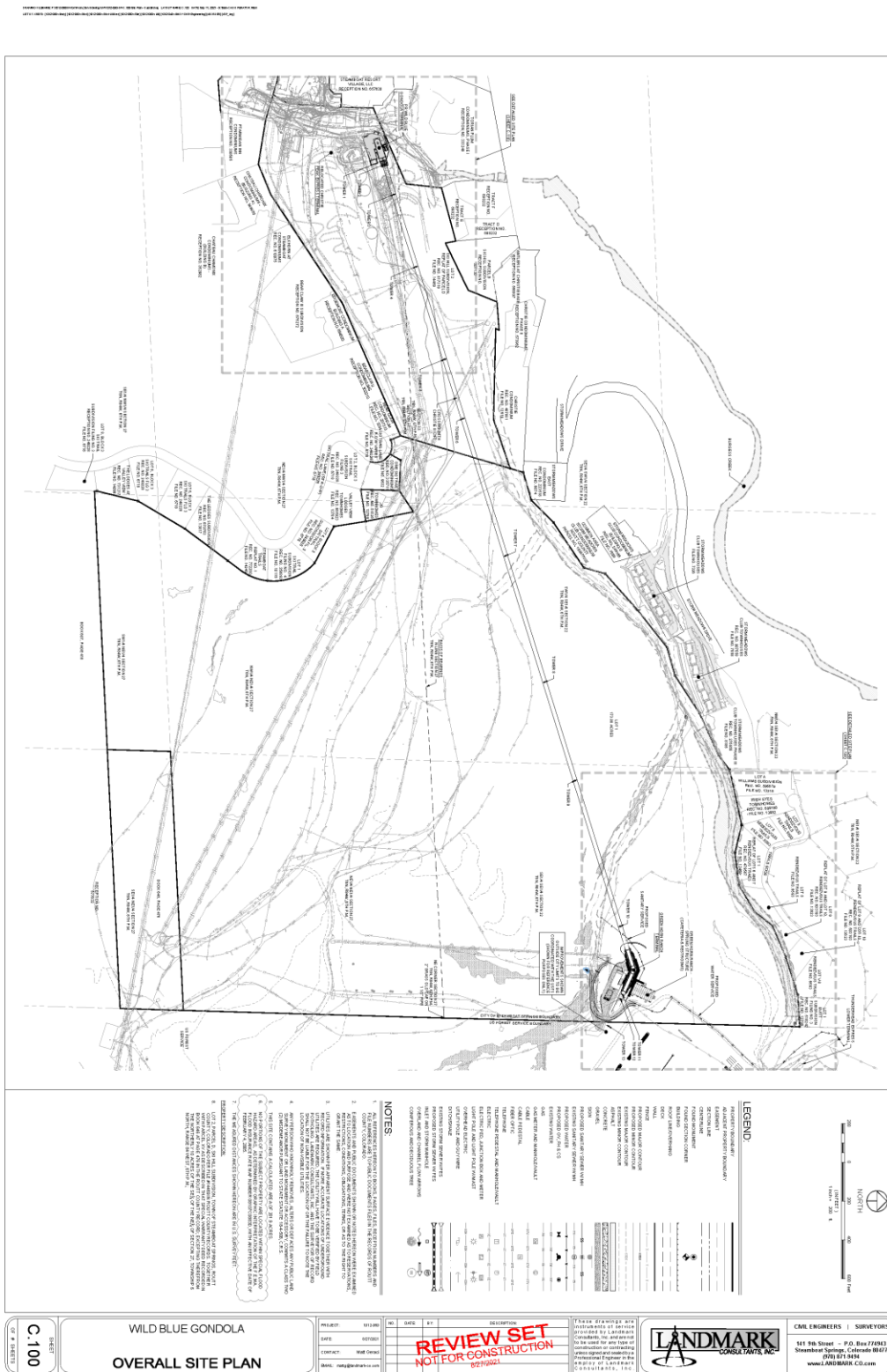
Figure 3: Greenhorn Ranch Site Plan



(Not to Scale.)



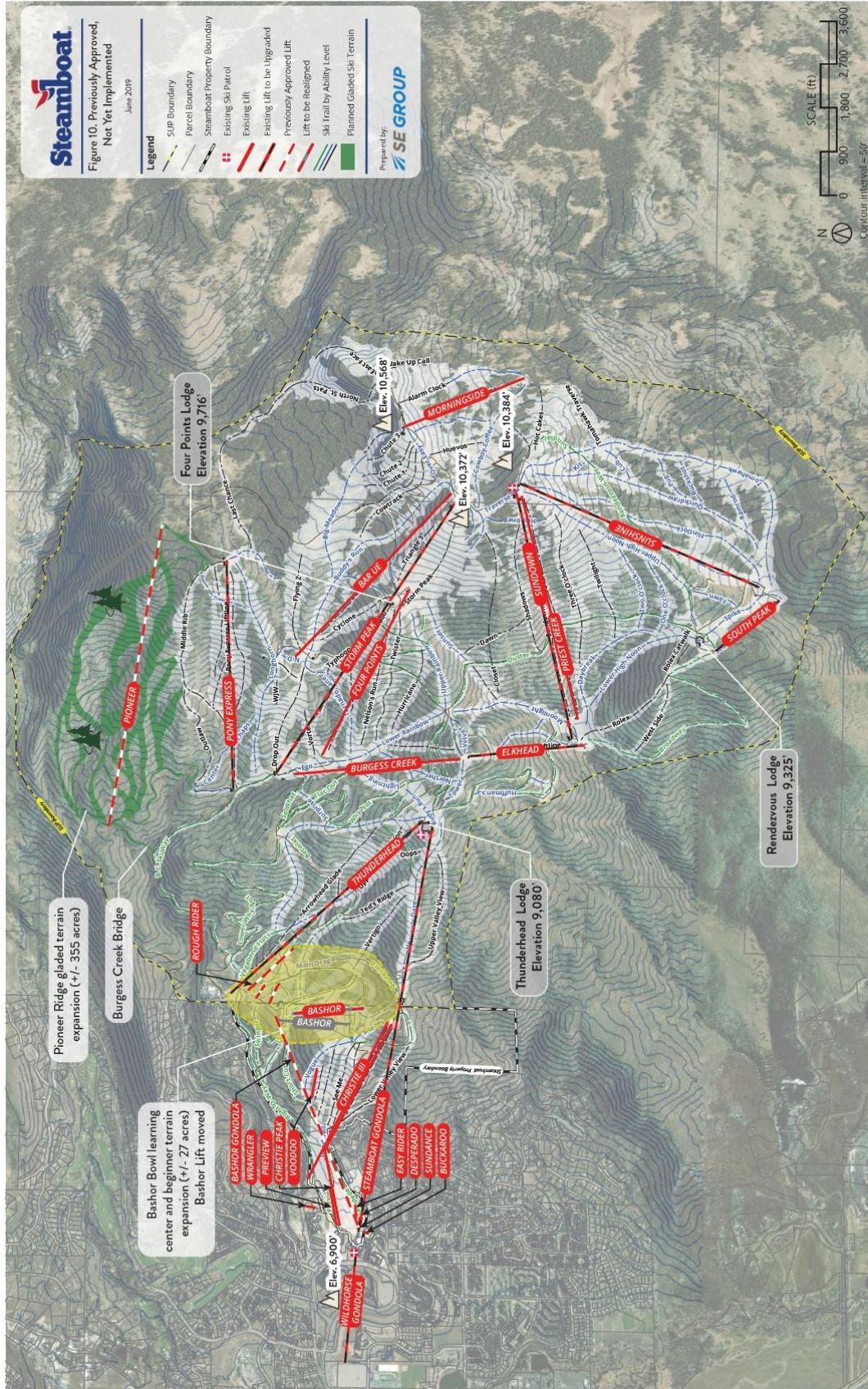
Figure 4: Wild Blue Gondola Site Plan



(Not to Scale.)



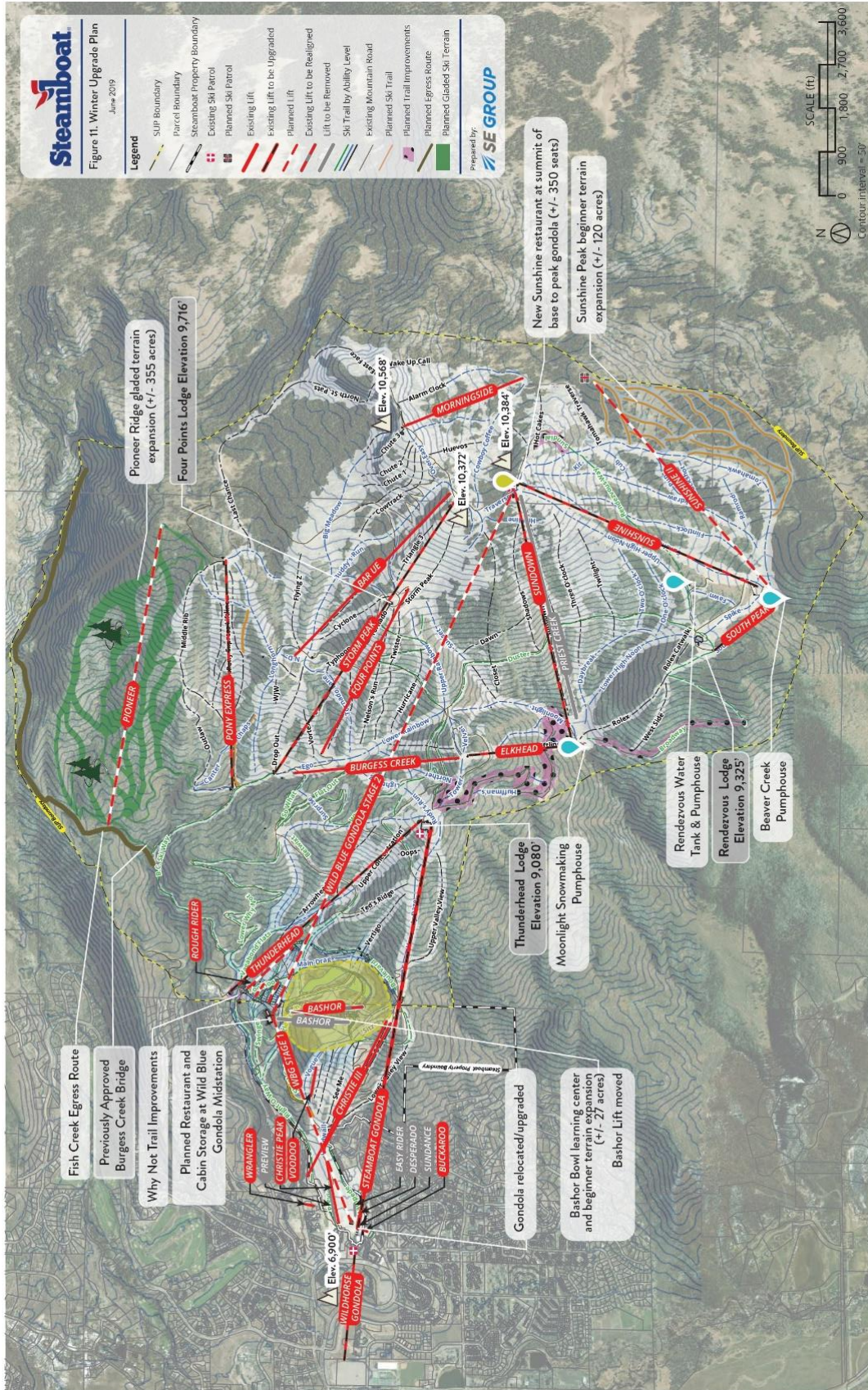
Figure 5: Steamboat Master Plan – Previously Approved Projects



(Not to Scale.)



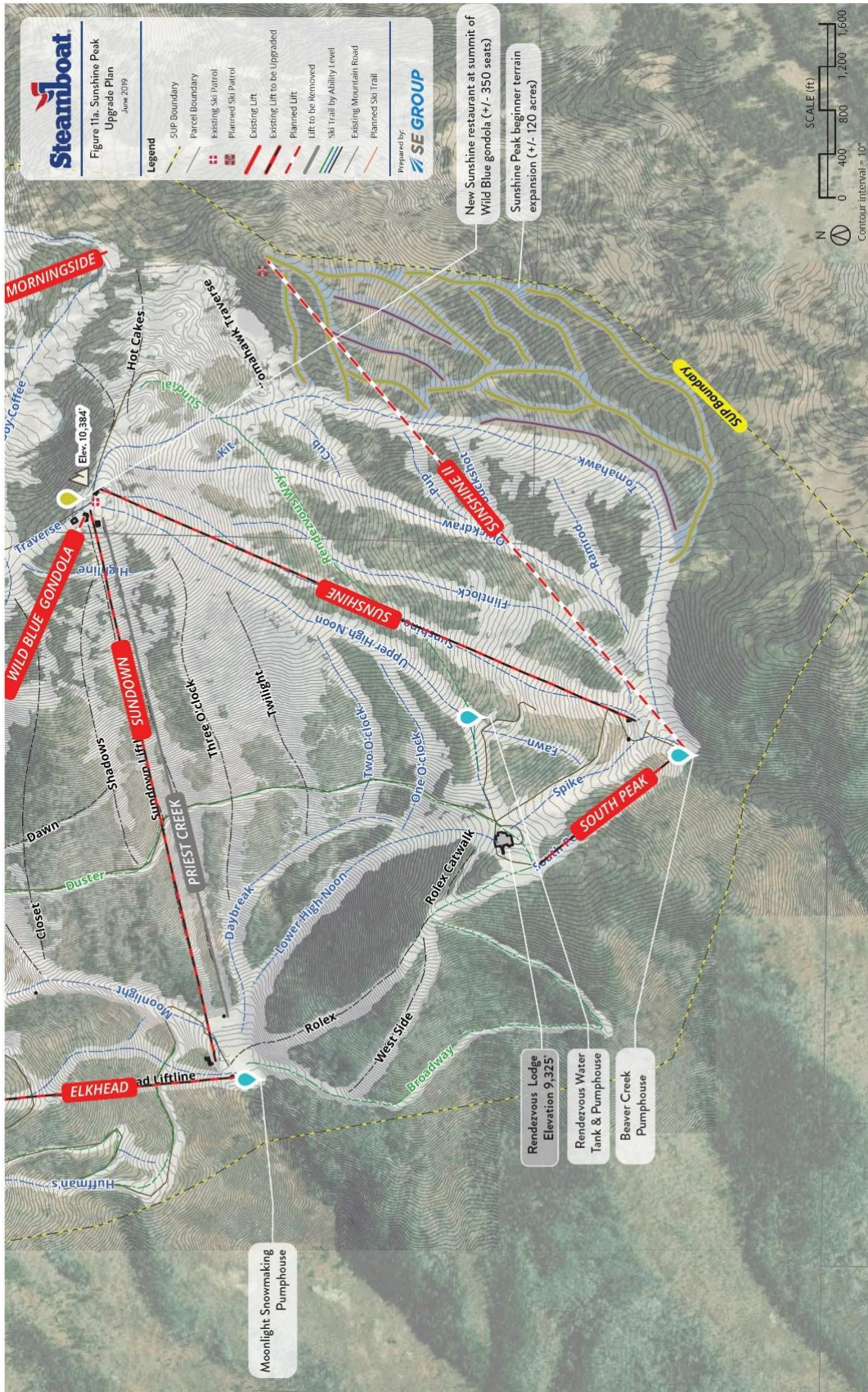
Figure 6: Steamboat Master Plan – Winter Upgrade Plan



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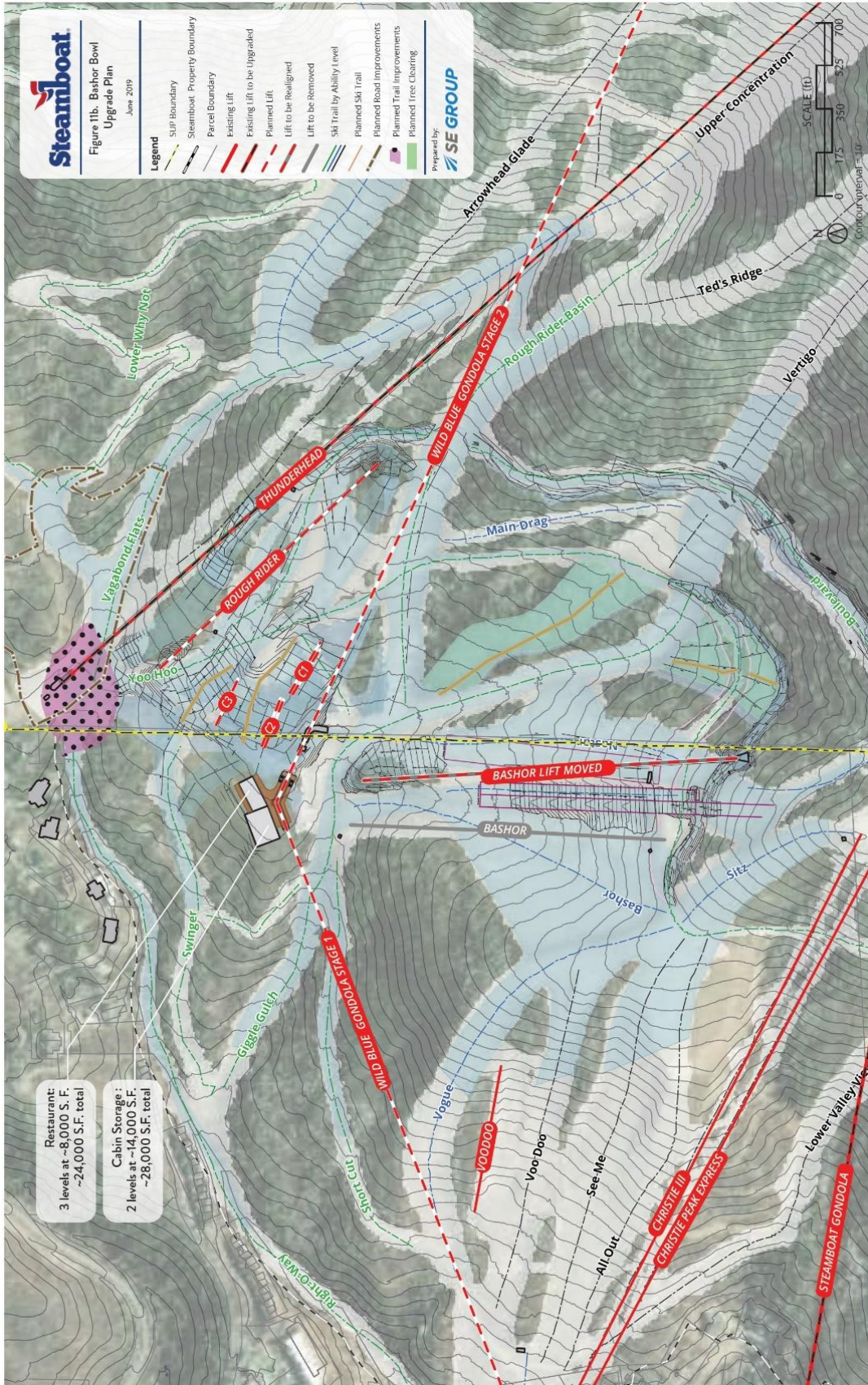
Figure 7: Steamboat Master Plan – Winter Upgrade Plan for Sunshine Peak



(Not to Scale.)



Figure 8: Steamboat Master Plan – Winter Upgrade Plan for Basher Bowl



(Not to Scale.)



## 2.1 Description of Existing Transportation System

Mt. Werner Road and Mt. Werner Circle: Mt. Werner Circle provides access between Steamboat Resort and US 40. In the vicinity of the resort, Mt. Werner Circle is a looped road providing access through the Gondola Transit Center (GTC). It has a posted speed limit of 25mph. There are roundabouts on either side of the GTC at Après Ski Way and at Ski Time Square Drive.

Après Ski Way: Après Ski Way connects the residential area southwest of the Steamboat Resort to Village Drive and Mt. Werner Circle. It also connects Walton Creek Road. Après Ski Way has a posted speed limit of 25mph.

Ski Time Square Drive: Ski Time Square Drive serves residential and retail developments northeast of Steamboat Resort. This road has a posted speed limit of 15mph. It is a 1,500-foot street that ends in a turnaround area.

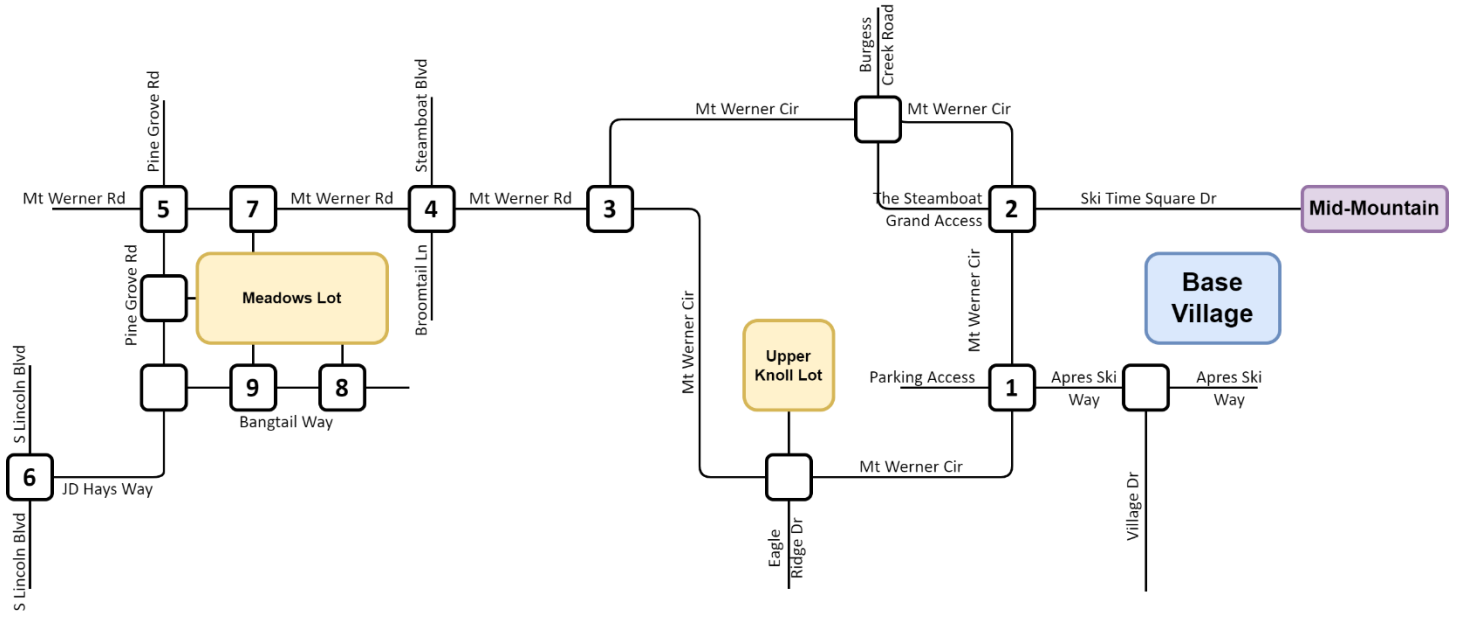
Steamboat Boulevard: Steamboat Boulevard serves residential areas north of Mt. Werner Road and connecting to Fish Creek Falls Road. The posted speed limit is 30mph. The City recently constructed a roundabout at the intersection of Mt. Werner Road and Steamboat Boulevard.

Pine Grove Road: Pine Grove Road is a two-lane roadway connecting US 40 to several commercial and residential developments. The posted speed limit is 25 mph. The City has future plans to construct a new roundabout at the intersection of Rollingstone Drive and Pine Grove Road.

JD Hays Way: JD Hays Way is a short east-west two-lane residential roadway that connects S. Lincoln Ave. (US40) to Pine Grove Road. The roadway is approximately 250' long and has no posted speed limit. The speed limit is assumed to be 25 mph.

South Lincoln Avenue (US 40): US 40 is a federal US Highway that connects Interstate 70 at Empire to Salt Lake City by way of the Fraser Valley and Steamboat Springs. This major regional route is classified by the Colorado Department of Transportation (CDOT) as Access Category NR-B, Non-Rural Arterial, within the limits of the City of Steamboat Springs. The posted speed limit is 45mph in the vicinity of JD Hays Way. The route is generally north-south through this region and has two southbound and two northbound through lanes.

*Figure 9: Roadway Orientation for Analysis*



## 2.2 Traffic Data Collection

Traffic data for the study area intersections was collected on Friday, January 31, 2021. This is considered a peak ski day of the season, as it falls between the Christmas and New Year's holiday. Copies of the original count data is included in the **Appendix**. Additionally, detailed GTC data from the *GTC Data Collection*<sup>3</sup> is referenced in this analysis.

During the 2018/2019 ski season, Steamboat Resort was added to the Ikon Pass, a national/international ski pass system. As a result, increase volumes of skier traffic were noticeable at the resort. Traffic data was collected after the Ikon Pass added Steamboat Resort.

## 2.3 Seasonal Adjustment Factor and Analysis for Peak Day

Steamboat Resort attracts guests in all seasons of the year; however, visitation is generally broken out into the two main seasons, which are winter and summer. Winter visitation is much higher than summer, averaging almost 950,000 annual winter visits compared to just over 50,000 annual summer visits over the last five years.<sup>3</sup> While summer visitation to the resort is anticipated to grow in the future, it is expected to remain below the visitation generated by winter operations.<sup>1</sup>

In preparing traffic analyses, an engineering industry standard is reviewing the impacts of the 30<sup>th</sup> busiest hour of the year.<sup>9</sup>

The ski industry analyzes for a design capacity equal to the resort's fifth or tenth busiest day. A peak visitation day is approximately 10 percent higher than the design capacity.<sup>1</sup> Per the *MDPA*, the Comfortable Carrying Capacity (CCC) represents the guest population at the resort, to which all ski resort functions are balanced. This is not the maximum level of visitation, but the number of visitors that can be comfortably accommodated on a daily basis. Design capacity is typically equated to a resort's fifth or tenth busiest day, and a peak-day visitation at most resorts is at least 10 percent higher than the design capacity.<sup>1</sup>

Based upon the *GTC Data Collection*<sup>3</sup> information, the highest total passenger count at the GTC occurred the weekend of the popular Winter Wondergrass concert events. The second highest passenger count occurred the week between Christmas and New Years holidays. Therefore, it is expected that the December 31, 2021, traffic data collection conservatively captured traffic volumes that reflect the resort's skier visit peak.

Together with the CCC calculations, the holiday peak traffic is an appropriate analysis period for the traffic analysis.

No seasonal adjustment factors were applied to the traffic volumes, as all were collected during winter's seasonal peak.

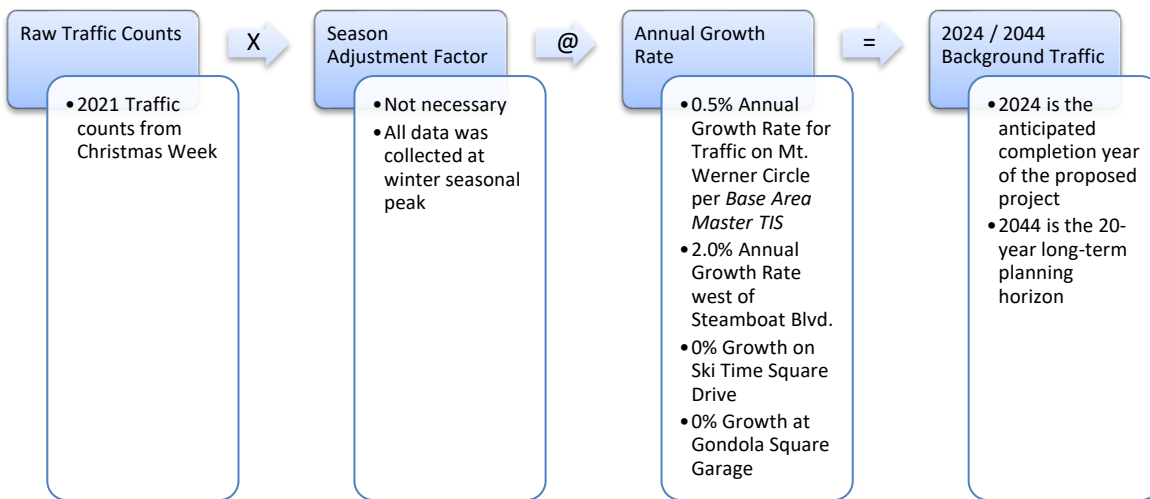
No seasonal adjustment factors were applied to the traffic volumes, as all were collected during winter’s seasonal peak.

## 2.4 Growth Rate

Per the *Steamboat Base Area Master Transportation Study*<sup>2</sup>, a 0.5% annual growth rate was applied to the forecasted traffic volumes on the roadways within the vicinity of the Steamboat Resort. Also per the *Study*<sup>2</sup>, no growth rate was applied to the Ski Time Square traffic forecasts. A 2.0% annual growth rate was used for the study area west of Steamboat Boulevard. A figure with the growth rates for the study area is included in the **Appendix**.

Traffic was forecasted to Year 2024 for project buildout analysis and Year 2044 for a long-term planning analysis. **Figure 10** graphically depicts the methodology used for the background traffic forecasts.

Figure 10: Background Traffic Methodology



## 2.5 Future Municipal Infrastructure Projects

The City of Steamboat Springs recently constructed a roundabout at the intersection of Mt. Werner Road and Steamboat Boulevard. This roundabout is not reflected in the latest aerial images used in this report. However, the roundabout was used in the operational analysis.

The City of Steamboat Springs is currently working on a *Mountain Area Master Plan (MAMP)* to guide policy and future development of the Mountain Area. This plan is still in the public approval process. General concepts that have been recommended in the plan are discussed in more detail in **Section 4.5**. The total traffic conditions are analyzed with and without the GTC improvements outlined in the *MAMP*.

## 2.6 Adjacent Development Projects

The future development plans and timing of the Steamboat Grand are unknown at this time. The additional traffic volumes and access configuration will be included in future detailed GTC traffic analyses.

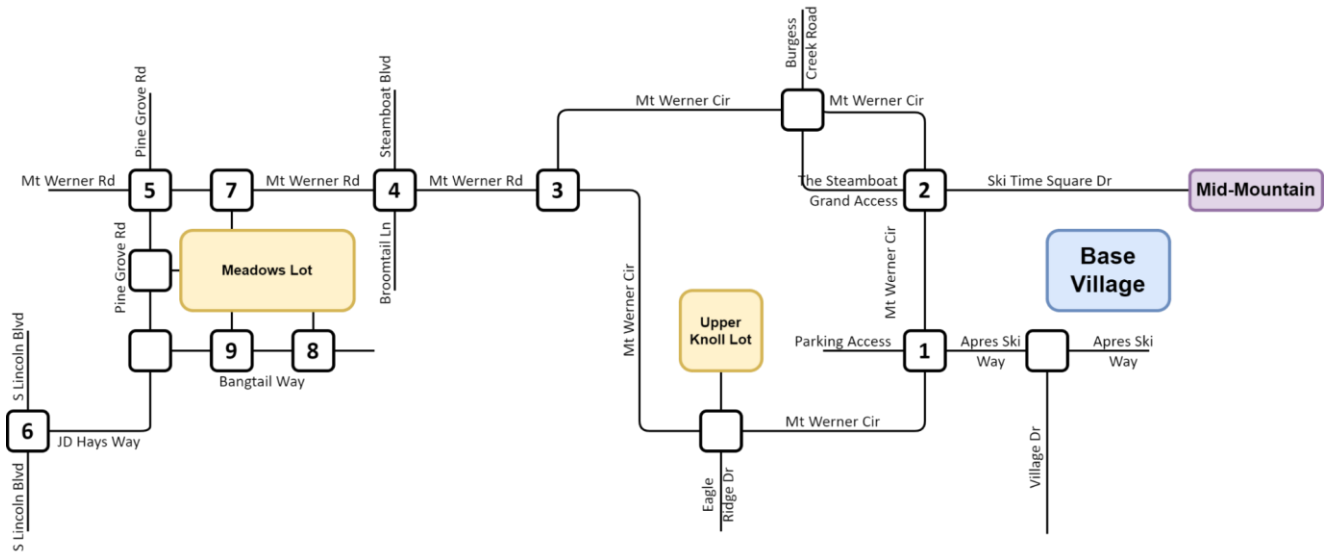
## 2.7 Existing and Background Traffic Volumes

The existing traffic is shown in **Figure 11**.

Background traffic was forecasted by applying an annual growth rate. Year 2024 background traffic volumes can be found in **Figure 12**. Year 2044 background traffic is depicted in **Figure 13**.



Figure 11: Year 2021 Existing Traffic



<p>1</p> <table border="1"> <tr> <td>8/3 48/92 108/156 10/17</td> <td>194/158 1/2 126/177 2/4</td> </tr> <tr> <td>0/0 1/0 1/3 5/14</td> <td>19/4 28/1 174/172 154/215</td> </tr> </table>	8/3 48/92 108/156 10/17	194/158 1/2 126/177 2/4	0/0 1/0 1/3 5/14	19/4 28/1 174/172 154/215	<p>2</p> <table border="1"> <tr> <td>4/0 111/77 163/132 2/5</td> <td>64/183 2/0 51/77 0/0</td> </tr> <tr> <td>0/0 7/19 1/2 4/11</td> <td>91/123 3/2 132/204 140/76</td> </tr> </table>	4/0 111/77 163/132 2/5	64/183 2/0 51/77 0/0	0/0 7/19 1/2 4/11	91/123 3/2 132/204 140/76	<p>3</p> <table border="1"> <tr> <td>232/433 4/7</td> <td>7/11 211/322</td> </tr> <tr> <td>336/236 378/379</td> <td></td> </tr> </table>	232/433 4/7	7/11 211/322	336/236 378/379		<p>4</p> <table border="1"> <tr> <td>41/34 3/5 123/85 1/0</td> <td>55/121 397/631 8/1 4/7</td> </tr> <tr> <td>2/4 25/44 586/522 3/2</td> <td>0/0 2/2 2/1 3/3</td> </tr> </table>	41/34 3/5 123/85 1/0	55/121 397/631 8/1 4/7	2/4 25/44 586/522 3/2	0/0 2/2 2/1 3/3
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**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements

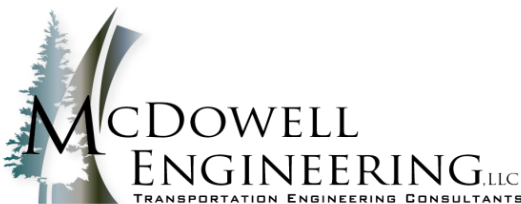
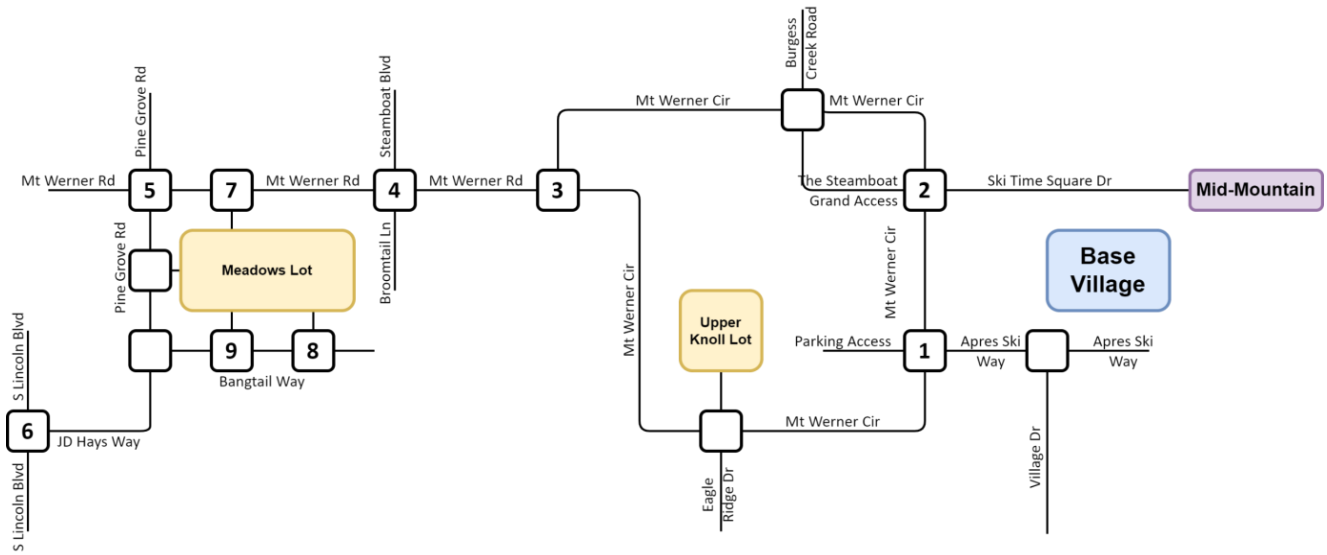


Figure 12: Year 2024 Background Traffic



<p><b>1</b></p> <p>8 / 3 49 / 93 110 / 158 10 / 17</p> <p>197 / 160 1 / 2 128 / 180 2 / 4</p> <p>0 / 0 1 / 0 1 / 3 5 / 14</p> <p>19 / 4 28 / 1 177 / 175 156 / 218</p>	<p><b>2</b></p> <p>4 / 0 113 / 78 163 / 132 2 / 5</p> <p>64 / 183 2 / 0 51 / 77 0 / 0</p> <p>0 / 0 7 / 19 1 / 2 4 / 11</p> <p>92 / 125 3 / 2 134 / 207 140 / 76</p>	<p><b>3</b></p> <p>256 / 440 4 / 7</p> <p>7 / 11 214 / 327</p> <p>341 / 240 384 / 385</p>	<p><b>4</b></p> <p>44 / 36 3 / 5 125 / 86 1 / 0</p> <p>56 / 123 403 / 641 8 / 1 4 / 7</p> <p>2 / 4 27 / 47 622 / 554 3 / 2</p> <p>0 / 0 2 / 2 2 / 1 3 / 3</p>
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<p><b>9</b></p> <p>17 / 184 0 / 3</p> <p>14 / 0 47 / 66</p> <p>337 / 25 62 / 63</p>			

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

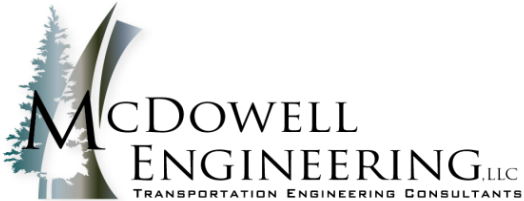
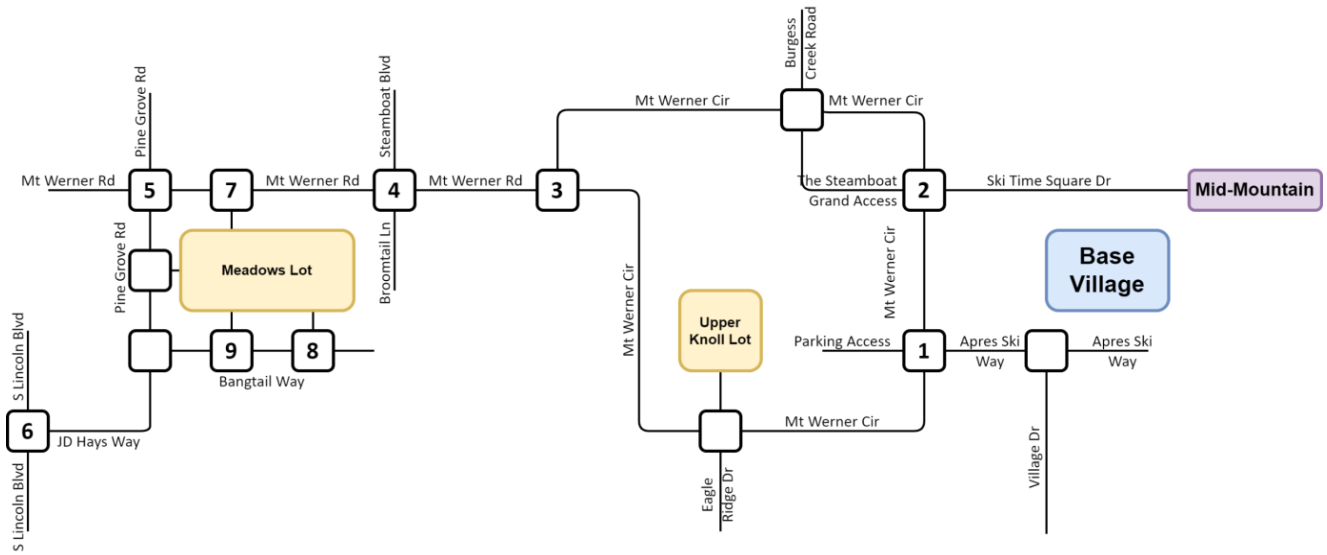
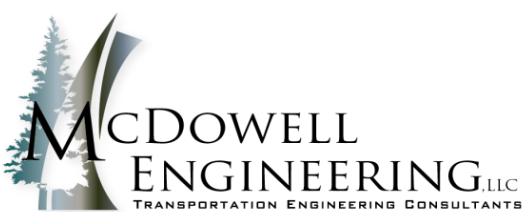


Figure 13: Year 2044 Background Traffic



<p><b>1</b></p> <p>9/3 54/103 121/175 11/19</p> <p>218/177 1/2 141/199 2/4</p> <p>0/0 1/0 1/3 6/16</p> <p>21/4 31/1 195/193 173/241</p>	<p><b>2</b></p> <p>4/0 124/86 163/132 2/6</p> <p>64/183 2/0 51/77 0/0</p> <p>0/0 8/21 1/2 4/12</p> <p>102/138 3/2 148/229 140/76</p>	<p><b>3</b></p> <p>283/486 4/8</p> <p>8/12 237/361</p> <p>377/265 424/425</p>	<p><b>4</b></p> <p>65/54 5/8 138/95 2/0</p> <p>62/136 445/708 9/1 4/8</p> <p>3/6 39/69 924/823 5/3</p> <p>0/0 3/3 3/2 3/3</p>
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<p><b>9</b></p> <p>17/184 0/3</p> <p>14/0 69/98</p> <p>337/25 91/93</p>			

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



### 3.0 Year 2024 and 2044 Background Traffic Operational Analysis

Using *Highway Capacity Manual 2010* (HCM) methodology, Synchro Version 10 software was used to determine the delay and Level of Service (LOS) at the signalized and stop-controlled operations at the study area intersections.

- Intersection #3 - Mt. Werner Road and Mt. Werner Circle
- Intersection #5 - Mt. Werner Road and Pine Grove Road

Rodel software was used to analyze the operations at the roundabouts in the study area.

- Intersection #1 - Mt. Werner Circle and Après Ski Way
- Intersection #2 - Mt. Werner Circle and Ski Time Square Drive
- Intersection #4 - Mt. Werner Road and Steamboat Boulevard

The resulting HCM LOS from the traffic model is included in the **Appendix**.

Intersection #1 - Mt. Werner Circle and Après Ski Way: This roundabout is currently operating at an overall acceptable LOS during normal operations. During peak events and heavy snowfall, minor to moderate delays are observed. The roundabout is expected to continue to operate will through long-term conditions.

Intersection #2 - Mt. Werner Circle and Ski Time Square Drive: This roundabout is currently operating at an overall acceptable LOS during normal operations. During peak events and heavy snowfall, minor to moderate delays are observed.

Intersection #3 - Mt. Werner Road and Mt. Werner Circle: This southbound stop-controlled intersection is currently operating at an overall acceptable LOS during normal operations. During peak events and heavy snowfall, minor to moderate delays are observed. As traffic on Mt. Werner Circle grows over time, the delay at this intersection will increase.

For the next 5-10 years, it is anticipated that southbound left traffic will be adequately accommodated by making a U-turn at the new Steamboat Boulevard and Mt. Werner Road roundabout. The southbound left turn may be restricted by constructing a raised median in Mt. Werner Road.

Intersection #4 - Mt. Werner Road and Steamboat Boulevard: The City of Steamboat Springs recently constructed a roundabout at the intersection of Mt. Werner Road and Steamboat Boulevard. This roundabout has been designed to accommodate long term traffic operations.

Intersection #5 - Mt. Werner Road and Pine Grove Road: This signalized intersection is anticipated to operate at an acceptable LOS through Year 2044, with the exception

of the southbound approach. This approach is currently at LOS D in the existing conditions and is anticipated to degrade to LOS F though Year 2044. This signalized intersection will need operational improvements in the future. This could range from revising the traffic signal timing to provide optimal service to Mt. Werner Road to replacing the traffic signal with a roundabout.

Intersection #6 – JD Hays Way and US 40: The westbound approach is currently operating at a LOS C and E during the existing conditions for the morning and evening hours. It is anticipated to have substantial delay for the westbound approach due to higher through volumes on US 40. During PM peak hours in the future years, the ability to make a left outbound turn will be difficult due to the through volumes on US 40.

The *East Steamboat Springs US Highway 40 Access Study*<sup>8</sup> recommends that this intersection be converted to a ¾ movement intersection that restricts the westbound left movement onto US 40. It is recommended that the City implement this access modification when background traffic volumes on S. Lincoln Ave increase to the point when a westbound left turn cannot be made without significant delay.

## 4.0 Project Traffic

### 4.1 Trip Generation for Proposed Land Use

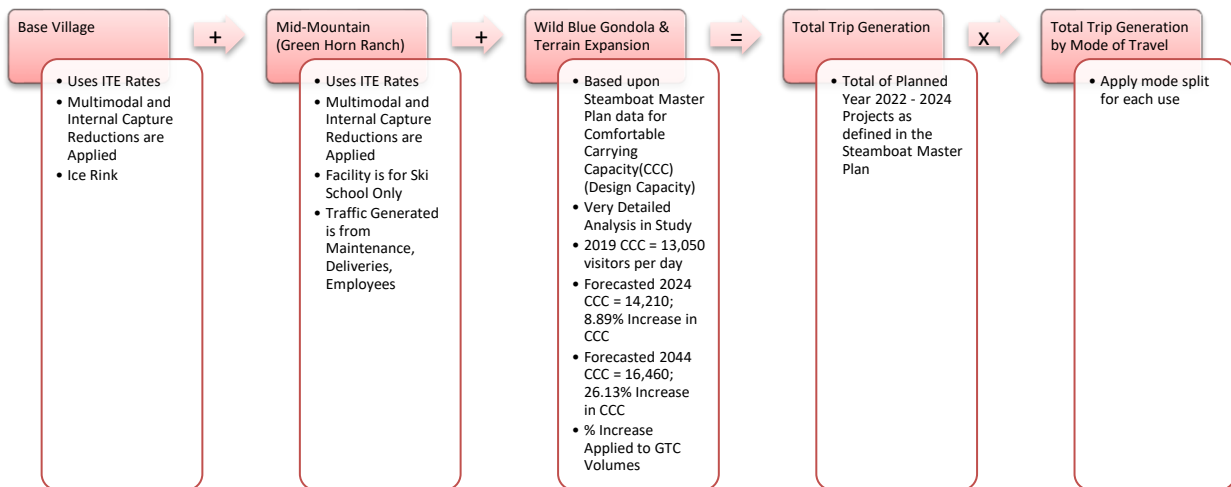
The determination of the anticipated trip generation for each project was determined relative to the type of project that is proposed. This comprehensive transportation impact analysis categorizes the planned expansion into three projects.

- Base Village Improvements
- Greenhorn Ranch Improvements
- Wild Blue Gondola and Terrain Expansion

The proposed Base Village and Greenhorn Ranch projects use the Institute of Transportation Engineers' *Trip Generation Manual*<sup>2</sup> to determine the anticipated trip generation. The Gondola and Terrain Expansion take a larger look at the entirety of travel to the resort and apply the anticipated growth of the resort's capacity to the travel network.

**Figure 14** graphically depicts the methodology used for the trip generation calculations.

*Figure 14: Trip Generation Methodology*



**Base Village:** The Base Village proposal includes construction of a new Plaza Pavilion building with restaurant space in the location of the previous Gondola Building. It also includes the construction of Building B with restaurant and retail space. The plaza between the two new buildings will be developed into a seasonal ice-skating rink. Additionally, a ticketing building will be constructed near the Gold Walk.

For the trip generation analysis, ITE Land Use Code #932 High Turnover Sit-Down Restaurant, #820 Shopping Center, #712 Small Office Building, and #495 Recreational Community Center were used to calculate the base trip generation from these uses.

The restaurant patio space was included in these calculations, as the patios are typically fully occupied during peak weekends in December. Many of the restaurant patrons are anticipated to already be at the resort. Therefore, a 30% on-site reduction was taken from the national trip generation rates for a typical restaurant site. The related mechanical and restroom space in the building will also not likely be a primary destination. Therefore, a 75% reduction was taken for patrons that are already at the resort.

Similarly, the ticketing building assumed that 75% of the patrons were already coming to the resort for trips that were not specific to the ticket office.

The ice rink was analyzed as a recreational community center. ITE's data had a relatively small sample size. However, the resulting trip generation rates appear to be in line with trips to a stand-alone ice rink with scheduled activities. A 75% reduction was taken for patrons that will already be at the resort.

The retail space assumed that 50% of the patrons were already coming to the resort for trips that were not specific to the new retail.

Green Horn Ranch: A break/lunch facility for ski school is proposed at Green Horn Ranch. The ski school participants and instructors will already be on the mountain. New service staff will contribute to project-generated traffic for the proposed facility. Additionally, the facility will add maintenance and operations facilities for the resort, which will also generate traffic.

For the trip generation analysis, ITE Land Use Code #932 High Turnover Sit-Down Restaurant and #710 General Office Building were used to calculate the base trip generation from these uses.

A 90% on-site reduction was taken from the national trip generation rates for a typical restaurant site. The remaining 10% of the trips are likely generated by facility staff.

The relocated maintenance and operations space will likely be staffed by employees that will access the facility via the Base Area. No reduction was taken for this land use.

Wild Blue Gondola and Terrain Expansion: The additional resort capacity for the proposed expansion is most accurately calculated in the *MDPA*<sup>1</sup>. The Comfortable Carrying Capacity (CCC) represents the guest population at the resort, to which all ski resort functions are balanced. This is not the maximum level of visitation, but the number of visitors that can be comfortably accommodated on a daily basis. Design capacity is typically equated to a resort's fifth or tenth busiest day, and a peak-day visitation at most resorts is at least 10 percent higher than the design capacity.<sup>1</sup>

The *MDPA*'s<sup>1</sup> CCC calculation is based upon a variety of factors.

- Supply of Vertical Transport
- Demand for Vertical Transport
- Time Spent in Lift Line

Per the *MDPA*<sup>1</sup>, “The accurate estimation of the CCC of a mountain is a complex issue and is the single-most important planning criterion for the resort. Related skier service facilities, including base lodge seating, mountain restaurant requirements, restrooms, parking, and other guest services are planned around the proper identification of the mountain’s true capacity.”

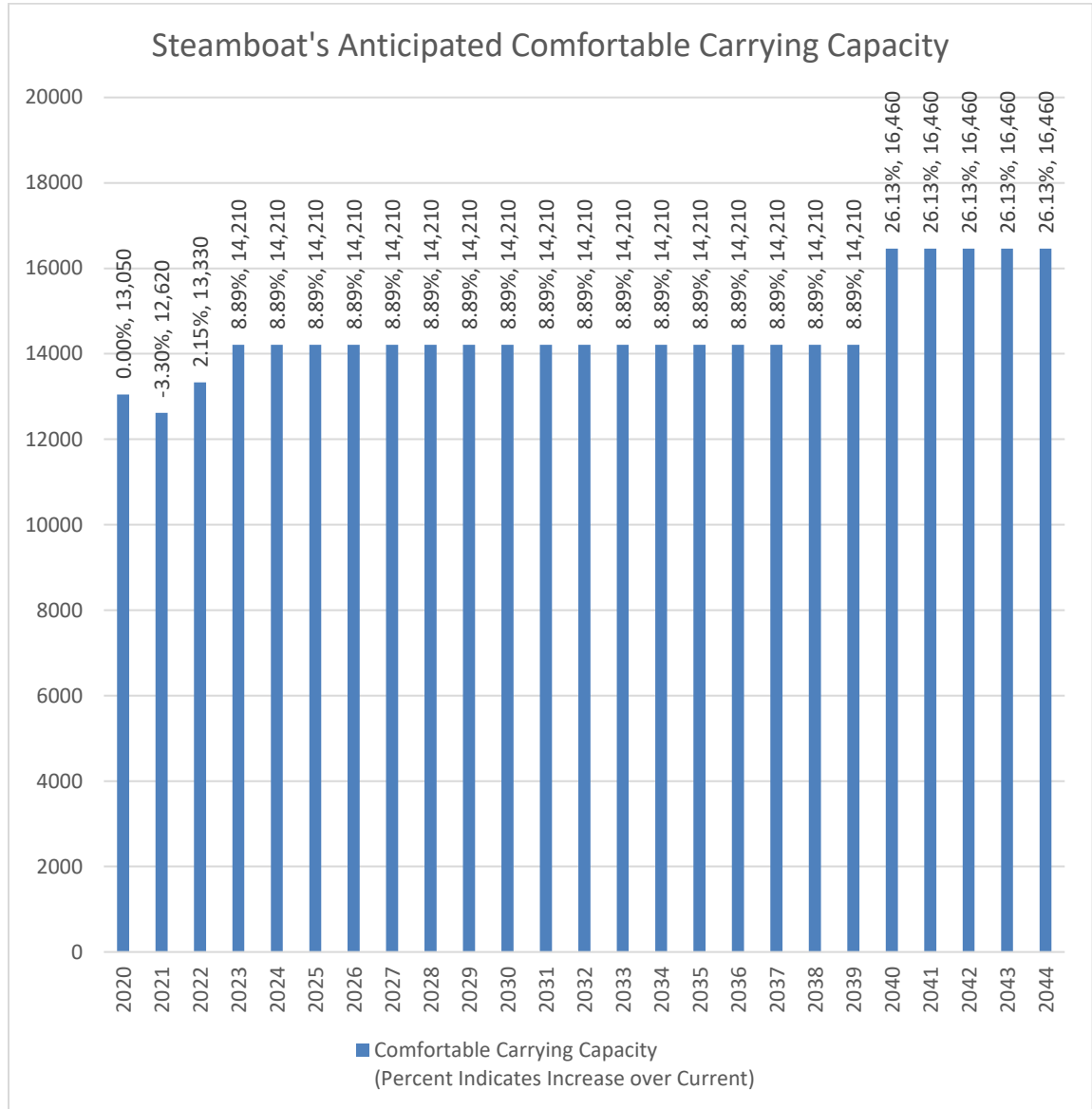
Therefore, a comparison of the current 2019 CCC (and existing traffic volumes at the resort) and the anticipated CCC with the proposed expansion gives the best forecast of future traffic to be generated by the resort.

The *MDPA*<sup>1</sup> identified a CCC of 13,050 visitors per day in Year 2019. It also identified a future CCC of 16,310 visitors per day with future expansion projects and the associated ancillary amenities. This is an increase of the resort’s CCC by 26%.

Since the release of the *MDPA*<sup>1</sup> document, the applicant has updated a phased project list with anticipated annual CCC data. The list and associated calculations were updated in September 2021. **Figure 15** summarizes the anticipated CCC by year. Steamboat’s associated phased CCC matrix is included in the **Appendix**.



**Figure 15: Anticipated Comfortable Carrying Capacity**



The CCC calculations provided by Steamboat were based upon the following phased project implementation.

**2021/2022 Season:** With the removal of the Priest Creek lift for the 2021/2022 season, the resort’s current Year 2019 CCC is anticipated to decrease by 3.30%.

**2022/2023 Season:** For the 2022/2023 season, the resort anticipates relocating three carpets from the base area to Green Horn Ranch, addition additional carpets at Green Horn Ranch, removing the Easy Rider and Priest Creek lifts, adding a Rough Rider lift at Green Horn Ranch, and constructing Stage 1 of the Wild Blue Gondola. This results in a 2.15% increase in the Year 2019 CCC.

2023/2024 Season: For the 2023/2024 season, the resort anticipates adding a Pioneer Ridge II lift and constructing Stage 2 of the Wild Blue Gondola. This results in an 8.89% increase in the Year 2019 CCC.

There are no planned resort improvements past those described for the Year 2022 – Year 2024 expansion.

2040/2041 Season: By Year 2040+/-, Steamboat Resort anticipates the CCC is anticipated to approach 16,460 visitors per day. This is a 26.13% increase over the Year 2019 CCC. The projects associated with this growth are unscheduled. Additional analyses and approvals will be required for projects beyond the 2024 project list.

The anticipated increase in CCC was directly correlated to the existing traffic volumes in the study area. Therefore, to forecast the anticipated traffic increase associated with the increased carrying capacity, the existing traffic volumes were increased by 8.89% to forecast Year 2024 traffic volumes. Year 2044 traffic was forecasted by applying the 26.13% anticipated long term growth to the existing traffic volumes. This traffic increase is included for both Year 2024 and Year 2044 scenarios in **Table 1**.

By utilizing this methodology, recirculating traffic was accommodated in the traffic projections. Future efforts for parking demand management and additional wayfinding signage will likely reduce the amount of circulating traffic.

In practice, the traffic increase associated with the resort expansion is not likely fully realized until the increase in lodging and other amenities to support the additional visitors is added. Steamboat believes that new visitors will primarily be destination guests that will arrive in a single vehicle or via air travel and rely on more transit and walking. Therefore, the mode split assumptions based upon current data are likely conservative for these new visitors.

## 4.2 Trip Generation Mode Split

The guests and staff at Steamboat Resort arrive via multiple modes of travel. Data from the *MDPA*<sup>1</sup>, *GTC Data Collection*<sup>2</sup>, and traffic counts were compared to determine current travel patterns. Refer to the data comparison in **Table 2**. **Figure 15** summarizes the current mode split.

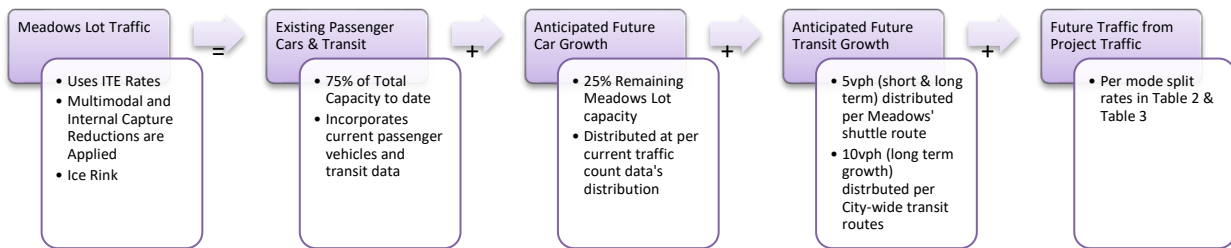
This data was also used to inform the anticipated future travel patterns and mode split. Refer to the application of the mode split to the trip generation calculations in **Table 3**. This information was used to determine likely mode split for the three proposed projects in this analysis.

Meadows Lot: The Meadows Lot is a free parking lots that accommodates visitors arriving via their personal passenger vehicles and shuttles them to the GTC via shuttle buses. Similarly, the Upper Knoll Lot is a free parking lot that accommodates visitors and employees of the resort, and they walk to the GTC.

To account for both modes of travel at these parking lots, Table 2 and 3 account for the transit trips to/from the Meadows Lot. The passenger vehicle trips are accounted for in the existing and background traffic volumes. Additionally, the Meadows Lot is anticipated to have the ability to increase its traffic by 25% per the *Parking Study*<sup>14</sup>. Therefore, additional passenger vehicle traffic and transit traffic at the Meadows Lot was distributed based upon current Meadows Lot traffic counts. The assumption that the Meadows Lot would reach full capacity by Year 2024 is conservative. Upon reaching capacity, no additional passenger vehicle traffic was added to the Meadows Lot. The methodology used to calculate the total Meadows Lot traffic is depicted in **Figure 16**.

A table summarizing the Meadows Lot traffic characteristics is included in the **Appendix**.

**Figure 16: Meadows Lot – Total Traffic Forecasts by Mode**



**Upper Knoll Lot:** The Upper Knoll Lot is already at 100% capacity<sup>14</sup>. Therefore, no growth was applied.

**Transit Growth:** Based upon anticipated ridership rates, phased operational needs were identified and added to the Meadows Lot traffic. Refer to Section 6.2 for the analysis of transit service requirements.

### 4.3 Trip Generation and Mode Split Summary

From **Table 1**, by Year 2024 the proposed development is expected to generate 3,821 trips on a peak visitor day in December. This includes 543 trips on a morning peak hour and 511 trips in the afternoon peak hour. Of these visitors, it is anticipated that approximately 30% of them are people walking to/from adjacent condos and hotels. **Table 3** also shows that another 60% of patrons and employees will access the resort area via transit services. Ten percent will be dropped off or picked up by a passenger car. The remaining traffic will arrive to park in the garages. This project is anticipated to increase vehicular traffic in the vicinity of the resort by 101 vehicles per hour (vph) in the morning peak hour and 106 vph in the evening peak hour.

By Year 2044, the proposed development is expected to generate 6,081 trips on a peak day in December. This includes 745 trips on a morning peak hour and 737 trips in the afternoon peak hour. This project is anticipated to increase vehicular traffic in the vicinity of the resort by 149 vph in the morning peak hour and 160 vph in the evening peak hour.

**Table 1: Project Trip Generation**

ITE Code	Units <sup>2</sup>	Eq. Coef	ITE Trip Generation Equation <sup>3</sup>			Average Weekday Trips (vpd)	Morning Peak Hour		Evening Peak Hour						
			Avg. Weekday	AM Peak Hour	PM Peak Hour		Inbound Trips (vph)	Outbound Trips (vph)	Inbound Trips (vph)	Outbound Trips (vph)					
<b>Steamboat Base Village</b>															
<b>Plaza Pavilion (Steamboat Base Village)</b>															
<b>Proposed Land Use</b>															
#932 - High-Turnover (Sit Down) Restaurant 2nd Floor	12.9 kSF		Type a=	Rate 112.18	Rate 14.04	Rate 17.41	1,447	57%	103	43%	78	52%	117	48%	108
<i>On-Site Reduction</i>	-30%		b=				-434		-31		-23		-35		-32
<b>Plaza Pavilion Proposed New Trips</b>							<b>1,013</b>		<b>72</b>		<b>55</b>		<b>82</b>		<b>76</b>
<b>Ticketing Building (Steamboat Base Village)</b>															
<b>Proposed Land Use</b>															
#820 - Shopping Center	2.8 kSF		Type a=	Rate 37.75	A 2.76	B 0.72	106	54%	46	46%	39	50%	22	50%	22
<i>On-Site Reduction</i>	-75%		b=		77.28	3.02	-80		-35		-29		-17		-17
<b>Ticketing Building Proposed New Trips</b>							<b>26</b>		<b>11</b>		<b>10</b>		<b>5</b>		<b>5</b>
<b>Building B (Steamboat Base Village)</b>															
<b>Proposed Land Use</b>															
#712 - Small Office Building - Ground Floor	2.5 ksf		Type a=	Rate 16.19	Rate 3.26	Rate 3.73	40	60%	5	40%	4	46%	5	54%	6
<i>On-Site Reduction</i>	-75%		b=				-30		-4		-3		-4		-5
#932 - High Turn-Over (Sit Down) Restaurant	7.5 ksf		Type a=	Rate 112.18	Rate 14.04	Rate 17.41	841	57%	60	43%	45	52%	68	48%	63
<i>On-Site Reduction</i>	-30%		b=				-252		-18		-14		-20		-19
#495 - Recreational Community Center - Ice Rink	17 kSF GFA		Type a=	B 0.98	B 0.51	B 0.58	491	67%	59	33%	29	40%	41	60%	62
<i>On-Site Reduction</i>	-75%		b=	3.42	3.03	2.99	-368		-44		-22		-31		-47
#820 - Shopping Center - 3rd Floor	1.6 kSF		Type a=	Rate 37.75	A 2.76	B 0.72	60	54%	44	46%	38	50%	14	50%	14
<i>On-Site Reduction</i>	-50%		b=		77.28	3.02	-30		-22		-19		-7		-7
<b>Building B Proposed New Trips</b>							<b>752</b>		<b>80</b>		<b>58</b>		<b>66</b>		<b>67</b>
<b>Subtotal - Steamboat Base Village</b>							<b>1,791</b>		<b>163</b>		<b>123</b>		<b>153</b>		<b>148</b>
<b>Greenhorn Ranch</b>															
<b>Proposed Land Use</b>															
#710 - General Office Building - Maintenance/Office	6.2 kSF		Type a=	B 0.97	B 0.88	Rate 1.42	72	88%	13	12%	2	18%	2	82%	8
<i>On-Site Reduction</i>	0%		b=	2.50	1.06		0		0		0		0		0
#932 - High-Turnover (Sit Down) Restaurant - 2nd Floor	7.0 kSF		Type a=	Rate 112.18	Rate 14.04	Rate 17.41	785	57%	56	43%	42	52%	63	48%	58
<i>On-Site Reduction</i>	-90%		b=				-707		-50		-38		-57		-52
<b>Subtotal - Mid Mountain</b>							<b>150</b>		<b>19</b>		<b>6</b>		<b>8</b>		<b>14</b>
<b>2024 Gondola &amp; Terrain Expansion</b>															
<b>Proposed Land Use</b>															
Gondola and Terrain Expansion (Short Term)	8.89%			% of Existing Base Village Traffic Volumes			1,160		57		48		56		60
<i>On-Site Reduction</i>	0%						0		0		0		0		0
<b>Subtotal - Gondola and Terrain Expansion</b>							<b>1,160</b>		<b>57</b>		<b>48</b>		<b>56</b>		<b>60</b>
<b>2044 Gondola &amp; Terrain Expansion</b>															
<b>Proposed Land Use</b>															
Gondola and Terrain Expansion (Long Term)	26.13%			% of Existing Base Village Traffic Volumes			3,420		166		141		166		176
<i>On-Site Reduction</i>	0%						0		0		0		0		0
<b>Subtotal - Gondola and Terrain Expansion</b>							<b>3,420</b>		<b>166</b>		<b>141</b>		<b>166</b>		<b>176</b>
<b>Meadows Lot</b>															
<b>Meadows Parking Lot Growth</b>															
Existing 2021 Counts (Assume parking lot at 75% capacity):							75%	2,170	361	21	27	190			
Parking Lot at Full Capacity:							100%	2,890	481	28	36	253			
Year 2024 Future Growth: 25.0%								720	120	7	9	63			
Year 2040 Future Growth: 25.0%								720	120	7	9	63			
<b>Subtotal - Year 2024 Meadows Parking Lot Growth (Short Term)</b>							<b>720</b>	<b>120</b>	<b>7</b>	<b>9</b>	<b>63</b>				
<b>Subtotal - Year 2040 Meadows Parking Lot Growth (Long Term)</b>							<b>720</b>	<b>120</b>	<b>7</b>	<b>9</b>	<b>63</b>				
<b>2024 Totals - Steamboat Base Village, Greenhorn Ranch, G &amp; T Expansion, and Parking Lot</b>							<b>3,821</b>	<b>359</b>	<b>184</b>	<b>226</b>	<b>285</b>				
<b>2044 Totals - Steamboat Base Village, Greenhorn Ranch, G &amp; T Expansion, and Parking Lot</b>							<b>6,081</b>	<b>468</b>	<b>277</b>	<b>336</b>	<b>401</b>				

Notes:

<sup>1</sup> Values obtained from Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

<sup>2</sup> DU = Dwelling Units, kSF = 1,000 Square Feet

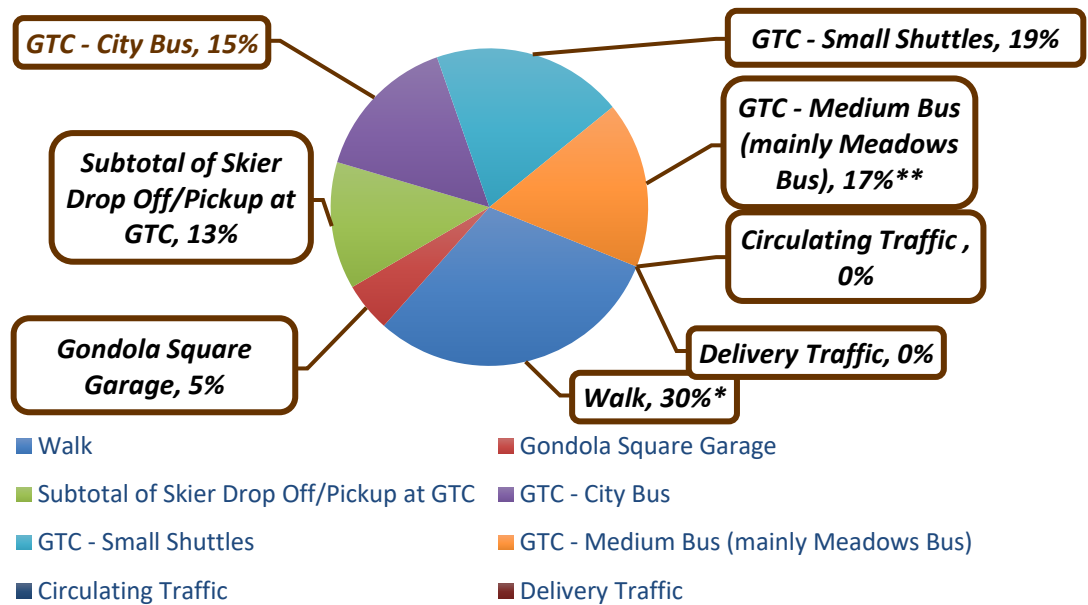
<sup>3</sup> Fitted curve equations from ITE Land Uses - Equation Type A is  $T = a * X + b$ , Equation Type B is  $\ln(T) = a * \ln(X) + b$ , Rate is  $T = a * X$

<sup>4</sup> Based upon the Parking Study14, the Meadows Lot is operating at 75% capacity and the Upper Knoll Lot is operating at 100% capacity. Therefore, the December 31, 2021 traffic data incorporates the vehicular passenger car trips for these percentage. The remaining 25% vacancy of the Meadows Lot is filled in the "Future Growth: 25%" line of this table.

*Table 2: Trip Generation – Existing Conditions Comparison of GTC to 2019 MDPA1*

Mode of Travel	Daily People	Mode Percentage	2019 Existing Conditions				
			Passengers per Vehicle	Vehicles per Hour	Passengers per Hour	Percentage of Vehicular Traffic Attributing to GTC Traffic	Vehicular Traffic Attributing to GTC Traffic
Walk*	3,975	30%	0	0	0	0%	0
Gondola Square Garage	656	5%	1.9	173	329	25%	43
Subtotal of Skier Drop Off/Pickup at GTC	1,693	13%	1.9	155	295	100%	155
GTC - City Bus	1,967	15%	16.3	28	456	100%	28
GTC - Small Shuttles	2,544	19%	4.7	135	635	150%	203
GTC - Medium Bus (Meadows Bus)**	2,214	17%	11.1	48	535	125%	60
Circulating Traffic	0	0%	N/A	354	N/A	100%	354
Delivery Traffic	0	0%	N/A	10	N/A	100%	10
<b>Subtotal</b>	<b>13,049</b>	<b>100%</b>		<b>903</b>			<b>853</b>

*Figure 17: Existing Conditions Mode of Travel Chart*



\*1,500 peds/day (per GTC Data) arrive from Knoll Lot area.

\*\* 2,214 Meadows Lot users/day (per GTC Data) utilize the Meadows Lot via 200vph.

**Table 3: Project Trip Generation with Mode Split**

Estimated Project-Generated Traffic <sup>1</sup>					ITE Trip Generation	Average Weekday	Morning Peak Hour		Evening Peak Hour	
ITE Code	Mode Split %	Passengers per Vehicle <sup>1</sup>	Normalized Carpool Rate <sup>2</sup>	Contributes Vehicle Trips?	Trips (vpd)	Trips (vph)	Trips (vph)	Trips (vph)	Trips (vph)	
<b>Steamboat Base Village</b>	<b>Subtotal - Steamboat Base Village (From Table 1)</b>				<b>1,791</b>	<b>163</b>	<b>123</b>	<b>153</b>	<b>148</b>	
	Pedestrian Trips	30%	1.9	100%	No	537	49	37	46	44
	Gondola Square Garage	0%	1.9	100%	Yes	0	0	0	0	0
	Skier Drop Off / Pickup	10%	1.9	100%	Yes	179	16	12	15	15
	City Bus	20%	16.3	12%	Yes	42	4	3	4	3
	Small Shuttles	20%	4.7	40%	Yes	145	13	10	12	12
	Medium Shuttles	20%	11.1	17%	Yes	61	6	4	5	5
	<b>Vehicle Trips</b>					<b>427</b>	<b>39</b>	<b>29</b>	<b>36</b>	<b>35</b>
<b>Greenhorn Ranch</b>	<b>Greenhorn Ranch (From Table 1)</b>				<b>150</b>	<b>19</b>	<b>6</b>	<b>8</b>	<b>14</b>	
	Pedestrian Trips	0%	1.9	100%	No	0	0	0	0	0
	Gondola Square Garage	0%	1.9	100%	Yes	0	0	0	0	0
	Skier Drop Off / Pickup	10%	1.9	100%	Yes	15	2	1	1	1
	City Bus	30%	16.3	12%	Yes	5	1	0	0	0
	Small Shuttles	30%	4.7	40%	Yes	18	2	1	1	2
	Medium Shuttles	30%	11.1	17%	Yes	8	1	0	0	1
	<b>Vehicle Trips</b>					<b>46</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>4</b>
<b>2024 Gondola &amp; Terrain Expansion</b>	<b>Gondola and Terrain Expansion (From Table 1)</b>				<b>1,160</b>	<b>57</b>	<b>48</b>	<b>56</b>	<b>60</b>	
	Pedestrian Trips	30%	1.9	100%	No	348	17	14	17	18
	Gondola Square Garage	0%	1.9	100%	Yes	0	0	0	0	0
	Skier Drop Off / Pickup	10%	1.9	100%	Yes	116	6	5	6	6
	City Bus	20%	16.3	12%	Yes	27	1	1	1	1
	Small Shuttles	20%	4.7	40%	Yes	94	5	4	5	5
	Medium Shuttles	20%	11.1	17%	Yes	40	2	2	2	2
	<b>Vehicle Trips</b>					<b>277</b>	<b>14</b>	<b>11</b>	<b>13</b>	<b>14</b>
<b>2044 Gondola &amp; Terrain Expansion</b>	<b>Gondola and Terrain Expansion (From Table 1)</b>				<b>3,420</b>	<b>166</b>	<b>141</b>	<b>166</b>	<b>176</b>	
	Pedestrian Trips	30%	1.9	100%	No	1,026	50	42	50	53
	Gondola Square Garage	0%	1.9	100%	Yes	0	0	0	0	0
	Skier Drop Off / Pickup	10%	1.9	100%	Yes	342	17	14	17	18
	City Bus	20%	16.3	12%	Yes	80	4	3	4	4
	Small Shuttles	20%	4.7	40%	Yes	277	13	11	13	14
	Medium Shuttles	20%	11.1	17%	Yes	117	6	5	6	6
	<b>Vehicle Trips</b>					<b>815</b>	<b>40</b>	<b>34</b>	<b>40</b>	<b>42</b>
<b>2024 Vehicle Trip Totals - Steamboat Base Village, Greenhorn Ranch, and Gondola &amp; Terrain Expansion</b>					<b>750</b>	<b>58</b>	<b>43</b>	<b>52</b>	<b>54</b>	
<b>2044 Vehicle Trip Totals - Steamboat Base Village, Greenhorn Ranch, and Gondola &amp; Terrain Expansion</b>					<b>1,288</b>	<b>84</b>	<b>65</b>	<b>79</b>	<b>82</b>	

**Notes:**

<sup>1</sup> Passengers per Vehicle is from the 2019 Steamboat Master Plan & 2019 GTC Data Collection.

<sup>2</sup> Normalized Carpool Rate = Number of Passengers per specific vehicle / 1.9 passengers per passenger car. Therefore, the adjustment factor for a car is 100%. The adjustment factor for a City bus is 12%, as it carries 8 times more people per vehicle.

<sup>3</sup> Multimodal calculations above are inclusive of the Meadows Lot transit operations, as the December 31, 2021 traffic data incorporates the vehicular passenger car trips and is not reflected in this table.

#### 4.4 Directional Distribution

The distribution of project-generated vehicular traffic on adjacent roadways is influenced by several factors including the following:

- The location of the site relative to other related facilities
- The configuration of the existing and proposed adjacent roadway network
- The relative location of neighboring population centers
- The circulation of transit routes

The directional distribution for the proposed projects associated with the Steamboat Resort expansion were directly correlated to current travel patterns on the roadway network. This directional distribution was generalized to apply to all vehicle types and both the morning and evening hours of analysis. The directional distribution is depicted in **Figure 18**.

#### 4.5 Alternate Scenario for GTC Improvements

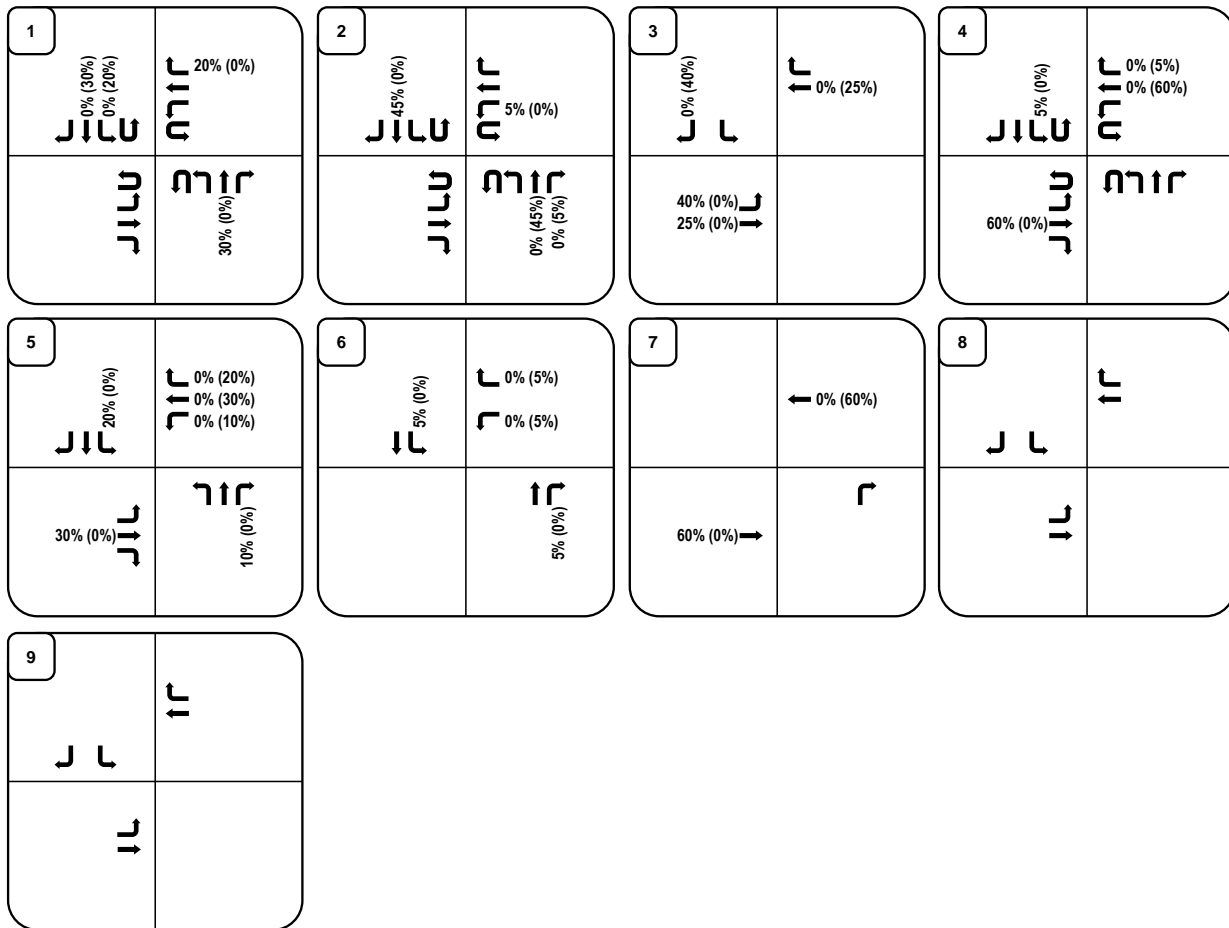
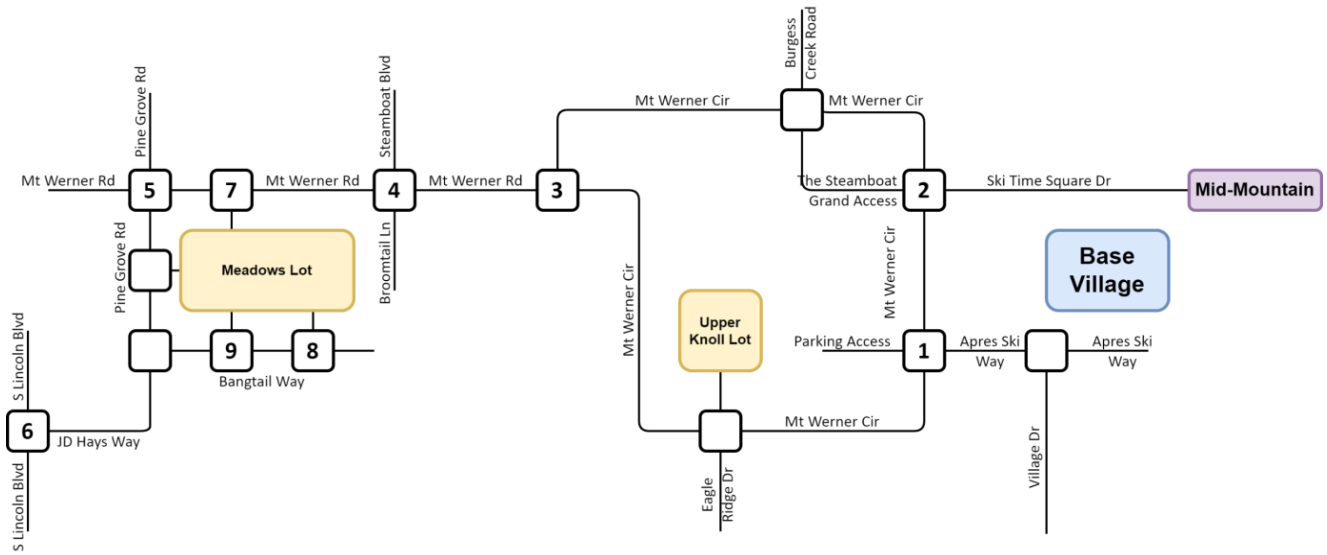
The City of Steamboat Springs is currently working on a *Mountain Area Master Plan*<sup>4</sup> (*MAMP*<sup>4</sup>) to guide policy and future development of the Mountain Area. This plan is still in the public approval process.

The *GTC Data Collection*<sup>3</sup> identified that the high conflict volume at the at-grade pedestrian crossings and Mt. Werner Circle was unsafe. This report recommended removing the conflict from this high traffic area. As such, the draft *MAMP*<sup>4</sup> identified restrictions of the traffic at this pedestrian crossing. Traffic at this pedestrian crossing would be restricted to City buses and emergency services. Other buses and shuttles would utilize a loop south of the crossing to circulate to the GTC. Passenger cars would be restricted within the GTC. Public skier pick up and drop off would be accommodated north of the pedestrian crossing. General concepts that have been recommended in the *MAMP*<sup>4</sup> are illustrated in **Figure 19**.

The total traffic conditions have been analyzed with two scenarios - with and without the GTC improvements. A secondary directional distribution was prepared for the project-generated traffic. Refer to **Figure 20**.

Similarly, background traffic was shifted to accommodate the alternate scenario. An overview of the background traffic shifts is shown in **Figure 21**. Detailed traffic volume shifts and modified background traffic forecasts are included in the **Appendix**.

Figure 18: Project Generated Directional Distribution



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

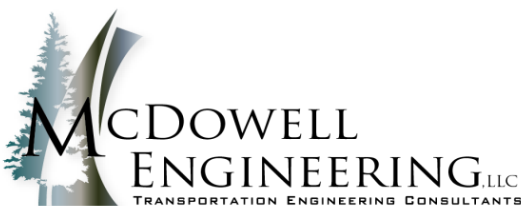




Figure 19: General GTC Improvements Recommended in the MAMP<sup>3</sup>

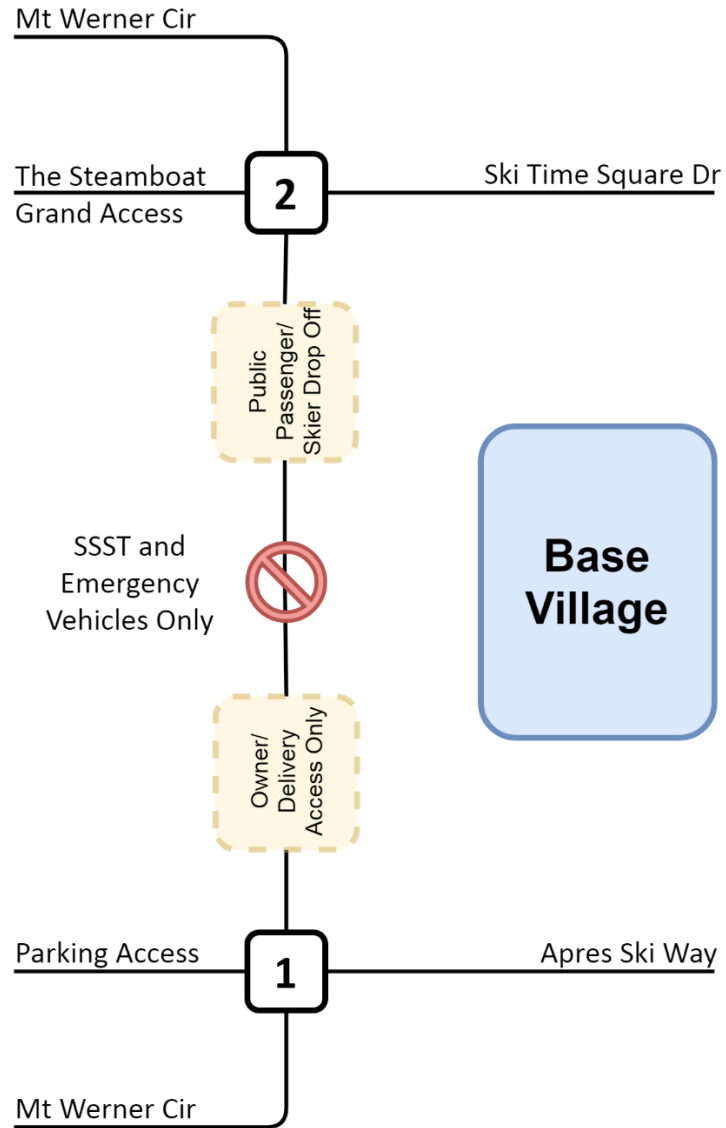
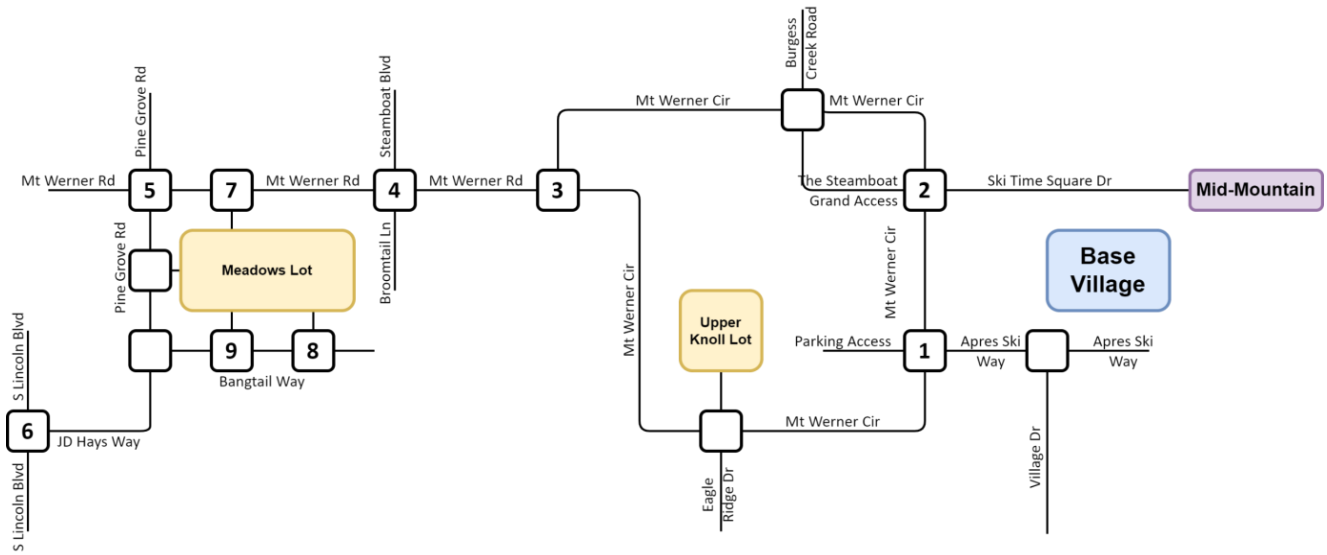


Figure 20: Project Generated Directional Distribution (Alternate GTC Improvements)



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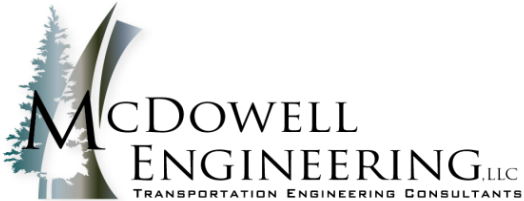
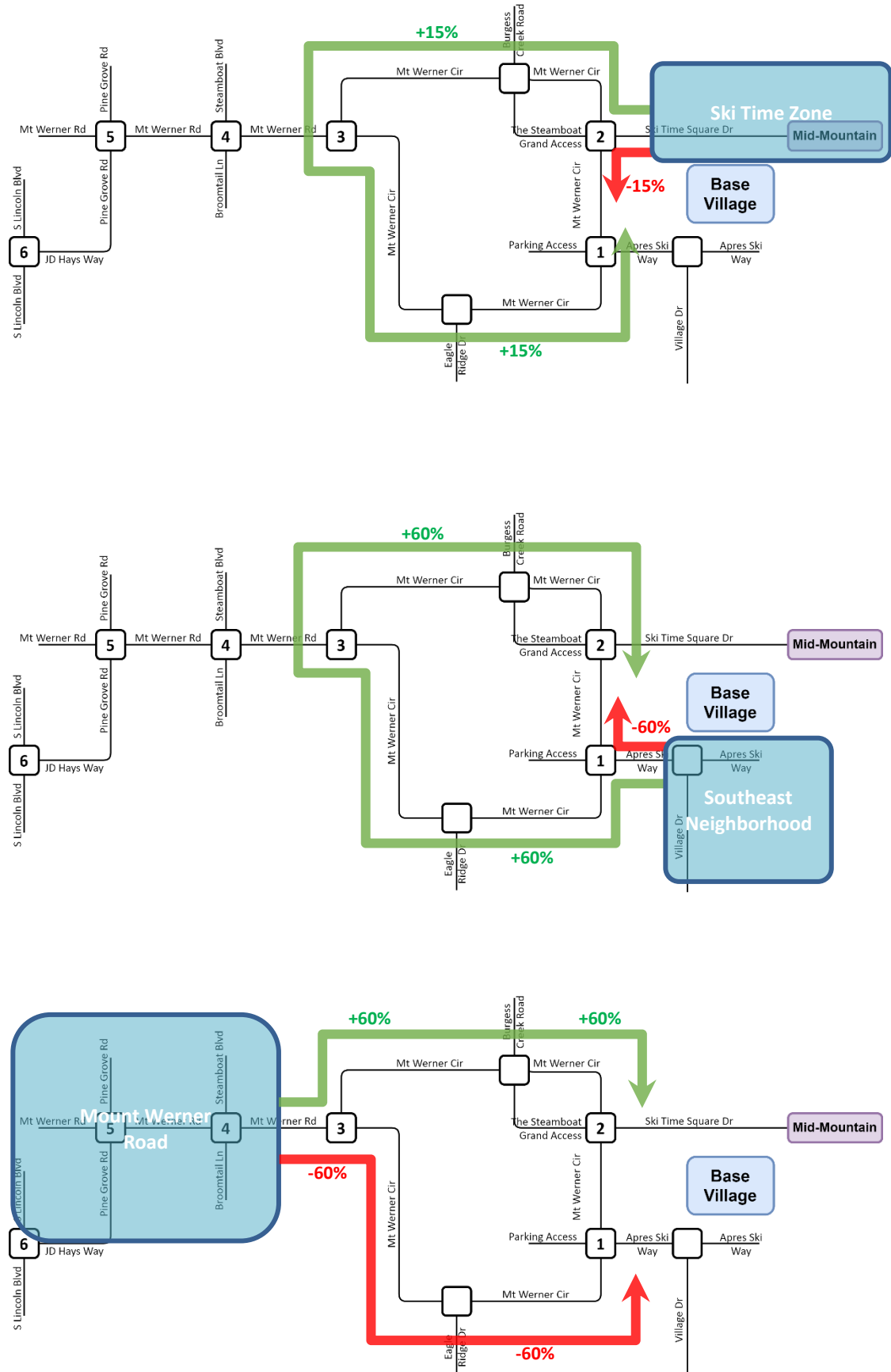


Figure 21: Background Traffic Shifts for Alternate GTC Improvements



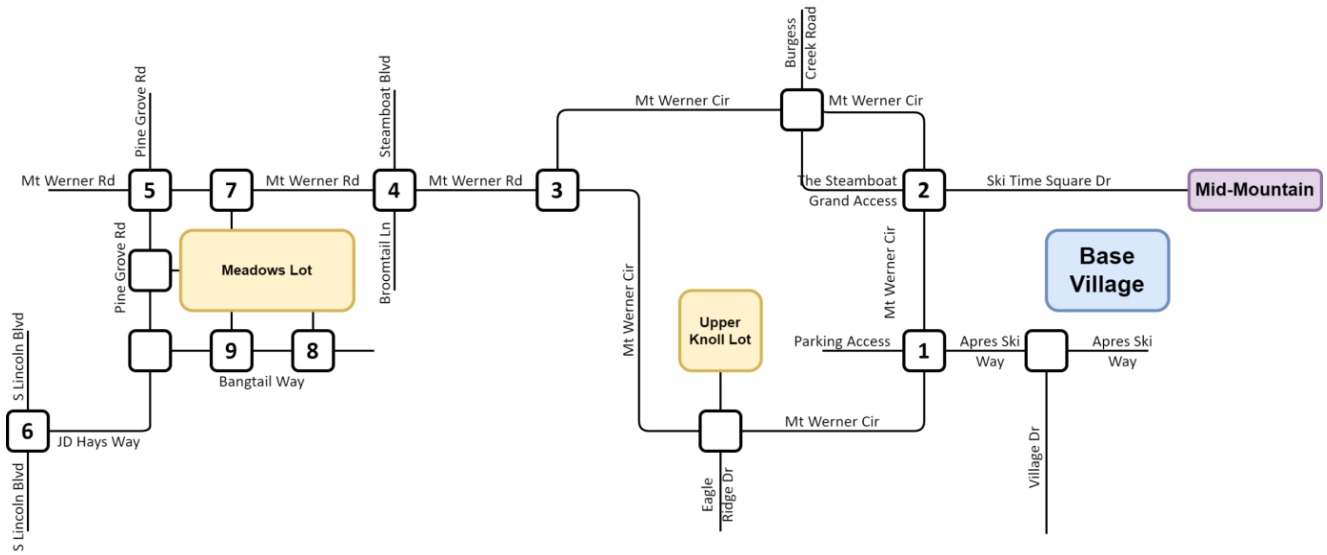
## 4.6 Traffic Assignment and Total Traffic

When the trip generation expected for all three projects is applied to the directional distribution, the result is the anticipated assignment of trips on the roadway system. The anticipated Year 2024 traffic assignment for all three projects is depicted in **Figure 22**. The Year 2024 traffic assignment for the projects with the alternate GTC Improvements is shown in **Figure 23**. The anticipated Year 2044 traffic assignment for all three projects is depicted in **Figure 24**. The Year 2044 traffic assignment for the projects with the alternate GTC Improvements is shown in **Figure 25**. The traffic assignment associated with the additional forecasted transit trips at the Meadows Lot are included in the **Appendix Figures APP-T1** and **APP-T2**.

The Year 2024 total traffic is the sum of Year 2024 background traffic in **Figure 12** with the project-generated traffic in **Figure 22** and can be seen in **Figure 26**. With the GTC Alternate scenario, the Year 2024 total traffic is depicted in **Figure 27**.

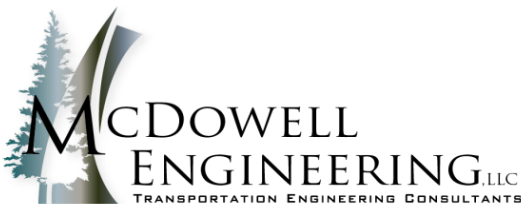
The Year 2044 total traffic is the sum of Year 2044 background traffic in **Figure 13** with the project-generated traffic in **Figure 24** and can be seen in **Figure 28**. With the GTC Alternate scenario, the Year 2044 total traffic is depicted in **Figure 29**.

Figure 22: Year 2024 Project Generated Traffic Assignment (Short Term)



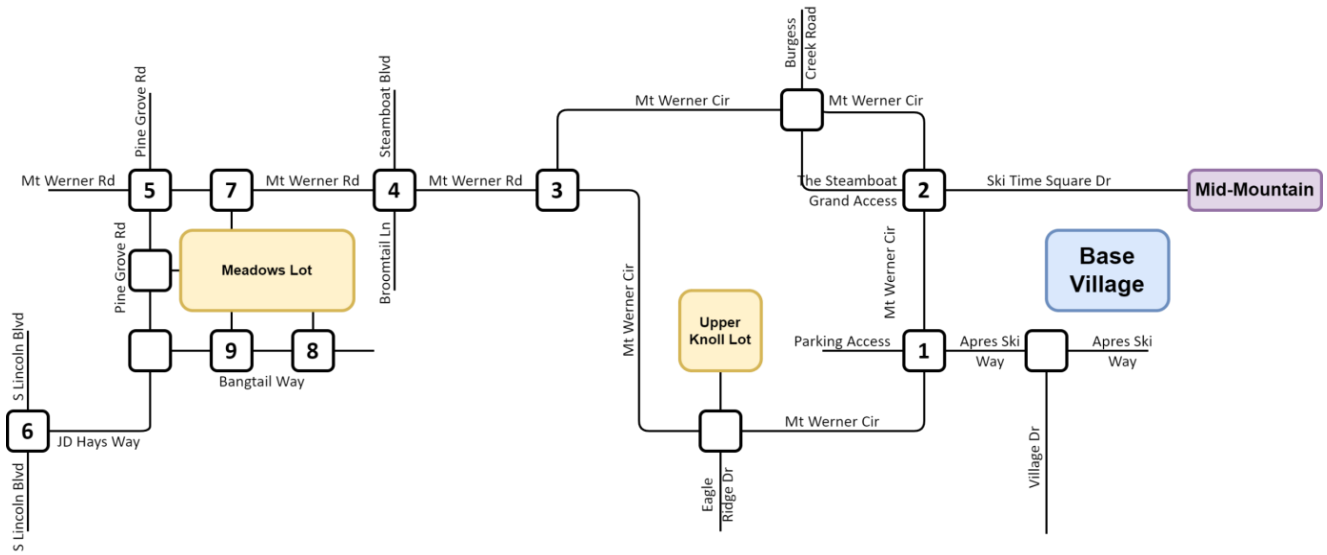
<p>1</p> <table border="1"> <tr> <td>13/16 טלון</td> <td>זורה 12/10 6/0</td> </tr> <tr> <td>טלון</td> <td>זורה 18/16 1/6</td> </tr> </table>	13/16 טלון	זורה 12/10 6/0	טלון	זורה 18/16 1/6	<p>2</p> <table border="1"> <tr> <td>26/23 טלון</td> <td>זורה 3/3</td> </tr> <tr> <td>טלון</td> <td>זורה 19/24 2/3</td> </tr> </table>	26/23 טלון	זורה 3/3	טלון	זורה 19/24 2/3	<p>3</p> <table border="1"> <tr> <td>18/22 טלון</td> <td>זורה 22/15</td> </tr> <tr> <td>23/21 15/22</td> <td></td> </tr> </table>	18/22 טלון	זורה 22/15	23/21 15/22		<p>4</p> <table border="1"> <tr> <td>12/1 טלון 3/3</td> <td>זורה 2/3 38/34</td> </tr> <tr> <td>טלון 1/6 36/40</td> <td>זורה</td> </tr> </table>	12/1 טלון 3/3	זורה 2/3 38/34	טלון 1/6 36/40	זורה
13/16 טלון	זורה 12/10 6/0																		
טלון	זורה 18/16 1/6																		
26/23 טלון	זורה 3/3																		
טלון	זורה 19/24 2/3																		
18/22 טלון	זורה 22/15																		
23/21 15/22																			
12/1 טלון 3/3	זורה 2/3 38/34																		
טלון 1/6 36/40	זורה																		
<p>5</p> <table border="1"> <tr> <td>18/1 זורה 12/10</td> <td>זורה 8/11 13/16 28/7</td> </tr> <tr> <td>טלון 18/16 30/2</td> <td>זורה 1/13 2/19 8/21</td> </tr> </table>	18/1 זורה 12/10	זורה 8/11 13/16 28/7	טלון 18/16 30/2	זורה 1/13 2/19 8/21	<p>6</p> <table border="1"> <tr> <td>זורה 27/5</td> <td>זורה 4/19 2/3</td> </tr> <tr> <td></td> <td>זורה 27/5</td> </tr> </table>	זורה 27/5	זורה 4/19 2/3		זורה 27/5	<p>7</p> <table border="1"> <tr> <td></td> <td>זורה 50/35</td> </tr> <tr> <td>37/47</td> <td></td> </tr> </table>		זורה 50/35	37/47		<p>8</p> <table border="1"> <tr> <td></td> <td>זורה</td> </tr> <tr> <td>טלון 6/0</td> <td></td> </tr> </table>		זורה	טלון 6/0	
18/1 זורה 12/10	זורה 8/11 13/16 28/7																		
טלון 18/16 30/2	זורה 1/13 2/19 8/21																		
זורה 27/5	זורה 4/19 2/3																		
	זורה 27/5																		
	זורה 50/35																		
37/47																			
	זורה																		
טלון 6/0																			
<p>9</p> <table border="1"> <tr> <td>זורה 7/63</td> <td>זורה</td> </tr> <tr> <td>טלון 114/9 6/0</td> <td></td> </tr> </table>	זורה 7/63	זורה	טלון 114/9 6/0																
זורה 7/63	זורה																		
טלון 114/9 6/0																			

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



Project Number M1529  
 Prepared By GWS

Figure 23: Year 2024 Project Generated Traffic Assignment with GTC Alternate Improvements



<table border="1"> <tr> <td>1</td> <td>                 זרחה 6/5                  טלון 4/5                  טלון 4/5             </td> <td>                 זרחה 12/5                  זרחה 21/19                  זרחה 5/11             </td> </tr> <tr> <td>2</td> <td>                 זרחה 3/3                  טלון 29/26             </td> <td>                 זרחה 32/40                  זרחה 2/3             </td> </tr> <tr> <td>3</td> <td>                 זרחה 6/5                  זרחה 14/4                  זרחה 4/5                  זרחה 21/19                  זרחה 19/25             </td> <td>                 זרחה 2/3                  זרחה 38/34                  זרחה 1/6                  זרחה 36/40             </td> </tr> <tr> <td>4</td> <td>                 זרחה 8/11                  זרחה 13/16                  זרחה 28/7                  זרחה 1/13                  זרחה 2/19                  זרחה 8/21             </td> <td>                 זרחה 4/19                  זרחה 2/3                  זרחה 27/5                  זרחה 27/5             </td> </tr> <tr> <td>5</td> <td>                 זרחה 7/63                  זרחה 114/9                  זרחה 6/0             </td> <td>                 זרחה 50/35                  זרחה 37/47             </td> </tr> <tr> <td>6</td> <td>                 זרחה 27/5                  זרחה 27/5             </td> <td>                 זרחה 6/0             </td> </tr> <tr> <td>7</td> <td>                 זרחה 7/63                  זרחה 114/9                  זרחה 6/0             </td> <td>                 זרחה 1/6                  זרחה 36/40             </td> </tr> <tr> <td>8</td> <td>                 זרחה 7/63                  זרחה 114/9                  זרחה 6/0             </td> <td>                 זרחה 2/3                  זרחה 38/34             </td> </tr> <tr> <td>9</td> <td>                 זרחה 7/63                  זרחה 114/9                  זרחה 6/0             </td> <td>                 זרחה 2/3                  זרחה 38/34             </td> </tr> </table>	1	זרחה 6/5 טלון 4/5 טלון 4/5	זרחה 12/5 זרחה 21/19 זרחה 5/11	2	זרחה 3/3 טלון 29/26	זרחה 32/40 זרחה 2/3	3	זרחה 6/5 זרחה 14/4 זרחה 4/5 זרחה 21/19 זרחה 19/25	זרחה 2/3 זרחה 38/34 זרחה 1/6 זרחה 36/40	4	זרחה 8/11 זרחה 13/16 זרחה 28/7 זרחה 1/13 זרחה 2/19 זרחה 8/21	זרחה 4/19 זרחה 2/3 זרחה 27/5 זרחה 27/5	5	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 50/35 זרחה 37/47	6	זרחה 27/5 זרחה 27/5	זרחה 6/0	7	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 1/6 זרחה 36/40	8	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 2/3 זרחה 38/34	9	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 2/3 זרחה 38/34
1	זרחה 6/5 טלון 4/5 טלון 4/5	זרחה 12/5 זרחה 21/19 זרחה 5/11																									
2	זרחה 3/3 טלון 29/26	זרחה 32/40 זרחה 2/3																									
3	זרחה 6/5 זרחה 14/4 זרחה 4/5 זרחה 21/19 זרחה 19/25	זרחה 2/3 זרחה 38/34 זרחה 1/6 זרחה 36/40																									
4	זרחה 8/11 זרחה 13/16 זרחה 28/7 זרחה 1/13 זרחה 2/19 זרחה 8/21	זרחה 4/19 זרחה 2/3 זרחה 27/5 זרחה 27/5																									
5	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 50/35 זרחה 37/47																									
6	זרחה 27/5 זרחה 27/5	זרחה 6/0																									
7	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 1/6 זרחה 36/40																									
8	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 2/3 זרחה 38/34																									
9	זרחה 7/63 זרחה 114/9 זרחה 6/0	זרחה 2/3 זרחה 38/34																									

**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
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 Turning Movements זרחה זרחה

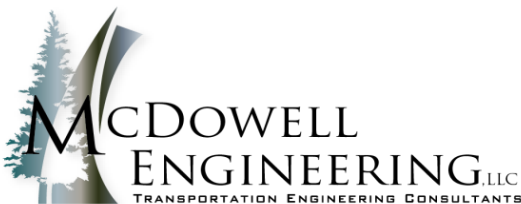
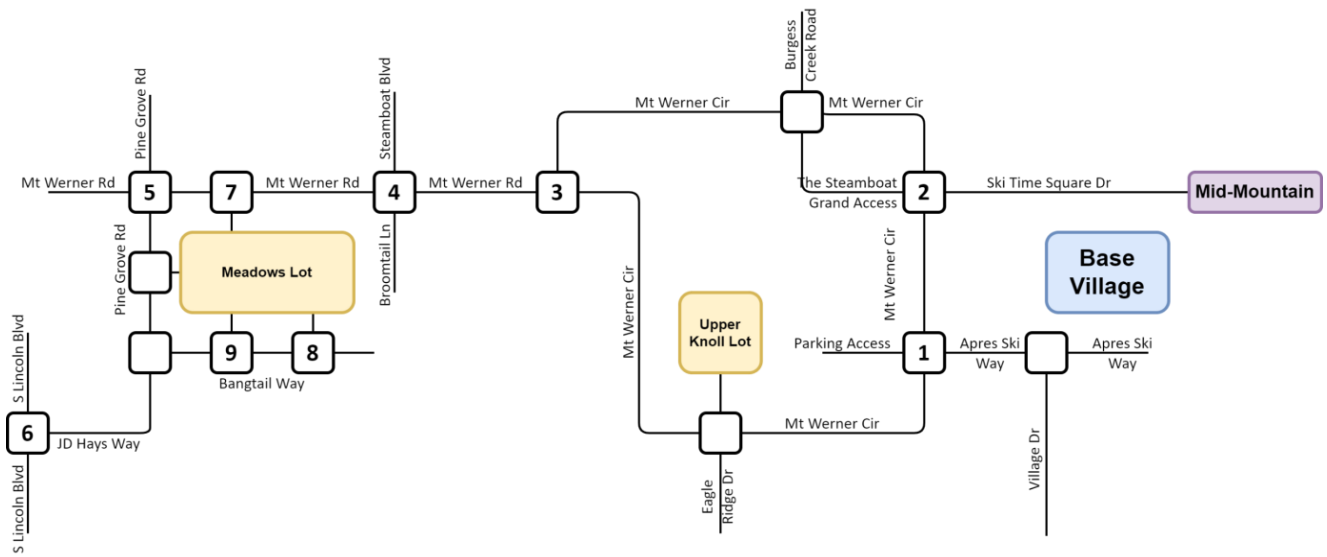
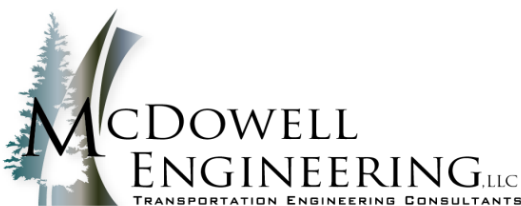


Figure 24: Year 2044 Project Generated Traffic Assignment Traffic (Long Term)



<table border="1"> <tr> <td>1</td> <td>                 20 / 25 13 / 16 טלון זורה 17 / 15 6 / 0             </td> </tr> <tr> <td>                 טלון זורה 26 / 24 1 / 6             </td> <td></td> </tr> </table>	1	20 / 25 13 / 16 טלון זורה 17 / 15 6 / 0	טלון זורה 26 / 24 1 / 6		<table border="1"> <tr> <td>2</td> <td>                 38 / 35 טלון זורה 4 / 4             </td> </tr> <tr> <td>                 טלון זורה 29 / 37 3 / 4             </td> <td></td> </tr> </table>	2	38 / 35 טלון זורה 4 / 4	טלון זורה 29 / 37 3 / 4		<table border="1"> <tr> <td>3</td> <td>                 26 / 33 טלון זורה 27 / 21             </td> </tr> <tr> <td>                 34 / 32 22 / 29 טלון זורה             </td> <td></td> </tr> </table>	3	26 / 33 טלון זורה 27 / 21	34 / 32 22 / 29 טלון זורה		<table border="1"> <tr> <td>4</td> <td>                 12 / 1 טלון זורה 3 / 4 51 / 50             </td> </tr> <tr> <td>                 1 / 6 52 / 56 טלון זורה             </td> <td></td> </tr> </table>	4	12 / 1 טלון זורה 3 / 4 51 / 50	1 / 6 52 / 56 טלון זורה	
1	20 / 25 13 / 16 טלון זורה 17 / 15 6 / 0																		
טלון זורה 26 / 24 1 / 6																			
2	38 / 35 טלון זורה 4 / 4																		
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4	12 / 1 טלון זורה 3 / 4 51 / 50																		
1 / 6 52 / 56 טלון זורה																			
<table border="1"> <tr> <td>5</td> <td>                 18 / 1 טלון זורה 17 / 15 13 / 16 20 / 25 30 / 10             </td> </tr> <tr> <td>                 26 / 24 30 / 2 טלון זורה 1 / 13 2 / 19 11 / 24             </td> <td></td> </tr> </table>	5	18 / 1 טלון זורה 17 / 15 13 / 16 20 / 25 30 / 10	26 / 24 30 / 2 טלון זורה 1 / 13 2 / 19 11 / 24		<table border="1"> <tr> <td>6</td> <td>                 28 / 6 טלון זורה 5 / 20 3 / 4             </td> </tr> <tr> <td>                 28 / 6 טלון זורה             </td> <td></td> </tr> </table>	6	28 / 6 טלון זורה 5 / 20 3 / 4	28 / 6 טלון זורה		<table border="1"> <tr> <td>7</td> <td>                 63 / 51 טלון זורה             </td> </tr> <tr> <td>                 53 / 63 טלון זורה             </td> <td></td> </tr> </table>	7	63 / 51 טלון זורה	53 / 63 טלון זורה		<table border="1"> <tr> <td>8</td> <td>                 63 / 51 טלון זורה             </td> </tr> <tr> <td>                 6 / 0 טלון זורה             </td> <td></td> </tr> </table>	8	63 / 51 טלון זורה	6 / 0 טלון זורה	
5	18 / 1 טלון זורה 17 / 15 13 / 16 20 / 25 30 / 10																		
26 / 24 30 / 2 טלון זורה 1 / 13 2 / 19 11 / 24																			
6	28 / 6 טלון זורה 5 / 20 3 / 4																		
28 / 6 טלון זורה																			
7	63 / 51 טלון זורה																		
53 / 63 טלון זורה																			
8	63 / 51 טלון זורה																		
6 / 0 טלון זורה																			
<table border="1"> <tr> <td>9</td> <td>                 7 / 63 טלון זורה             </td> </tr> <tr> <td>                 114 / 9 6 / 0 טלון זורה             </td> <td></td> </tr> </table>	9	7 / 63 טלון זורה	114 / 9 6 / 0 טלון זורה																
9	7 / 63 טלון זורה																		
114 / 9 6 / 0 טלון זורה																			

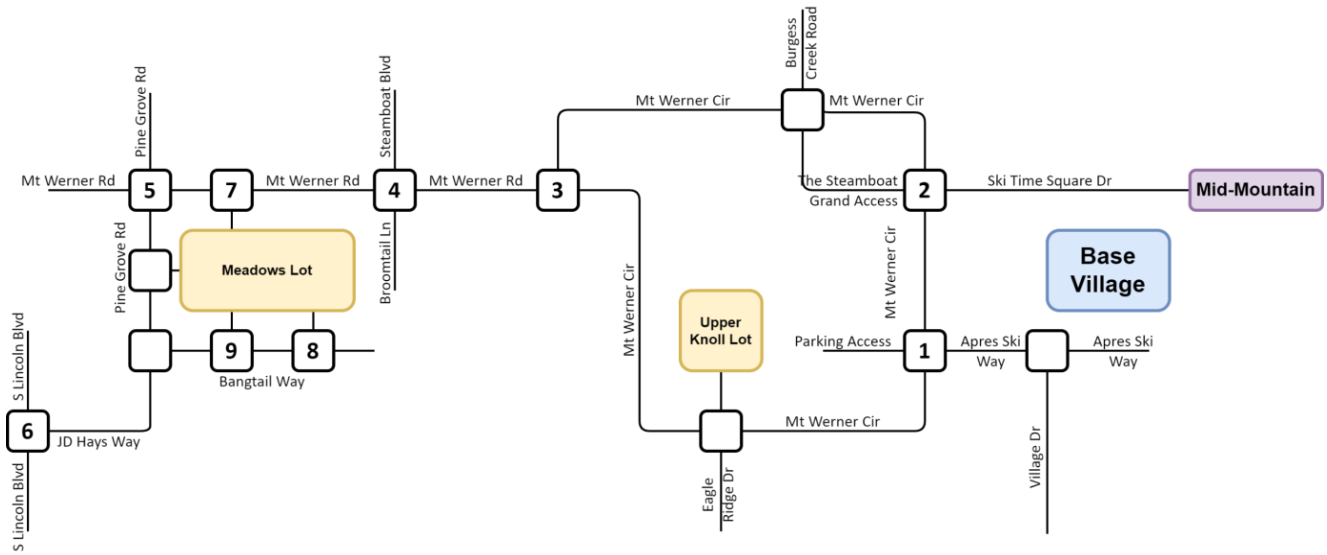
**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements זורה



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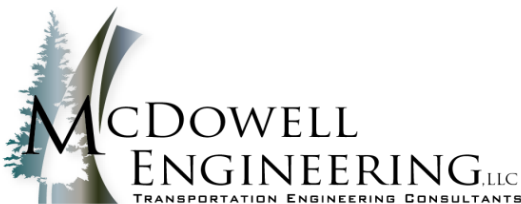


Figure 25: Year 2044 Project Generated Traffic Assignment with GTC Alternate Improvements



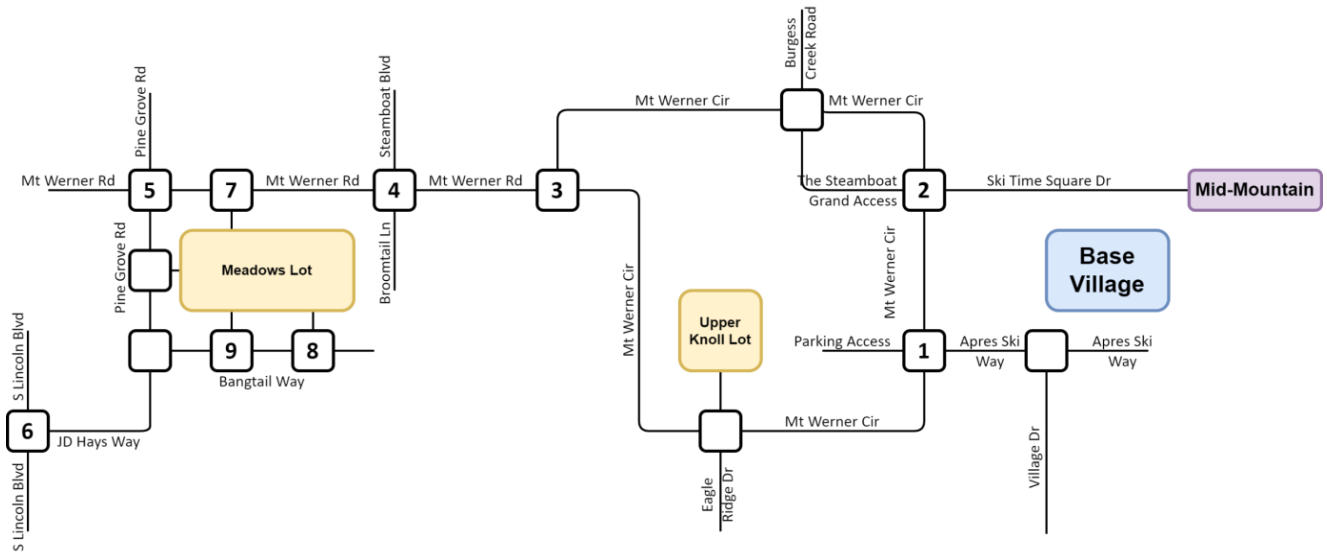
<table border="1"> <tr> <td>1</td> <td>                 6/8                  טלון                  זורה 9/8                  15/8             </td> </tr> <tr> <td>                 טלון                  זורה 30/28                  7/14             </td> <td></td> </tr> </table>	1	6/8 טלון זורה 9/8 15/8	טלון זורה 30/28 7/14		<table border="1"> <tr> <td>2</td> <td>                 42/39                  טלון                  זורה 4/4             </td> </tr> <tr> <td>                 טלון                  זורה 48/60                  3/4             </td> <td></td> </tr> </table>	2	42/39 טלון זורה 4/4	טלון זורה 48/60 3/4		<table border="1"> <tr> <td>3</td> <td>                 39/49                  זורה 6/8                  9/8                  15/5             </td> </tr> <tr> <td>                 30/28                  27/33             </td> <td></td> </tr> </table>	3	39/49 זורה 6/8 9/8 15/5	30/28 27/33		<table border="1"> <tr> <td>4</td> <td>                 12/1                  טלון 4/4                  זורה 3/4                  51/50             </td> </tr> <tr> <td>                 טלון 1/6                  52/56             </td> <td></td> </tr> </table>	4	12/1 טלון 4/4 זורה 3/4 51/50	טלון 1/6 52/56	
1	6/8 טלון זורה 9/8 15/8																		
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<table border="1"> <tr> <td>5</td> <td>                 18/1                  זורה 13/16                  20/25                  30/10             </td> </tr> <tr> <td>                 26/24                  30/2             </td> <td>                 זורה 1/13                  2/19                  11/24             </td> </tr> </table>	5	18/1 זורה 13/16 20/25 30/10	26/24 30/2	זורה 1/13 2/19 11/24	<table border="1"> <tr> <td>6</td> <td>                 28/6                  זורה 5/20                  3/4             </td> </tr> <tr> <td>                 זורה 28/6             </td> <td></td> </tr> </table>	6	28/6 זורה 5/20 3/4	זורה 28/6		<table border="1"> <tr> <td>7</td> <td>                 63/51             </td> </tr> <tr> <td>                 53/63             </td> <td></td> </tr> </table>	7	63/51	53/63		<table border="1"> <tr> <td>8</td> <td>                 זורה             </td> </tr> <tr> <td>                 6/0             </td> <td></td> </tr> </table>	8	זורה	6/0	
5	18/1 זורה 13/16 20/25 30/10																		
26/24 30/2	זורה 1/13 2/19 11/24																		
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9	זורה																		
114/9 6/0																			

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



Project Number M1529  
 Prepared By GWS

Figure 26: Year 2024 Total Traffic



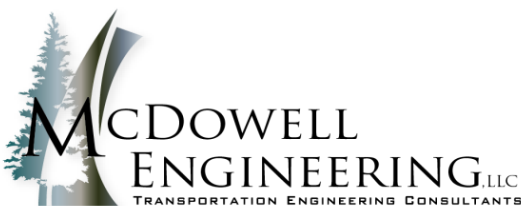
<p><b>1</b></p> <table border="1"> <tr> <td>8 / 3 62 / 109 118 / 169 10 / 17</td> <td>209 / 170 1 / 2 134 / 180 2 / 4</td> </tr> <tr> <td>0 / 0 1 / 0 1 / 3 5 / 14</td> <td>19 / 4 28 / 1 200 / 196 157 / 224</td> </tr> </table>	8 / 3 62 / 109 118 / 169 10 / 17	209 / 170 1 / 2 134 / 180 2 / 4	0 / 0 1 / 0 1 / 3 5 / 14	19 / 4 28 / 1 200 / 196 157 / 224	<p><b>2</b></p> <table border="1"> <tr> <td>4 / 0 139 / 101 163 / 132 2 / 5</td> <td>64 / 183 2 / 0 54 / 80 0 / 0</td> </tr> <tr> <td>0 / 0 7 / 19 1 / 2 4 / 11</td> <td>92 / 125 3 / 2 158 / 236 142 / 79</td> </tr> </table>	4 / 0 139 / 101 163 / 132 2 / 5	64 / 183 2 / 0 54 / 80 0 / 0	0 / 0 7 / 19 1 / 2 4 / 11	92 / 125 3 / 2 158 / 236 142 / 79	<p><b>3</b></p> <table border="1"> <tr> <td>279 / 467 4 / 7</td> <td>7 / 11 236 / 342</td> </tr> <tr> <td>364 / 261 404 / 412</td> <td></td> </tr> </table>	279 / 467 4 / 7	7 / 11 236 / 342	364 / 261 404 / 412		<p><b>4</b></p> <table border="1"> <tr> <td>56 / 37 3 / 5 128 / 89 1 / 0</td> <td>58 / 126 446 / 680 8 / 1 4 / 7</td> </tr> <tr> <td>2 / 4 28 / 53 663 / 599 3 / 2</td> <td>0 / 0 2 / 2 2 / 1 3 / 3</td> </tr> </table>	56 / 37 3 / 5 128 / 89 1 / 0	58 / 126 446 / 680 8 / 1 4 / 7	2 / 4 28 / 53 663 / 599 3 / 2	0 / 0 2 / 2 2 / 1 3 / 3
8 / 3 62 / 109 118 / 169 10 / 17	209 / 170 1 / 2 134 / 180 2 / 4																		
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<p><b>5</b></p> <table border="1"> <tr> <td>5 / 7 86 / 29 218 / 232</td> <td>189 / 397 136 / 313 194 / 53</td> </tr> <tr> <td>2 / 1 345 / 280 151 / 42</td> <td>26 / 90 55 / 154 112 / 111</td> </tr> </table>	5 / 7 86 / 29 218 / 232	189 / 397 136 / 313 194 / 53	2 / 1 345 / 280 151 / 42	26 / 90 55 / 154 112 / 111	<p><b>6</b></p> <table border="1"> <tr> <td>286 / 674 138 / 41</td> <td>16 / 69 24 / 51</td> </tr> <tr> <td></td> <td>417 / 577 146 / 75</td> </tr> </table>	286 / 674 138 / 41	16 / 69 24 / 51		417 / 577 146 / 75	<p><b>7</b></p> <table border="1"> <tr> <td></td> <td>521 / 765</td> </tr> <tr> <td>673 / 623</td> <td>20 / 25</td> </tr> </table>		521 / 765	673 / 623	20 / 25	<p><b>8</b></p> <table border="1"> <tr> <td>2 / 1 2 / 2</td> <td>5 / 1 62 / 63</td> </tr> <tr> <td>16 / 6 57 / 63</td> <td></td> </tr> </table>	2 / 1 2 / 2	5 / 1 62 / 63	16 / 6 57 / 63	
5 / 7 86 / 29 218 / 232	189 / 397 136 / 313 194 / 53																		
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286 / 674 138 / 41	16 / 69 24 / 51																		
	417 / 577 146 / 75																		
	521 / 765																		
673 / 623	20 / 25																		
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16 / 6 57 / 63																			
<p><b>9</b></p> <table border="1"> <tr> <td>24 / 247 0 / 3</td> <td>14 / 0 47 / 66</td> </tr> <tr> <td>451 / 34 73 / 68</td> <td></td> </tr> </table>				24 / 247 0 / 3	14 / 0 47 / 66	451 / 34 73 / 68													
24 / 247 0 / 3	14 / 0 47 / 66																		
451 / 34 73 / 68																			

**LEGEND:**

Directional Distribution = Inbound% (Outbound %)

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

Turning Movements

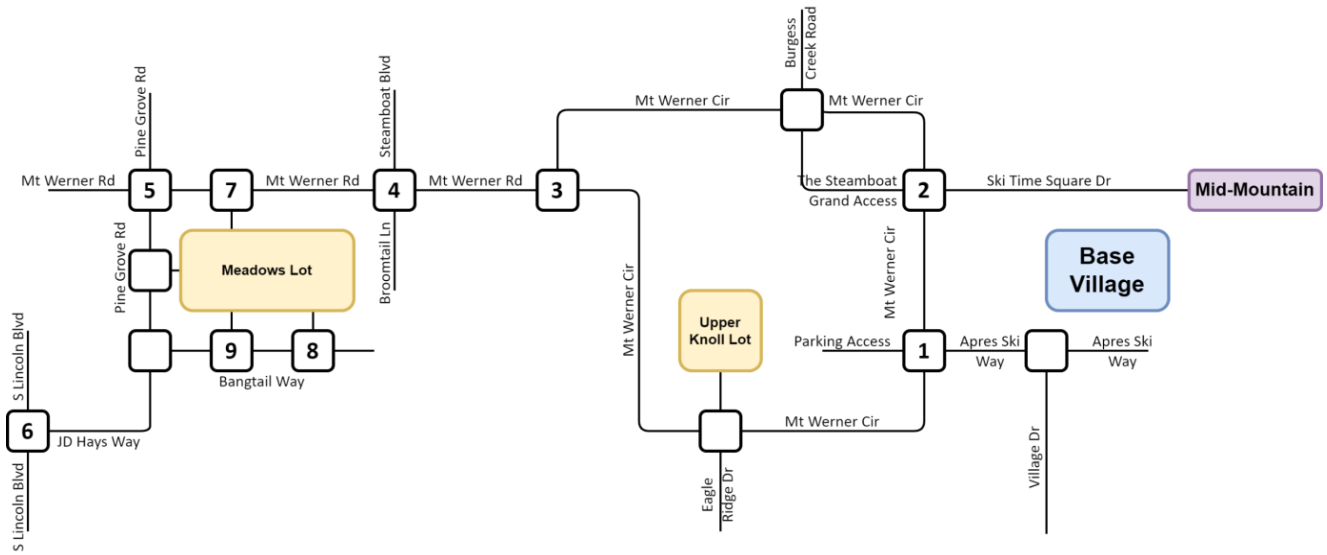


Project Number M1529

Prepared By GWS

3/31/2022

Figure 27: Year 2024 Total Traffic with GTC Alternate Improvements



<p><b>1</b></p> <p>8/3 45/53 48/68 10/17</p> <p>85/69 1/2 258/281 2/4</p> <p>0/0 1/0 1/3 5/14</p> <p>19/4 28/1 105/106 227/324</p>	<p><b>2</b></p> <p>4/0 366/305 184/143 2/5</p> <p>72/195 2/0 46/68 0/0</p> <p>0/0 7/19 1/2 4/11</p> <p>92/125 3/2 266/403 121/68</p>	<p><b>3</b></p> <p>316/534 82/119</p> <p>152/123 199/275</p> <p>468/364 302/310</p>	<p><b>4</b></p> <p>56/37 3/5 128/89 1/0</p> <p>58/126 446/680 8/1 4/7</p> <p>2/4 28/53 663/599 3/2</p> <p>0/0 2/2 2/1 3/3</p>
<p><b>5</b></p> <p>5/7 86/29 218/232</p> <p>189/397 136/313 194/53</p> <p>2/1 345/280 151/42</p> <p>26/90 55/154 112/111</p>	<p><b>6</b></p> <p>286/674 138/41</p> <p>16/69 24/51</p> <p>417/577 146/75</p>	<p><b>7</b></p> <p>673/623</p> <p>521/765</p> <p>20/25</p>	<p><b>8</b></p> <p>2/1 2/2</p> <p>16/6 57/63</p> <p>5/1 62/63</p>
<p><b>9</b></p> <p>24/247 0/3</p> <p>14/0 47/66</p> <p>451/34 73/68</p>			

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

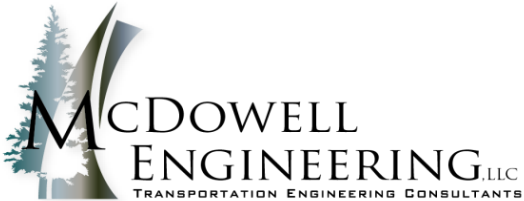
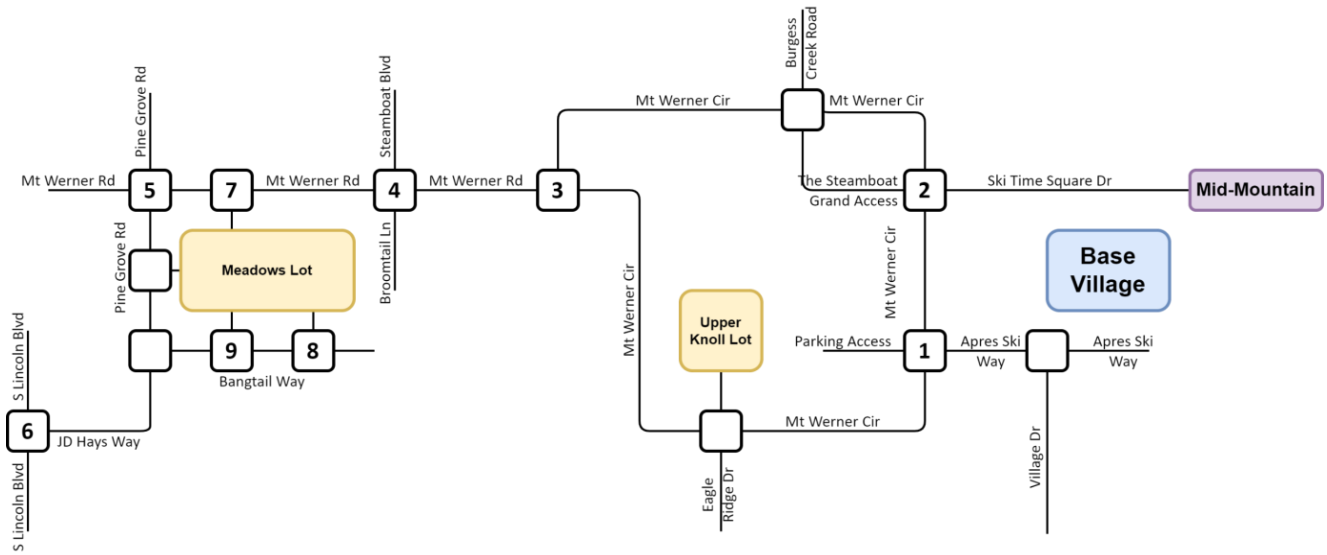
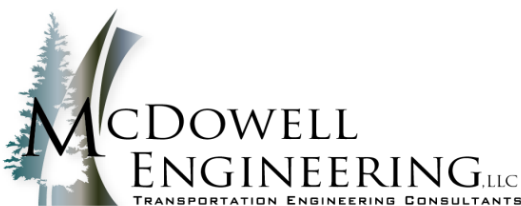


Figure 28: Year 2044 Total Traffic



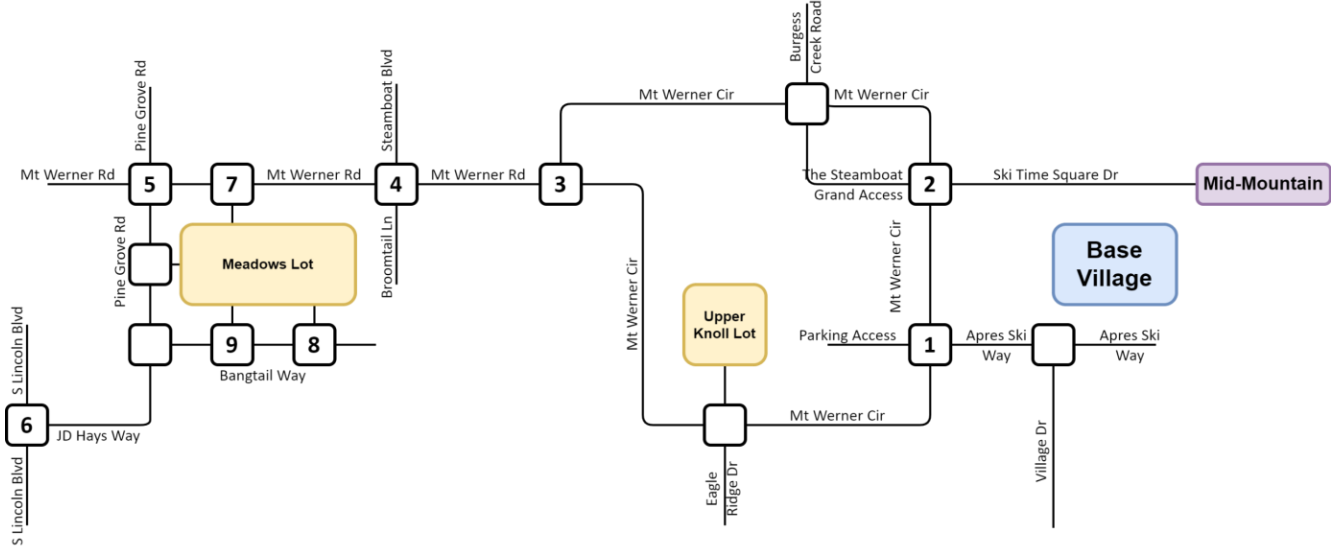
<p><b>1</b></p> <table border="1"> <tr> <td> <p>9 / 3 74 / 128 138 / 195 11 / 19</p> </td> <td> <p>239 / 196 1 / 2 147 / 199 2 / 4</p> </td> </tr> <tr> <td> <p>0 / 0 1 / 0 1 / 3 6 / 16</p> </td> <td> <p>21 / 4 31 / 1 232 / 228 174 / 247</p> </td> </tr> </table>	<p>9 / 3 74 / 128 138 / 195 11 / 19</p>	<p>239 / 196 1 / 2 147 / 199 2 / 4</p>	<p>0 / 0 1 / 0 1 / 3 6 / 16</p>	<p>21 / 4 31 / 1 232 / 228 174 / 247</p>	<p><b>2</b></p> <table border="1"> <tr> <td> <p>4 / 0 162 / 121 163 / 132 2 / 6</p> </td> <td> <p>64 / 183 2 / 0 59 / 85 0 / 0</p> </td> </tr> <tr> <td> <p>0 / 0 8 / 21 1 / 2 4 / 12</p> </td> <td> <p>102 / 138 3 / 2 188 / 277 147 / 84</p> </td> </tr> </table>	<p>4 / 0 162 / 121 163 / 132 2 / 6</p>	<p>64 / 183 2 / 0 59 / 85 0 / 0</p>	<p>0 / 0 8 / 21 1 / 2 4 / 12</p>	<p>102 / 138 3 / 2 188 / 277 147 / 84</p>	<p><b>3</b></p> <table border="1"> <tr> <td> <p>320 / 530 4 / 8</p> </td> <td> <p>8 / 12 264 / 382</p> </td> </tr> <tr> <td> <p>411 / 297 457 / 465</p> </td> <td></td> </tr> </table>	<p>320 / 530 4 / 8</p>	<p>8 / 12 264 / 382</p>	<p>411 / 297 457 / 465</p>		<p><b>4</b></p> <table border="1"> <tr> <td> <p>77 / 55 5 / 8 142 / 99 2 / 0</p> </td> <td> <p>65 / 140 507 / 769 9 / 1 4 / 8</p> </td> </tr> <tr> <td> <p>3 / 6 40 / 75 987 / 890 5 / 3</p> </td> <td> <p>0 / 0 3 / 3 3 / 2 3 / 3</p> </td> </tr> </table>	<p>77 / 55 5 / 8 142 / 99 2 / 0</p>	<p>65 / 140 507 / 769 9 / 1 4 / 8</p>	<p>3 / 6 40 / 75 987 / 890 5 / 3</p>	<p>0 / 0 3 / 3 3 / 2 3 / 3</p>
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<p>8 / 11 119 / 142 323 / 345</p>	<p>283 / 590 209 / 473 275 / 76</p>																		
<p>3 / 2 518 / 423 210 / 62</p>	<p>39 / 128 81 / 219 166 / 158</p>																		
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<p>24 / 247 0 / 3</p>	<p>14 / 0 69 / 98</p>																		
<p>451 / 34 102 / 98</p>																			

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

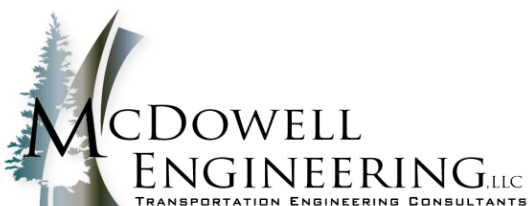


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 Prepared By GWS

Figure 29: Year 2044 Total Traffic with GTC Alternate Improvements



<p>1</p> <p>9/3 49/60 58/82 11/19</p> <p>100/83 1/2 287/313 2/4</p> <hr/> <p>0/0 1/0 1/3 6/16</p> <p>21/4 31/1 127/128 253/360</p>	<p>2</p> <p>4/0 414/347 184/143 2/6</p> <p>72/195 2/0 51/73 0/0</p> <hr/> <p>0/0 8/21 1/2 4/12</p> <p>102/138 3/2 312/467 126/73</p>	<p>3</p> <p>365/608 91/133</p> <p>169/137 220/304</p> <hr/> <p>524/409 345/353</p>	<p>4</p> <p>77/55 5/8 142/99 2/0</p> <p>65/140 507/769 9/1 4/8</p> <hr/> <p>3/6 40/75 987/890 5/3</p> <p>0/0 3/3 3/2 3/3</p>
<p>5</p> <p>8/11 119/42 323/345</p> <p>283/590 209/473 275/76</p> <hr/> <p>3/2 518/423 210/62</p> <p>39/128 81/219 166/158</p>	<p>6</p> <p>440/1,001 194/60</p> <p>22/94 36/75</p> <hr/> <p>620/858 205/110</p>	<p>7</p> <p>766/1,139</p> <hr/> <p>1,004/925</p> <p>20/25</p>	<p>8</p> <p>2/1 2/2</p> <p>5/1 91/93</p> <hr/> <p>16/6 85/93</p>
<p>9</p> <p>24/247 0/3</p> <p>14/0 69/98</p> <hr/> <p>451/34 102/98</p>			



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

Project Number M1529  
 Prepared By GWS

## 5.0 Year 2024 and 2044 Total Traffic Operational Analysis

Using *Highway Capacity Manual 2010* (HCM) methodology, Synchro Version 10 software was used to determine the delay and Level of Service (LOS) at the signalized and stop-controlled operations at the study area intersections. The resulting HCM LOS from the traffic model is included in the **Appendix**.

Intersection #1 - Mt. Werner Circle and Après Ski Way: This roundabout is currently operating at an overall acceptable LOS during normal operations. During peak events and heavy snowfall, minor to moderate delays are observed. The roundabout is expected to continue to operate well through long-term conditions.

Intersection #2 - Mt. Werner Circle and Ski Time Square Drive: This roundabout is currently operating at an overall acceptable LOS during normal operations. During peak events and heavy snowfall, minor to moderate delays are observed. This roundabout is anticipated to operate well through long-term total traffic conditions. Additional analysis should be included as GTC improvement plans are developed to ensure that the roundabout will continue to serve the traffic adequately.

Intersection #3 - Mt. Werner Road and Mt. Werner Circle: The intersection is currently operating at a substandard LOS D-E, thus justifying the need for improvements under current conditions. Any level of development increases the delay on the north leg of the intersection, making drivers more apt to make unwise driving decisions.

For the next 5-10 years, it is anticipated that southbound left traffic will be adequately accommodated by making a U-turn at the new Steamboat Boulevard and Mt. Werner Road roundabout. The southbound left turn may be restricted by constructing a raised median in Mt. Werner Road. Analysis figures and traffic modeling reports for this scenario are included in the **Appendix**.

If Mt. Werner Road is closed to through traffic with the GTC Improvements, more traffic will utilize Mt. Werner Circle to the north to pick up and drop off skiers. A roundabout would improve overall operations and reduce delay at the intersection.

Intersection #4 - Mt. Werner Road and Steamboat Boulevard: The City of Steamboat Springs recently constructed a roundabout at the intersection of Mt. Werner Road and Steamboat Boulevard. It may need an additional eastbound circulating lane in the future to operate well through long term total traffic conditions.

Intersection #5 - Mt. Werner Road and Pine Grove Road: This signalized intersection is anticipated to operate at an acceptable LOS through Year 2044, with the exception of the northbound and southbound approaches. This approach is currently at LOS D in the existing conditions and is anticipated to degrade to LOS F though Year 2044. This signalized intersection will need operational improvements in the future. This could range from revising the traffic signal timing to provide optimal service to Mt. Werner Road to replacing the traffic signal with a roundabout.

Intersection #6 – JD Hays Way and US 40: The westbound approach is anticipated to be operating at a LOS C and E during the total conditions for the morning and evening hours. It is anticipated to have substantial delay for the westbound approach due to higher through volumes on US 40. During evening peak hours in the future years, the ability to make a left outbound turn will be difficult due to the through volumes on US 40. This is an existing operational concern with background traffic. The *East Steamboat Springs US Highway 40 Access Study*<sup>8</sup> recommends that this intersection be converted to a  $\frac{3}{4}$  movement intersection that restricts the westbound left movement onto US 40.

## 6.0 Additional Analysis

### 6.1 5-Year Capital Improvement Plan

The applicant and City are jointly developing a separate 5-Year Capital Improvement Plan to address the necessary transportation infrastructure improvements needed to address the network's needs. The need is anticipated to grow to reach these volumes over time, as lodging and other amenities to support the additional visitors are added. It is recommended that the implementation of additional resources is based upon ongoing traffic, parking, ridership, and operational measurements and metrics to determine appropriate timing.

### 6.2 Transit Service Requirements

The proposed Steamboat expansion is anticipated to increase the demand on the transit system. The transit system consists of City buses, Meadows Lot shuttles, individual hospitality shuttles, and the Wildhorse Gondola. Based upon the analysis in **Table 3**, it is anticipated that the proposed expansion will require an additional number of buses/shuttles per hour during a peak visitor day in December by Year 2044.

- City Bus – An additional 12-15 buses per hour. This calculation was based upon the mode split, GTC passenger ridership rate, and carpool rates from **Table 2** and **Table 3**.
- Small Shuttles – An additional 30-50 shuttles per hour per **Table 2** and **Table 3**. See alternate recommendations in **Section 8**.
- Medium Shuttles (Steamboat's Meadows Lot Shuttles) – An additional 15-20 shuttles per hour per **Table 2** and **Table 3**.

The applicant will work with the City of Steamboat Springs to determine an appropriate contribution towards an expansion of transit infrastructure caused by the proposed mountain expansion. This need is anticipated to grow to reach these volumes over time, as lodging and other amenities to support the additional visitors are added. It is recommended that the implementation of additional resources is based upon ongoing traffic, parking, ridership, and operational measurements and metrics to determine appropriate timing.

### 6.3 Internal Circulation

The City of Steamboat Springs is currently working on a *Mountain Area Master Plan* to guide policy and future development of the Mountain Area. This plan will inform the desired internal configuration and circulation of the Mountain Area. This plan is still in the public approval process. Upon *MAMP* approval, the applicant will work with the City of Steamboat Springs to determine an appropriate participation in implementing the *MAMP*.



## 6.4 Summer Operations

As described in the *MDPA*<sup>1</sup>, summer operations are expanding. However, summer operations are not anticipated to reach peak winter guest utilization at the resort. Transit service is not as robust during the summer season. Therefore, more summer visitors drive passenger cars to the Mountain Area. As future summer activities and visitors increase, additional transit services may need to be increased accordingly to accommodate remote parking.

## 6.5 State Highway Access Permit at US 40 and JD Hays Way

Section 2.6(3) of the *State Highway Access Code*<sup>9</sup> requires a new access permit when there is a land use change and/or an access's volume is anticipated to increase by more than twenty percent (20%). Existing traffic volumes (249vph) on JD Hays Way at S. Lincoln Ave (US 40) was compared to the forecasted Year 2024 and Year 2044 total traffic volumes. It is anticipated that the increased traffic volume on JD Hays Way will be 324vph (30.1% over the existing traffic volume) by Year 2024. Therefore, a new State Highway Access Permit will be required at the intersection of US 40 and JD Hays Way.

The first version of this study used counts from multiple sources and time periods. Per conversations with City staff, this previous analysis was calibrated at the Meadows Lot to reconcile passenger vehicles arriving at the Meadows Lot and leaving via transit. This calibration resulted in an increase of traffic volumes on Pine Grove Road, JD Hays Way, and Mt. Werner Road. With the new peak ski season traffic that data was collected during the 2021 Christmas holiday week, the existing traffic accurately reflects operations during ski season. Therefore, the double-counted traffic was not required. This additional traffic volume was removed from this analysis.

Table 4: JD Hays Way Anticipated Traffic Growth and Composition

Traffic Composition on JD Hays Way* (vph)	Year 2021	Year 2023	Year 2024	Year 2030	Year 2040	Year 2044
Background Traffic w/ 2% Annual Growth	249/192	259/200	264/204	297/230	363/280	393/303
Steamboat Resort Expansion	-	7/9	10/12	10/12	14/16	14/16
Meadows Lot**	-	-	50/20	50/20	50/20	50/20
Total JD Hays Traffic	249/192	266/209	324/236	357/262	427/316	457/339
Anticipated New Access Permit?	No	No	Yes	Yes	Yes	Yes

\*AM/PM Peak Hour Traffic in vehicles per hour (vph)

\*\*Assumes remaining 25% of the Meadows Lot capacity is filled in Year 2024.

If the City's anticipated 2.0% annual growth is realized on JD Hays Way, a new State Highway Access Permit will be required in the future. Without the proposed Steamboat Resort expansion, the background traffic growth on JD Hays Way is anticipated to grow by 51vph by Year 2031.

With the assumption that the Meadows Lot will fill to its full capacity by Year 2024, JD Hays Way is anticipated to meet the need for a new access permit.

Per Section 6.4.9 of the City's *Traffic Impact Study Criteria*<sup>15</sup>, the percent contribution for intersection improvements is calculated by comparing the percent of site traffic vs. the total intersection traffic (City Methodology). The CDOT methodology compares only the traffic on JD Hays Way.

Table 5: JD Hays Way Percent Contribution

	Year 2024 Traffic (vph)		Year 2044 Traffic (vph)	
	JD Hays Way**	JD Hays Way & US 40 Traffic***	JD Hays Way**	JD Hays Way & US 40 Traffic***
Background Traffic w/ 2% Annual Growth	264/204	977/1455	393/303	1,453/2,162
Steamboat Resort Expansion & Meadows Lot at Capacity****	60/32	60/32	64/36	64/36
Total Traffic	324/236	1,037/1,487	457/339	1,517/2,198
Percent Contribution	22.7%/15.7%	6.1%/2.2%	16.3%/11.9%	4.4%/1.7%

\*AM/PM Peak Hour Traffic in vehicles per hour (vph)

\*\*CDOT Methodology

\*\*\*City Methodology

\*\*\*\*Assumes remaining 25% of the Meadows Lot capacity is filled in Year 2024.

Based upon the assumption that the Meadows Lot will reach full capacity by Year 2024, the proposed resort expansion is anticipated to contribute 22.7% of the traffic on JD Hays Way when the new access permit and associated intersection improvements are required. When calculated as the impact on the entire intersection (including US 40 volumes) the percentage is 6.1%.

## Alternative Modes Summary

### 6.6 Transit Improvements

The additional visitors that are anticipated as a result of Steamboat's expansion are expected to utilize transit for many of their trips. Per **Section 6.2**, the applicant is working with the City of Steamboat Springs to determine an appropriate contribution towards an expansion of transit infrastructure caused by the proposed mountain expansion.

### 6.7 Pedestrian Improvements

As part of the Base Village Project, Steamboat is proposing to improve a 'Gold Walk' leading visitors from the GTC to the main plaza area of the Base Village. Sidewalk and ADA considerations will be included in future development proposals and the associated site plans. Submittals will incorporate the proposed sidewalk and trail network improvements detailed in the *2016 Steamboat Springs Sidewalk Master Plan*<sup>10</sup>. Recommended pedestrian and bicycle improvements are detailed in **Section 7.8**. Refer to the excerpted maps in the **Appendix**. City staff will have an opportunity to comment on plan specifics during the approval process.

### 6.8 Bicycle Improvements

Bicycles are popular at the resort during summer months. Bicycle connections and facilities will be included in future development proposals. City staff will have an opportunity to comment on plan specifics during the approval process.

## 7.0 Recommendations

### 7.1 5-Year Capital Improvement Plan

**Section 6.1** describes the applicant and City's joint effort in developing a separate 5-Year Capital Improvement Plan to address the necessary transportation infrastructure improvements needed to address the network's needs. The recommendations below are included in this list.

A description of the recommended transportation network improvements and the timing 'trigger' of each is described below.

### 7.2 Vehicular Roadway Network Improvements

Intersection #1 - Mt. Werner Circle and Après Ski Way: The roundabout is expected to continue to operate well through long-term conditions. No improvements are necessary.

Trigger: N/A

Intersection #2 - Mt. Werner Circle and Ski Time Square Drive: This roundabout is anticipated to operate well through long-term total traffic conditions. Additional analysis should be included as GTC improvement plans are developed to ensure that the roundabout will continue to serve the traffic adequately.

Trigger: N/A

Intersection #3 - Mt. Werner Road and Mt. Werner Circle: The intersection is currently operating at a substandard LOS D-E, thus justifying the need for improvements under current conditions. Any level of development increases the delay on the north leg of the intersection, making drivers more apt to make unwise driving decisions.

For the next 5-10 years, it is anticipated that southbound left traffic will be adequately accommodated by making a U-turn at the new Steamboat Boulevard and Mt. Werner Road roundabout. The southbound left turn may be restricted by constructing a raised median in Mt. Werner Road.

If Mt. Werner Road is closed to through traffic with the GTC Improvements, more traffic will utilize Mt. Werner Circle to the north to pick up and drop off skiers. A roundabout would improve overall operations and reduce delay at the intersection.

Trigger: Review anticipated operations with the detailed GTC improvement analysis to determine need for a roundabout.

Intersection #4 - Mt. Werner Road and Steamboat Boulevard: The City of Steamboat Springs recently constructed a roundabout at the intersection of Mt. Werner Road and Steamboat Boulevard. It may need an additional eastbound circulating lane in the future to operate well through long term total traffic conditions.



Trigger: N/A

Intersection #5 - Mt. Werner Road and Pine Grove Road: This signalized intersection will need operational improvements in the future with or without this additional development traffic. This could range from revising the traffic signal timing to provide optimal service to Mt. Werner Road to replacing the traffic signal with a roundabout.

Trigger: Degradation of Signal Operations

Intersection #6 – JD Hays Way and US 40: During evening peak hours in the future years, the ability to make a left outbound turn will be difficult due to the through volumes on US 40. This is an existing operational concern with background traffic. The *East Steamboat Springs US Highway 40 Access Study*<sup>8</sup> recommends that this intersection be converted to a  $\frac{3}{4}$  movement intersection that restricts the westbound left movement onto US 40. This would require the construction of a raised median in US 40 to restrict the southbound left movement.

Trigger: At New State Highway Access Permit or 300vph on JD Hays Way

### 7.3 Transit Service Requirements

Refer to **Section 6.2**. The applicant is working with the City of Steamboat Springs to determine an appropriate contribution towards an expansion of transit infrastructure caused by the proposed mountain expansion if needed. This may include a future expansion of the Meadows Lot facilities to accommodate additional parking and transit operations.

Trigger: Ridership exceeds 80% of Bus Capacity

### 7.4 Parking Demand Management

The applicant addressed parking demand management strategies in the *Parking Study*<sup>14</sup>. The applicant will work towards implementing these strategies as appropriate. This could include some of the following:

- ITS/Real Time Wayfinding and Guidance Signage – Provide wayfinding signage prior to the Meadows Lot and before the Mt. Werner Road and Mt. Werner Circle intersection to direct vehicles to the appropriate location and reduce traffic recirculation. Signage could also include information on parking inventory, capacity, parking fees, etc.
- Paid Parking – Manage paid parking fees to promote transit use to make up for parking shortages.
- Carpool Incentives – Offer cost-based incentives for carpool vehicles. Provide preferred parking locations to carpool participants.
- Marketing & Messaging – Provide up to date information to guests and employees. Inform promotions or incentives for transit use or parking.

- Use Smartphone Apps – Provide the ability to inform guests and employees about parking options before they arrive at the Mountain Area. Integrate with other Parking Demand Management Techniques. Allow for text messaging capabilities.
- Enforcement - Enforce parking requirements and no-parking areas to increase compliance.

Trigger: Per Parking Demand Management Plan

## 7.5 GTC Permit System for Shuttles

Steamboat may decide to support the establishment of a permitting system that will be required for commercial vehicles transporting guests to the GTC. A fee could be associated with the permit. The fees associated with such permit could be used to cover the costs of enforcement, guest services personnel, training, wayfinding and signage, capital improvements, etc.

Training should be required for all commercial drivers accessing the GTC. This training could incorporate expected GTC operations and restrictions, dwell times, cross walk safety, etc.

The permit system could be used to promote shared shuttles between hotels and lodging companies, reducing the number of shuttles and increasing the ridership on each trip.

The permit system could fund additional monitoring and directing traffic within the GTC. Also, a permitting system would require all permittees and their drivers to go through driver training on the operations of the GTC. A permit system may promote consolidation of multiple smaller shuttles into a medium shuttle with more capacity.

Trigger: Implement with GTC Improvements

## 7.6 GTC Improvements

The City of Steamboat Springs is currently working on a *Mountain Area Master Plan* to guide policy and future development of the Mountain Area. The applicant will work towards a public/private partnership with the City and lead the design and implementation process for the GTC Improvements.

Trigger: Upon Completion of a GTC Plan

## 7.7 State Highway Access Permit at US 40 and JD Hays Way

Section 2.6(3) of the *State Highway Access Code*<sup>9</sup> requires a new access permit when there is a land use change and/or an access's volume is anticipated to increase by more than twenty percent (20%). Existing traffic volumes (249vph) on JD Hays Way at S. Lincoln Ave (US 40) will meet this 20% threshold when traffic growth on JD Hays at

S. Lincoln Ave (US 40) were compared to the forecasted Year 2024 and Year 2044 total Traffic volumes.

It is anticipated that the increased traffic volume on JD Hays Way will be 324vph (30.1% over the existing traffic volume) by Year 2024. A new State Highway Access Permit is anticipated by Year 2024. This volume is largely caused by the assumption that the Meadows Lot will see additional volume fill in the remaining parking lot capacity by Year 2024. Reconfiguration of this access is required with the new State Highway Access Permit. The *Access Control Plan*<sup>8</sup> requires restriction of the southbound left out movement. Refer to **Section 7.2**.

Trigger: 300vph on JD Hays Way

## 7.8 Bicycle and Pedestrian Network Improvements

Pedestrian improvements at the GTC should be constructed at the same time as the GTC Improvement project. To complete the sidewalk network from the GTC to the west and south, several segments of missing sidewalk should be completed. These are:

- North side sidewalk along Mt. Werner Road between Steamboat Boulevard and Cornice Road.

Trigger: Improvements to Mt. Werner/Mt. Werner Intersection

- South side sidewalk along Mt. Werner Road west of Burgess Creek Road and adjacent to the Steamboat Grand Hotel. This currently exists as a soft surface trail.

Trigger: URAAC CIP

- North side of Mt. Werner Circle south of the existing Upper Knoll Lot.

Trigger: This project is already schedule for construction in Year 2022 by URAAC.

Bicycle improvements at the GTC should be constructed at the same time as the GTC Improvement project.

- Install additional bike parking and bicycle maintenance kiosks at the GTC.

Trigger: Gold Walk Construction and Future GTC Improvements

- Snow removal of bike facilities should be considered to accommodate winter bike travel.

Trigger: Implement with GTC Improvements

## 7.9 Future Development Process

This study is intended to serve as a Master Transportation Impact Analysis for the Resort Area. As specific projects are submitted to the City for review and approval, the City will require a traffic memo stating that project complies with this Master Study or what the modifications and recommendations are to comply.

Trigger: New Development Applications to City

## **8.0 Conclusion**

The proposed Steamboat expansion is anticipated to be successfully accommodated into the greater roadway system and City of Steamboat Springs if the recommendations within this report are implemented.



## 9.0 Appendices

### Reference Documents

1. *Steamboat Resort 2019 Master Development Plan Amendment (MDPA)*. SE Group, July 2019.
2. *Steamboat Base Area Master Transportation Study*. Fehr & Peers, September 2008.
3. *Gondola Transit Center Data Collection (GTC Data Collection)*. McDowell Engineering, November 2019.
4. *Mountain Area Master Plan – Draft (MAMP)*. Cushing Terrell, 2021.
5. *City of Steamboat Springs Engineering Standards*. City of Steamboat Springs. Rev 5/15.
6. *ITE Trip Generation Manual, 10<sup>th</sup> Edition*. Institute of Transportation Engineers, 2017.
7. *Steamboat Resort Final Environmental Impact Statement*. USDA Forest Service, May 2018.
8. *East Steamboat Springs US Highway 40 Access Study<sup>8</sup>*. Colorado Department of Transportation, 2016.
9. *State Highway Access Code*. State of Colorado, 2002.
10. *Steamboat Springs Sidewalk Master Plan*. City of Steamboat Springs, 2016.
11. *Steamboat Resort Final Environmental Impact Statement Record of Decision*. USDA Forest Service, September 2018.
12. *Steamboat Resort Improvements Project and Project-Specific Forest Plan Amendment Environmental Assessment*. USDA Forest Service, April 2021.
13. *Steamboat Resort Improvements Project and Project-Specific Forest Plan Amendment Decision Notice*. USDA Forest Service, July 2021.
14. *Steamboat Resort Parking Plan (Parking Study)*. Walker Consultants, February 26, 2022.
15. *Traffic Impact Study Criteria*. City of Steamboat Springs, May 2015.

### Included Documents

1. Approved City of Steamboat Springs Engineering Standards, *Traffic Impact Study – Scope Approval Form* and associated correspondence
2. Traffic Counts
3. Study Area Growth Rates Figure
4. Steamboat’s Comfortable Carrying Capacity Matrix
5. Steamboat Sidewalks and Trails Master Plan – Excerpted Maps
6. Figures for Alternate GTC Scenario
7. Figures for U-Turn of Mt. Werner/Mt. Werner Traffic at Steamboat Boulevard Roundabout
8. HCM Level of Service Tables
9. HCM Analysis for Signalized and Unsignalized Intersections
10. Rodel Analysis for Roundabout Intersection
11. Meadows Parking Lot Traffic Characteristics

## HCM 2010 Intersection Level-of-Service Criteria

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



Greg Schroeder &lt;greg@mcdowelleng.com&gt;

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## Steamboat Resort TIS Scoping Form

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**Ben Beall** <bbeall@steamboatsprings.net>  
To: Greg Schroeder <greg@mcdowelleng.com>  
Cc: Kari McDowell Schroeder <kari@mcdowelleng.com>

Tue, Aug 31, 2021 at 7:41 AM

Greg,

Find the attached signed scope form.

I worry that we may be talking passed one another about the issues that I see using the pie chart mode split data in the overall area. Perhaps we should try to find 5-10minutes for me to try to explain my concern.

One more question – do the trips included in your proposed generation for the 25% additional on-mountain use forecast by the Ski Co master plan reflect that study time frame (December). Are the 16,000 +/- users an average day across the entire year? It seems that a 25% increase in December should perhaps be more of an increase than the 3,000 +/- forecast in your generation? Thoughts?

[Quoted text hidden]



**2021-08-27 Revised Traffic Scope for Steamboat Resort Comprehensive Traffic Study.pdf**

3603K

Attachment A  
 TRAFFIC IMPACT STUDY – SCOPE APPROVAL FORM

Prior to starting a traffic impact study, a Scope Approval Form must be submitted for review and signed by the City Public Works Director. It shall be included in every traffic study submittal as Attachment A. This Scope Approval Form is for City requirements only. Consultants must contact CDOT to determine requirements related to access permits and work in CDOT right-of-way.

**Project Information**

Project Name:	Steamboat Resort Comprehensive TIS Alterra
Project Location:	2305 Mt Werner Cir, Steamboat Springs, CO 80487
Developer Name/ Contact Number:	Alterra Mountain Company traveldes@steamboat.com
Traffic Engineer Name/ Contact Number:	McDowell Engineering Attn. Kari McDowell Schroeder, PE, PTOE 970-623-0788

**Study Parameters**

Type of Study Required:     Trip Generation Letter     Long-term Traffic Study  
     Short-term Traffic Study     Trip Evaluation Letter

Traffic Counts discussion related to traffic when shuttle and transit service is not available - how does infrastructure work, remote parking without service

Winter Zone                                     Summer Zone

Counts w/in last 2 years are available GTC Traffic Counts. IDAX is processing counts from the GTC project.

New counts will be collected on \_\_\_\_\_

Existing counts will be estimated based on:

Future counts will be estimated based on a \_\_\_\_\_% growth rate. Growth Rates from Steamboat Base Area Master Transportation Study, vary from 0% to 2%.

Peak Hours Analyzed provide map within TIS showing assumed growth rates in various areas

AM Peak Hour                                     PM peak hour                                     Other \_\_\_\_\_

Trip Generation Rates

From ITE                                     Other (cite) See attached trip generation methodology / calculations \_\_\_\_\_

No passby or mode split (typical)

Passby or mode split (describe) \_\_\_\_\_

Trip Distribution – Attach sketch A-1

**Study Parameters**

List of Study Area Intersections

1.	Mt. Werner Cir/Mt. Werner Cir/Apres Ski Way	
2.	Mt. Werner Cir/Mt. Werner Cir/Ski Time Square	
3.	Mt. Werner Cir/Mt. Werner Cir/Mt. Werner Rd.	
4.	Mt. Werner Rd. / Steamboat Blvd.	
5.	Mt. Werner Rd. / Pine Grove Rd.	
6.	JD Hays/US40	CDOT access permit?
7.		

Key Analysis items

- Existing + site traffic at study intersections
- Peak Hour LOS at study intersections
- % Site contribution to signal at \_\_\_\_\_
- Auxiliary lane evaluation at \_\_\_\_\_
- Traffic signal warrants at \_\_\_\_\_
- Four-way stop sign warrants at \_\_\_\_\_
- Queuing Analysis at \_\_\_\_\_
- Other See attached methodology diagrams

*Recommendations will include a separate parking Study and identification of ITS/Wayfinding needs. McDowell Engineering does specialize in these types of studies.*

Eval of trips both with and without improvements (ie MW Circle closure and MW/MW improvements), Parking capacity and management, ITS/Wayfinding needs, Transit/Shuttle additional service needs

**Approvals**

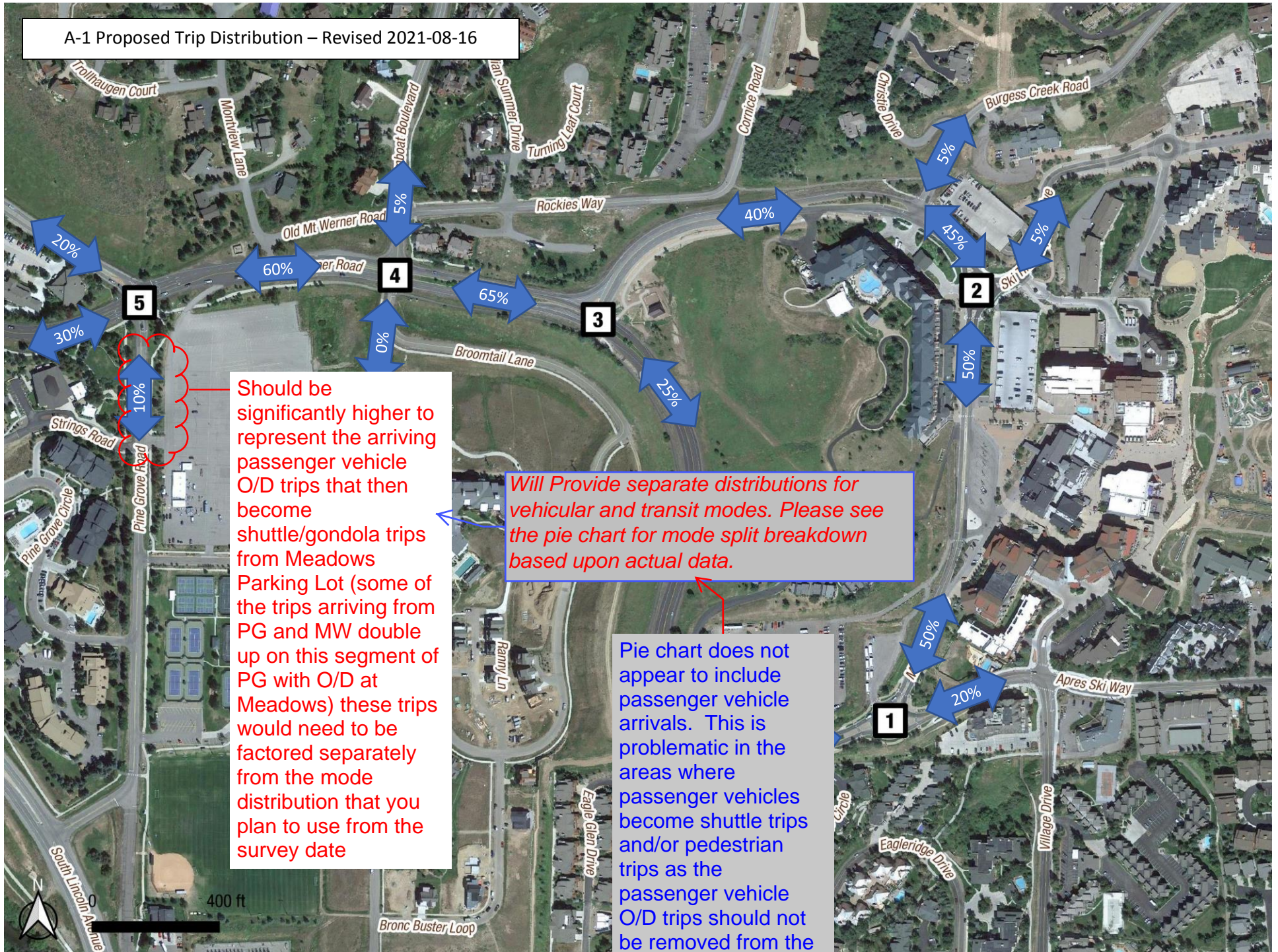
Kari McDowell Schroeder, PE, PTOE                      08/19/2021                      970-623-0788  
 Prepared By:    Date    Phone

Ben Beall    Date    Phone  
 City Engineer

Please note that the approval of this scope approval form shall not be construed as an approval of the proposed use, but rather a methodology for evaluation of the proposed use. During the city development review process, the proposed use will be reviewed by city staff for compliance with code, standards, and community planning documents.



A-1 Proposed Trip Distribution – Revised 2021-08-16



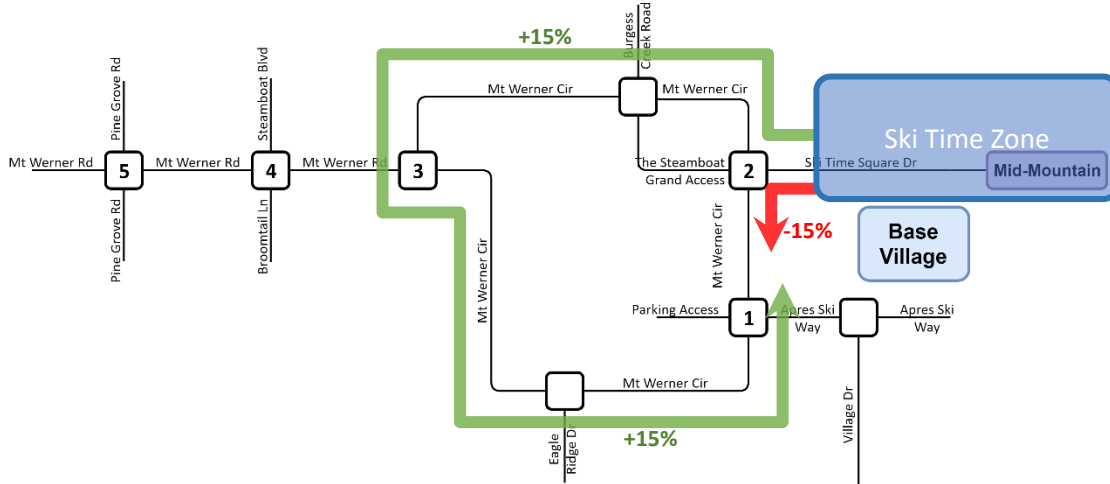
Should be significantly higher to represent the arriving passenger vehicle O/D trips that then become shuttle/gondola trips from Meadows Parking Lot (some of the trips arriving from PG and MW double up on this segment of PG with O/D at Meadows) these trips would need to be factored separately from the mode distribution that you plan to use from the survey date

Will Provide separate distributions for vehicular and transit modes. Please see the pie chart for mode split breakdown based upon actual data.

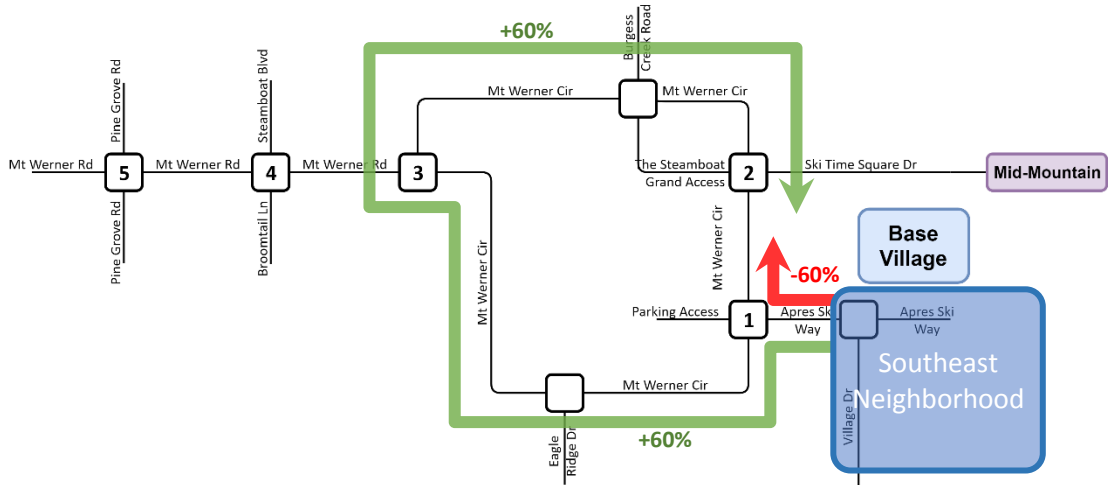
Pie chart does not appear to include passenger vehicle arrivals. This is problematic in the areas where passenger vehicles become shuttle trips and/or pedestrian trips as the passenger vehicle O/D trips should not be removed from the system



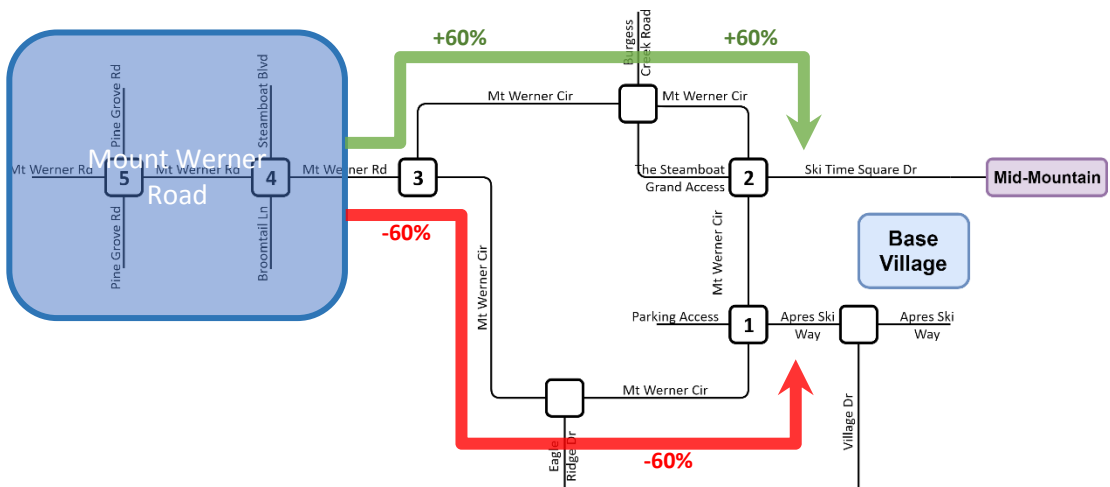




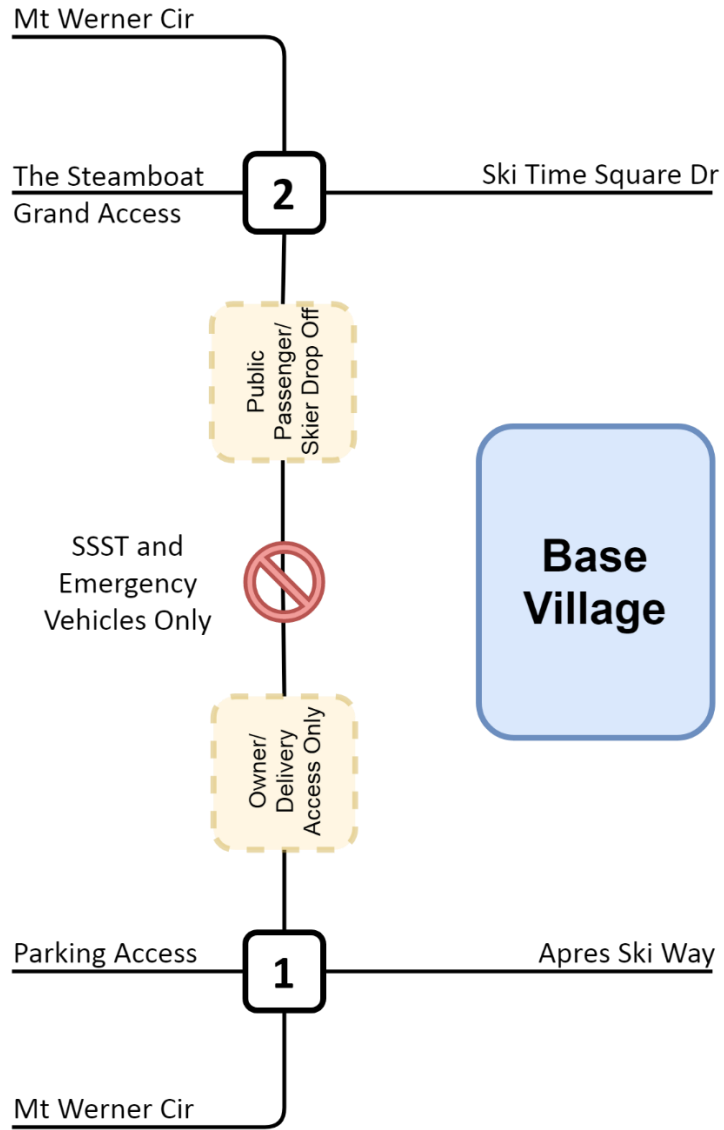
*Figure 1: Ski Time Square Traffic Shift w/ GTC Improvements*



*Figure 2: SE Neighborhood Traffic Shift w/ GTC Improvements*

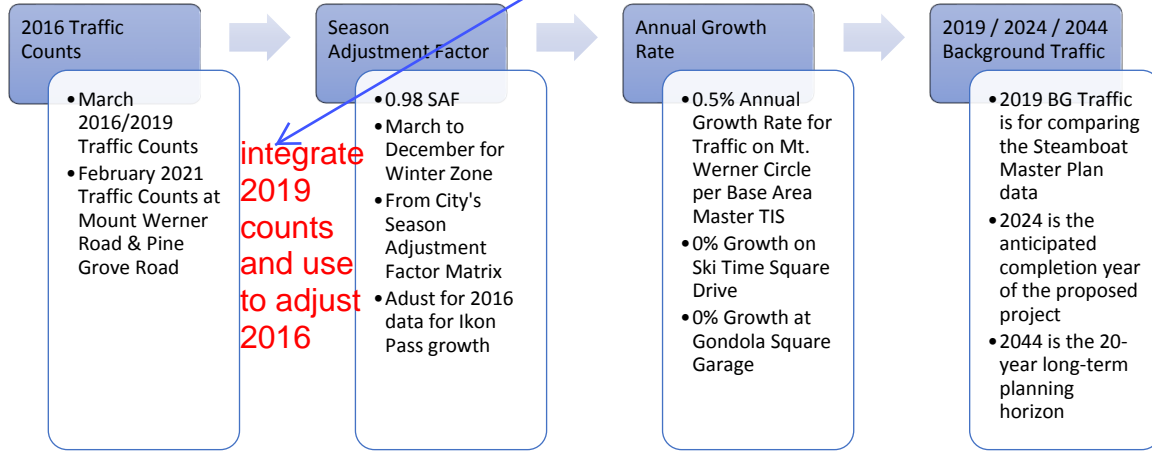


*Figure 3: Mt Werner Road Traffic Shift w/ GTC Improvements*

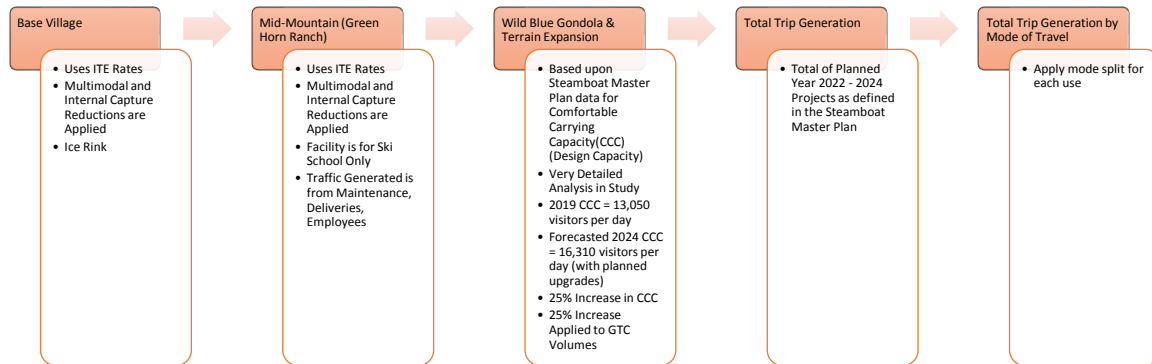


*Figure 4: General GTC Improvement Assumptions*

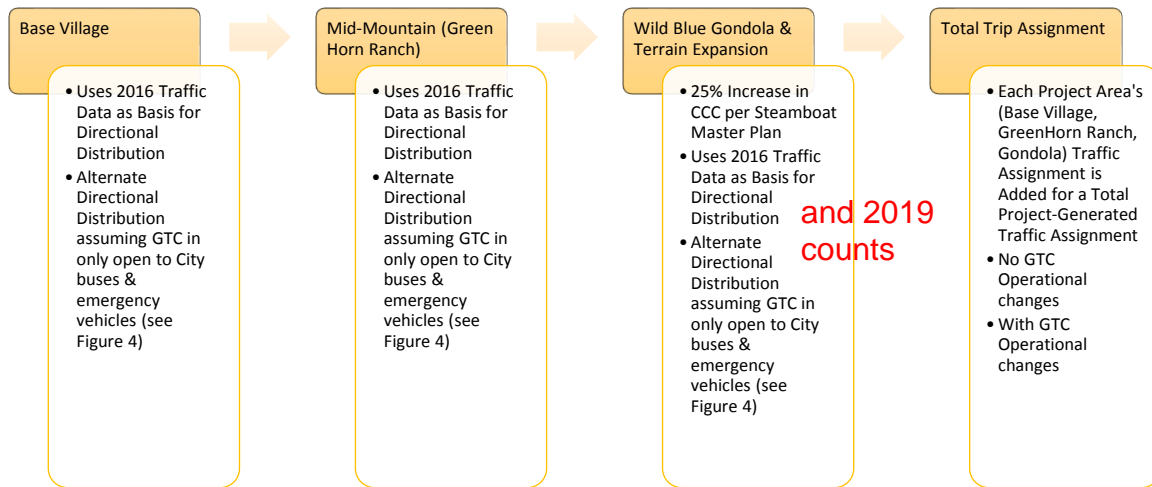
*IDAX processed data from the GTC project for Intersections #1 and #2. We have December 2019 from #4, and February 2021 for #5 and #6. This is all post-IKON data. We will need to use these counts to inform necessary adjustments at #3*



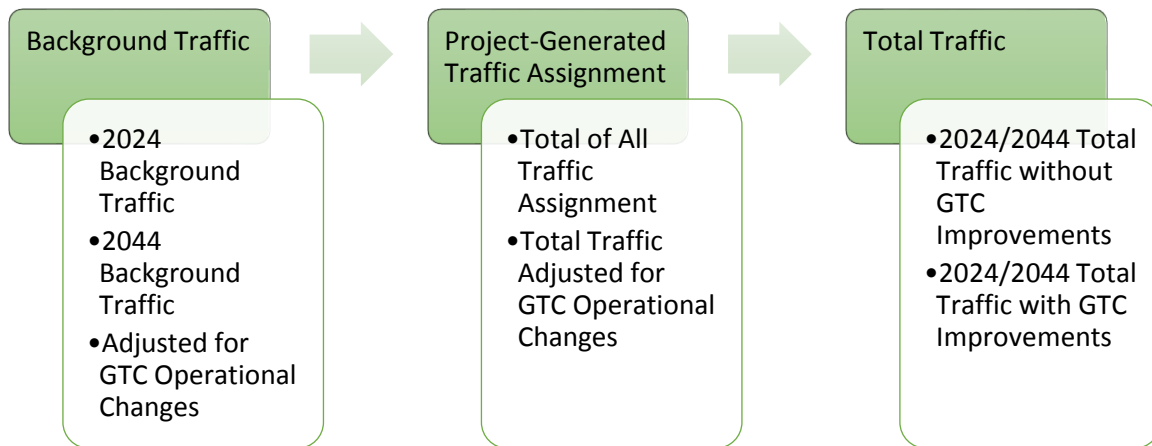
*Figure 5: Background Traffic Forecast Methodology*



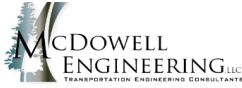
*Figure 6: Trip Generation Methodology*



*Figure 7: Project Traffic Assignment Methodology*



*Figure 8: Total Traffic Methodology*



**Table 1 - Project Trip Generation**  
**Estimated Project-Generated Traffic<sup>1</sup>**

ITE Code	Units <sup>2</sup>		Eq. Coef	ITE Trip Generation Equation <sup>3</sup>			Average Weekday Trips (vpd)	Morning Peak Hour		Evening Peak Hour					
				Avg. Weekday	AM Peak Hour	PM Peak Hour		% Trips Inbound	% Trips Outbound	% Trips Inbound	% Trips Outbound				
<b>Steamboat Base Village</b>															
<b>Plaza Pavilion (Steamboat Base Village)</b>															
<b>Proposed Land Use</b>															
#932 - High-Turnover (Sit Down) Restaurant 2nd Floor	12.9	kSF	Type a=b	Rate 112.18	A Rate 14.04	B Rate 17.41	1,447	57%	103	43%	78	52%	117	48%	108
<i>On-Site Reduction</i>	-30%						-434		-31		-23		-35		-32
<b>Plaza Pavilion Proposed New Trips</b>							<b>1,013</b>		<b>72</b>		<b>55</b>		<b>82</b>		<b>76</b>
<b>Ticketing Building (Steamboat Base Village)</b>															
<b>Proposed Land Use</b>															
#820 - Shopping Center	2.8	kSF	Type a=b	Rate 37.75	A Rate 2.76	B Rate 0.72	106	54%	46	46%	39	50%	22	50%	22
<i>On-Site Reduction</i>	-75%						-80		-35		-29		-17		-17
<b>Ticketing Building Proposed New Trips</b>							<b>26</b>		<b>11</b>		<b>10</b>		<b>5</b>		<b>5</b>
<b>Building B (Steamboat Base Village)</b>															
<b>Proposed Land Use</b>															
#712 - Small Office Building - Ground Floor	2.5	ksf	Type a=b	Rate 16.19	A Rate 3.26	B Rate 3.73	40	60%	5	40%	4	46%	5	54%	6
<i>On-Site Reduction</i>	-75%						-30		-4		-3		-4		-5
#932- High Turn-Over (Sit Down) Restaurant	7.5	ksf	Type a=b	Rate 112.18	A Rate 14.04	B Rate 17.41	841	57%	60	43%	45	52%	68	48%	63
<i>On-Site Reduction</i>	-30%						-252		-18		-14		-20		-19
#495 - Recreational Community Center - Ice Rink	17	kSF GFA	Type a=b	B Rate 0.98	B Rate 0.51	B Rate 0.58	491	67%	59	33%	29	40%	41	60%	62
<i>On-Site Reduction</i>	-75%						-368		-44		-22		-31		-47
#820 - Shopping Center - 3rd Floor	1.6	kSF	Type a=b	Rate 37.75	A Rate 2.76	B Rate 0.72	60	54%	44	46%	38	50%	14	50%	14
<i>On-Site Reduction</i>	-50%						-30		-22		-19		-7		-7
<b>Building B Proposed New Trips</b>							<b>752</b>		<b>80</b>		<b>58</b>		<b>66</b>		<b>67</b>
<b>Subtotal - Steamboat Base Village</b>							<b>1,791</b>		<b>163</b>		<b>123</b>		<b>153</b>		<b>148</b>
<b>Greenhorn Ranch</b>															
<b>Proposed Land Use</b>															
#710 - General Office Building - Maintenance/Office	6.2	kSF	Type a=b	B Rate 0.97	B Rate 0.88	Rate 1.42	72	88%	13	12%	2	18%	2	82%	8
<i>On-Site Reduction</i>	0%						0		0		0		0		0
#932 - High-Turnover (Sit Down) Restaurant - 2nd Floor	7.0	kSF	Type a=b	Rate 112.18	A Rate 14.04	B Rate 17.41	785	57%	56	43%	42	52%	63	48%	58
<i>On-Site Reduction</i>	-90%						-707		-50		-38		-57		-52
<b>Subtotal - Mid Mountain</b>							<b>150</b>		<b>19</b>		<b>6</b>		<b>8</b>		<b>14</b>
<b>Gondola &amp; Terrain Expansion</b>															
<b>Proposed Land Use</b>															
New Gondola Line	25%			% of Existing Base Village Traffic Volumes			3,040		109		105		149		155
<i>On-Site Reduction</i>	0%						0		0		0		0		0
<b>Subtotal - Gondola and Terrain Expansion</b>							<b>3,040</b>		<b>109</b>		<b>105</b>		<b>149</b>		<b>155</b>
<b>Totals - Steamboat Base Village, Greenhorn Ranch, and Gondola &amp; Terrain Expansion</b>							<b>4,981</b>		<b>291</b>		<b>234</b>		<b>310</b>		<b>317</b>

**Notes:**

- <sup>1</sup> Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.
- <sup>2</sup> DU = Dwelling Units, kSF = 1,000 Square Feet
- <sup>3</sup> Fitted curve equations from ITE Land Uses - Equation Type A is  $T = a * X + b$ , Equation Type B is  $\ln(T) = a * \ln(X) + b$ , Rate is  $T = a * X$



**Table 2 - Project Trip Generation with Mode Split**  
**Estimated Project-Generated Traffic<sup>1</sup>**

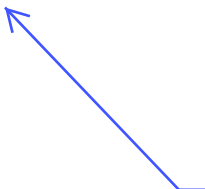
	ITE Code	Mode Split %	Passengers per Vehicle <sup>1</sup>	Normalized Carpool Rate <sup>2</sup>	ITE Trip Generation Contributes Vehicle Trips?	Average Weekday	Morning Peak Hour		Evening Peak Hour	
						Trips (vpd)	Inbound Trips (vph)	Outbound Trips (vph)	Inbound Trips (vph)	Outbound Trips (vph)
<b>Steamboat Base Village</b>	<b>Subtotal - Steamboat Base Village (From Table 1)</b>					<b>1,791</b>	<b>163</b>	<b>123</b>	<b>153</b>	<b>148</b>
	Pedestrian Trips	30%	1.9	100%	No	537	49	37	46	44
	Gondola Square Garage	0%	1.9	100%	Yes	0	0	0	0	0
	Skier Drop Off / Pickup	10%	1.9	100%	Yes	179	16	12	15	15
	City Bus	20%	16.3	12%	Yes	42	4	3	4	3
	Small Shuttles	20%	4.7	40%	Yes	145	13	10	12	12
	Medium Shuttles	20%	11.1	17%	Yes	61	6	4	5	5
	<b>Vehicle Trips</b>					<b>427</b>	<b>39</b>	<b>29</b>	<b>36</b>	<b>35</b>
	<b>Greenhorn Ranch</b>	<b>Greenhorn Ranch (From Table 1)</b>					<b>150</b>	<b>19</b>	<b>6</b>	<b>8</b>
Pedestrian Trips		0%	1.9	100%	No	0	0	0	0	0
Gondola Square Garage		0%	1.9	100%	Yes	0	0	0	0	0
Skier Drop Off / Pickup		10%	1.9	100%	Yes	15	2	1	1	1
City Bus		30%	16.3	12%	Yes	5	1	0	0	0
Small Shuttles		30%	4.7	40%	Yes	18	2	1	1	2
Medium Shuttles		30%	11.1	17%	Yes	8	1	0	0	1
<b>Vehicle Trips</b>					<b>46</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>4</b>	
<b>Gondola &amp; Terrain Expansion</b>	<b>Gondola and Terrain Expansion (From Table 1)</b>					<b>3,040</b>	<b>109</b>	<b>105</b>	<b>149</b>	<b>155</b>
	Pedestrian Trips	30%	1.9	100%	No	912	33	32	45	47
	Gondola Square Garage	0%	1.9	100%	Yes	0	0	0	0	0
	Skier Drop Off / Pickup	10%	1.9	100%	Yes	304	11	11	15	16
	City Bus	20%	16.3	12%	Yes	71	3	2	3	4
	Small Shuttles	20%	4.7	40%	Yes	246	9	8	12	13
	Medium Shuttles	20%	11.1	17%	Yes	104	4	4	5	5
	<b>Vehicle Trips</b>					<b>725</b>	<b>26</b>	<b>25</b>	<b>36</b>	<b>37</b>
<b>Vehicle Trip Totals - Steamboat Base Village, Greenhorn Ranch, and Gondola &amp; Terrain Expansion</b>						<b>1,198</b>	<b>71</b>	<b>56</b>	<b>74</b>	<b>77</b>

**Notes:**

<sup>1</sup> Passengers per Vehicle is from the 2019 Steamboat Master Plan & 2019 GTC Data Collection.

<sup>2</sup> Normalized Carpool Rate = Number of Passengers per specific vehicle / 1.9 passengers per passenger car. Therefore, the adjustment factor for a car is 100%. The adjustment factor for a City bus is 12%, as it carries 8 times more people per vehicle.

Where are passenger vehicles to Meadows and Knoll Parking Lot factored into this?



Will Provide separate distributions for vehicular and transit modes. Please see the pie chart for mode split breakdown based upon actual data.

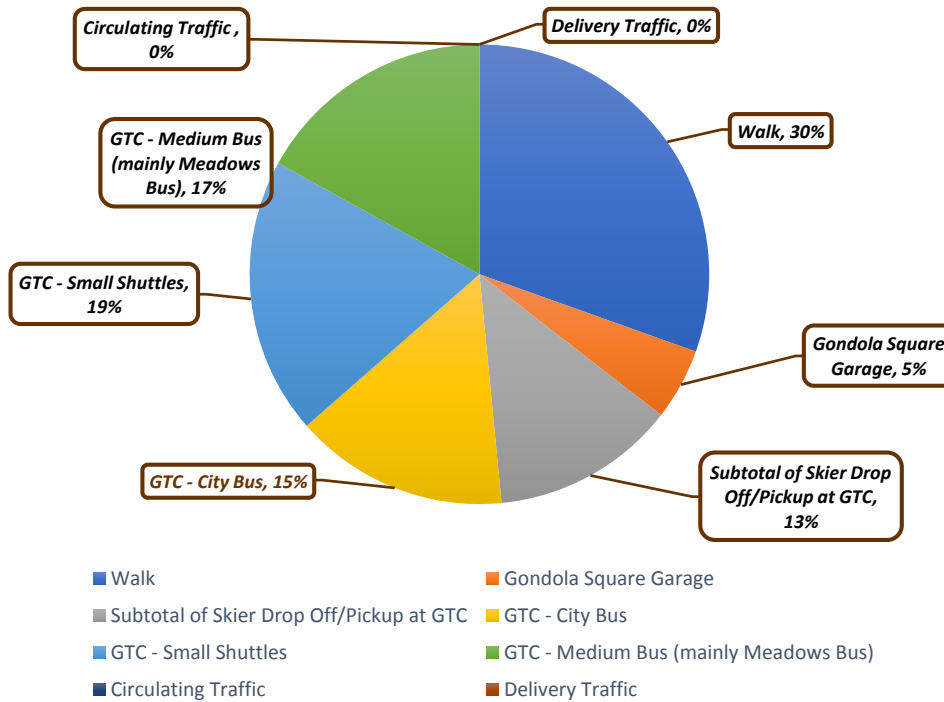


Pie chart does not appear to include passenger vehicle arrivals. This is



Table 3 - Existing Conditions Comparison of GTC to  
Steamboat Resort 2019  
Master Development Plan Amendment

Mode of Travel	2019 Existing Conditions						
	Daily People	Mode Percentage	Passengers per Vehicle	Vehicles per Hour	Passengers per Hour	Percentage of Vehicular Traffic Attributing to GTC Traffic	Vehicular Traffic Attributing to GTC Traffic
Walk	3,975	30%	0	0	0	0%	0
Gondola Square Garage	656	5%	1.9	173	329	25%	43
Subtotal of Skier Drop Off/Pickup at GTC	1,693	13%	1.9	155	295	100%	155
GTC - City Bus	1,967	15%	16.3	28	456	100%	28
GTC - Small Shuttles	2,544	19%	4.7	135	635	150%	203
GTC - Medium Bus (mainly Meadows Bus)	2,214	17%	11.1	48	535	125%	60
Circulating Traffic	0	0%	N/A	354	N/A	100%	354
Delivery Traffic	0	0%	N/A	10	N/A	100%	10
<b>Subtotal</b>	<b>13,049</b>	<b>100%</b>		<b>903</b>			<b>853</b>



Existing Steamboat Resort Travel Demand

Existing CCC, per MP (page 48)

Upgrade CCC, per MP (page 71)

13,050

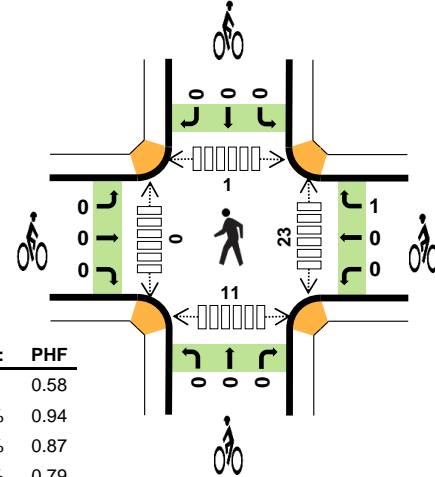
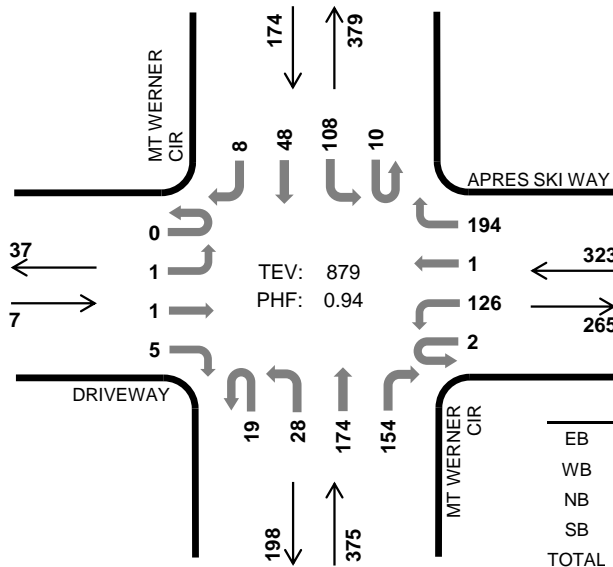
16,310

# MT WERNER CIR APRES SKI WAY



Peak Hour

Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.58
WB	16.1%	0.94
NB	18.1%	0.87
SB	36.8%	0.79
TOTAL	20.9%	0.94

### Two-Hour Count Summaries

Interval Start	DRIVEWAY				APRES SKI WAY				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	9	0	12	0	0	7	9	0	6	5	0	48	0	
7:15 AM	0	0	0	0	0	16	0	14	0	0	12	11	1	9	5	1	69	0	
7:30 AM	0	0	0	1	0	26	0	26	0	0	19	30	0	9	7	1	119	0	
7:45 AM	0	0	0	1	0	31	0	29	7	2	36	22	0	11	7	1	147	383	
8:00 AM	0	0	0	0	0	37	0	49	10	8	34	32	4	21	9	0	204	539	
8:15 AM	0	0	0	2	1	36	0	44	4	11	45	48	2	27	14	1	235	705	
8:30 AM	0	1	1	0	0	29	1	55	4	4	40	39	1	33	17	4	229	815	
8:45 AM	0	0	0	3	1	24	0	46	1	5	55	35	3	27	8	3	211	879	
Count Total	0	1	1	7	2	208	1	275	26	30	248	226	11	143	72	11	1,262	0	
Peak Hour	All	0	1	1	5	2	126	1	194	19	28	174	154	10	108	48	8	879	0
	HV	0	0	0	0	0	9	0	43	1	0	51	16	0	48	16	0	184	0
	HV%	-	0%	0%	0%	0%	7%	0%	22%	5%	0%	29%	10%	0%	44%	33%	0%	21%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	2	3
7:15 AM	0	3	5	7	15	0	0	0	0	0	0	0	0	3	3
7:30 AM	1	4	5	4	14	0	0	0	0	0	0	0	2	2	4
7:45 AM	1	6	9	3	19	0	1	0	0	1	0	0	1	0	1
8:00 AM	0	7	12	13	32	0	0	0	0	0	11	0	0	7	18
8:15 AM	0	16	17	16	49	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	16	21	19	56	0	0	0	0	0	8	0	0	4	12
8:45 AM	0	13	18	16	47	0	1	0	0	1	3	0	1	0	4
Count Total	2	65	89	78	234	0	2	0	0	2	23	1	4	18	46
Peak Hour	0	52	68	64	184	0	1	0	0	1	23	0	1	11	35

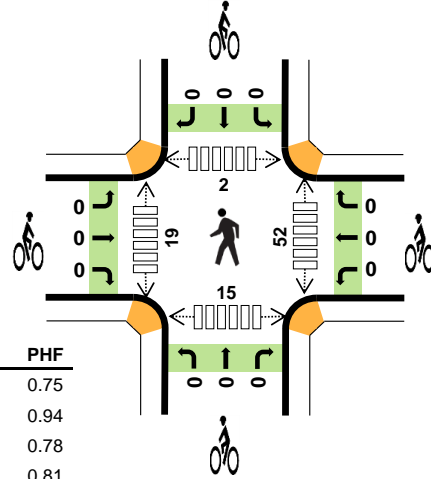
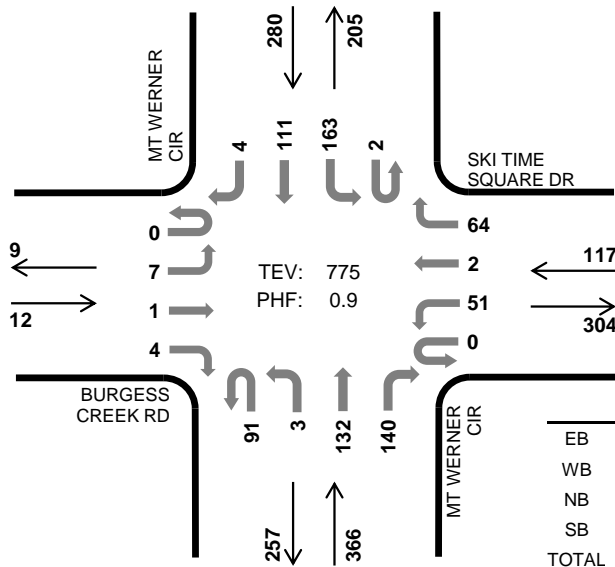
<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	DRIVEWAY				APRES SKI WAY				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	1	0	2	0	0	5	0	0	3	3	1	15	0
7:30 AM	0	0	0	1	0	1	0	3	0	0	3	2	0	4	0	0	14	0
7:45 AM	0	0	0	1	0	1	0	5	0	0	6	3	0	3	0	0	19	50
8:00 AM	0	0	0	0	0	0	0	7	1	0	9	2	0	11	2	0	32	80
8:15 AM	0	0	0	0	0	5	0	11	0	0	11	6	0	10	6	0	49	114
8:30 AM	0	0	0	0	0	2	0	14	0	0	18	3	0	14	5	0	56	156
8:45 AM	0	0	0	0	0	2	0	11	0	0	13	5	0	13	3	0	47	184
Count Total	0	0	0	2	0	12	0	53	1	0	66	22	0	58	19	1	234	0
Peak Hour	0	0	0	0	0	9	0	43	1	0	51	16	0	48	16	0	184	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	DRIVEWAY			APRES SKI WAY			MT WERNER CIR			MT WERNER CIR			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

# MT WERNER CIR SKI TIME SQUARE DR



Peak Hour

Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	16.7%	0.75
WB	24.8%	0.94
NB	25.7%	0.78
SB	6.1%	0.81
TOTAL	18.3%	0.90

### Two-Hour Count Summaries

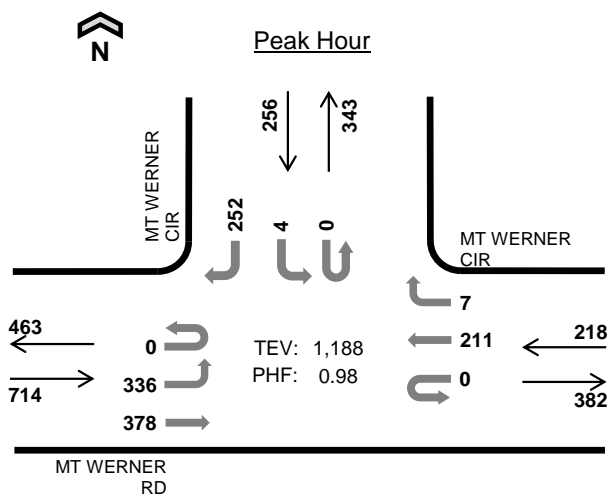
Interval Start	BURGESS CREEK RD				SKI TIME SQUARE DR				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	2	0	5	0	4	0	2	6	8	0	24	8	2	61	0	
7:15 AM	0	3	0	0	0	7	0	9	3	1	9	11	0	18	16	1	78	0	
7:30 AM	0	2	0	0	0	2	0	8	6	1	13	12	0	18	18	2	82	0	
7:45 AM	0	1	0	4	0	4	0	12	9	3	19	19	0	34	22	1	128	349	
8:00 AM	0	1	0	3	0	13	0	13	15	0	23	29	1	35	23	1	157	445	
8:15 AM	0	2	1	0	0	10	1	19	24	2	35	26	0	43	32	0	195	562	
8:30 AM	0	3	0	1	0	14	1	16	25	0	32	38	1	53	30	2	216	696	
8:45 AM	0	1	0	0	0	14	0	16	27	1	42	47	0	32	26	1	207	775	
Count Total	0	13	1	10	0	69	2	97	109	10	179	190	2	257	175	10	1,124	0	
Peak Hour	All	0	7	1	4	0	51	2	64	91	3	132	140	2	163	111	4	775	0
	HV	0	1	0	1	0	18	0	11	39	0	39	16	0	9	8	0	142	0
	HV%	-	14%	0%	25%	-	35%	0%	17%	43%	0%	30%	11%	0%	6%	7%	0%	18%	0

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

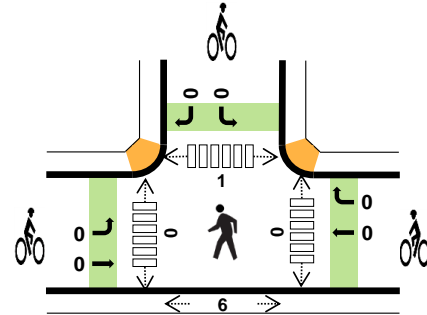
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	3	1	2	7	0	0	0	0	0	0	0	0	1	1
7:15 AM	1	5	8	2	16	0	0	0	0	0	2	0	0	0	2
7:30 AM	0	1	4	1	6	0	0	0	0	0	7	1	1	2	11
7:45 AM	2	5	11	3	21	0	0	0	0	0	6	1	0	0	7
8:00 AM	1	7	12	4	24	0	0	0	0	0	12	9	0	4	25
8:15 AM	0	5	22	3	30	0	0	0	0	0	6	0	0	2	8
8:30 AM	1	6	27	5	39	0	0	0	0	0	24	8	2	8	42
8:45 AM	0	11	33	5	49	0	0	0	0	0	10	2	0	1	13
Count Total	6	43	118	25	192	0	0	0	0	0	67	21	3	18	109
Peak Hour	2	29	94	17	142	0	0	0	0	0	52	19	2	15	88

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	BURGESS CREEK RD				SKI TIME SQUARE DR				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	2	0	1	0	0	1	0	0	1	1	0	7	0
7:15 AM	0	1	0	0	0	4	0	1	1	0	4	3	0	2	0	0	16	0
7:30 AM	0	0	0	0	0	1	0	0	2	0	2	0	0	1	0	0	6	0
7:45 AM	0	1	0	1	0	2	0	3	5	0	4	2	0	3	0	0	21	50
8:00 AM	0	0	0	1	0	5	0	2	5	0	4	3	0	3	1	0	24	67
8:15 AM	0	0	0	0	0	3	0	2	12	0	8	2	0	1	2	0	30	81
8:30 AM	0	1	0	0	0	4	0	2	11	0	11	5	0	2	3	0	39	114
8:45 AM	0	0	0	0	0	6	0	5	11	0	16	6	0	3	2	0	49	142
Count Total	0	3	0	3	0	27	0	16	47	0	50	21	0	16	9	0	192	0
Peak Hour	0	1	0	1	0	18	0	11	39	0	39	16	0	9	8	0	142	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	BURGESS CREEK RD			SKI TIME SQUARE DR			MT WERNER CIR			MT WERNER CIR			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

# MT WERNER CIR MT WERNER RD



Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	10.2%	0.91
WB	4.1%	0.72
NB	-	-
SB	18.0%	0.74
TOTAL	10.8%	0.98

### Two-Hour Count Summaries

Interval Start	MT WERNER RD				MT WERNER CIR				N/A				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	35	49	0	0	0	6	1	0	0	0	0	0	0	0	12	103	0	
7:15 AM	0	48	81	0	0	0	11	2	0	0	0	0	0	0	0	20	162	0	
7:30 AM	1	48	103	0	0	0	21	1	0	0	0	0	0	0	0	20	194	0	
7:45 AM	0	67	104	0	0	0	47	2	0	0	0	0	0	0	0	37	257	716	
8:00 AM	0	75	99	0	0	0	73	3	0	0	0	0	0	0	0	42	292	905	
8:15 AM	0	86	110	0	0	0	50	2	0	0	0	0	0	1	0	54	303	1,046	
8:30 AM	0	99	83	0	0	0	46	2	0	0	0	0	0	0	0	73	303	1,155	
8:45 AM	0	76	86	0	0	0	42	0	0	0	0	0	0	3	0	83	290	1,188	
Count Total	1	534	715	0	0	0	296	13	0	0	0	0	0	4	0	341	1,904	0	
Peak Hour	All	0	336	378	0	0	0	211	7	0	0	0	0	0	4	0	252	1,188	0
	HV	0	15	58	0	0	0	9	0	0	0	0	0	0	1	0	45	128	0
	HV%	-	4%	15%	-	-	-	4%	0%	-	-	-	-	-	25%	-	18%	11%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	0	0	1	6	0	0	0	0	0	0	0	0	0	2
7:15 AM	7	2	0	4	13	0	0	0	0	0	0	0	0	0	0
7:30 AM	6	4	0	3	13	0	0	0	0	0	0	0	0	0	0
7:45 AM	16	2	0	7	25	0	0	0	0	0	0	0	0	2	2
8:00 AM	17	2	0	7	26	0	0	0	0	0	0	0	1	0	1
8:15 AM	17	4	0	7	28	0	0	0	0	0	0	0	0	1	1
8:30 AM	19	1	0	13	33	0	0	0	0	0	0	0	0	2	2
8:45 AM	20	2	0	19	41	0	0	0	0	0	0	0	0	3	3
Count Total	107	17	0	61	185	0	0	0	0	0	0	0	1	10	11
Peak Hr	73	9	0	46	128	0	0	0	0	0	0	0	1	6	7

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																			
Interval Start	MT WERNER RD				MT WERNER CIR				N/A				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	
7:15 AM	0	2	5	0	0	0	0	2	0	0	0	0	0	0	0	4	13	0	
7:30 AM	0	1	5	0	0	0	3	1	0	0	0	0	0	0	0	3	13	0	
7:45 AM	0	6	10	0	0	0	2	0	0	0	0	0	0	0	0	7	25	57	
8:00 AM	0	1	16	0	0	0	2	0	0	0	0	0	0	0	0	7	26	77	
8:15 AM	0	4	13	0	0	0	4	0	0	0	0	0	0	0	0	7	28	92	
8:30 AM	0	4	15	0	0	0	1	0	0	0	0	0	0	0	0	13	33	112	
8:45 AM	0	6	14	0	0	0	2	0	0	0	0	0	0	1	0	18	41	128	
Count Total	0	26	81	0	0	0	14	3	0	0	0	0	0	0	1	0	60	185	0
Peak Hour	0	15	58	0	0	0	9	0	0	0	0	0	0	0	1	0	45	128	0

<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	MT WERNER RD			MT WERNER CIR			N/A			MT WERNER CIR			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

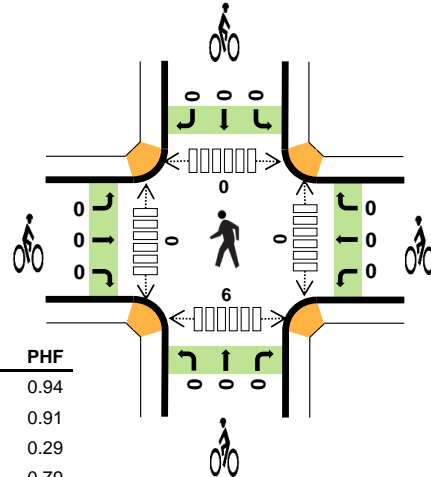
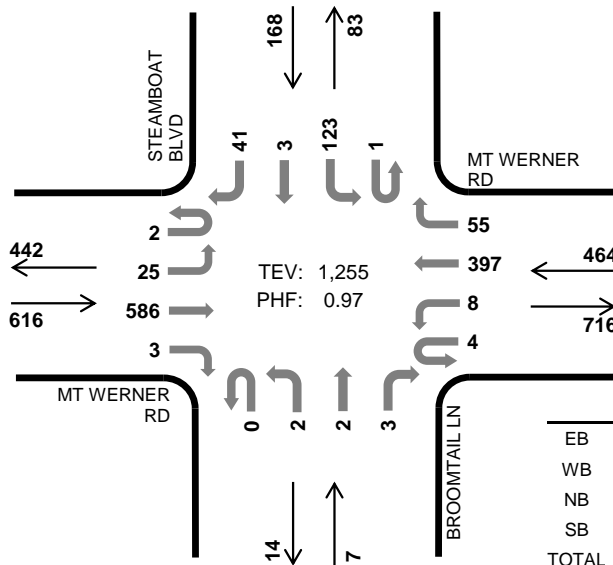


# STEAMBOAT BLVD MT WERNER RD



Peak Hour

Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	10.6%	0.94
WB	12.7%	0.91
NB	0.0%	0.29
SB	10.1%	0.79
TOTAL	11.2%	0.97

### Two-Hour Count Summaries

Interval Start	MT WERNER RD Eastbound				MT WERNER RD Westbound				BROOMTAIL LN Northbound				STEAMBOAT BLVD Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	1	2	77	0	0	0	16	3	0	1	1	0	0	5	0	4	110	0	
7:15 AM	1	1	113	0	0	1	25	3	0	0	0	0	0	20	0	2	166	0	
7:30 AM	1	1	127	1	0	0	37	5	0	0	1	0	0	25	0	5	203	0	
7:45 AM	0	2	148	0	1	1	74	7	0	0	0	0	0	20	0	3	256	735	
8:00 AM	0	6	146	2	1	1	101	11	0	0	0	0	1	28	0	7	304	929	
8:15 AM	1	6	156	1	1	3	93	8	0	0	0	0	0	41	1	11	322	1,085	
8:30 AM	1	4	147	0	2	2	91	22	0	2	2	2	0	30	2	12	319	1,201	
8:45 AM	0	9	137	0	0	2	112	14	0	0	0	1	0	24	0	11	310	1,255	
Count Total	5	31	1,051	4	5	10	549	73	0	3	4	3	1	193	3	55	1,990	0	
Peak Hour	All	2	25	586	3	4	8	397	55	0	2	2	3	1	123	3	41	1,255	0
	HV	1	4	60	0	0	1	45	13	0	0	0	0	1	14	0	2	141	0
	HV%	50%	16%	10%	0%	0%	13%	11%	24%	-	0%	0%	0%	100%	11%	0%	5%	11%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	3	0	1	11	0	0	0	0	0	0	0	0	0	0
7:15 AM	6	3	0	1	10	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	8	0	2	14	1	0	0	0	1	0	0	0	0	0
7:45 AM	13	9	0	2	24	0	0	0	0	0	0	0	0	2	2
8:00 AM	14	9	0	7	30	0	0	0	0	0	0	0	0	0	0
8:15 AM	17	13	0	3	33	0	0	0	0	0	0	0	0	1	1
8:30 AM	17	15	0	4	36	0	0	0	0	0	0	0	0	4	4
8:45 AM	17	22	0	3	42	0	0	0	0	0	0	0	0	1	1
Count Total	95	82	0	23	200	1	0	0	0	1	0	0	0	8	8
Peak Hour	65	59	0	17	141	0	0	0	0	0	0	0	0	6	6

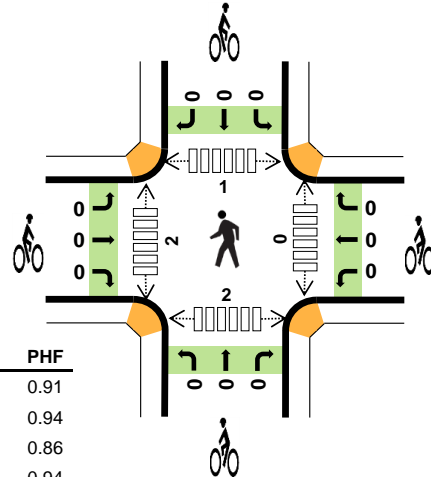
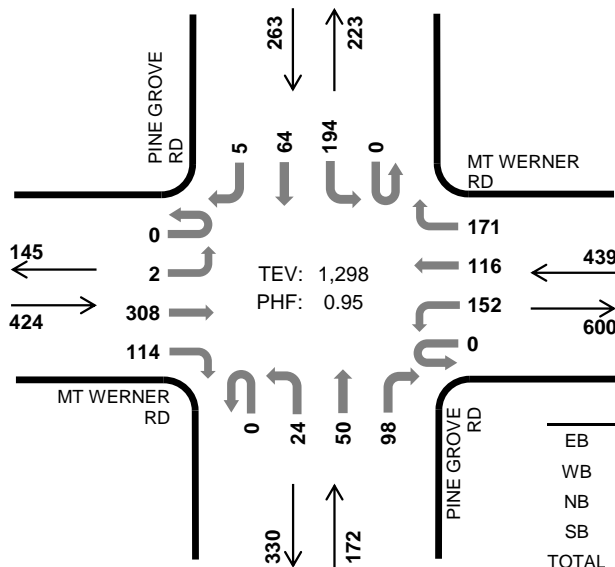
<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	MT WERNER RD				MT WERNER RD				BROOMTAIL LN				STEAMBOAT BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	0	6	0	0	0	3	0	0	0	0	0	0	0	0	1	11	0
7:15 AM	0	0	6	0	0	0	2	1	0	0	0	0	0	0	1	0	10	0
7:30 AM	0	0	4	0	0	0	7	1	0	0	0	0	0	0	2	0	14	0
7:45 AM	0	1	12	0	1	1	5	2	0	0	0	0	0	0	1	0	24	59
8:00 AM	0	1	13	0	0	0	7	2	0	0	0	0	0	1	5	0	30	78
8:15 AM	1	2	14	0	0	0	9	4	0	0	0	0	0	3	0	0	33	101
8:30 AM	0	1	16	0	0	1	10	4	0	0	0	0	0	3	0	1	36	123
8:45 AM	0	0	17	0	0	0	19	3	0	0	0	0	0	3	0	0	42	141
Count Total	2	5	88	0	1	2	62	17	0	0	0	0	1	18	0	4	200	0
Peak Hour	1	4	60	0	0	1	45	13	0	0	0	0	1	14	0	2	141	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	MT WERNER RD			MT WERNER RD			BROOMTAIL LN			STEAMBOAT BLVD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

# PINE GROVE RD MT WERNER RD



Peak Hour

Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	5.2%	0.91
WB	10.9%	0.94
NB	4.7%	0.86
SB	8.4%	0.94
TOTAL	7.7%	0.95

### Two-Hour Count Summaries

Interval Start	MT WERNER RD Eastbound				MT WERNER RD Westbound				PINE GROVE RD Northbound				PINE GROVE RD Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	44	1	0	4	7	11	0	1	4	11	0	23	1	0	107	0	
7:15 AM	0	0	69	6	0	4	9	12	0	1	4	12	0	35	4	0	156	0	
7:30 AM	0	0	68	5	0	7	12	25	0	2	7	19	0	42	6	3	196	0	
7:45 AM	0	1	67	24	0	33	15	28	0	4	9	26	0	53	3	2	265	724	
8:00 AM	0	0	73	42	0	56	16	32	0	2	13	23	0	55	13	2	327	944	
8:15 AM	0	2	86	28	0	42	30	39	0	9	12	29	0	46	17	1	341	1,129	
8:30 AM	0	0	74	23	0	24	31	52	0	2	15	24	0	47	20	0	312	1,245	
8:45 AM	0	0	75	21	0	30	39	48	0	11	10	22	0	46	14	2	318	1,298	
Count Total	0	3	556	150	0	200	159	247	0	32	74	166	0	347	78	10	2,022	0	
Peak Hour	All	0	2	308	114	0	152	116	171	0	24	50	98	0	194	64	5	1,298	0
	HV	0	0	20	2	0	19	13	16	0	0	2	6	0	19	3	0	100	0
	HV%	-	0%	6%	2%	-	13%	11%	9%	-	0%	4%	6%	-	10%	5%	0%	8%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	4	1	4	10	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	2	0	3	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	5	1	2	9	0	0	1	0	1	0	1	0	0	1
7:45 AM	9	4	0	7	20	0	0	0	0	0	0	1	0	1	2
8:00 AM	4	7	5	10	26	0	0	0	0	0	0	1	1	0	2
8:15 AM	5	11	1	5	22	0	0	0	0	0	0	0	0	1	1
8:30 AM	4	12	2	3	21	0	0	0	0	0	0	1	0	1	2
8:45 AM	9	18	0	4	31	0	0	0	0	0	0	0	0	0	0
Count Total	36	63	10	38	147	0	0	1	0	1	0	4	1	3	8
Peak Hour	22	48	8	22	100	0	0	0	0	0	0	2	1	2	5

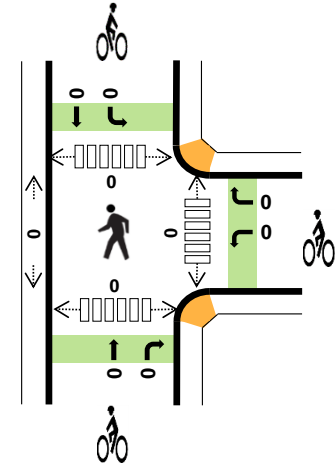
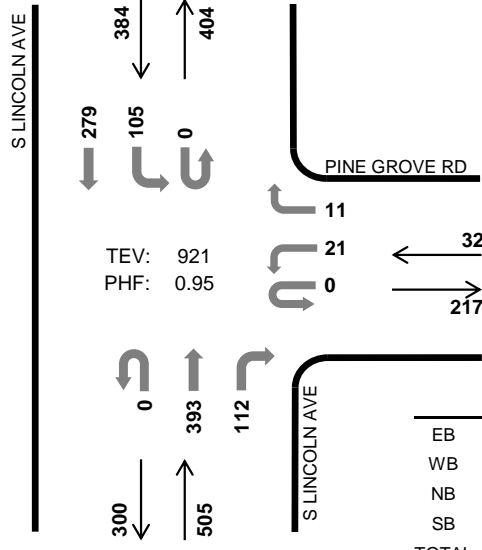
<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	MT WERNER RD				MT WERNER RD				PINE GROVE RD				PINE GROVE RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	1	1	2	0	0	0	1	0	4	0	0	10	0
7:15 AM	0	0	3	0	0	1	1	0	0	0	0	0	0	3	0	0	8	0
7:30 AM	0	0	0	1	0	2	2	1	0	0	0	1	0	1	0	1	9	0
7:45 AM	0	1	6	2	0	1	3	0	0	0	0	0	0	7	0	0	20	47
8:00 AM	0	0	4	0	0	2	3	2	0	0	2	3	0	9	1	0	26	63
8:15 AM	0	0	5	0	0	6	3	2	0	0	0	1	0	3	2	0	22	77
8:30 AM	0	0	3	1	0	5	1	6	0	0	0	2	0	3	0	0	21	89
8:45 AM	0	0	8	1	0	6	6	6	0	0	0	0	0	4	0	0	31	100
Count Total	0	1	30	5	0	24	20	19	0	0	2	8	0	34	3	1	147	0
Peak Hour	0	0	20	2	0	19	13	16	0	0	2	6	0	19	3	0	100	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	MT WERNER RD			MT WERNER RD			PINE GROVE RD			PINE GROVE RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

# S LINCOLN AVE PINE GROVE RD



Peak Hour

Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	3.1%	0.80
NB	2.2%	0.86
SB	3.9%	0.81
TOTAL	2.9%	0.95

### Two-Hour Count Summaries

Interval Start	n/a				PINE GROVE RD				S LINCOLN AVE				S LINCOLN AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	3	0	0	0	0	44	15	0	4	23	0	89	0	
7:15 AM	0	0	0	0	0	1	0	1	0	0	66	18	0	6	46	0	138	0	
7:30 AM	0	0	0	0	0	1	0	2	0	0	60	30	0	17	59	0	169	0	
7:45 AM	0	0	0	0	0	5	0	4	0	0	96	39	0	31	61	0	236	632	
8:00 AM	0	0	0	0	0	7	0	3	0	0	99	32	0	31	47	0	219	762	
8:15 AM	0	0	0	0	0	3	0	2	0	0	91	27	0	34	85	0	242	866	
8:30 AM	0	0	0	0	0	5	0	2	0	0	86	23	0	20	87	0	223	920	
8:45 AM	0	0	0	0	0	6	0	4	0	0	117	30	0	20	60	0	237	921	
Count Total	0	0	0	0	0	31	0	18	0	0	659	214	0	163	468	0	1,553	0	
Peak Hour	All	0	0	0	0	0	21	0	11	0	0	393	112	0	105	279	0	921	0
	HV	0	0	0	0	0	1	0	0	0	0	11	0	0	1	14	0	27	0
	HV%	-	-	-	-	-	5%	-	0%	-	-	3%	0%	-	1%	5%	-	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	2	3	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	2	5	8	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	2	4	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	19	24	47	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	1	11	15	27	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	n/a				PINE GROVE RD				S LINCOLN AVE				S LINCOLN AVE					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	2	0	7	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	5	0	8	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	8	26
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	30
8:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	7	30
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	27
Count Total	0	0	0	0	0	2	0	2	0	0	17	2	0	2	22	0	47	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	11	0	0	1	14	0	27	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	n/a			PINE GROVE RD			S LINCOLN AVE			S LINCOLN AVE					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

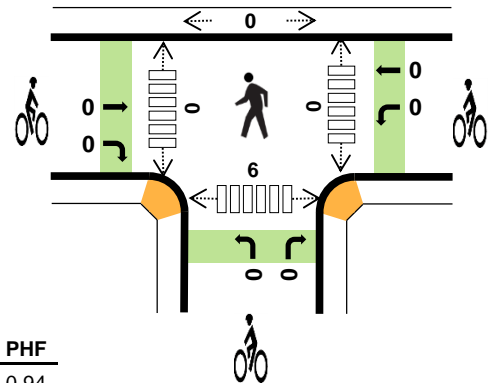
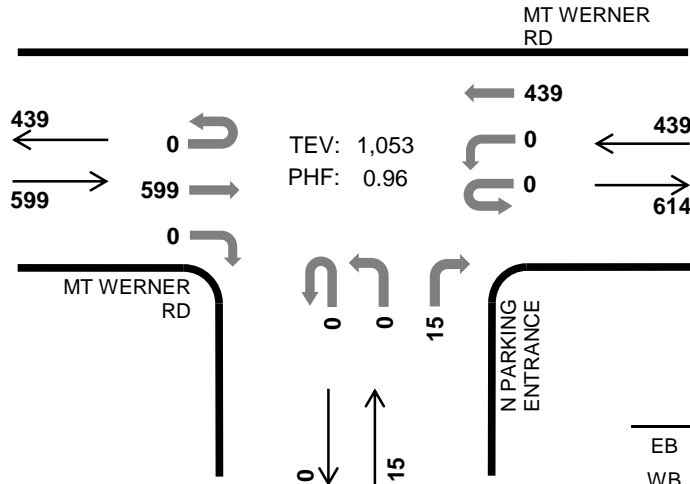
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# N PARKING ENTRANCE MT WERNER RD



Peak Hour

Date: 12/31/2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	7.5%	0.94
WB	10.9%	0.94
NB	100.0%	0.75
SB	-	-
TOTAL	10.3%	0.96

## Two-Hour Count Summaries

Interval Start	MT WERNER RD				MT WERNER RD				N PARKING ENTRANCE				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	78	0	0	0	22	0	0	0	0	2	0	0	0	0	102	0
7:15 AM	0	0	116	0	0	0	25	0	0	0	0	2	0	0	0	0	143	0
7:30 AM	0	0	129	0	0	1	44	0	0	0	0	2	0	0	0	0	176	0
7:45 AM	0	0	146	0	0	0	76	0	0	0	0	2	0	0	0	0	224	645
8:00 AM	0	0	151	0	0	0	104	0	0	0	0	3	0	0	0	0	258	801
8:15 AM	0	0	160	0	0	0	111	0	0	0	0	3	0	0	0	0	274	932
8:30 AM	0	0	145	0	0	0	107	0	0	0	0	5	0	0	0	0	257	1,013
8:45 AM	0	0	143	0	0	0	117	0	0	0	0	4	0	0	0	0	264	1,053
Count Total	0	0	1,068	0	0	1	606	0	0	0	0	23	0	0	0	0	1,698	0
Peak Hour	All	0	0	599	0	0	0	439	0	0	0	15	0	0	0	0	1,053	0
	HV	0	0	45	0	0	0	48	0	0	0	15	0	0	0	0	108	0
	HV%	-	-	8%	-	-	-	11%	-	-	-	100%	-	-	-	-	10%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	4	2	0	12	0	0	0	0	0	0	0	0	1	1
7:15 AM	6	2	1	0	9	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	6	1	0	9	1	0	0	0	1	0	0	0	0	0
7:45 AM	13	4	2	0	19	0	0	0	0	0	0	0	0	2	2
8:00 AM	16	7	3	0	26	0	0	0	0	0	0	0	0	2	2
8:15 AM	9	11	3	0	23	0	0	0	0	0	0	0	0	3	3
8:30 AM	8	12	5	0	25	0	0	0	0	0	0	0	0	0	0
8:45 AM	12	18	4	0	34	0	0	0	0	0	0	0	0	1	1
Count Total	72	64	21	0	157	1	0	0	0	1	0	0	0	9	9
Peak Hr	45	48	15	0	108	0	0	0	0	0	0	0	0	6	6



**Two-Hour Count Summaries - Heavy Vehicles**

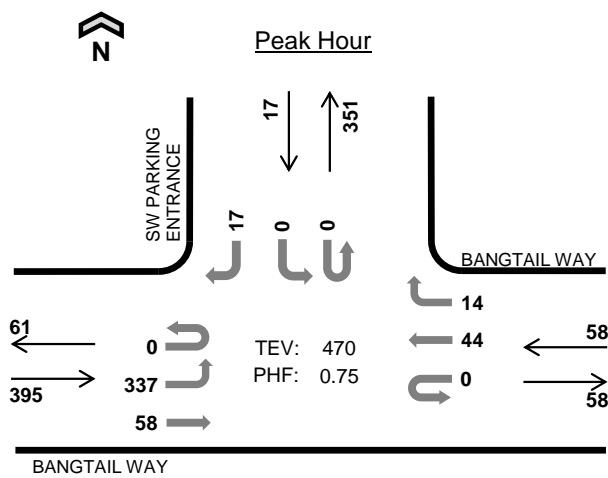
Interval Start	MT WERNER RD				MT WERNER RD				N PARKING ENTRANCE				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	6	0	0	0	4	0	0	0	0	2	0	0	0	0	12	0
7:15 AM	0	0	6	0	0	0	2	0	0	0	0	1	0	0	0	0	9	0
7:30 AM	0	0	2	0	0	1	5	0	0	0	0	1	0	0	0	0	9	0
7:45 AM	0	0	13	0	0	0	4	0	0	0	0	2	0	0	0	0	19	49
8:00 AM	0	0	16	0	0	0	7	0	0	0	0	3	0	0	0	0	26	63
8:15 AM	0	0	9	0	0	0	11	0	0	0	0	3	0	0	0	0	23	77
8:30 AM	0	0	8	0	0	0	12	0	0	0	0	5	0	0	0	0	25	93
8:45 AM	0	0	12	0	0	0	18	0	0	0	0	4	0	0	0	0	34	108
Count Total	0	0	72	0	0	1	63	0	0	0	0	21	0	0	0	0	157	0
Peak Hour	0	0	45	0	0	0	48	0	0	0	0	15	0	0	0	0	108	0

**Two-Hour Count Summaries - Bikes**

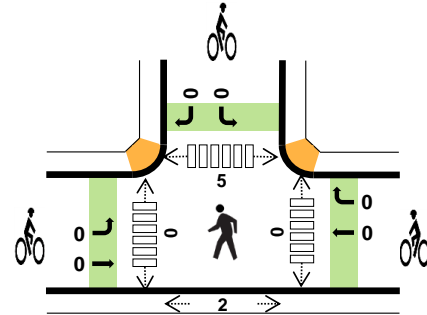
Interval Start	MT WERNER RD			MT WERNER RD			N PARKING ENTRANCE			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

## SW PARKING ENTRANCE BANGTAIL WAY



Date: 12/31/2021  
 Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	5.3%	0.74
WB	1.7%	0.85
NB	-	-
SB	5.9%	0.71
TOTAL	4.9%	0.75

### Two-Hour Count Summaries

Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SW PARKING ENTRANCE				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound				Southbound									
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0
7:15 AM	0	10	9	0	0	0	2	0	0	0	0	0	0	0	0	0	21	0
7:30 AM	0	16	8	0	0	0	7	1	0	0	0	0	0	0	0	1	33	0
7:45 AM	0	62	11	0	0	0	9	2	0	0	0	0	0	0	0	1	85	147
8:00 AM	0	121	13	0	0	0	13	3	0	0	0	0	0	0	0	6	156	295
8:15 AM	0	83	23	0	0	0	10	7	0	0	0	0	0	0	0	6	129	403
8:30 AM	0	66	15	0	0	0	9	2	0	0	0	0	0	0	0	4	96	466
8:45 AM	0	67	7	0	0	0	12	2	0	0	0	0	0	0	0	1	89	470
Count Total	0	431	87	0	0	0	63	17	0	0	0	0	0	0	0	19	617	0
Peak Hour	All	0	337	58	0	0	0	44	14	0	0	0	0	0	0	17	470	0
	HV	0	14	7	0	0	0	1	0	0	0	0	0	0	0	1	23	0
	HV%	-	4%	12%	-	-	-	2%	0%	-	-	-	-	-	-	6%	5%	0

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

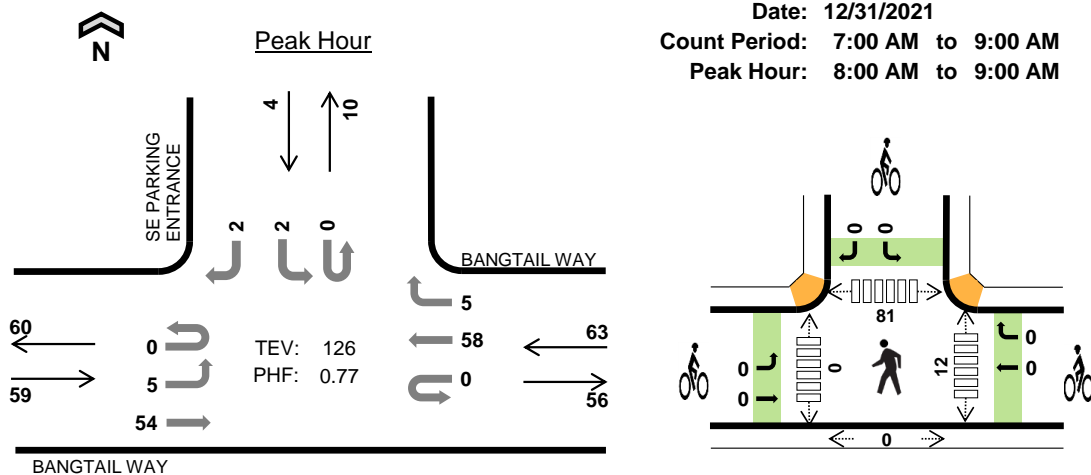
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0
8:15 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	2	2
8:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	3	0	3
8:45 AM	6	1	0	0	7	0	0	0	0	0	0	0	2	0	2
Count Total	28	1	0	2	31	0	0	0	0	0	0	0	5	2	7
Peak Hr	21	1	0	1	23	0	0	0	0	0	0	0	5	2	7

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SW PARKING ENTRANCE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8
<b>8:00 AM</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	
8:15 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8	18	
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20	
8:45 AM	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	7	23	
Count Total	0	20	8	0	0	0	1	0	0	0	0	0	0	0	2	31	0	
Peak Hour	0	14	7	0	0	0	1	0	0	0	0	0	0	1	23	0		

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	BANGTAIL WAY			BANGTAIL WAY			N/A			SW PARKING ENTRANCE			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>8:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

## SE PARKING ENTRANCE BANGTAIL WAY



	HV %:	PHF
EB	11.9%	0.64
WB	9.5%	0.88
NB	-	-
SB	25.0%	0.33
TOTAL	11.1%	0.77

### Two-Hour Count Summaries

Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SE PARKING ENTRANCE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	
7:15 AM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9	0	
7:30 AM	0	1	8	0	0	0	9	0	0	0	0	0	0	0	0	0	18	0	
7:45 AM	0	2	9	0	0	0	9	0	0	0	0	0	0	1	0	0	21	50	
8:00 AM	0	3	12	0	0	0	16	1	0	0	0	0	0	1	0	0	33	81	
8:15 AM	0	0	23	0	0	0	17	1	0	0	0	0	0	0	0	0	41	113	
8:30 AM	0	2	13	0	0	0	12	2	0	0	0	0	0	0	0	0	29	124	
8:45 AM	0	0	6	0	0	0	13	1	0	0	0	0	0	1	0	2	23	126	
Count Total	0	8	79	0	0	0	79	5	0	0	0	0	0	3	0	2	176	0	
Peak Hour	All	0	5	54	0	0	0	58	5	0	0	0	0	0	2	0	2	126	0
	HV	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	1	14	0
	HV%	-	0%	13%	-	-	-	10%	0%	-	-	-	-	-	0%	-	50%	11%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	2	2	0	0	4	0	0	0	0	0	0	0	20	0	20
8:15 AM	4	1	0	0	5	0	0	0	0	0	0	0	23	0	23
8:30 AM	0	2	0	0	2	0	0	0	0	0	7	0	16	0	23
8:45 AM	1	1	0	1	3	0	0	0	0	0	5	0	22	0	27
Count Total	8	6	0	1	15	0	1	0	0	1	12	0	83	0	95
Peak Hr	7	6	0	1	14	0	0	0	0	0	12	0	81	0	93

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SE PARKING ENTRANCE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	5
8:15 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	10
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	11
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	14
Count Total	0	0	8	0	0	0	6	0	0	0	0	0	0	0	1		15	0
Peak Hour	0	0	7	0	0	0	6	0	0	0	0	0	0	0	1		14	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	BANGTAIL WAY			BANGTAIL WAY			N/A			SE PARKING ENTRANCE			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

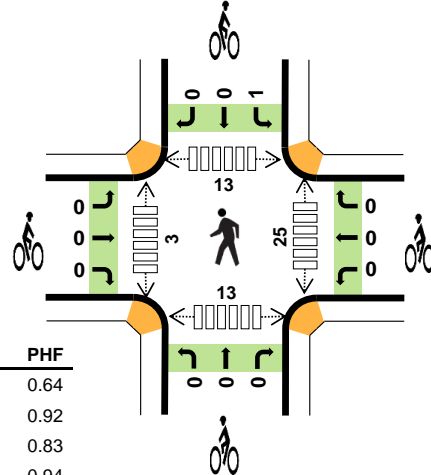
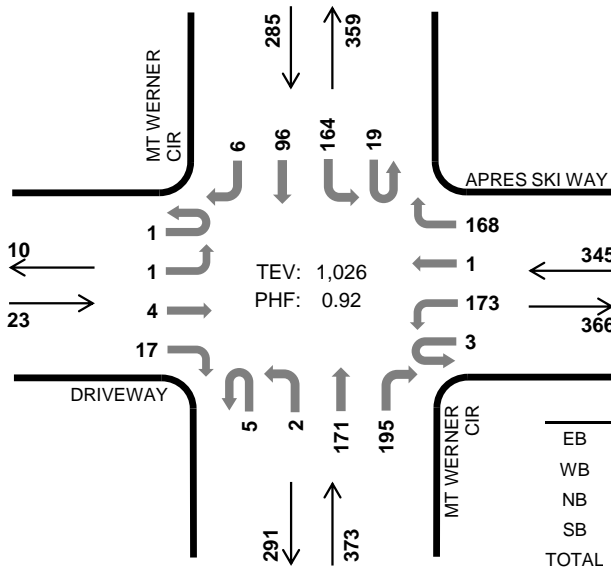
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# MT WERNER CIR APRES SKI WAY



Peak Hour

Date: 12/31/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.64
WB	14.8%	0.92
NB	19.6%	0.83
SB	25.3%	0.94
TOTAL	19.1%	0.92

### Two-Hour Count Summaries

Interval Start	DRIVEWAY				APRES SKI WAY				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	2	4	0	45	1	29	3	1	48	52	1	36	16	1	239	0	
4:15 PM	0	0	0	4	0	43	0	36	2	0	43	47	3	40	22	0	240	0	
4:30 PM	0	0	0	3	1	53	1	35	0	0	39	60	2	37	20	0	251	0	
4:45 PM	0	0	0	4	0	41	1	40	3	0	45	45	7	41	20	0	247	977	
5:00 PM	0	0	2	2	2	49	0	37	1	0	49	63	7	36	29	2	279	1,017	
5:15 PM	0	0	1	5	1	34	0	46	0	1	39	47	1	42	23	1	241	1,018	
5:30 PM	1	1	1	6	0	49	0	45	1	1	38	40	4	45	24	3	259	1,026	
5:45 PM	0	1	1	1	1	45	0	34	1	0	42	35	4	31	23	2	221	1,000	
Count Total	1	2	7	29	5	359	3	302	11	3	343	389	29	308	177	9	1,977	0	
Peak Hour	All	1	1	4	17	3	173	1	168	5	2	171	195	19	164	96	6	1,026	0
	HV	0	0	0	0	2	7	0	42	1	0	59	13	2	52	18	0	196	0
	HV%	0%	0%	0%	0%	67%	4%	0%	25%	20%	0%	35%	7%	11%	32%	19%	0%	19%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	14	17	15	46	0	1	0	0	1	15	0	0	3	18
4:15 PM	0	12	23	17	52	0	0	0	0	0	1	0	4	2	7
4:30 PM	0	13	18	21	52	0	0	0	0	0	4	0	0	0	4
4:45 PM	0	12	20	15	47	0	0	0	0	0	11	0	6	5	22
5:00 PM	0	13	20	17	50	0	0	0	1	1	7	0	2	5	14
5:15 PM	0	12	17	21	50	0	0	0	0	0	5	3	4	3	15
5:30 PM	0	14	16	19	49	0	0	0	0	0	2	0	1	0	3
5:45 PM	0	13	19	11	43	0	0	0	0	0	3	1	1	1	6
Count Total	0	103	150	136	389	0	1	0	1	2	48	4	18	19	89
Peak Hour	0	51	73	72	196	0	0	0	1	1	25	3	13	13	54

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	DRIVEWAY				APRES SKI WAY				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	5	0	9	2	0	13	2	0	11	4	0	46	0
4:15 PM	0	0	0	0	0	1	0	11	2	0	15	6	0	13	4	0	52	0
4:30 PM	0	0	0	0	0	5	0	8	0	0	15	3	1	13	7	0	52	0
4:45 PM	0	0	0	0	0	2	0	10	1	0	16	3	0	12	3	0	47	197
5:00 PM	0	0	0	0	1	2	0	10	0	0	15	5	1	12	4	0	50	201
5:15 PM	0	0	0	0	1	0	0	11	0	0	13	4	0	16	5	0	50	199
5:30 PM	0	0	0	0	0	3	0	11	0	0	15	1	1	12	6	0	49	196
5:45 PM	0	0	0	0	1	4	0	8	0	0	16	3	0	6	5	0	43	192
Count Total	0	0	0	0	3	22	0	78	5	0	118	27	3	95	38	0	389	0
Peak Hour	0	0	0	0	2	7	0	42	1	0	59	13	2	52	18	0	196	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	DRIVEWAY			APRES SKI WAY			MT WERNER CIR			MT WERNER CIR			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	0	0	1	0	0	0	0	0	0	1	0	2	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0			

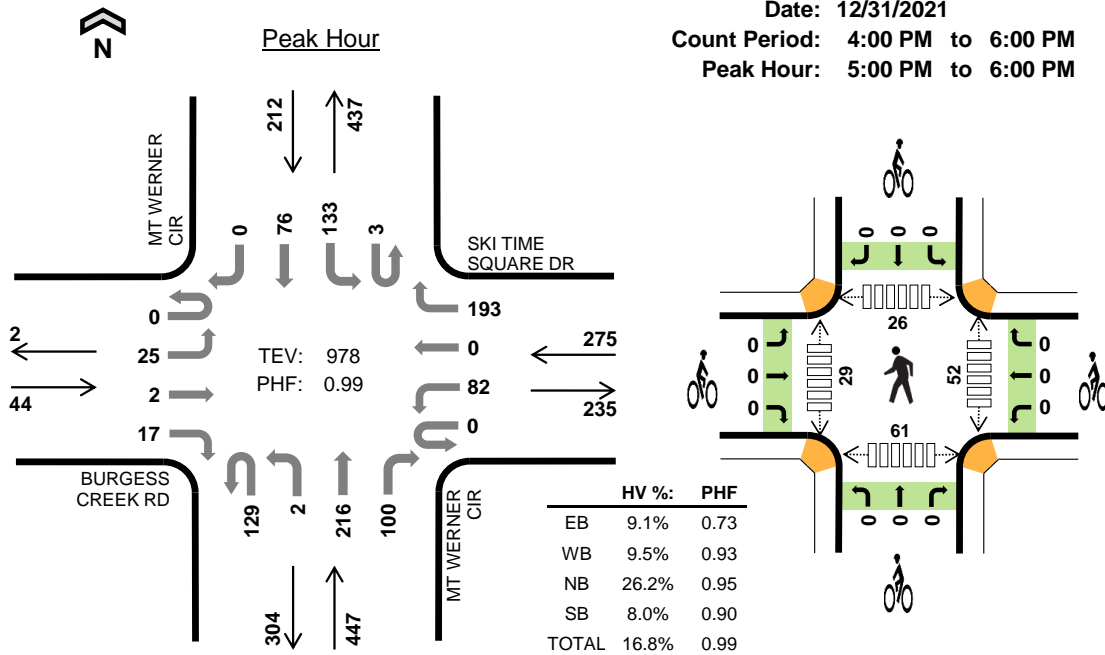
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



# MT WERNER CIR SKI TIME SQUARE DR



Date: 12/31/2021  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 5:00 PM to 6:00 PM



### Two-Hour Count Summaries

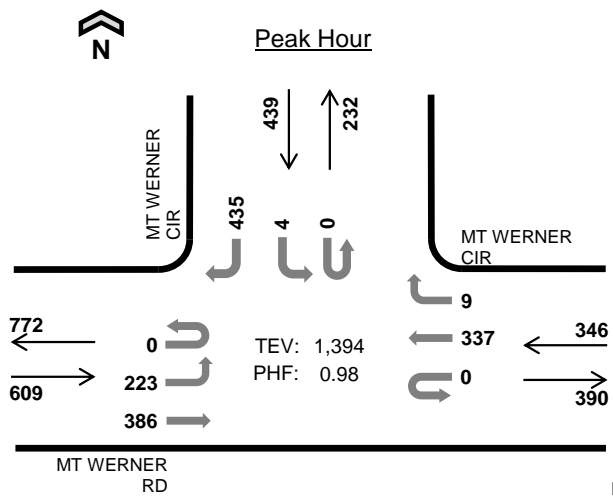
Interval Start	BURGESS CREEK RD				SKI TIME SQUARE DR				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	4	0	3	0	18	0	43	20	0	51	20	0	18	16	1	194	0	
4:15 PM	0	10	0	3	0	19	0	48	31	0	48	19	1	36	10	0	225	0	
4:30 PM	0	4	0	2	0	19	0	38	26	0	52	15	2	37	18	0	213	0	
4:45 PM	0	4	1	1	0	16	0	44	32	0	42	16	1	29	26	0	212	844	
5:00 PM	0	5	1	4	0	22	0	52	34	2	58	22	0	27	17	0	244	894	
5:15 PM	0	6	0	4	0	20	0	49	31	0	52	23	2	39	16	0	242	911	
5:30 PM	0	6	1	2	0	19	0	47	37	0	58	23	0	31	21	0	245	943	
5:45 PM	0	8	0	7	0	21	0	45	27	0	48	32	1	36	22	0	247	978	
Count Total	0	47	3	26	0	154	0	366	238	2	409	170	7	253	146	1	1,822	0	
Peak Hour	All	0	25	2	17	0	82	0	193	129	2	216	100	3	133	76	0	978	0
	HV	0	0	1	3	0	14	0	12	53	0	46	18	0	7	10	0	164	0
	HV%	-	0%	50%	18%	-	17%	-	6%	41%	0%	21%	18%	0%	5%	13%	-	17%	0

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

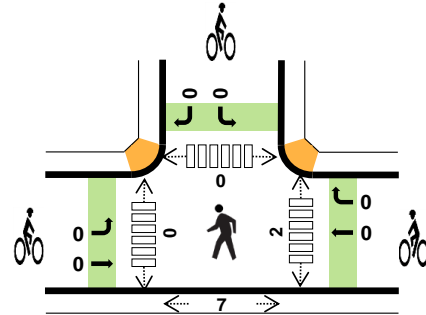
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	8	25	5	38	0	0	0	0	0	12	8	3	3	26
4:15 PM	0	6	26	5	37	0	0	0	0	0	10	2	2	6	20
4:30 PM	1	8	23	9	41	0	0	0	0	0	15	3	1	14	33
4:45 PM	0	2	30	4	36	0	0	0	1	1	21	3	4	8	36
5:00 PM	1	6	30	4	41	0	0	0	0	0	13	8	4	8	33
5:15 PM	2	7	31	5	45	0	0	0	0	0	12	6	2	23	43
5:30 PM	0	7	33	4	44	0	0	0	0	0	24	4	9	11	48
5:45 PM	1	6	23	4	34	0	0	0	0	0	3	11	11	19	44
Count Total	5	50	221	40	316	0	0	0	1	1	110	45	36	92	283
Peak Hour	4	26	117	17	164	0	0	0	0	0	52	29	26	61	168

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	BURGESS CREEK RD				SKI TIME SQUARE DR				MT WERNER CIR				MT WERNER CIR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	4	0	4	11	0	11	3	0	2	3	0	38	0
4:15 PM	0	0	0	0	0	3	0	3	7	0	13	6	1	1	3	0	37	0
4:30 PM	0	0	0	1	0	5	0	3	10	0	10	3	2	2	5	0	41	0
4:45 PM	0	0	0	0	0	1	0	1	15	0	12	3	0	2	2	0	36	152
5:00 PM	0	0	1	0	0	5	0	1	15	0	11	4	0	1	3	0	41	155
5:15 PM	0	0	0	2	0	4	0	3	14	0	11	6	0	3	2	0	45	163
5:30 PM	0	0	0	0	0	3	0	4	16	0	14	3	0	1	3	0	44	166
5:45 PM	0	0	0	1	0	2	0	4	8	0	10	5	0	2	2	0	34	164
Count Total	0	0	1	4	0	27	0	23	96	0	92	33	3	14	23	0	316	0
Peak Hour	0	0	1	3	0	14	0	12	53	0	46	18	0	7	10	0	164	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	BURGESS CREEK RD			SKI TIME SQUARE DR			MT WERNER CIR			MT WERNER CIR			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

### MT WERNER CIR MT WERNER RD



Date: 12/31/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	13.1%	0.93
WB	6.1%	0.97
NB	-	-
SB	13.2%	0.96
TOTAL	11.4%	0.98

#### Two-Hour Count Summaries

Interval Start	MT WERNER RD				MT WERNER CIR				N/A				MT WERNER CIR				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound				Southbound										
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	40	96	0	0	0	79	4	0	0	0	0	0	0	0	0	115	334	0
4:15 PM	0	53	98	0	0	0	88	1	0	0	0	0	0	0	0	1	113	354	0
4:30 PM	0	55	108	0	0	0	81	6	0	0	0	0	0	0	1	0	105	356	0
4:45 PM	0	55	86	0	0	0	82	1	0	0	0	0	0	0	1	0	104	329	1,373
5:00 PM	0	60	94	0	0	0	86	1	0	0	0	0	0	0	1	0	113	355	1,394
5:15 PM	0	66	91	0	0	0	73	3	0	0	0	0	0	4	0	111	348	1,388	
5:30 PM	0	53	80	0	0	0	87	5	0	0	0	0	0	2	0	107	334	1,366	
5:45 PM	0	79	92	0	0	0	90	3	0	0	0	0	0	2	0	89	355	1,392	
Count Total	0	461	745	0	0	0	666	24	0	0	0	0	0	12	0	857	2,765	0	
Peak Hour	All	0	223	386	0	0	0	337	9	0	0	0	0	0	4	0	435	1,394	0
	HV	0	10	70	0	0	0	20	1	0	0	0	0	0	0	0	58	159	0
	HV%	-	4%	18%	-	-	-	6%	11%	-	-	-	-	-	0%	-	13%	11%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	18	9	0	13	40	0	1	0	0	1	0	0	0	0	0
4:15 PM	24	5	0	18	47	0	0	0	0	0	0	0	0	1	1
4:30 PM	20	10	0	17	47	0	0	0	0	0	2	0	0	5	7
4:45 PM	19	3	0	11	33	0	0	0	0	0	0	0	0	0	0
5:00 PM	17	3	0	12	32	0	0	0	0	0	0	0	0	1	1
5:15 PM	20	4	0	15	39	0	0	0	0	0	0	0	0	1	1
5:30 PM	12	3	0	14	29	0	0	0	0	0	0	0	0	3	3
5:45 PM	18	3	0	15	36	0	0	0	0	0	0	0	0	0	0
Count Total	148	40	0	115	303	0	1	0	0	1	2	0	0	11	13
Peak Hr	80	21	0	58	159	0	0	0	0	0	2	0	0	7	9

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	MT WERNER RD				MT WERNER CIR				N/A				MT WERNER CIR				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	16	0	0	0	8	1	0	0	0	0	0	0	0	13	40	0
4:15 PM	0	2	22	0	0	0	5	0	0	0	0	0	0	0	0	18	47	0
4:30 PM	0	5	15	0	0	0	9	1	0	0	0	0	0	0	0	17	47	0
4:45 PM	0	1	18	0	0	0	3	0	0	0	0	0	0	0	0	11	33	167
5:00 PM	0	2	15	0	0	0	3	0	0	0	0	0	0	0	0	12	32	159
5:15 PM	0	3	17	0	0	0	4	0	0	0	0	0	0	0	0	15	39	151
5:30 PM	0	1	11	0	0	0	2	1	0	0	0	0	0	0	0	14	29	133
5:45 PM	0	4	14	0	0	0	3	0	0	0	0	0	0	0	0	15	36	136
Count Total	0	20	128	0	0	0	37	3	0	0	0	0	0	0	0	115	303	0
Peak Hour	0	10	70	0	0	0	20	1	0	0	0	0	0	0	0	58	159	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	MT WERNER RD			MT WERNER CIR			N/A			MT WERNER CIR			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

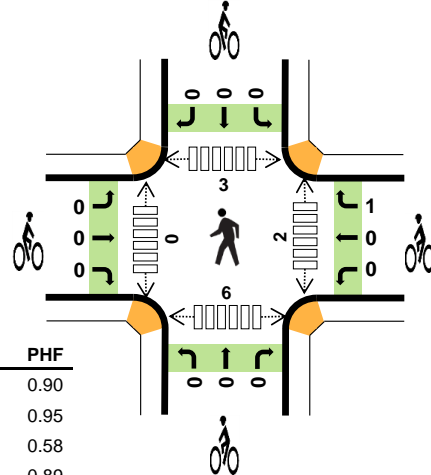
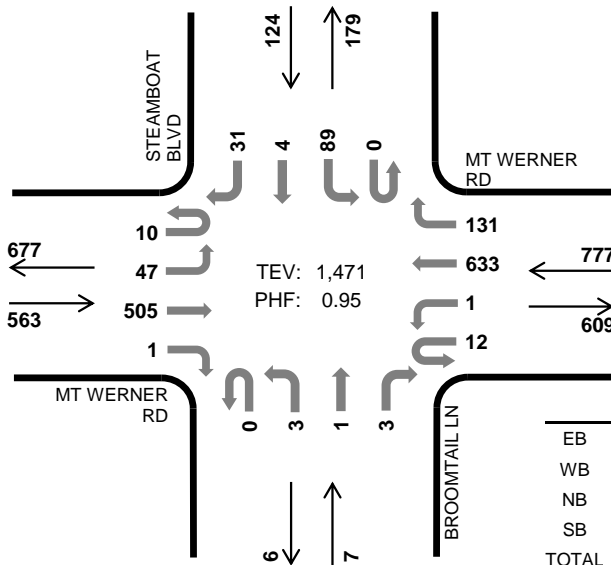
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# STEAMBOAT BLVD MT WERNER RD



Peak Hour

Date: 12/31/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	10.3%	0.90
WB	10.8%	0.95
NB	0.0%	0.58
SB	12.1%	0.89
TOTAL	10.7%	0.95

### Two-Hour Count Summaries

Interval Start	MT WERNER RD Eastbound				MT WERNER RD Westbound				BROOMTAIL LN Northbound				STEAMBOAT BLVD Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	3	8	111	1	1	0	160	31	0	1	1	0	0	27	0	10	354	0	
4:15 PM	6	6	115	1	5	0	162	30	0	1	0	0	0	29	0	6	361	0	
4:30 PM	0	23	134	0	4	0	155	32	0	1	0	2	0	24	1	10	386	0	
4:45 PM	2	12	122	0	0	0	150	35	0	1	1	0	0	20	2	9	354	1,455	
5:00 PM	2	6	134	0	3	1	166	34	0	0	0	1	0	16	1	6	370	1,471	
5:15 PM	0	3	132	2	0	0	160	20	0	0	0	0	0	25	1	9	352	1,462	
5:30 PM	1	13	112	1	1	1	166	24	0	1	0	2	0	18	1	7	348	1,424	
5:45 PM	0	6	154	0	0	0	163	20	0	2	0	0	0	16	0	3	364	1,434	
Count Total	14	77	1,014	5	14	2	1,282	226	0	7	2	5	0	175	6	60	2,889	0	
Peak Hour	All	10	47	505	1	12	1	633	131	0	3	1	3	0	89	4	31	1,471	0
	HV	0	1	57	0	10	0	59	15	0	0	0	0	0	12	0	3	157	0
	HV%	0%	2%	11%	0%	83%	0%	9%	11%	-	0%	0%	0%	-	13%	0%	10%	11%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	15	21	1	5	42	0	1	0	0	1	0	0	0	0	0
4:15 PM	16	24	0	4	44	0	0	0	0	0	1	0	0	3	4
4:30 PM	13	27	0	5	45	0	0	0	0	0	1	0	1	4	
4:45 PM	17	13	0	2	32	0	0	0	0	0	0	0	0	0	
5:00 PM	12	20	0	4	36	0	1	0	0	1	0	0	2	3	
5:15 PM	16	17	0	4	37	0	0	0	0	0	0	0	0	1	
5:30 PM	10	16	0	4	30	0	0	0	0	0	0	0	0	3	
5:45 PM	14	19	0	3	36	0	0	0	0	0	0	0	0	0	
Count Total	113	157	1	31	302	0	2	0	0	2	2	0	3	10	
Peak Hour	58	84	0	15	157	0	1	0	0	1	2	0	3	6	

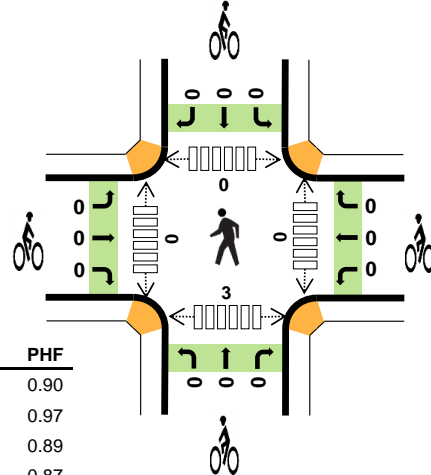
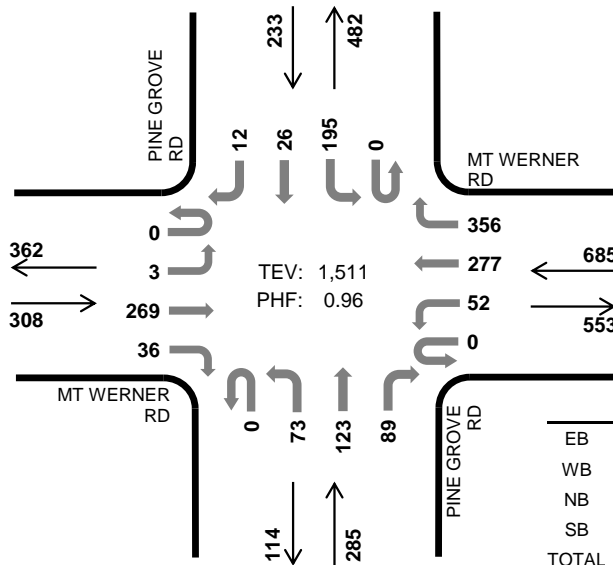
<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	MT WERNER RD				MT WERNER RD				BROOMTAIL LN				STEAMBOAT BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	1	1	13	0	1	0	18	2	0	1	0	0	0	4	0	1	42	0
4:15 PM	0	0	16	0	5	0	14	5	0	0	0	0	0	4	0	0	44	0
4:30 PM	0	0	13	0	4	0	19	4	0	0	0	0	0	3	0	2	45	0
4:45 PM	0	1	16	0	0	0	10	3	0	0	0	0	0	2	0	0	32	163
5:00 PM	0	0	12	0	1	0	16	3	0	0	0	0	0	3	0	1	36	157
5:15 PM	0	0	16	0	0	0	14	3	0	0	0	0	0	4	0	0	37	150
5:30 PM	0	0	10	0	1	0	12	3	0	0	0	0	0	2	0	2	30	135
5:45 PM	0	0	14	0	0	0	16	3	0	0	0	0	0	2	0	1	36	139
Count Total	1	2	110	0	12	0	119	26	0	1	0	0	0	24	0	7	302	0
Peak Hour	0	1	57	0	10	0	59	15	0	0	0	0	0	12	0	3	157	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	MT WERNER RD			MT WERNER RD			BROOMTAIL LN			STEAMBOAT BLVD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

# PINE GROVE RD MT WERNER RD



Peak Hour

Date: 12/31/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	8.1%	0.90
WB	8.9%	0.97
NB	3.5%	0.89
SB	6.4%	0.87
TOTAL	7.3%	0.96

### Two-Hour Count Summaries

Interval Start	MT WERNER RD Eastbound				MT WERNER RD Westbound				PINE GROVE RD Northbound				PINE GROVE RD Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	62	10	0	11	66	92	0	16	30	13	0	46	11	1	358	0	
4:15 PM	0	0	58	8	0	11	53	105	0	7	27	16	0	49	5	4	343	0	
4:30 PM	0	0	55	11	0	7	72	97	0	19	41	28	0	56	4	0	390	0	
4:45 PM	0	0	57	12	0	9	63	91	0	16	28	17	0	58	5	3	359	1,450	
<b>5:00 PM</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>86</b>	<b>0</b>	<b>19</b>	<b>37</b>	<b>24</b>	<b>0</b>	<b>44</b>	<b>10</b>	<b>2</b>	<b>395</b>	<b>1,487</b>	
5:15 PM	0	0	65	5	0	10	68	90	0	19	21	16	0	51	7	2	354	1,498	
5:30 PM	0	0	58	11	0	17	74	86	0	15	39	20	0	44	2	4	370	1,478	
5:45 PM	0	2	74	10	0	12	58	94	0	20	26	29	0	56	7	4	392	1,511	
Count Total	0	3	501	77	0	90	531	741	0	131	249	163	0	404	51	20	2,961	0	
Peak Hour	All	0	3	269	36	0	52	277	356	0	73	123	89	0	195	26	12	1,511	0
	HV	0	0	25	0	0	5	29	27	0	0	3	7	0	13	1	1	111	0
	HV%	-	0%	9%	0%	-	10%	10%	8%	-	0%	2%	8%	-	7%	4%	8%	7%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	18	2	9	36	0	1	0	0	1	0	0	0	0	0
4:15 PM	7	15	1	6	29	0	0	0	0	0	0	3	0	0	3
4:30 PM	3	21	1	2	27	0	0	0	0	0	0	0	0	2	2
4:45 PM	7	11	3	6	27	0	0	0	0	0	0	0	0	1	1
<b>5:00 PM</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5:15 PM	9	14	2	2	27	0	0	0	0	0	0	0	0	1	1
5:30 PM	3	17	3	2	25	0	0	0	0	0	0	0	0	2	2
5:45 PM	5	15	2	6	28	0	0	0	0	0	0	0	0	0	0
Count Total	49	126	17	38	230	0	1	0	0	1	0	3	0	6	9
Peak Hour	25	61	10	15	111	0	0	0	0	0	0	0	0	3	3



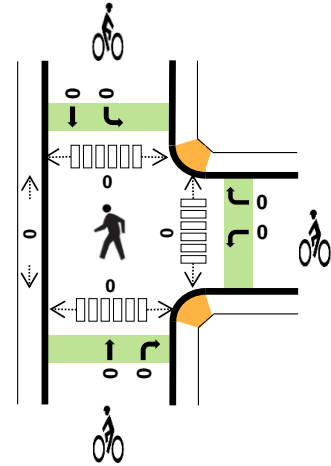
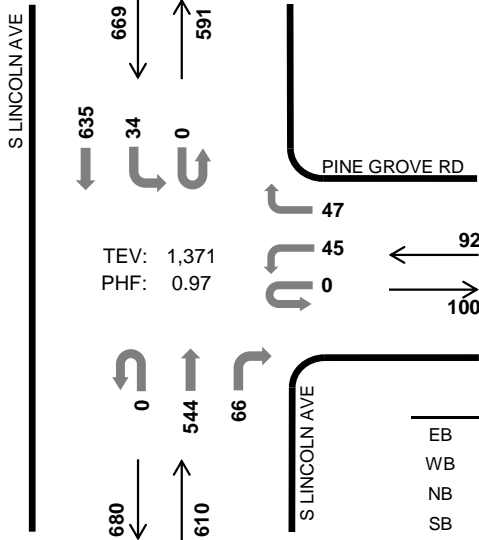
<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	MT WERNER RD				MT WERNER RD				PINE GROVE RD				PINE GROVE RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	2	0	3	12	3	0	0	1	1	0	7	1	1	36	0
4:15 PM	0	0	7	0	0	2	6	7	0	0	0	1	0	4	0	2	29	0
4:30 PM	0	0	3	0	0	1	12	8	0	0	0	1	0	2	0	0	27	0
4:45 PM	0	0	7	0	0	0	8	3	0	2	0	1	0	5	1	0	27	119
<b>5:00 PM</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>31</b>	114
5:15 PM	0	0	9	0	0	1	7	6	0	0	0	2	0	2	0	0	27	112
5:30 PM	0	0	3	0	0	2	7	8	0	0	1	2	0	2	0	0	25	110
5:45 PM	0	0	5	0	0	0	7	8	0	0	1	1	0	5	0	1	28	111
Count Total	0	0	47	2	0	11	67	48	0	2	4	11	0	31	3	4	230	0
Peak Hour	0	0	25	0	0	5	29	27	0	0	3	7	0	13	1	1	111	0
<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	MT WERNER RD			MT WERNER RD			PINE GROVE RD			PINE GROVE RD			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
<b>5:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	1	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

# S LINCOLN AVE PINE GROVE RD



Peak Hour

Date: 12/31/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.79
NB	2.8%	0.95
SB	2.4%	0.97
TOTAL	2.4%	0.97

## Two-Hour Count Summaries

Interval Start	n/a				PINE GROVE RD				S LINCOLN AVE				S LINCOLN AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	15	0	8	0	0	119	14	1	4	123	0	284	0	
4:15 PM	0	0	0	0	0	7	0	13	0	0	133	12	1	7	139	0	312	0	
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>20</b>	<b>0</b>	<b>12</b>	<b>160</b>	<b>0</b>	<b>352</b>	<b>0</b>	
4:45 PM	0	0	0	0	0	11	0	6	0	0	143	18	0	6	160	0	344	1,292	
5:00 PM	0	0	0	0	0	13	0	16	0	0	130	17	0	9	151	0	336	1,344	
5:15 PM	0	0	0	0	0	12	0	10	0	0	135	11	0	7	164	0	339	1,371	
5:30 PM	0	0	0	0	0	10	0	11	0	0	120	17	0	9	174	0	341	1,360	
5:45 PM	0	0	0	0	0	16	0	9	0	0	131	12	0	10	136	0	314	1,330	
Count Total	0	0	0	0	0	93	0	88	0	0	1,047	121	2	64	1,207	0	2,622	0	
Peak Hour	All	0	0	0	0	0	45	0	47	0	0	544	66	0	34	635	0	1,371	0
	HV	0	0	0	0	0	0	0	0	0	0	13	4	0	2	14	0	33	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	2%	6%	-	6%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	5	2	8	0	0	0	0	0	0	0	0	0	0
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4:45 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	11	3	15	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	41	29	72	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	17	16	33	0	0	0	0	0	0	0	0	0	0

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	n/a				PINE GROVE RD				S LINCOLN AVE				S LINCOLN AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	6	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	2	0	8	0
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	33
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	6	33
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	1	4	0	8	33
5:30 PM	0	0	0	0	0	1	0	0	0	0	9	2	0	0	3	0	15	36
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	10	39
Count Total	0	0	0	0	0	1	0	1	0	0	34	7	0	3	26	0	72	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	13	4	0	2	14	0	33	0

<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	n/a			PINE GROVE RD			S LINCOLN AVE			S LINCOLN AVE			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

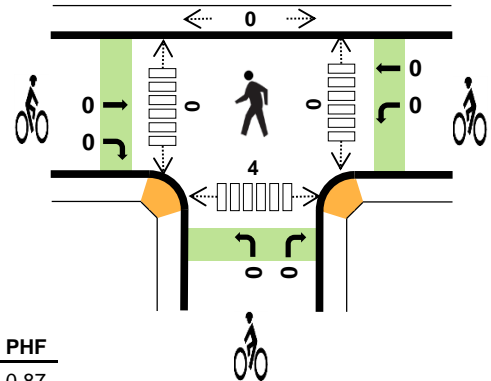
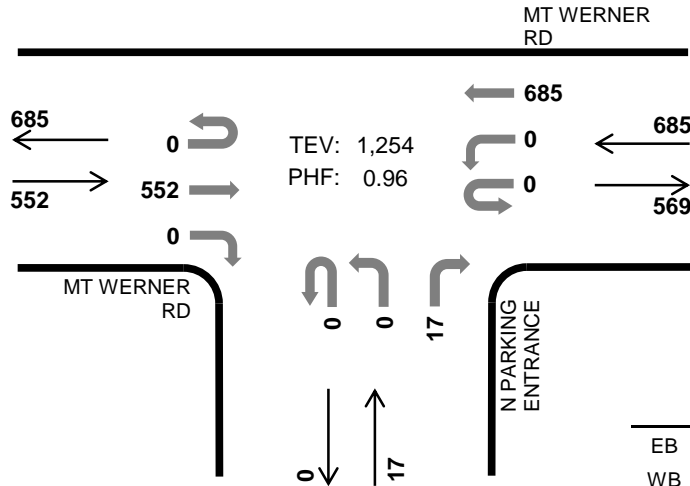
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# N PARKING ENTRANCE MT WERNER RD



Peak Hour

Date: 12/31/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	8.2%	0.87
WB	8.9%	0.97
NB	64.7%	0.85
SB	-	-
TOTAL	9.3%	0.96

## Two-Hour Count Summaries

Interval Start	MT WERNER RD				MT WERNER RD				N PARKING ENTRANCE				n/a				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
4:00 PM	0	0	121	0	0	0	169	0	0	0	0	8	0	0	0	0	298	0	
4:15 PM	0	0	123	0	0	0	169	0	0	0	0	6	0	0	0	0	298	0	
4:30 PM	0	0	139	0	0	0	176	0	0	0	0	6	0	0	0	0	321	0	
4:45 PM	0	0	132	0	0	0	163	0	0	0	0	6	0	0	0	0	301	1,218	
5:00 PM	0	0	140	0	0	0	176	0	0	0	0	4	0	0	0	0	320	1,240	
5:15 PM	0	0	132	0	0	0	168	0	0	0	0	4	0	0	0	0	304	1,246	
5:30 PM	0	0	122	0	0	0	177	0	0	0	0	4	0	0	0	0	303	1,228	
5:45 PM	0	0	158	0	0	0	164	0	0	0	0	5	0	0	0	0	327	1,254	
Count Total	0	0	1,067	0	0	0	1,362	0	0	0	0	43	0	0	0	0	2,472	0	
Peak Hour	All	0	0	552	0	0	0	685	0	0	0	0	17	0	0	0	0	1,254	0
	HV	0	0	45	0	0	0	61	0	0	0	0	11	0	0	0	0	117	0
	HV%	-	-	8%	-	-	-	9%	-	-	-	-	65%	-	-	-	-	9%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	13	18	3	0	34	0	1	0	0	1	0	0	0	0	0
4:15 PM	12	15	4	0	31	0	0	0	0	0	0	0	0	0	0
4:30 PM	6	21	2	0	29	0	0	0	0	0	0	0	0	2	2
4:45 PM	13	11	4	0	28	0	0	0	0	0	0	0	0	1	1
5:00 PM	14	15	3	0	32	0	0	0	0	0	0	0	0	0	0
5:15 PM	13	14	3	0	30	0	0	0	0	0	0	0	0	1	1
5:30 PM	7	17	2	0	26	0	0	0	0	0	0	0	0	3	3
5:45 PM	11	15	3	0	29	0	0	0	0	0	0	0	0	0	0
Count Total	89	126	24	0	239	0	1	0	0	1	0	0	0	7	7
Peak Hr	45	61	11	0	117	0	0	0	0	0	0	0	0	4	4

**Two-Hour Count Summaries - Heavy Vehicles**

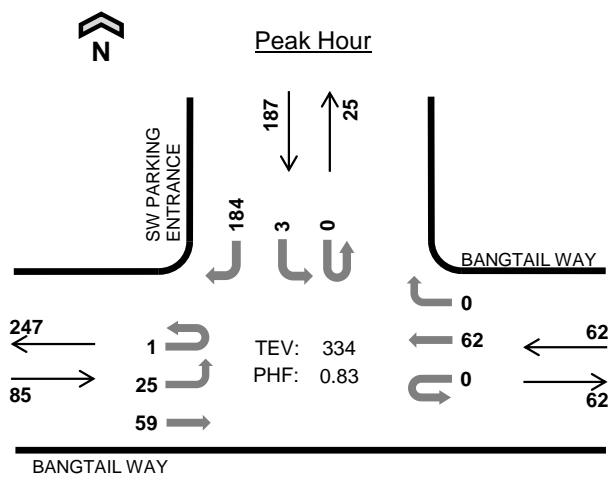
Interval Start	MT WERNER RD				MT WERNER RD				N PARKING ENTRANCE				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	13	0	0	0	18	0	0	0	0	3	0	0	0	0	34	0
4:15 PM	0	0	12	0	0	0	15	0	0	0	0	4	0	0	0	0	31	0
4:30 PM	0	0	6	0	0	0	21	0	0	0	0	2	0	0	0	0	29	0
4:45 PM	0	0	13	0	0	0	11	0	0	0	0	4	0	0	0	0	28	122
5:00 PM	0	0	14	0	0	0	15	0	0	0	0	3	0	0	0	0	32	120
5:15 PM	0	0	13	0	0	0	14	0	0	0	0	3	0	0	0	0	30	119
5:30 PM	0	0	7	0	0	0	17	0	0	0	0	2	0	0	0	0	26	116
5:45 PM	0	0	11	0	0	0	15	0	0	0	0	3	0	0	0	0	29	117
Count Total	0	0	89	0	0	0	126	0	0	0	0	24	0	0	0	0	239	0
Peak Hour	0	0	45	0	0	0	61	0	0	0	0	11	0	0	0	0	117	0

**Two-Hour Count Summaries - Bikes**

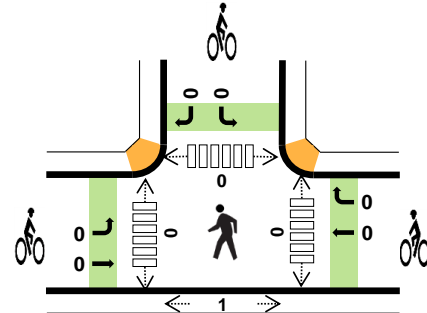
Interval Start	MT WERNER RD				MT WERNER RD				N PARKING ENTRANCE				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	1	0		0	0	0		0	0	0		1	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	1
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	1	0		0	0	0		0	0	0		1	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

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

## SW PARKING ENTRANCE BANGTAIL WAY



Date: 12/31/2021  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	20.0%	0.73
WB	1.6%	0.67
NB	-	-
SB	0.0%	0.83
TOTAL	5.4%	0.83

### Two-Hour Count Summaries

Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SW PARKING ENTRANCE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	6	20	0	0	0	10	0	0	0	0	0	0	1	0	35	72	0	
4:15 PM	1	7	8	0	0	0	17	0	0	0	0	0	0	3	0	32	68	0	
4:30 PM	0	7	17	0	0	0	23	0	0	0	0	0	0	1	0	52	100	0	
4:45 PM	0	3	12	0	0	0	13	0	0	0	0	0	0	0	0	36	64	304	
5:00 PM	1	6	22	0	0	0	16	0	0	0	0	0	0	2	0	54	101	333	
5:15 PM	0	9	8	0	0	0	10	0	0	0	0	0	0	0	0	42	69	334	
5:30 PM	0	6	14	0	0	0	16	0	0	0	0	0	0	4	0	47	87	321	
5:45 PM	0	9	16	0	0	0	15	0	0	0	0	0	0	0	0	36	76	333	
Count Total	2	53	117	0	0	0	120	0	0	0	0	0	0	11	0	334	637	0	
Peak Hour	All	1	25	59	0	0	0	62	0	0	0	0	0	0	3	0	184	334	0
	HV	0	13	4	0	0	0	1	0	0	0	0	0	0	0	0	0	18	0
	HV%	0%	52%	7%	-	-	-	2%	-	-	-	-	-	-	0%	-	0%	5%	0

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

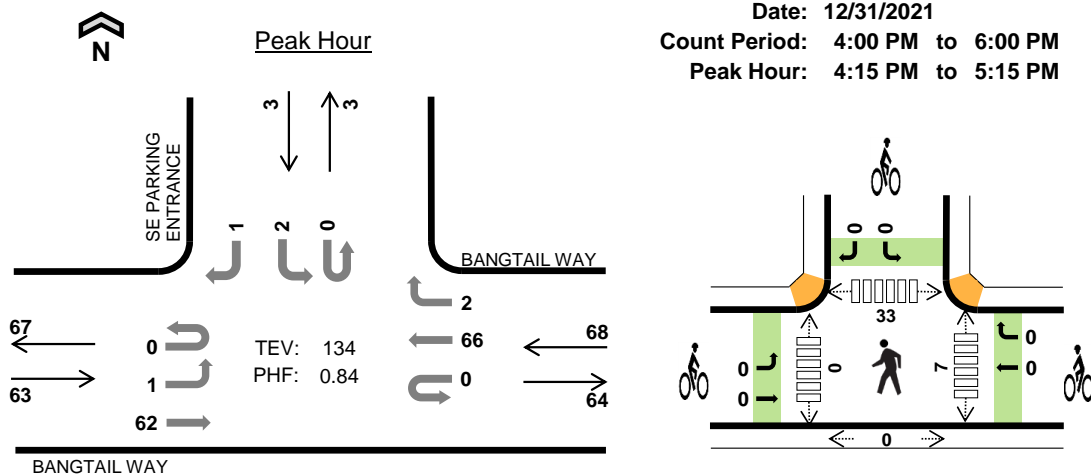
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	0	0	0	5	0	0	0	0	0	0	0	3	0	3
4:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	1	1
5:30 PM	3	0	0	0	3	0	0	0	0	0	0	0	1	3	4
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	4	4
Count Total	32	1	0	0	33	0	0	0	0	0	0	0	4	8	12
Peak Hr	17	1	0	0	18	0	0	0	0	0	0	0	0	1	1

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SW PARKING ENTRANCE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
5:00 PM	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	5	17
5:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	18
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16
Count Total	0	27	5	0	0	0	1	0	0	0	0	0	0	0	0	0	33	0
Peak Hour	0	13	4	0	0	0	1	0	0	0	0	0	0	0	0	0	18	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	BANGTAIL WAY			BANGTAIL WAY			N/A			SW PARKING ENTRANCE			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

## SE PARKING ENTRANCE BANGTAIL WAY



	HV %:	PHF
EB	3.2%	0.68
WB	2.9%	0.74
NB	-	-
SB	0.0%	0.38
TOTAL	3.0%	0.84

### Two-Hour Count Summaries

Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SE PARKING ENTRANCE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	20	0	0	0	9	0	0	0	0	0	0	0	0	1	32	0
4:15 PM	0	0	11	0	0	0	17	1	0	0	0	0	0	0	0	0	29	0
4:30 PM	0	0	17	0	0	0	22	1	0	0	0	0	0	0	0	0	40	0
4:45 PM	0	0	12	0	0	0	13	0	0	0	0	0	0	0	1	0	26	127
5:00 PM	0	1	22	0	0	0	14	0	0	0	0	0	0	0	1	1	39	134
5:15 PM	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	18	123
5:30 PM	0	1	17	0	0	0	14	0	0	0	0	0	0	0	1	3	36	119
5:45 PM	0	0	17	0	0	0	15	0	0	0	0	0	0	0	1	0	33	126
Count Total	0	4	124	0	0	0	114	2	0	0	0	0	0	0	4	5	253	0
Peak Hour	All	0	1	62	0	0	66	2	0	0	0	0	0	0	2	1	134	0
	HV	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0
	HV%	-	0%	3%	-	-	-	3%	0%	-	-	-	-	-	0%	-	0%	3%

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	4	0	14	0	18
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5
4:30 PM	1	0	0	0	1	0	0	0	0	0	4	0	3	0	7
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	14	0	15
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	13	0	13
5:15 PM	1	1	0	0	2	0	0	0	0	0	6	0	23	1	30
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	16	2	21
5:45 PM	0	0	0	0	0	0	0	0	0	0	14	0	6	5	25
Count Total	4	3	0	0	7	0	0	0	0	0	34	0	92	8	134
Peak Hr	2	2	0	0	4	0	0	0	0	0	7	0	33	0	40



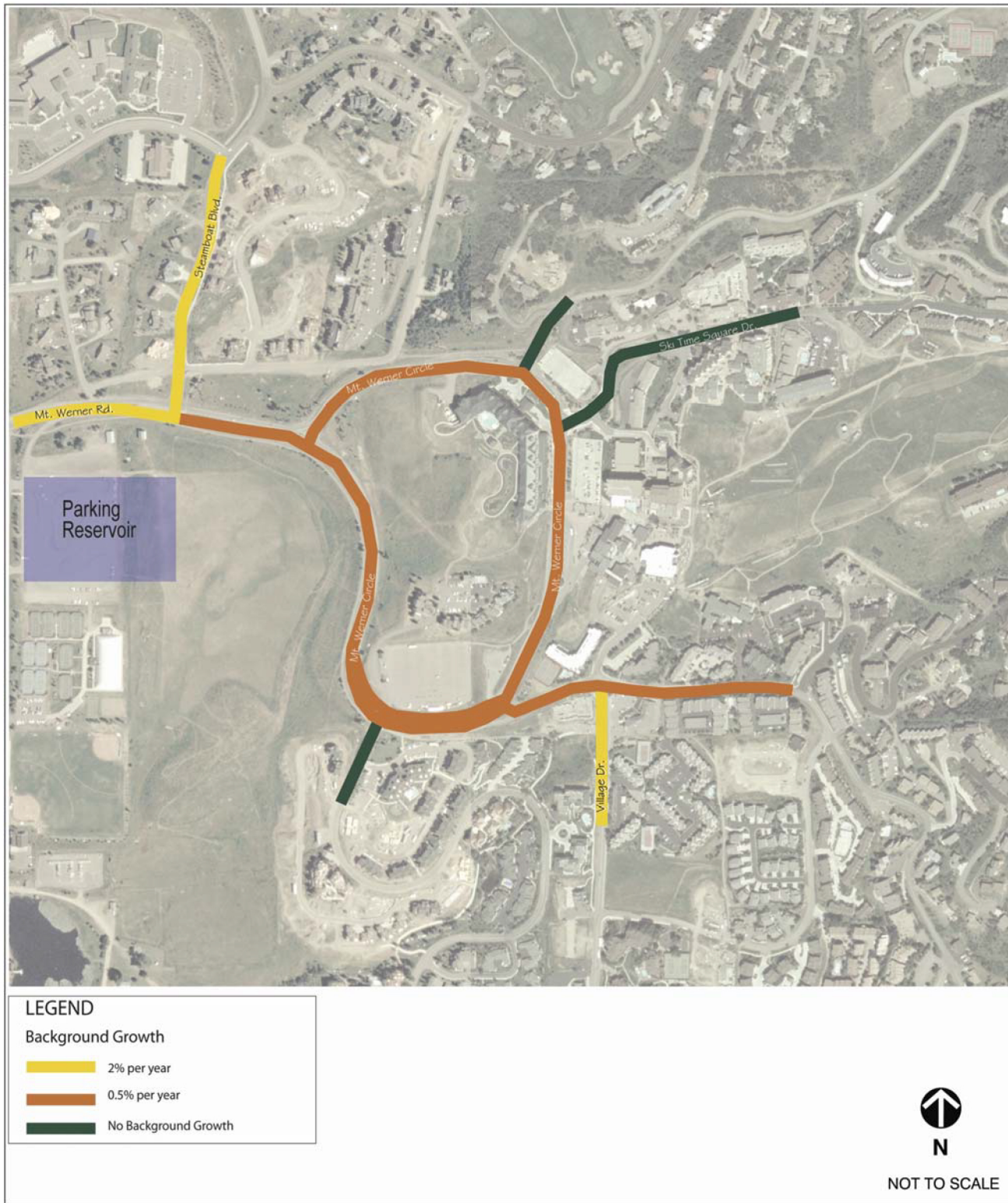
<b>Two-Hour Count Summaries - Heavy Vehicles</b>														15-min Total	Rolling One Hour			
Interval Start	BANGTAIL WAY				BANGTAIL WAY				N/A				SE PARKING ENTRANCE					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	4
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
Peak Hour	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0

<b>Two-Hour Count Summaries - Bikes</b>														15-min Total	Rolling One Hour
Interval Start	BANGTAIL WAY			BANGTAIL WAY			N/A			SE PARKING ENTRANCE					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Figure 3: Background Traffic Growth Assumptions



Steamboat Ski & Resort Corporation  
9/3/2021

Lift	Notes	Confortable Carrying Capacity						
		2020/2021	+1 yr 2021/2022	+1 yr 2022/2023	+1 yr 2023/2024	+2 yrs 2025/2026	+2 yrs 2027/2028	+13 yrs 2040/2041
Bar-UE/C2	No change	420	420	420	420	420	420	420
Bashor/C2	removed when replaced by Bashor Bowl/C4	250	250	250	250	250	250	removed
Bashor Beginner/C	new carpet in GHR 2022 (1 of 5)	future	future	70	70	70	70	70
Bashor Bowl/C4	added when Bashor/C2 is removed	future	future	future	future	future	future	510
Buckaroo/C	remains in base area, not relocated as was shown in 2019 MDP	90	90	90	90	90	90	90
Burgess Creek/C3	No change	520	520	520	520	520	520	520
Christie III/C3	No change	430	430	430	430	430	430	430
Christie Peak Express/D6	No change	1,230	1,230	1,230	1,230	1,230	1,230	1,230
Desperado/C	relocated carpet from base area to GHR 2022 (2 of 5)	110	110	80	80	80	80	80
Easy Rider/C	Removed 2022	110	110	removed	removed	removed	removed	removed
Elkhead Express/D4	removed when replaced by Elkhead Express/D6	130	130	130	130	130	130	removed
Elkhead Express/D6	added when Elkhead express/D4 is removed	future	future	future	future	future	future	170
Four Points/C3	No change	520	520	520	520	520	520	520
Gondola	No change	2,100	2,100	2,100	2,100	2,100	2,100	2,100
Morning Side/C3	No change	450	450	450	450	450	450	450
Pioneer Ridge II/D4	added 2023	future	future	future	690	690	690	690
Pony Express/D4	change would be when additional chairs are added	450	450	450	450	450	450	610
Preview/C3	removed 2022	290	290	removed	removed	removed	removed	removed
Priest Creek/C2	removed 2021	430	removed	removed	removed	removed	removed	removed
Rough Rider/C4	added in GHR 2022	future	future	480	480	480	480	480
Rough Rider/S	relocated within GHR, not removing as was shown in the 2019 MDP	120	120	120	120	120	120	120
Sidewinder/C	new carpet in GHR 2022 (3 of 5)	future	future	70	70	70	70	70
South Peak/C3	removed when replaced by South Peak/D4	80	80	80	80	80	80	removed
South Peak/D4	added when South Peak/C3 is removed	future	future	future	future	future	future	110
Storm Peak Express/D4	No change	1,280	1,280	1,280	1,280	1,280	1,280	1,280
Sundance/C	relocated carpet from base area to GHR 2022 (4 of 5)	120	120	70	70	70	70	70
Sundown Express/D4	removed when replaced by Sundown Express/D6	1,250	1,250	1,250	1,250	1,250	1,250	removed
Sundown Express/D6	added when Sundown Express/D4 is removed	future	future	future	future	future	future	1,430
Sunshine Express/D4	No change	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Sunshine II/D4	future lift in Sunshine area	future	future	future	future	future	future	1,230
Thunderhead Express/D4	removed when replaced by Thunderhead Express/D6	1,060	1,060	1,060	1,060	1,060	1,060	removed
Thunderhead Express/D6	added when Thunderhead Express/D4 is removed	future	future	future	future	future	future	1,410
Wild Blue Gond. Stage 1/G8	new gondola added 2022	future	future	550	550	550	550	550
Wild Blue Gond. Stage 2/G8	new gondola added 2023	future	future	future	190	190	190	190
Wrangler/C	relocated carpet from base area to GHR 2022 (5 of 5)	110	110	130	130	130	130	130
<b>RESORT TOTAL</b>		<b>13,050</b>	<b>12,620</b>	<b>13,330</b>	<b>14,210</b>	<b>14,210</b>	<b>14,210</b>	<b>16,460</b>
% increase over current			-3.30%	2.15%	8.89%	8.89%	8.89%	26.13%
Facility Additions								
Plaza Food Hall				operational	operational	operational	operational	operational
B Building (Coffee/Restaurant/Retail)					operational	operational	operational	operational
Front Door Building Retail					operational	operational	operational	operational
Greenhorn Ranch Ski School Sprung				operational	operational	operational	operational	operational



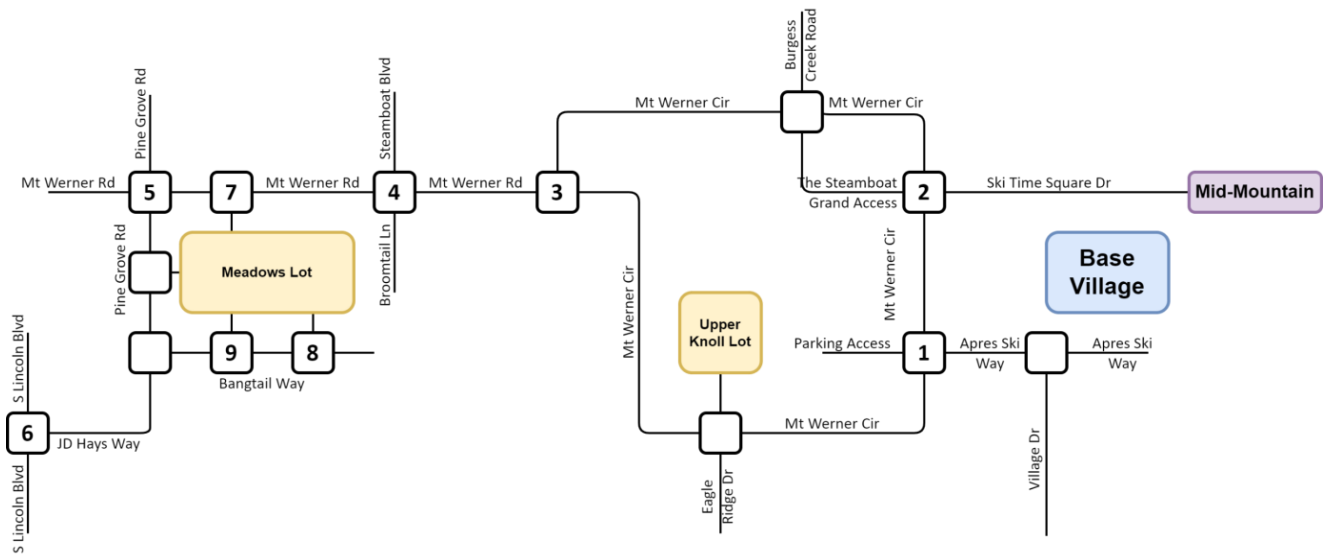








Figure APP-1A: Year 2024 Background Adjust Traffic (STS Adj. for GTC Imp.)



<p>1</p> <table border="1"> <tr> <td>↑ 21/11</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>זורה 8/12</td> </tr> </table>	↑ 21/11	זורה	טלון	זורה 8/12	<p>2</p> <table border="1"> <tr> <td>↑ 21/11</td> <td>זורה 8/12</td> </tr> <tr> <td>טלון</td> <td>זורה -8/-12</td> </tr> </table>	↑ 21/11	זורה 8/12	טלון	זורה -8/-12	<p>3</p> <table border="1"> <tr> <td>↓ 8/12</td> <td>↑ 21/11</td> </tr> <tr> <td>↓</td> <td></td> </tr> </table>	↓ 8/12	↑ 21/11	↓		<p>4</p> <table border="1"> <tr> <td>טלון</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>זורה</td> </tr> </table>	טלון	זורה	טלון	זורה
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**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements זורה

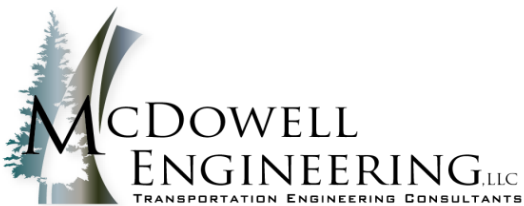
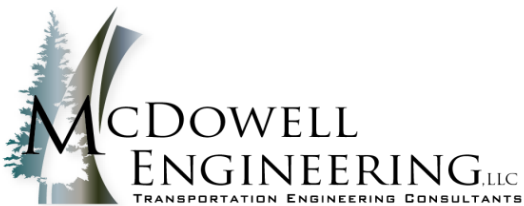
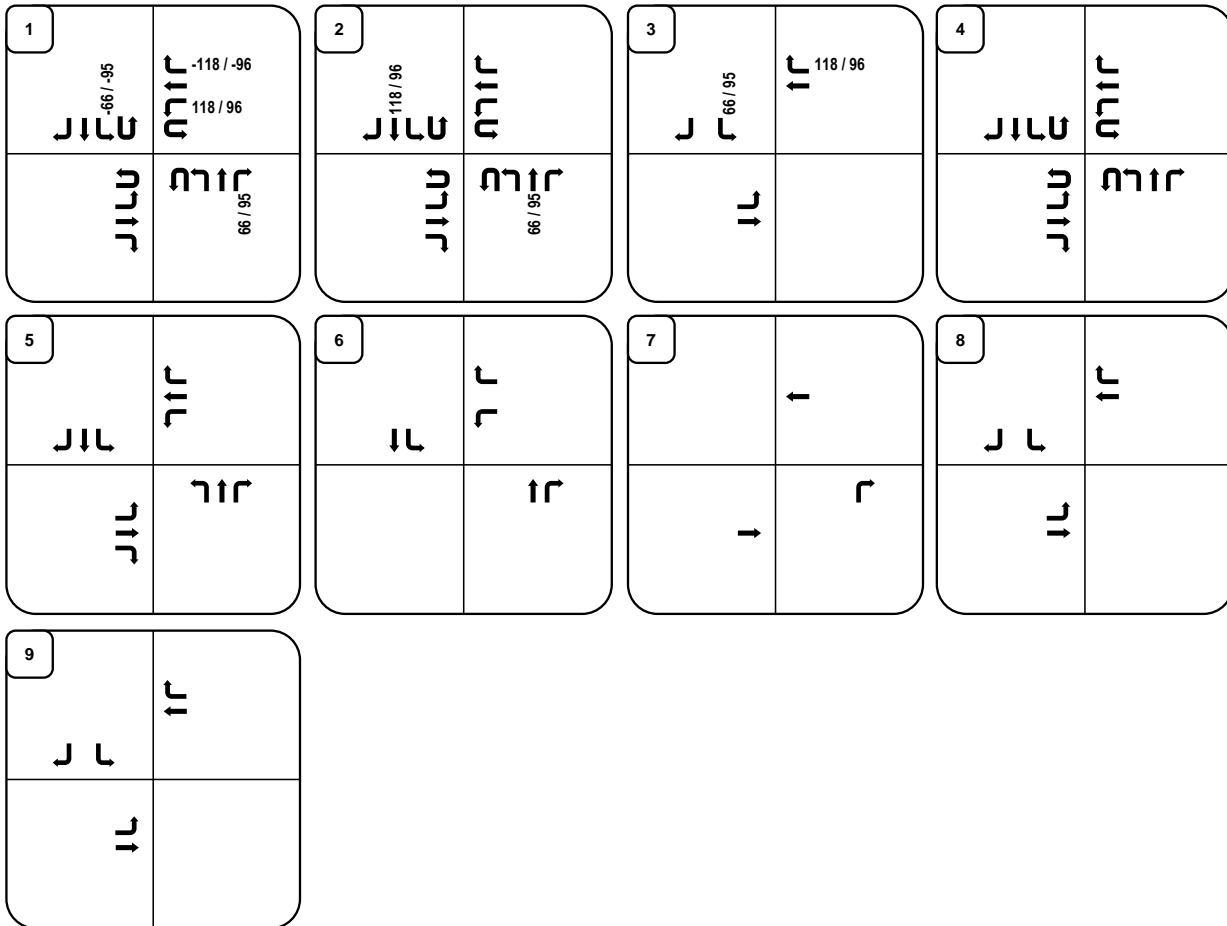
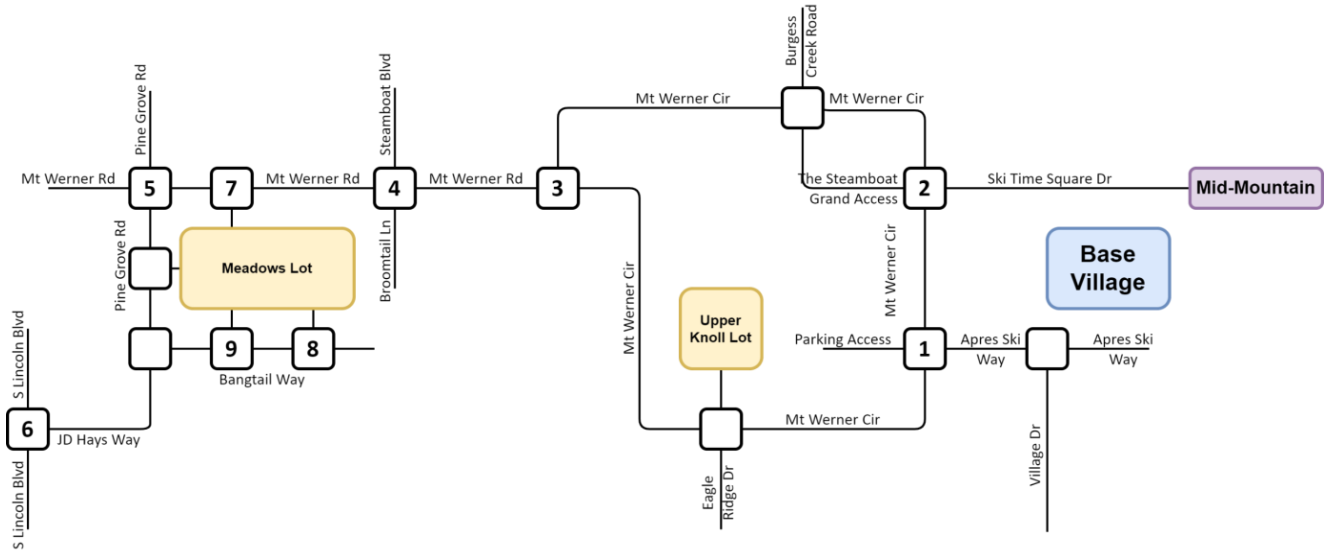
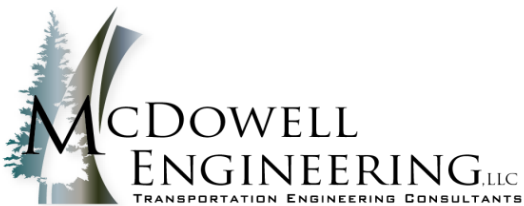
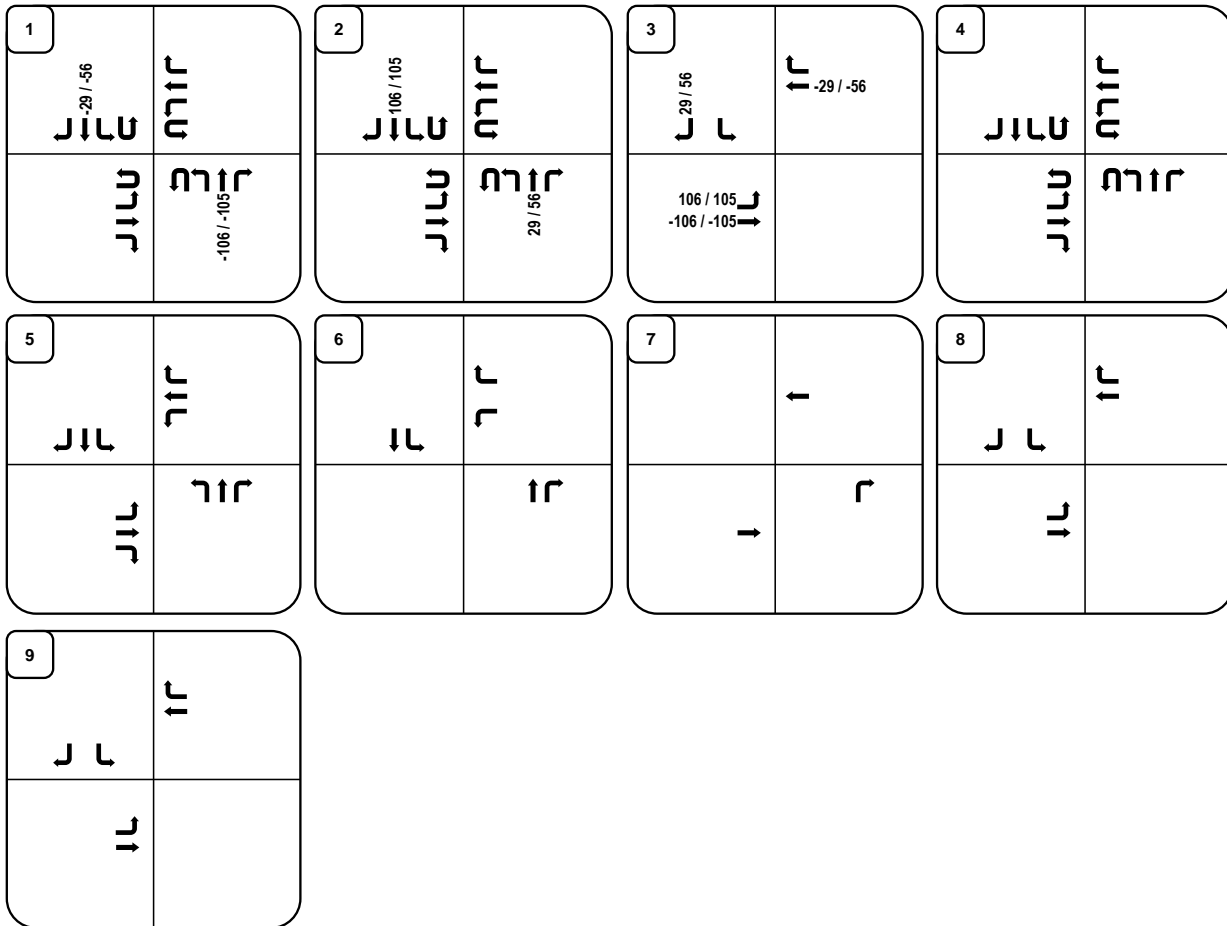
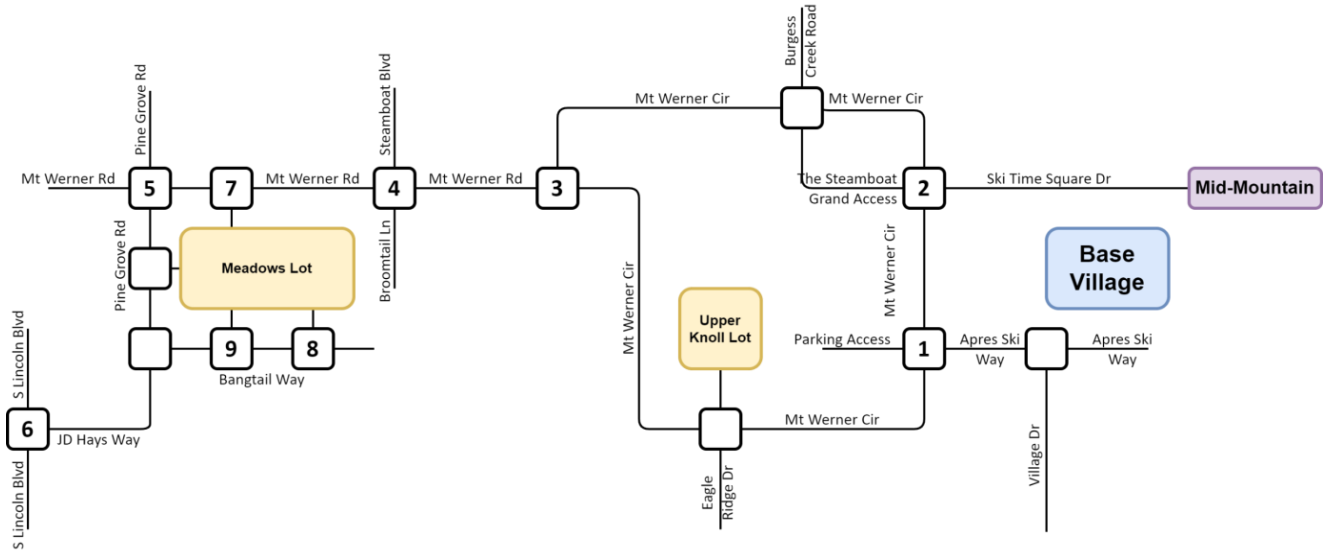


Figure APP-1B: Year 2024 Background Adjust Traffic (SE Neighb. Adjust for GTC Imp.)



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

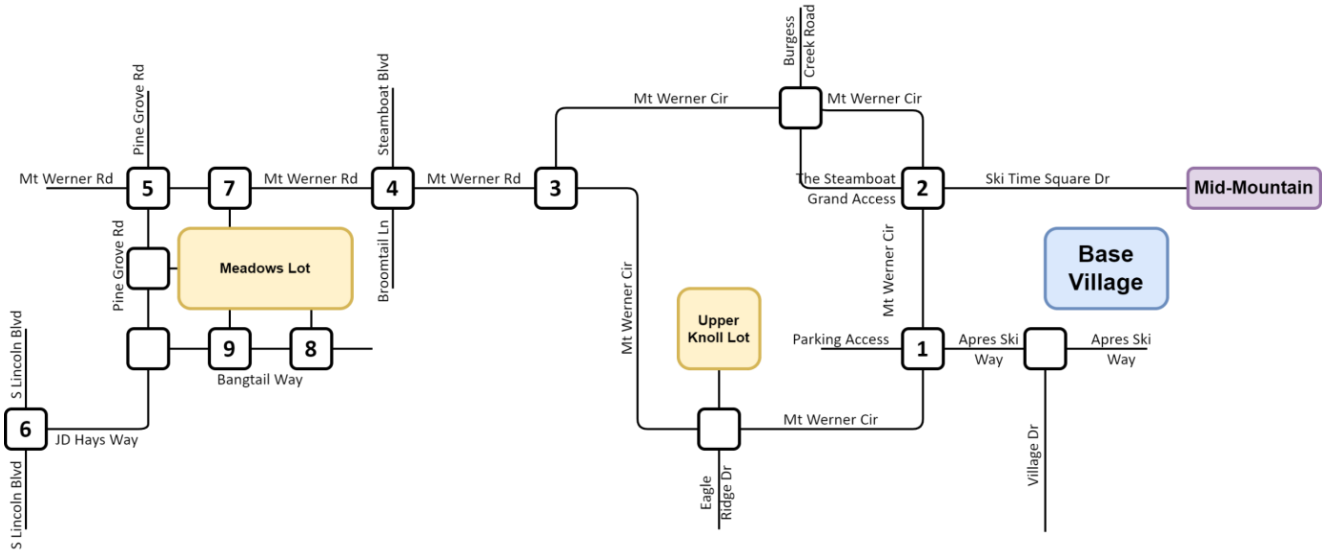
Figure APP-1C: Year 2024 Background Adjust Traffic (Mt. Werner Adj. for GTC Imp.)



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



Figure APP-1D: Year 2024 Background Traffic (w/ GTC Improvements)



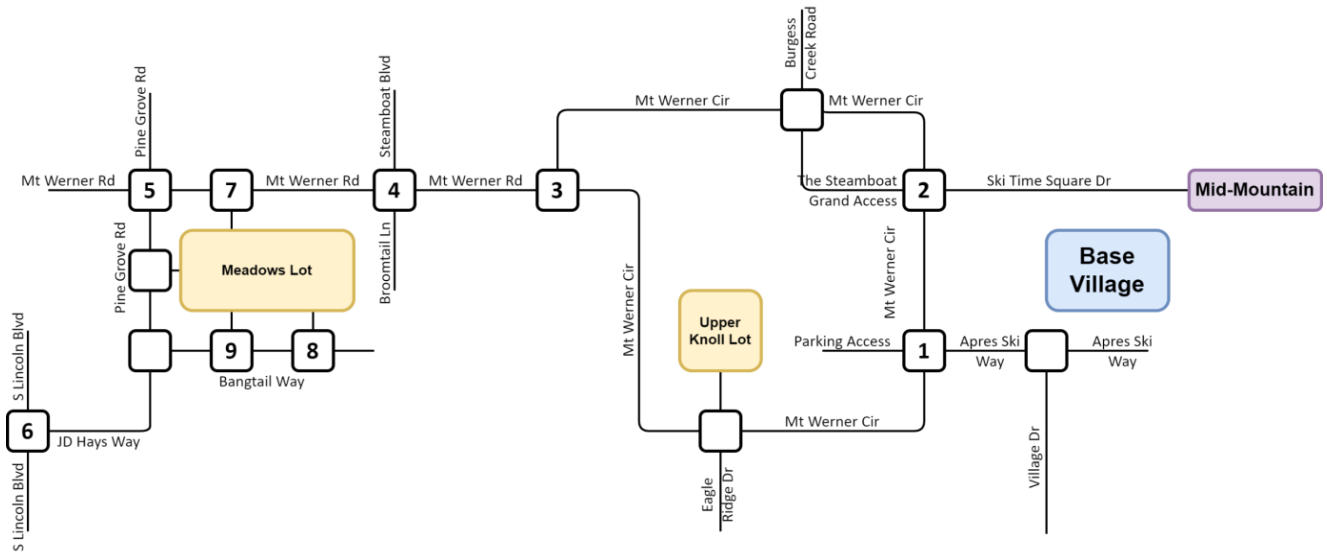
<p>1</p> <table border="1"> <tr> <td>8/3 41/48 44/63 10/17</td> <td>79/64 1/2 246/276 2/4</td> </tr> <tr> <td>1/0 1/3 5/14</td> <td>19/4 28/1 79/82 222/313</td> </tr> </table>	8/3 41/48 44/63 10/17	79/64 1/2 246/276 2/4	1/0 1/3 5/14	19/4 28/1 79/82 222/313	<p>2</p> <table border="1"> <tr> <td>4/0 337/279 184/143 2/5</td> <td>72/195 2/0 43/65</td> </tr> <tr> <td>7/19 1/2 4/11</td> <td>92/125 3/2 229/358 119/65</td> </tr> </table>	4/0 337/279 184/143 2/5	72/195 2/0 43/65	7/19 1/2 4/11	92/125 3/2 229/358 119/65	<p>3</p> <table border="1"> <tr> <td>285/496 78/114</td> <td>146/118 185/271</td> </tr> <tr> <td>447/345 278/280</td> <td></td> </tr> </table>	285/496 78/114	146/118 185/271	447/345 278/280		<p>4</p> <table border="1"> <tr> <td>44/36 3/5 125/86 1/0</td> <td>56/123 403/641 8/1 4/7</td> </tr> <tr> <td>2/4 27/47 622/554 3/2</td> <td>2/2 2/1 3/3</td> </tr> </table>	44/36 3/5 125/86 1/0	56/123 403/641 8/1 4/7	2/4 27/47 622/554 3/2	2/2 2/1 3/3
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**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements



Project Number M1529  
 Prepared By GWS

Figure APP-2A: Year 2044 Background Adjust Traffic (STS Adj. for GTC Imp.)



1	<table border="1"> <tr> <td>↑ 21/11</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>טלון</td> </tr> </table>	↑ 21/11	זורה	טלון	טלון	2	<table border="1"> <tr> <td>↑ 21/11</td> <td>זורה 8/12</td> </tr> <tr> <td>טלון</td> <td>זורה -8/-12</td> </tr> </table>	↑ 21/11	זורה 8/12	טלון	זורה -8/-12	3	<table border="1"> <tr> <td>↘ 8/12</td> <td>↑ 21/11</td> </tr> <tr> <td>↙</td> <td>↕</td> </tr> </table>	↘ 8/12	↑ 21/11	↙	↕	4	<table border="1"> <tr> <td>טלון</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>זורה</td> </tr> </table>	טלון	זורה	טלון	זורה
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**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements זורה

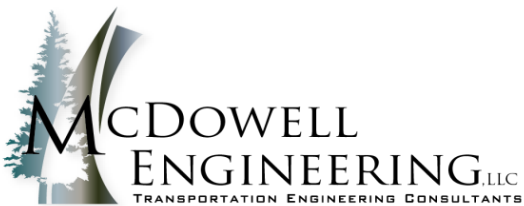
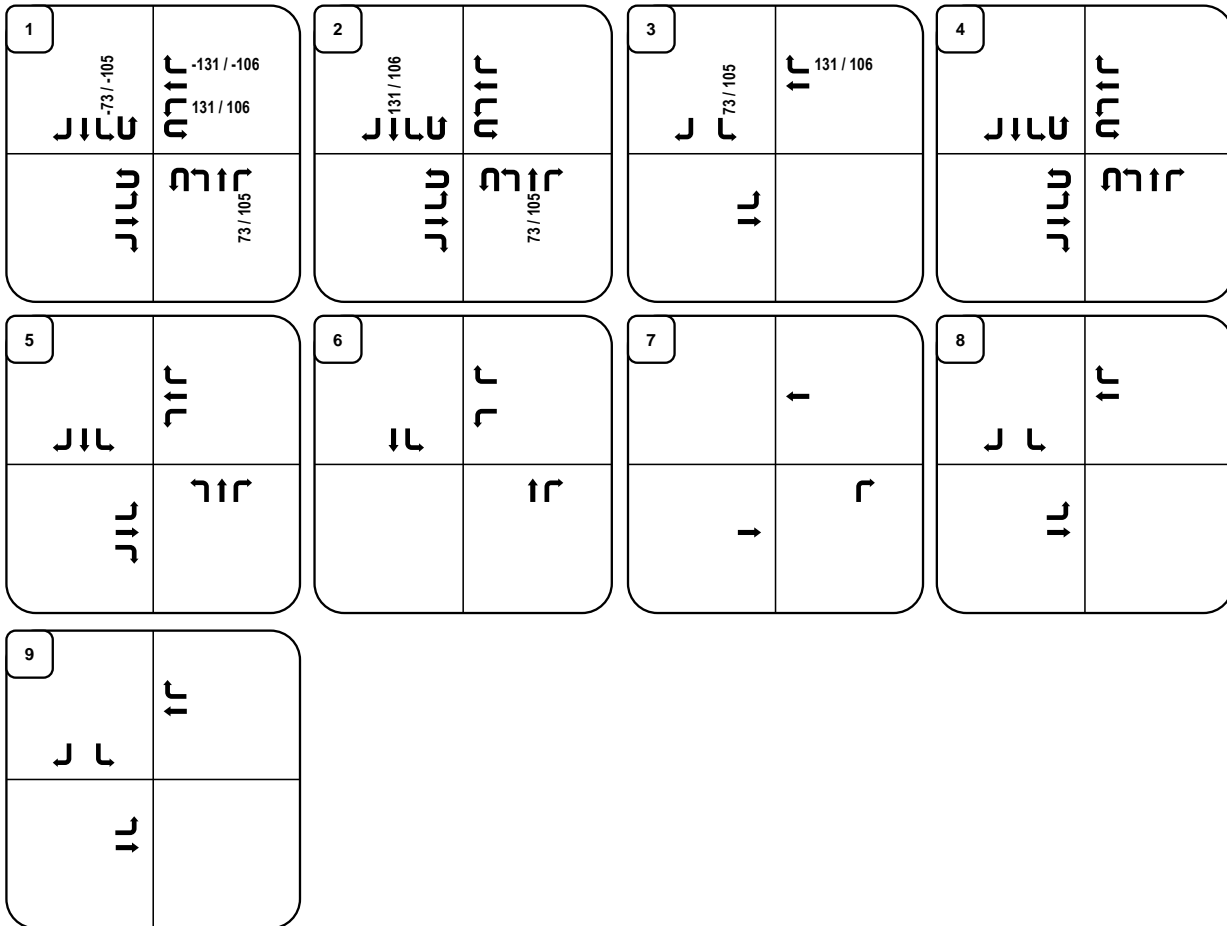
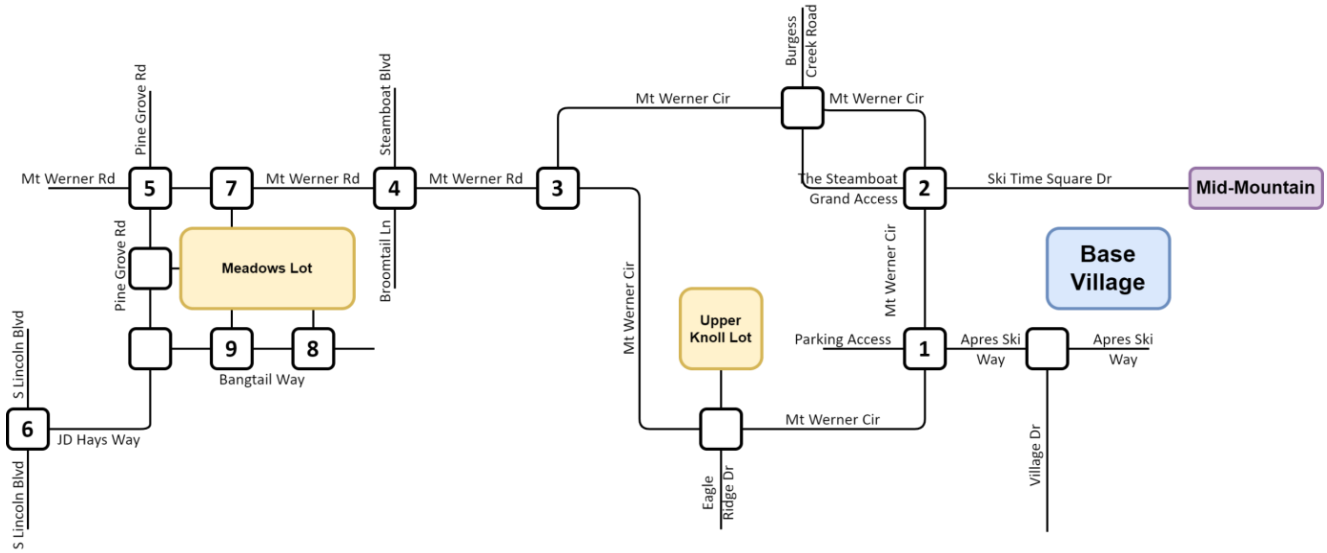
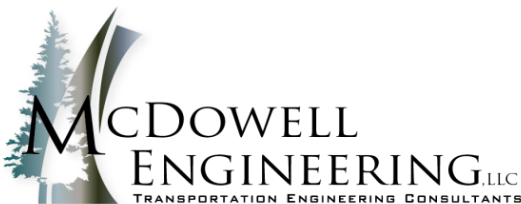


Figure APP-2B: Year 2044 Background Adjust Traffic (SE Neighb. Adjust for GTC Imp.)

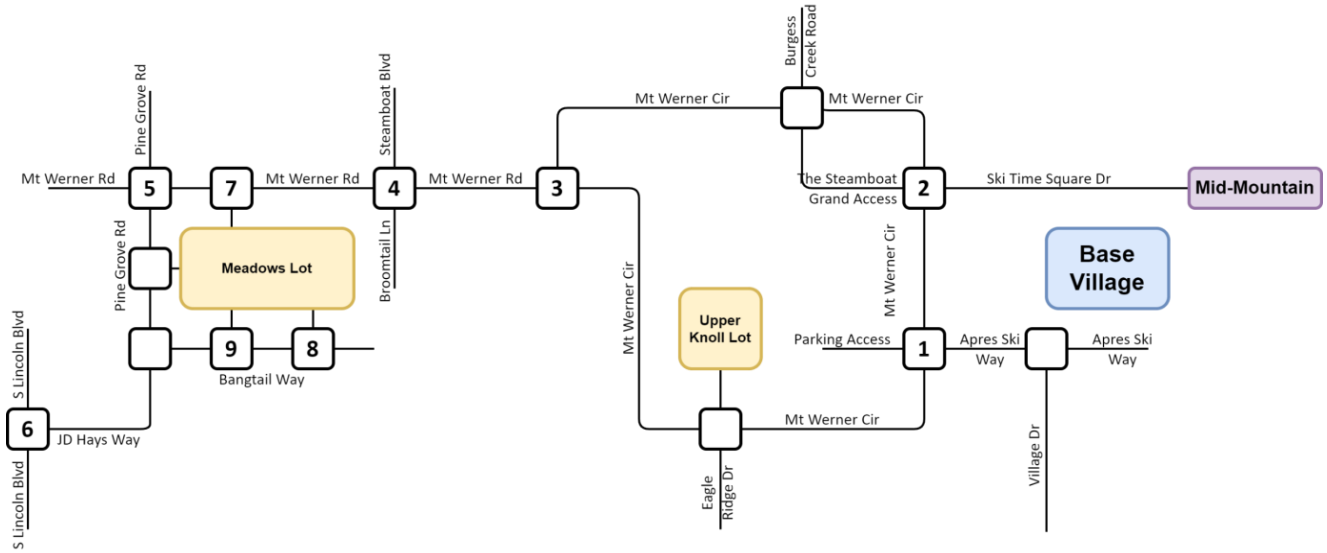


**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements **זורה**



Project Number M1529  
 Prepared By GWS

Figure APP-2C: Year 2044 Background Adjust Traffic (Mt. Werner Adj. for GTC Imp.)



<p>1</p> <table border="1"> <tr> <td>← 32 / 62</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>→ 117 / -116</td> </tr> </table>	← 32 / 62	זורה	טלון	→ 117 / -116	<p>2</p> <table border="1"> <tr> <td>← 117 / 116</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>→ 32 / 62</td> </tr> </table>	← 117 / 116	זורה	טלון	→ 32 / 62	<p>3</p> <table border="1"> <tr> <td>← 32 / 62</td> <td>↑ 32 / 62</td> </tr> <tr> <td>117 / 116</td> <td>→ 117 / -116</td> </tr> </table>	← 32 / 62	↑ 32 / 62	117 / 116	→ 117 / -116	<p>4</p> <table border="1"> <tr> <td>← 32 / 62</td> <td>זורה</td> </tr> <tr> <td>טלון</td> <td>→ 117 / -116</td> </tr> </table>	← 32 / 62	זורה	טלון	→ 117 / -116
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**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements זורה

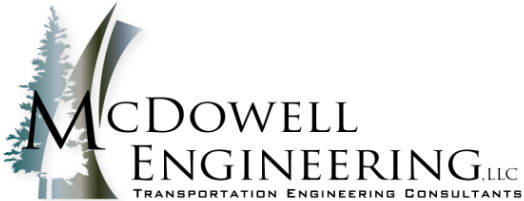
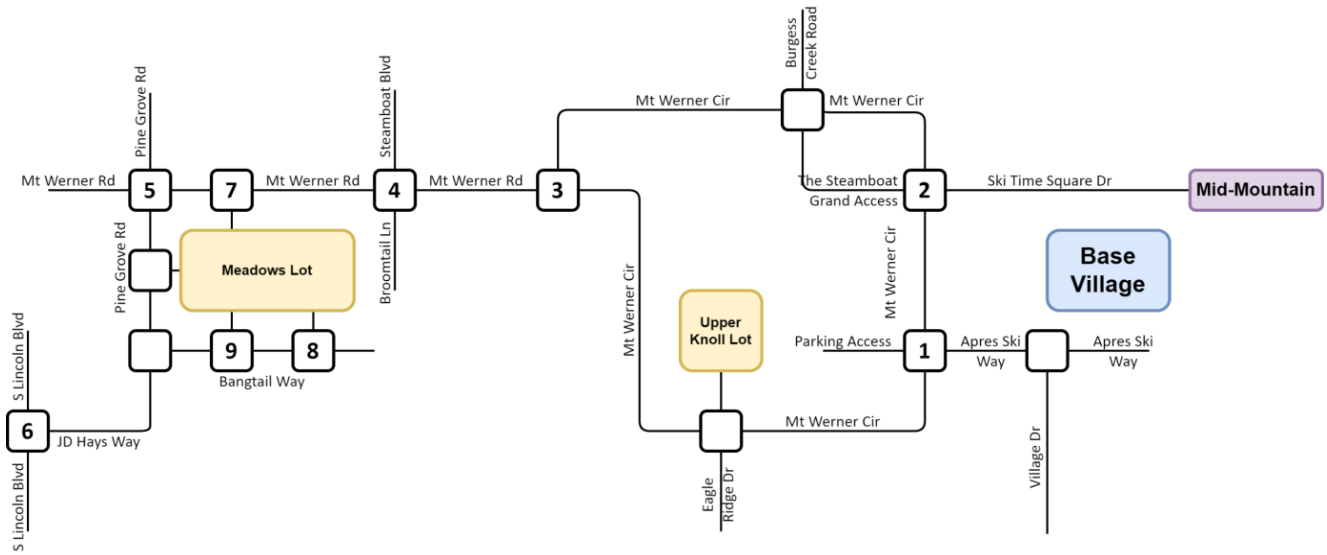


Figure APP-2D: Year 2044 Background Traffic (w/ GTC Improvements)



<p><b>1</b></p> <p>9/3 43/52 48/70 11/19</p> <p>87/71 1/2 272/305 2/4</p> <p>1/0 1/3 6/16</p> <p>21/4 31/1 86/89 246/346</p>	<p><b>2</b></p> <p>4/0 372/308 184/143 2/6</p> <p>72/195 2/0 43/65</p> <p>8/21 1/2 4/12</p> <p>102/138 3/2 253/396 119/65</p>	<p><b>3</b></p> <p>315/548 85/125</p> <p>160/129 205/299</p> <p>494/381 307/309</p>	<p><b>4</b></p> <p>65/54 5/8 138/95 2/0</p> <p>62/136 445/708 9/1 4/8</p> <p>3/6 39/69 924/823 5/3</p> <p>3/3 3/2 3/3</p>
<p><b>5</b></p> <p>8/11 101/41 306/330</p> <p>270/574 183/442 240/61</p> <p>3/2 486/393 180/60</p> <p>38/115 79/200 155/134</p>	<p><b>6</b></p> <p>440/1,001 166/54</p> <p>17/74 33/71</p> <p>620/858 177/104</p>	<p><b>7</b></p> <p>945/856</p> <p>15/20</p>	<p><b>8</b></p> <p>2/1 2/2</p> <p>5/1 85/93</p> <p>5/1 91/93</p>
<p><b>9</b></p> <p>17/184 0/3</p> <p>14/0 69/98</p> <p>337/25 91/93</p>			

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

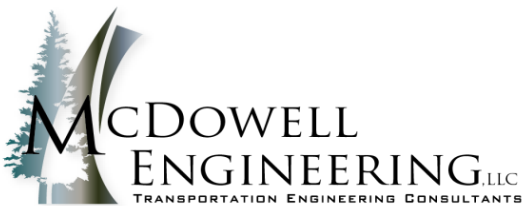
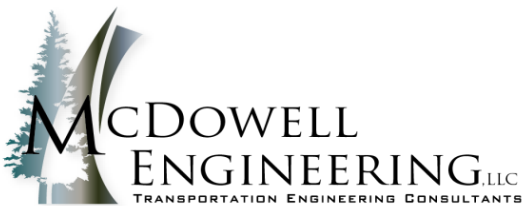
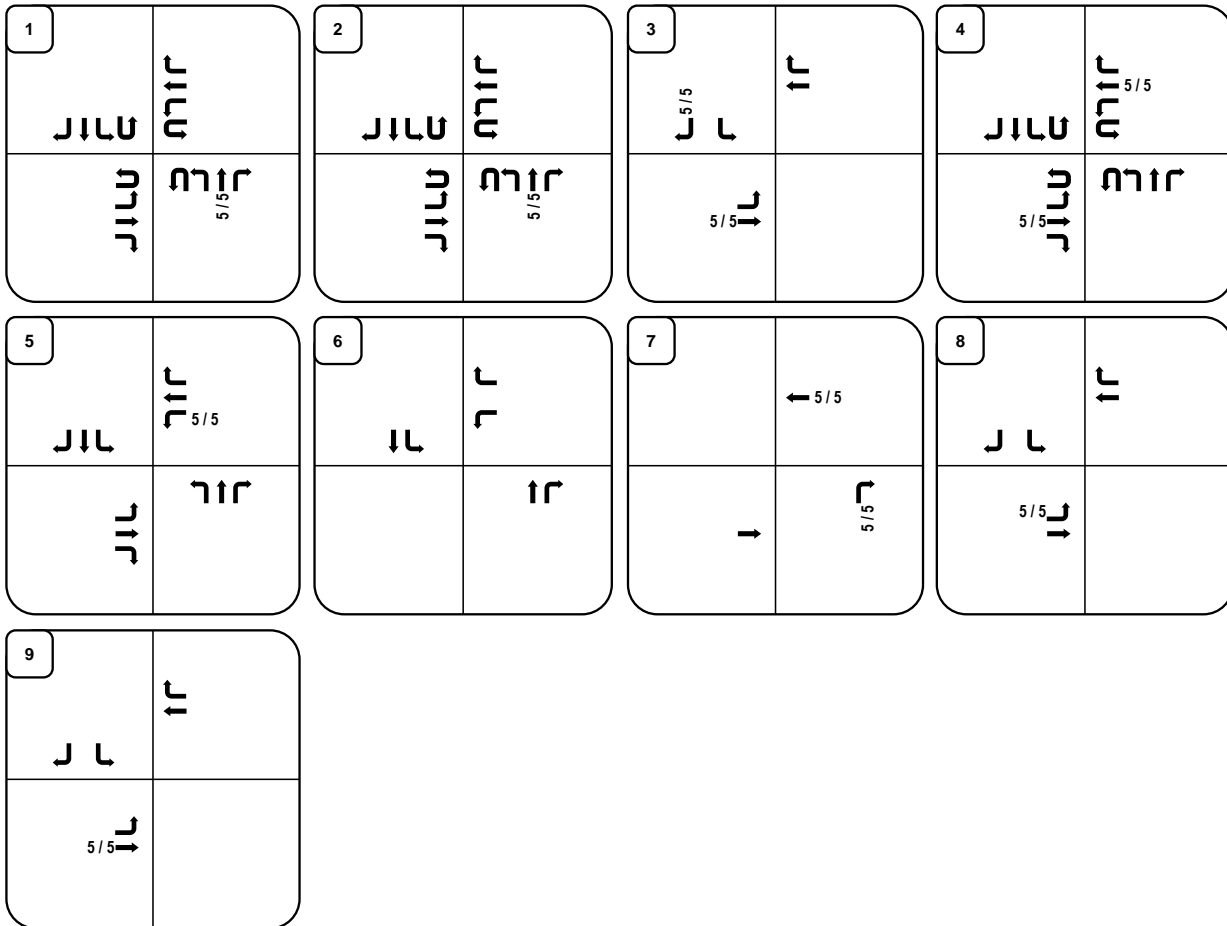
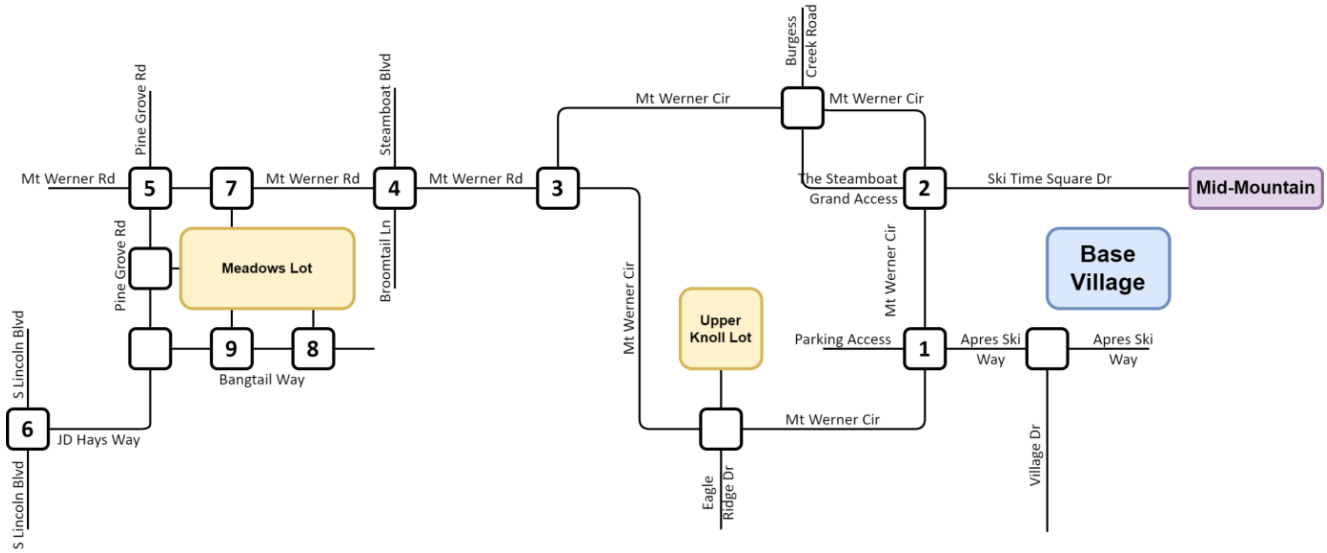


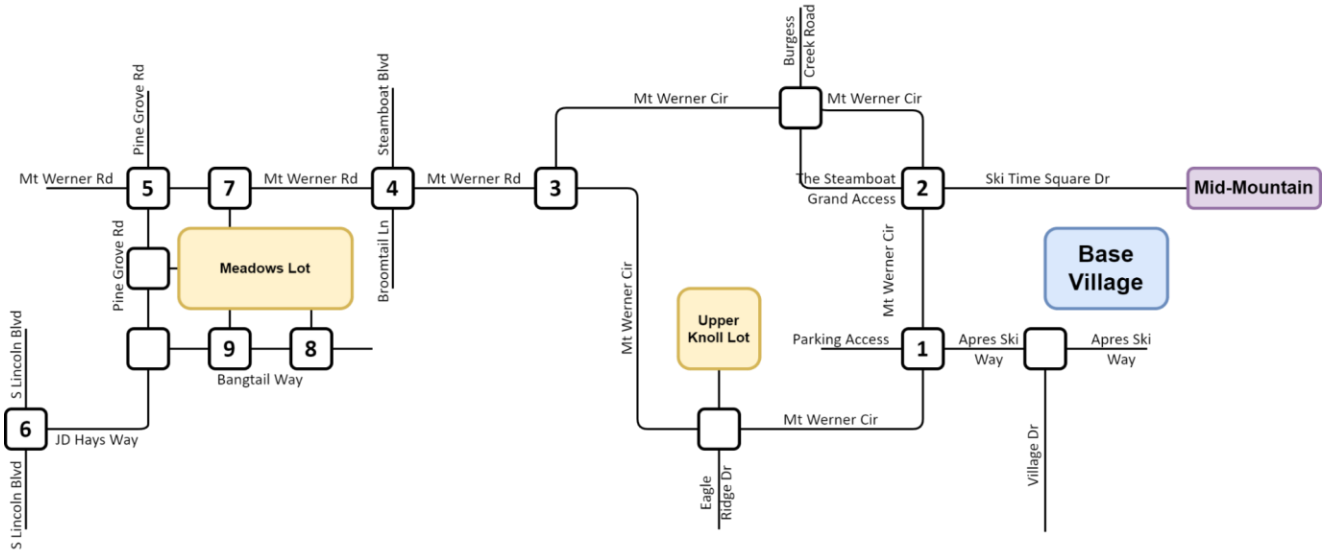
Figure APP-T1: Transit Adjust (Short Term)



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

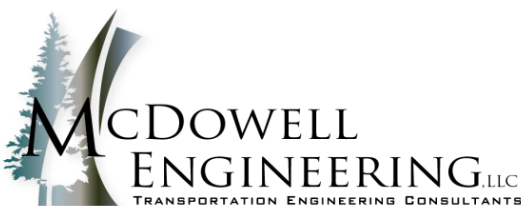


Figure APP-T2: Transit Adjust (Long Term)



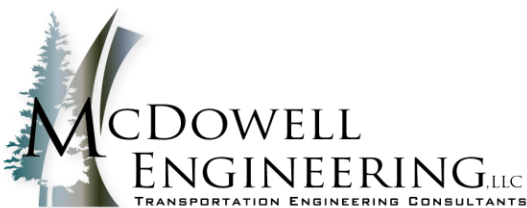
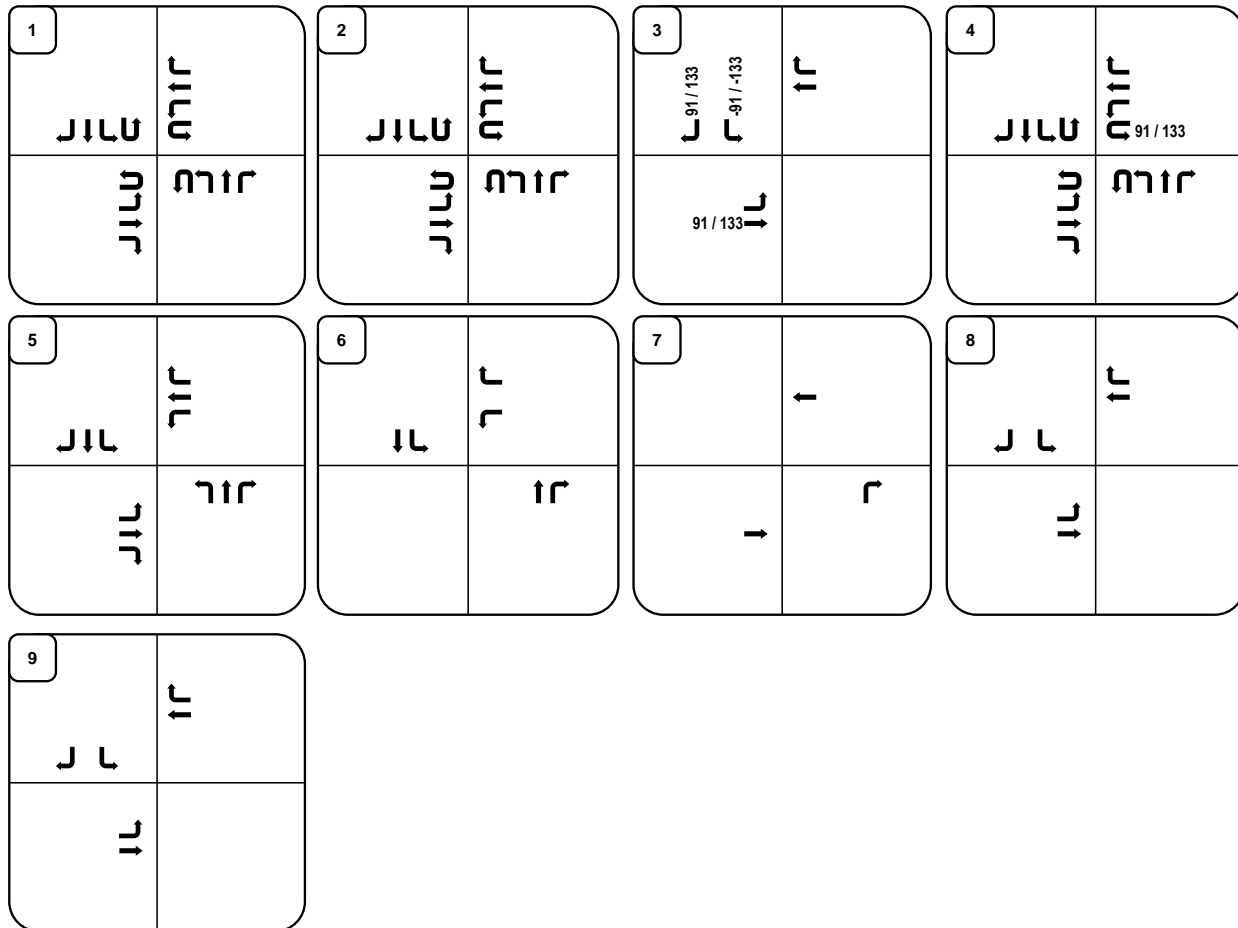
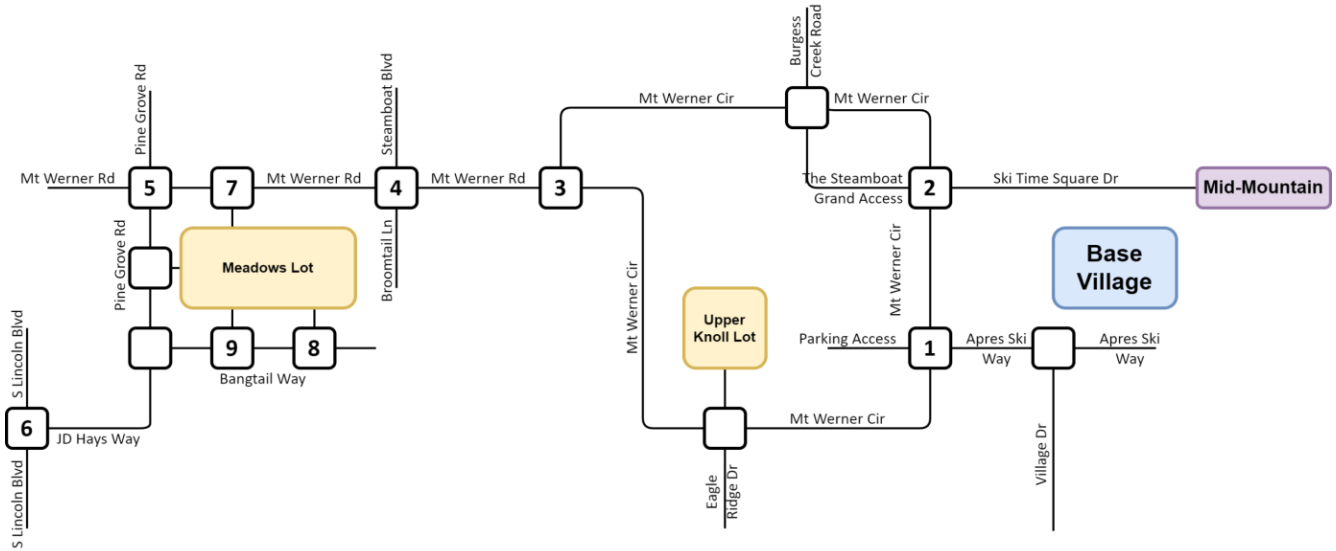
<table border="1"> <tr> <td>1</td> <td> <p>טלון 4/4</p> <p>זורה 4/4</p> </td> </tr> <tr> <td> <p>טלון</p> <p>זורה 11/11</p> </td> <td></td> </tr> </table>	1	<p>טלון 4/4</p> <p>זורה 4/4</p>	<p>טלון</p> <p>זורה 11/11</p>		<table border="1"> <tr> <td>2</td> <td> <p>טלון</p> <p>זורה 4/4</p> </td> </tr> <tr> <td> <p>טלון</p> <p>זורה 11/11 4/4</p> </td> <td></td> </tr> </table>	2	<p>טלון</p> <p>זורה 4/4</p>	<p>טלון</p> <p>זורה 11/11 4/4</p>		<table border="1"> <tr> <td>3</td> <td> <p>טלון 11/11</p> <p>זורה</p> </td> </tr> <tr> <td> <p>טלון 11/11</p> <p>זורה</p> </td> <td></td> </tr> </table>	3	<p>טלון 11/11</p> <p>זורה</p>	<p>טלון 11/11</p> <p>זורה</p>		<table border="1"> <tr> <td>4</td> <td> <p>טלון</p> <p>זורה 11/11</p> </td> </tr> <tr> <td> <p>טלון 11/11</p> <p>זורה</p> </td> <td></td> </tr> </table>	4	<p>טלון</p> <p>זורה 11/11</p>	<p>טלון 11/11</p> <p>זורה</p>	
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**LEGEND:**  
 Directional Distribution = Inbound% (Outbound %)  
 AM/PM Volumes = XX/XX VPH (in PCEs)  
 Turning Movements זורה זורה



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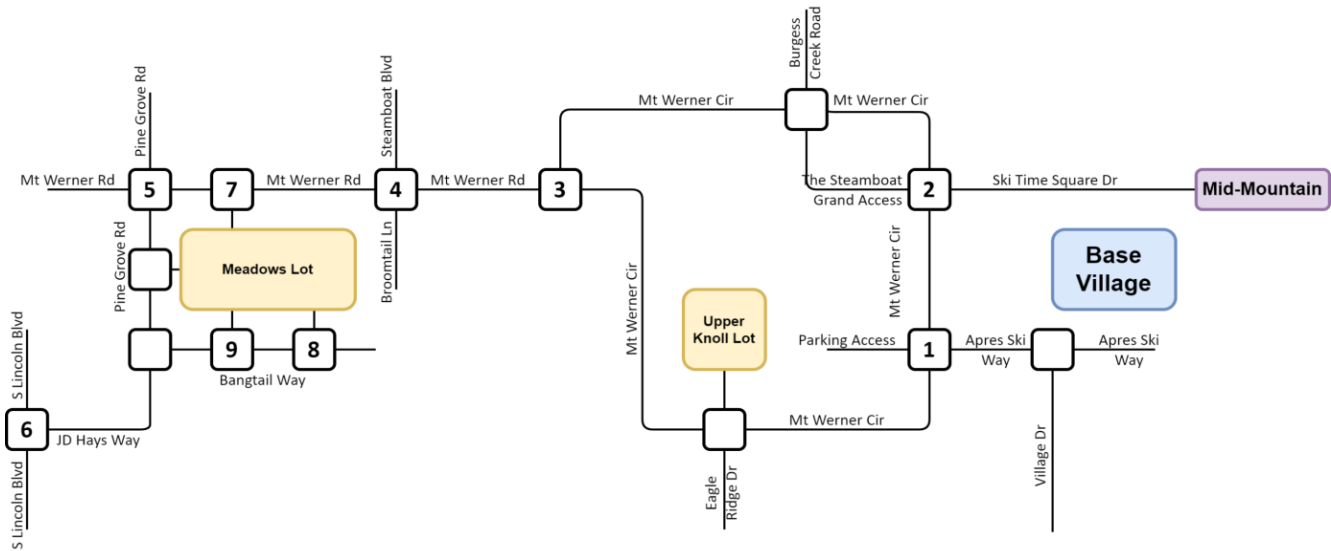
Figure APP-MWC1: Year 2044 Total Adjust Traffic (MWC SBL Shift to RAB w/ GTC Alt.)



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

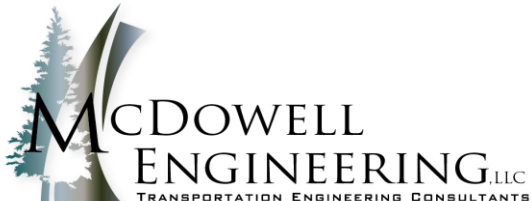
Project Number M1529  
 Prepared By GWS

Figure APP-MWC2: Year 2044 Total Traffic (MWC SBL Shift to RAB w/ GTC Alt.)



<p><b>1</b></p> <p>9 / 3 119 / 60 58 / 82 11 / 19</p> <p>100 / 83 1 / 2 287 / 313 2 / 4</p> <p>1 / 0 1 / 3 6 / 16</p> <p>21 / 4 31 / 1 127 / 128 253 / 360</p>	<p><b>2</b></p> <p>4 / 0 414 / 347 184 / 143 2 / 6</p> <p>72 / 195 2 / 0 51 / 73</p> <p>8 / 21 1 / 2 4 / 12</p> <p>102 / 138 3 / 2 312 / 467 126 / 73</p>	<p><b>3</b></p> <p>456 / 741</p> <p>169 / 137 220 / 304</p> <p>524 / 409 436 / 486</p>	<p><b>4</b></p> <p>77 / 55 5 / 8 142 / 99 2 / 0</p> <p>65 / 140 507 / 769 9 / 1 95 / 141</p> <p>3 / 6 40 / 75 987 / 890 5 / 3</p> <p>3 / 3 3 / 2 3 / 3</p>
<p><b>5</b></p> <p>8 / 11 119 / 42 323 / 345</p> <p>283 / 590 209 / 473 275 / 76</p> <p>3 / 2 518 / 423 210 / 62</p> <p>39 / 128 81 / 219 166 / 158</p>	<p><b>6</b></p> <p>440 / 1,001 194 / 60</p> <p>22 / 94 36 / 75</p> <p>620 / 858 205 / 110</p>	<p><b>7</b></p> <p>766 / 1,139</p> <p>1,004 / 925 20 / 25</p>	<p><b>8</b></p> <p>2 / 1 2 / 2</p> <p>5 / 1 91 / 93</p> <p>16 / 6 85 / 93</p>
<p><b>9</b></p> <p>24 / 247 0 / 3</p> <p>14 / 0 69 / 98</p> <p>451 / 34 102 / 98</p>			

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



Background Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2024 Level of Service (Delay in Seconds)		Year 2044 Level of Service (Delay in Seconds)	
					Fri AM	Fri PM	Fri AM	Fri PM
					1	MWC/MWC/ Apres Ski Way/Parking	RAB	A
			A	WB	A (4.80)	A (4.77)	A (5.13)	A (5.10)
			A	NB	A (4.80)	A (5.15)	A (5.12)	A (5.58)
			A	SB	A (3.89)	A (4.37)	A (4.01)	A (4.60)
2	MWC/Ski Time Sq/Steamboat Grand	RAB	A	EB	A (4.03)	A (4.31)	A (4.28)	A (4.39)
			A	WB	A (3.80)	A (4.92)	A (3.86)	A (5.07)
			A	NB	A (5.05)	A (5.30)	A (5.23)	A (5.61)
			A	SB	A (4.27)	A (4.09)	A (4.36)	A (4.17)
3	MWR/WMC	SB Stop	C	EBL	A (8.8)	A (8.9)	A (9.1)	A (9.2)
			C	SBL	E (38.4)	D (32.2)	E (48.5)	E (40.2)
4	MWR/ Steamboat Blvd/ Broomtail Ln	RAB	A	EB	A (8.18)	A (7.24)	C (23.62)	C (15.42)
			A	WB	A (2.37)	A (3.07)	A (2.47)	A (3.34)
			A	NB	A (1.31)	A (0.00)	A (4.62)	A (4.09)
			A	SB	A (2.92)	A (3.40)	A (3.35)	A (4.02)
5	MWR/Pine Grove Rd	Signal	A	EB	B (17.1)	B (13.2)	C (23.9)	B (16.7)
			A	WB	A (6.0)	A (4.8)	A (8.0)	A (7.0)
			A	NB	B (14.8)	C (24.6)	B (15.2)	C (33.3)
			A	SB	D (48.5)	F (115.9)	F (162.4)	F (708.1)
6	S. Lincoln Ave & JD Hays Wy	WB Stop	A	WB	C (18.2)	C (24.7)	E (41.7)	F (179.9)
			C	SBL	A (9.1)	A (9.2)	B (11.0)	B (11.0)
8	Bangtail Wy & SE Parking	SB Stop	A	EB	A (0.6)	A (0.1)	A (0.4)	A (0.1)
			A	SB	A (9.0)	A (9.0)	A (9.2)	A (9.3)
9	Bangtail Wy & SW Parking	SB Stop	A	EB	A (6.8)	A (2.1)	A (6.4)	A (1.6)
			A	SB	A (8.6)	A (9.6)	A (8.8)	A (9.9)

Total Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2024 Level of Service (Delay in Seconds)		Year 2044 Level of Service (Delay in Seconds)		With GTC Alt. Improvements Year 2024 Level of Service (Delay in Seconds)		With GTC Alt. Improvements Year 2044 Level of Service (Delay in Seconds)	
					Fri AM	Fri PM	Fri AM	Fri PM	Fri AM	Fri PM	Fri AM	Fri PM
					1	MWC/MWC/ Apres Ski Way/Parking	RAB	A	EB	A (2.96)	A (5.91)	A (4.39)
			A	WB	A (5.01)	A (4.92)	A (5.52)	A (5.40)	A (4.65)	A (4.59)	A (5.05)	A (4.97)
			A	NB	A (4.99)	A (5.42)	A (5.50)	A (6.08)	A (4.57)	A (5.05)	A (4.95)	A (5.59)
			A	SB	A (4.00)	A (4.52)	A (4.20)	A (4.88)	A (3.92)	A (4.01)	A (4.08)	A (4.21)
2	MWC/Ski Time Sq/Steamboat Grand	RAB	A	EB	A (4.30)	A (4.38)	A (4.41)	A (4.51)	A (5.07)	A (5.05)	A (5.34)	A (5.32)
			A	WB	A (3.87)	A (5.05)	A (3.99)	A (5.34)	A (4.14)	A (5.85)	A (4.33)	A (6.39)
			A	NB	A (5.25)	A (5.57)	A (5.63)	A (6.17)	A (6.17)	A (7.55)	A (6.93)	A (9.27)
			A	SB	A (4.42)	A (4.22)	A (4.60)	A (4.38)	A (6.39)	A (5.63)	A (7.15)	A (6.16)
3	MWR/WMC	SB Stop	C	EBL	A (9.0)	A (9.0)	A (9.4)	A (9.4)	B (10.3)	A (9.9)	B (11.3)	B (10.6)
			C	SBL	E (44.7)	E (37.3)	F (62.4)	F (50.9)	F (300.3)	F (284.2)	F (696.6)	F (650.1)
4	MWR/ Steamboat Blvd/ Broomtail Ln	RAB	A	EB	A (8.95)	A (7.97)	E (36.31)	C (21.61)	A (8.95)	A (7.97)	E (36.31)	C (21.61)
			A	WB	A (2.42)	A (3.17)	A (2.55)	A (3.51)	A (2.42)	A (3.17)	A (2.55)	A (3.51)
			A	NB	A (1.35)	A (0.00)	A (5.30)	A (4.28)	A (1.35)	A (0.00)	A (5.30)	A (4.28)
			A	SB	A (3.20)	A (3.46)	A (3.64)	A (4.14)	A (3.20)	A (3.46)	A (3.64)	A (4.14)
5	MWR/Pine Grove Rd	Signal	A	EB	B (18.0)	B (14.6)	C (26.7)	B (17.7)	B (18.0)	B (14.6)	C (26.7)	B (17.7)
			A	WB	A (6.5)	A (4.9)	B (11.1)	A (7.8)	A (6.5)	A (4.9)	B (11.1)	A (7.8)
			A	NB	B (14.6)	C (26.7)	B (15.0)	D (38.1)	B (14.6)	C (26.7)	B (15.0)	D (38.1)
			A	SB	E (57.2)	F (186.2)	F (201.6)	F (976.9)	E (57.2)	F (186.2)	F (201.6)	F (976.9)
6	S. Lincoln Ave & JD Hays Wy	WB Stop	A	WB	C (19.9)	D (26.3)	F (53.7)	F (234.7)	C (19.9)	D (26.3)	F (53.7)	F (234.7)
			C	SBL	A (9.4)	A (9.3)	B (11.6)	B (11.1)	A (9.4)	A (9.3)	B (11.6)	B (11.1)
8	Bangtail Wy & SE Parking	SB Stop	A	EB	A (1.6)	A (0.6)	A (1.2)	A (0.5)	A (1.6)	A (0.6)	A (1.2)	A (0.5)
			A	SB	A (9.0)	A (9.1)	A (9.3)	A (9.4)	A (9.0)	A (9.1)	A (9.3)	A (9.4)
9	Bangtail Wy & SW Parking	SB Stop	A	EB	A (7.3)	A (2.5)	A (7.0)	A (1.9)	A (7.3)	A (2.5)	A (7.0)	A (1.9)
			A	SB	A (8.7)	A (10.0)	A (8.8)	B (10.4)	A (8.7)	A (10.0)	A (8.8)	B (10.4)

#	Int.	Traffic Control	Approach or Control Delay	Approach	With GTC Alt. Improvements Year 2044 and MWC SBL Redirect - <b>1 EB Lane RAB</b> Level of Service (Delay in Seconds)		With GTC Alt. Improvements Year 2044 and MWC SBL Redirect - <b>2 EB Lanes RAB</b> Level of Service (Delay in Seconds)	
					Fri AM	Fri PM	Fri AM	Fri PM
4	MWR/ Steamboat Blvd/ Broomtail Ln	RAB	A	EB	F (51.24)	D (31.36)	A (3.96)	A (3.86)
			A	WB	A (2.84)	A (3.89)	A (2.84)	A (3.89)
			A	NB	A (5.57)	A (4.65)	A (5.67)	A (4.67)
			A	SB	A (3.81)	A (4.46)	A (3.81)	A (4.46)

3: Mt Werner Rd & Mt Werner Cir  
2024 Background Fri AM.syn

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	341	384	214	7	4	256
Future Vol, veh/h	341	384	214	7	4	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	371	417	233	8	4	278

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	241	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1326	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1326	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	38.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1326	-	-	-	112	-
HCM Lane V/C Ratio	0.28	-	-	-	0.039	-
HCM Control Delay (s)	8.8	-	-	-	38.4	0
HCM Lane LOS	A	-	-	-	E	A
HCM 95th %tile Q(veh)	1.2	-	-	-	0.1	-



3: Mt Werner Rd & Mt Werner Cir  
 2024 Background Fri PM.syn

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	240	385	327	11	7	440
Future Vol, veh/h	240	385	327	11	7	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	418	355	12	8	478

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	367	0	-	0	1295
Stage 1	-	-	-	-	355
Stage 2	-	-	-	-	940
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1192	-	-	-	179
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	380
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	-	140
Mov Cap-2 Maneuver	-	-	-	-	140
Stage 1	-	-	-	-	555
Stage 2	-	-	-	-	380

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	32.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1192	-	-	-	140	-
HCM Lane V/C Ratio	0.219	-	-	-	0.054	-
HCM Control Delay (s)	8.9	-	-	-	32.2	0
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0.8	-	-	-	0.2	-

3: Mt Werner Rd & Mt Werner Cir  
 2044 Background Fri AM.syn

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	377	424	237	8	4	283
Future Vol, veh/h	377	424	237	8	4	283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	410	461	258	9	4	308

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	267	0	-	0	1539
Stage 1	-	-	-	-	258
Stage 2	-	-	-	-	1281
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1297	-	-	-	127
Stage 1	-	-	-	-	785
Stage 2	-	-	-	-	261
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1297	-	-	-	87
Mov Cap-2 Maneuver	-	-	-	-	87
Stage 1	-	-	-	-	537
Stage 2	-	-	-	-	261

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	48.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1297	-	-	-	87	-
HCM Lane V/C Ratio	0.316	-	-	-	0.05	-
HCM Control Delay (s)	9.1	-	-	-	48.5	0
HCM Lane LOS	A	-	-	-	E	A
HCM 95th %tile Q(veh)	1.4	-	-	-	0.2	-

3: Mt Werner Rd & Mt Werner Cir  
 2044 Background Fri PM.syn

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	265	425	361	12	8	486
Future Vol, veh/h	265	425	361	12	8	486
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	288	462	392	13	9	528

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	405	0	0 1430
Stage 1	-	-	- 392
Stage 2	-	-	- 1038
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1154	-	- 148 0
Stage 1	-	-	- 683 0
Stage 2	-	-	- 341 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1154	-	- 111
Mov Cap-2 Maneuver	-	-	- 111
Stage 1	-	-	- 512
Stage 2	-	-	- 341

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	40.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1154	-	-	-	111	-
HCM Lane V/C Ratio	0.25	-	-	-	0.078	-
HCM Control Delay (s)	9.2	-	-	-	40.2	0
HCM Lane LOS	A	-	-	-	E	A
HCM 95th %tile Q(veh)	1	-	-	-	0.2	-

3: Mt Werner Rd & Mt Werner Cir  
2024 Total Fri AM.syn

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	364	404	236	7	4	279
Future Vol, veh/h	364	404	236	7	4	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	396	439	257	8	4	303

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	265	0	-	0	1488
Stage 1	-	-	-	-	257
Stage 2	-	-	-	-	1231
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1299	-	-	-	137
Stage 1	-	-	-	-	786
Stage 2	-	-	-	-	276
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1299	-	-	-	95
Mov Cap-2 Maneuver	-	-	-	-	95
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	276

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	44.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1299	-	-	-	95	-
HCM Lane V/C Ratio	0.305	-	-	-	0.046	-
HCM Control Delay (s)	9	-	-	-	44.7	0
HCM Lane LOS	A	-	-	-	E	A
HCM 95th %tile Q(veh)	1.3	-	-	-	0.1	-

3: Mt Werner Rd & Mt Werner Cir  
 2024 Total Fri PM.syn

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	261	412	342	11	7	467
Future Vol, veh/h	261	412	342	11	7	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	284	448	372	12	8	508

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	384	0	-	0	1388
Stage 1	-	-	-	-	372
Stage 2	-	-	-	-	1016
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1174	-	-	-	157
Stage 1	-	-	-	-	697
Stage 2	-	-	-	-	350
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1174	-	-	-	119
Mov Cap-2 Maneuver	-	-	-	-	119
Stage 1	-	-	-	-	528
Stage 2	-	-	-	-	350

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	37.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1174	-	-	-	119	-
HCM Lane V/C Ratio	0.242	-	-	-	0.064	-
HCM Control Delay (s)	9	-	-	-	37.3	0
HCM Lane LOS	A	-	-	-	E	A
HCM 95th %tile Q(veh)	0.9	-	-	-	0.2	-

3: Mt Werner Rd & Mt Werner Cir  
 2044 Total Fri AM.syn

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	411	457	264	8	4	320
Future Vol, veh/h	411	457	264	8	4	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	447	497	287	9	4	348

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	296	0	-	0	1678
Stage 1	-	-	-	-	287
Stage 2	-	-	-	-	1391
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1265	-	-	-	104
Stage 1	-	-	-	-	762
Stage 2	-	-	-	-	231
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1265	-	-	-	67
Mov Cap-2 Maneuver	-	-	-	-	67
Stage 1	-	-	-	-	493
Stage 2	-	-	-	-	231

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	62.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1265	-	-	-	67	-
HCM Lane V/C Ratio	0.353	-	-	-	0.065	-
HCM Control Delay (s)	9.4	-	-	-	62.4	0
HCM Lane LOS	A	-	-	-	F	A
HCM 95th %tile Q(veh)	1.6	-	-	-	0.2	-



3: Mt Werner Rd & Mt Werner Cir  
 2044 Total Fri PM.syn

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	297	465	382	12	8	530
Future Vol, veh/h	297	465	382	12	8	530
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	323	505	415	13	9	576

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	428	0	-	0	1566
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	1151
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1131	-	-	-	122
Stage 1	-	-	-	-	666
Stage 2	-	-	-	-	301
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1131	-	-	-	87
Mov Cap-2 Maneuver	-	-	-	-	87
Stage 1	-	-	-	-	476
Stage 2	-	-	-	-	301

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	50.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1131	-	-	-	87	-
HCM Lane V/C Ratio	0.285	-	-	-	0.1	-
HCM Control Delay (s)	9.4	-	-	-	50.9	0
HCM Lane LOS	A	-	-	-	F	A
HCM 95th %tile Q(veh)	1.2	-	-	-	0.3	-

3: Mt Werner Rd & Mt Werner Cir  
 2024 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	24.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	468	302	199	152	82	316
Future Vol, veh/h	468	302	199	152	82	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	509	328	216	165	89	343

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	381	0	-	0	1562
Stage 1	-	-	-	-	216
Stage 2	-	-	-	-	1346
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1177	-	-	-	123
Stage 1	-	-	-	-	820
Stage 2	-	-	-	-	242
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1177	-	-	-	~ 70
Mov Cap-2 Maneuver	-	-	-	-	~ 70
Stage 1	-	-	-	-	466
Stage 2	-	-	-	-	242

Approach	EB	WB	SB
HCM Control Delay, s	6.3	0	\$ 300.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1177	-	-	-	70	-
HCM Lane V/C Ratio	0.432	-	-	-	1.273	-
HCM Control Delay (s)	10.4	-	-	-	\$ 300.3	0
HCM Lane LOS	B	-	-	-	F	A
HCM 95th %tile Q(veh)	2.2	-	-	-	7.1	-

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

3: Mt Werner Rd & Mt Werner Cir  
 2024 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	31.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	364	310	275	123	119	534
Future Vol, veh/h	364	310	275	123	119	534
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	396	337	299	134	129	580

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	433	0	0	1428	-
Stage 1	-	-	-	299	-
Stage 2	-	-	-	1129	-
Critical Hdwy	4.12	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	-
Pot Cap-1 Maneuver	1127	-	-	149	0
Stage 1	-	-	-	752	0
Stage 2	-	-	-	309	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1127	-	-	~ 97	-
Mov Cap-2 Maneuver	-	-	-	~ 97	-
Stage 1	-	-	-	488	-
Stage 2	-	-	-	309	-

Approach	EB	WB	SB
HCM Control Delay, s	5.4	0	284.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1127	-	-	-	97	-
HCM Lane V/C Ratio	0.351	-	-	-	1.333	-
HCM Control Delay (s)	9.9	-	-	-	284.2	0
HCM Lane LOS	A	-	-	-	F	A
HCM 95th %tile Q(veh)	1.6	-	-	-	9.3	-

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

3: Mt Werner Rd & Mt Werner Cir  
 2044 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	51.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	524	345	220	169	91	365
Future Vol, veh/h	524	345	220	169	91	365
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	570	375	239	184	99	397

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	423	0	0 1754
Stage 1	-	-	- 239
Stage 2	-	-	- 1515
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1136	-	- ~94 0
Stage 1	-	-	- 801 0
Stage 2	-	-	- 200 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1136	-	- ~47 -
Mov Cap-2 Maneuver	-	-	- ~47 -
Stage 1	-	-	- 399 -
Stage 2	-	-	- 200 -

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	\$ 696.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1136	-	-	-	47	-
HCM Lane V/C Ratio	0.501	-	-	-	2.105	-
HCM Control Delay (s)	11.3	-	-	-	\$ 696.6	0
HCM Lane LOS	B	-	-	-	F	A
HCM 95th %tile Q(veh)	2.9	-	-	-	10.1	-

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

3: Mt Werner Rd & Mt Werner Cir  
 2044 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	68					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	409	353	304	137	133	608
Future Vol, veh/h	409	353	304	137	133	608
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	65	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	445	384	330	149	145	661























Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	479	0	0 1604
Stage 1	-	-	- 330
Stage 2	-	-	- 1274
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1083	-	- ~ 116 0
Stage 1	-	-	- 728 0
Stage 2	-	-	- 263 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1083	-	- ~ 68 -
Mov Cap-2 Maneuver	-	-	- ~ 68 -
Stage 1	-	-	- 429 -
Stage 2	-	-	- 263 -

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	\$ 650.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1083	-	-	-	68	-
HCM Lane V/C Ratio	0.41	-	-	-	2.126	-
HCM Control Delay (s)	10.6	-	-	-	\$ 650.1	0
HCM Lane LOS	B	-	-	-	F	A
HCM 95th %tile Q(veh)	2	-	-	-	13.6	-

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

5: Pine Grove Rd & Mt Werner Rd  
2024 Background Fri AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	327	121	161	123	181	25	53	104	206	68	5
Future Volume (vph)	2	327	121	161	123	181	25	53	104	206	68	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.998	
Flt Protected	0.950			0.950				0.984			0.964	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1833	1583	0	1792	0
Flt Permitted	0.667			0.393				0.870			0.728	
Satd. Flow (perm)	1242	1863	1583	732	3539	1583	0	1621	1583	0	1353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			197			113		1	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	355	132	175	134	197	0	85	113	0	303	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	38.5	38.5	38.5	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.43	0.43	0.43	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.45	0.18	0.32	0.06	0.19		0.19	0.22		0.81	
Control Delay	16.0	20.9	6.6	9.7	7.6	1.7		26.2	6.2		48.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	16.0	20.9	6.6	9.7	7.6	1.7		26.2	6.2		48.5	
LOS	B	C	A	A	A	A		C	A		D	
Approach Delay		17.1			6.0			14.8			48.5	
Approach LOS		B			A			B			D	
Queue Length 50th (ft)	1	138	11	41	15	0		37	0		159	
Queue Length 95th (ft)	5	227	48	70	26	25		74	39		#297	
Internal Link Dist (ft)		751			352			746			592	



5: Pine Grove Rd & Mt Werner Rd  
 2024 Background Fri AM.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	531	797	733	600	2123	1028		450	521		376	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.45	0.18	0.29	0.06	0.19		0.19	0.22		0.81	























Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	19.4
Intersection LOS:	B
Intersection Capacity Utilization	92.8%
ICU Level of Service	F
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2024 Background Fri PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	264	40	41	297	386	77	135	90	222	28	7
Future Volume (vph)	1	264	40	41	297	386	77	135	90	222	28	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950				0.982			0.959	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1829	1583	0	1779	0
Flt Permitted	0.556			0.481				0.843			0.495	
Satd. Flow (perm)	1036	1863	1583	896	3539	1583	0	1570	1583	0	918	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			420			109			2
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	287	43	45	323	420	0	231	98	0	279	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	46.2	46.2	46.2	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.51	0.51	0.51	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.30	0.05	0.07	0.15	0.38		0.53	0.19		1.09	
Control Delay	14.0	15.1	0.1	7.7	8.1	1.9		32.8	5.3		115.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	14.0	15.1	0.1	7.7	8.1	1.9		32.8	5.3		115.9	
LOS	B	B	A	A	A	A		C	A		F	
Approach Delay		13.2			4.8			24.6			115.9	
Approach LOS		B			A			C			F	
Queue Length 50th (ft)	0	100	0	10	38	0		111	0		~180	
Queue Length 95th (ft)	3	163	1	23	57	35		185	31		#338	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2024 Background Fri PM.syn

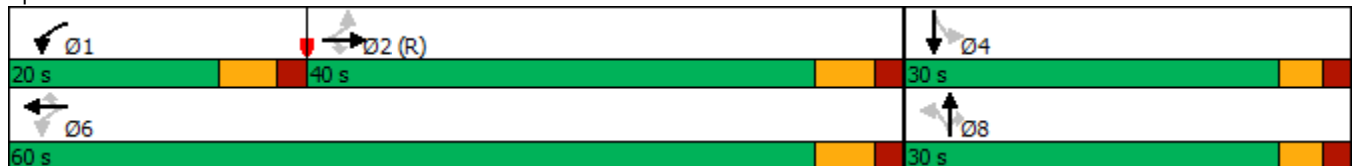


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	532	956	860	673	2123	1117		436	518		256	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.30	0.05	0.07	0.15	0.38		0.53	0.19		1.09	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 28.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.5%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2044 Background Fri AM.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	486	180	240	183	270	38	79	155	306	101	8
Future Volume (vph)	3	486	180	240	183	270	38	79	155	306	101	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.997	
Flt Protected	0.950			0.950				0.984			0.964	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1833	1583	0	1790	0
Flt Permitted	0.627			0.223				0.865			0.703	
Satd. Flow (perm)	1168	1863	1583	415	3539	1583	0	1611	1583	0	1306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			293			168		1	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	528	196	261	199	293	0	127	168	0	452	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	36.5	36.5	36.5	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.41	0.41	0.41	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.01	0.70	0.28	0.62	0.09	0.27		0.28	0.30		1.25	
Control Delay	17.3	28.9	10.8	15.3	7.8	1.7		27.6	5.8		162.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	17.3	28.9	10.8	15.3	7.8	1.7		27.6	5.8		162.4	
LOS	B	C	B	B	A	A		C	A		F	
Approach Delay		23.9			8.0			15.2			162.4	
Approach LOS		C			A			B			F	
Queue Length 50th (ft)	1	244	35	64	23	0		57	0		~325	
Queue Length 95th (ft)	7	381	86	103	37	30		104	46		#513	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2044 Background Fri AM.syn

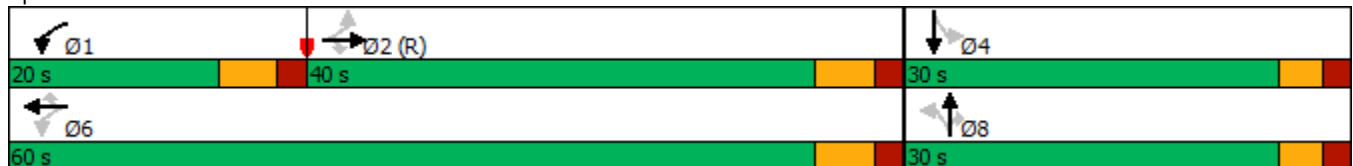


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	474	755	700	459	2123	1067		447	561		363	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.01	0.70	0.28	0.57	0.09	0.27		0.28	0.30		1.25	























Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 45.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 100.2%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2044 Background Fri PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	393	60	61	442	574	115	200	134	330	41	11
Future Volume (vph)	2	393	60	61	442	574	115	200	134	330	41	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950				0.982			0.959	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1829	1583	0	1779	0
Flt Permitted	0.478			0.355				0.859			0.322	
Satd. Flow (perm)	890	1863	1583	661	3539	1583	0	1600	1583	0	597	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			397			109			2
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	427	65	66	480	624	0	342	146	0	416	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	43.4	43.4	43.4	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.48	0.48	0.48	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.48	0.08	0.14	0.23	0.56		0.77	0.28		2.49	
Control Delay	14.0	19.0	1.6	8.2	8.7	5.7		43.3	10.0		708.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	14.0	19.0	1.6	8.2	8.7	5.7		43.3	10.0		708.1	
LOS	B	B	A	A	A	A		D	A		F	
Approach Delay		16.7			7.0			33.3			708.1	
Approach LOS		B			A			C			F	
Queue Length 50th (ft)	1	165	0	14	61	55		178	16		~403	
Queue Length 95th (ft)	5	258	12	31	85	134		#309	61		#585	
Internal Link Dist (ft)		751			352			746			592	



5: Pine Grove Rd & Mt Werner Rd  
 2044 Background Fri PM.syn

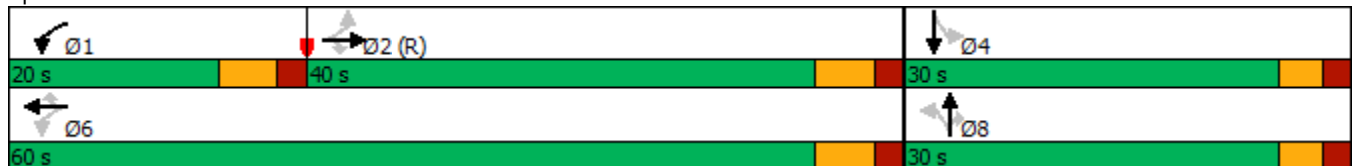


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	429	898	813	569	2123	1108		444	518		167	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.48	0.08	0.12	0.23	0.56		0.77	0.28		2.49	























Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 2.49  
 Intersection Signal Delay: 127.5 Intersection LOS: F  
 Intersection Capacity Utilization 102.0% ICU Level of Service G  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2024 Total Fri AM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	345	151	194	136	189	26	55	112	218	86	5
Future Volume (vph)	2	345	151	194	136	189	26	55	112	218	86	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.998	
Flt Protected	0.950			0.950				0.984			0.966	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1833	1583	0	1796	0
Flt Permitted	0.658			0.368				0.865			0.735	
Satd. Flow (perm)	1226	1863	1583	685	3539	1583	0	1611	1583	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			205			122		1	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	375	164	211	148	205	0	88	122	0	335	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	37.6	37.6	37.6	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.42	0.42	0.42	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.48	0.23	0.39	0.07	0.20		0.20	0.23		0.88	
Control Delay	16.5	22.3	8.0	10.5	7.6	1.7		26.3	6.2		57.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	16.5	22.3	8.0	10.5	7.6	1.7		26.3	6.2		57.2	
LOS	B	C	A	B	A	A		C	A		E	
Approach Delay		18.0			6.5			14.6			57.2	
Approach LOS		B			A			B			E	
Queue Length 50th (ft)	1	151	19	50	16	0		38	0		181	
Queue Length 95th (ft)	5	248	61	83	29	26		76	40		#340	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2024 Total Fri AM.syn

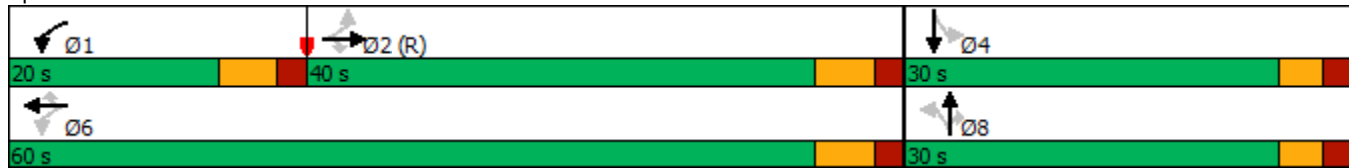


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	511	778	723	579	2123	1031		447	527		380	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.48	0.23	0.36	0.07	0.20		0.20	0.23		0.88	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 21.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 94.4%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2024 Total Fri PM.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	280	42	53	313	397	90	154	111	232	29	7
Future Volume (vph)	1	280	42	53	313	397	90	154	111	232	29	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950				0.982			0.959	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1829	1583	0	1779	0
Flt Permitted	0.547			0.460				0.840			0.441	
Satd. Flow (perm)	1019	1863	1583	857	3539	1583	0	1565	1583	0	818	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			432			109			2
Link Speed (mph)		35			35			25				25
Link Distance (ft)		831			432			826				672
Travel Time (s)		16.2			8.4			22.5				18.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	304	46	58	340	432	0	265	121	0	292	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	43.6	43.6	43.6	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.48	0.48	0.48	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.34	0.06	0.10	0.16	0.39		0.61	0.23		1.28	
Control Delay	14.0	16.7	0.4	7.9	8.2	1.9		35.3	7.7		186.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	14.0	16.7	0.4	7.9	8.2	1.9		35.3	7.7		186.2	
LOS	B	B	A	A	A	A		D	A		F	
Approach Delay		14.6			4.9			26.7			186.2	
Approach LOS		B			A			C			F	
Queue Length 50th (ft)	0	108	0	13	41	0		131	5		~213	
Queue Length 95th (ft)	3	175	3	28	61	35		214	45		#373	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2024 Total Fri PM.syn

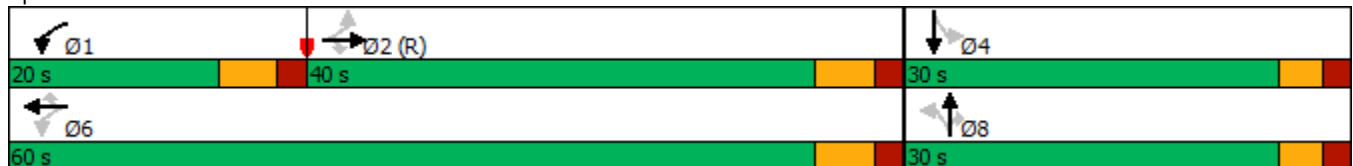


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	493	901	816	656	2123	1122		434	518		228	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.34	0.06	0.09	0.16	0.39		0.61	0.23		1.28	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.28  
 Intersection Signal Delay: 39.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 85.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2044 Total Fri AM.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	518	210	275	209	283	39	81	166	323	119	8
Future Volume (vph)	3	518	210	275	209	283	39	81	166	323	119	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.998	
Flt Protected	0.950			0.950				0.984			0.965	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1833	1583	0	1794	0
Flt Permitted	0.610			0.183				0.865			0.705	
Satd. Flow (perm)	1136	1863	1583	341	3539	1583	0	1611	1583	0	1311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			308			180		1	
Link Speed (mph)		35		35				25			25	
Link Distance (ft)		831		432				826			672	
Travel Time (s)		16.2		8.4				22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	563	228	299	227	308	0	130	180	0	489	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	35.6	35.6	35.6	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.40	0.40	0.40	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.01	0.76	0.33	0.75	0.11	0.29		0.29	0.32		1.34	
Control Delay	17.7	32.6	12.4	23.2	7.9	1.7		27.7	5.7		201.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	17.7	32.6	12.4	23.2	7.9	1.7		27.7	5.7		201.6	
LOS	B	C	B	C	A	A		C	A		F	
Approach Delay		26.7			11.1			15.0			201.6	
Approach LOS		C			B			B			F	
Queue Length 50th (ft)	1	276	48	75	26	0		58	0		~369	
Queue Length 95th (ft)	7	#451	105	#155	42	31		107	48		#563	
Internal Link Dist (ft)		751			352			746			592	



5: Pine Grove Rd & Mt Werner Rd  
 2044 Total Fri AM.syn

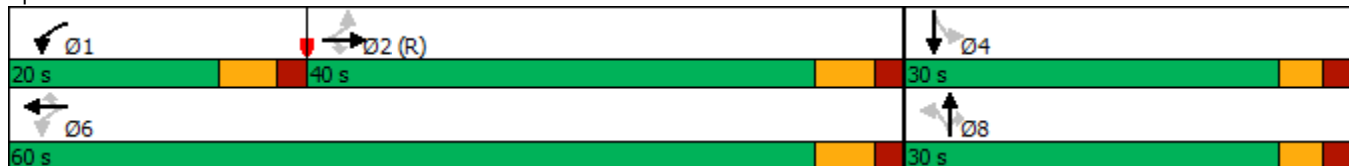


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	449	736	685	426	2123	1073		447	569		364	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.01	0.76	0.33	0.70	0.11	0.29		0.29	0.32		1.34	























**Intersection Summary**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.34  
 Intersection Signal Delay: 55.1  
 Intersection LOS: E  
 Intersection Capacity Utilization 102.1%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2044 Total Fri PM.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	423	62	76	473	590	128	219	158	345	42	11
Future Volume (vph)	2	423	62	76	473	590	128	219	158	345	42	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950				0.982			0.958	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1829	1583	0	1777	0
Flt Permitted	0.462			0.326				0.863			0.270	
Satd. Flow (perm)	861	1863	1583	607	3539	1583	0	1608	1583	0	501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			359			109			2
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	460	67	83	514	641	0	377	172	0	433	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	43.1	43.1	43.1	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.48	0.48	0.48	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.52	0.08	0.18	0.24	0.59		0.85	0.33		3.09	
Control Delay	14.5	20.1	1.8	8.6	8.8	6.8		49.8	12.4		976.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	14.5	20.1	1.8	8.6	8.8	6.8		49.8	12.4		976.9	
LOS	B	C	A	A	A	A		D	B		F	
Approach Delay		17.7			7.8			38.1			976.9	
Approach LOS		B			A			D			F	
Queue Length 50th (ft)	1	183	0	18	65	74		202	27		~441	
Queue Length 95th (ft)	5	287	13	37	91	165		#356	78		#552	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2044 Total Fri PM.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	412	891	807	545	2123	1093		446	518		140	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.52	0.08	0.15	0.24	0.59		0.85	0.33		3.09	























Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 3.09  
 Intersection Signal Delay: 168.4 Intersection LOS: F  
 Intersection Capacity Utilization 115.6% ICU Level of Service H  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
2024 Total Fri AM with GTC Alt.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	345	151	194	136	189	26	55	112	218	86	5
Future Volume (vph)	2	345	151	194	136	189	26	55	112	218	86	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.998	
Flt Protected	0.950			0.950				0.984			0.966	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1833	1583	0	1796	0
Flt Permitted	0.658			0.368				0.865			0.735	
Satd. Flow (perm)	1226	1863	1583	685	3539	1583	0	1611	1583	0	1366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			205			122			1
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	375	164	211	148	205	0	88	122	0	335	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	37.6	37.6	37.6	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.42	0.42	0.42	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.48	0.23	0.39	0.07	0.20		0.20	0.23		0.88	
Control Delay	16.5	22.3	8.0	10.5	7.6	1.7		26.3	6.2		57.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	16.5	22.3	8.0	10.5	7.6	1.7		26.3	6.2		57.2	
LOS	B	C	A	B	A	A		C	A		E	
Approach Delay		18.0			6.5			14.6			57.2	
Approach LOS		B			A			B			E	
Queue Length 50th (ft)	1	151	19	50	16	0		38	0		181	
Queue Length 95th (ft)	5	248	61	83	29	26		76	40		#340	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2024 Total Fri AM with GTC Alt.syn



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	511	778	723	579	2123	1031		447	527		380	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.48	0.23	0.36	0.07	0.20		0.20	0.23		0.88	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 21.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 94.4%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
 2024 Total Fri PM with GTC Alt.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	280	42	53	313	397	90	154	111	232	29	7
Future Volume (vph)	1	280	42	53	313	397	90	154	111	232	29	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950				0.982			0.959	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1829	1583	0	1779	0
Flt Permitted	0.547			0.460				0.840			0.441	
Satd. Flow (perm)	1019	1863	1583	857	3539	1583	0	1565	1583	0	818	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			432			109		2	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	304	46	58	340	432	0	265	121	0	292	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	43.6	43.6	43.6	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.48	0.48	0.48	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.34	0.06	0.10	0.16	0.39		0.61	0.23		1.28	
Control Delay	14.0	16.7	0.4	7.9	8.2	1.9		35.3	7.7		186.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	14.0	16.7	0.4	7.9	8.2	1.9		35.3	7.7		186.2	
LOS	B	B	A	A	A	A		D	A		F	
Approach Delay		14.6			4.9			26.7			186.2	
Approach LOS		B			A			C			F	
Queue Length 50th (ft)	0	108	0	13	41	0		131	5		~213	
Queue Length 95th (ft)	3	175	3	28	61	35		214	45		#373	
Internal Link Dist (ft)		751			352			746			592	



5: Pine Grove Rd & Mt Werner Rd  
 2024 Total Fri PM with GTC Alt.syn

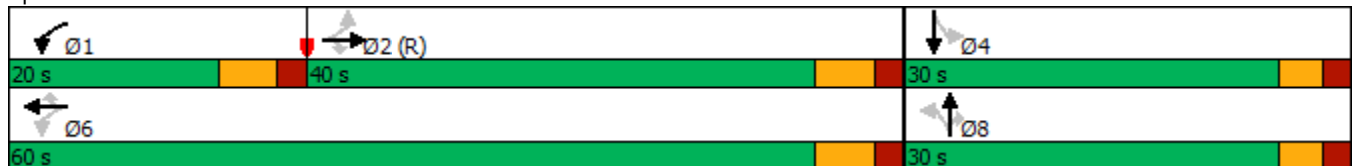


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	493	901	816	656	2123	1122		434	518		228	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.34	0.06	0.09	0.16	0.39		0.61	0.23		1.28	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.28  
 Intersection Signal Delay: 39.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 85.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
 2044 Total Fri AM with GTC Alt.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	518	210	275	209	283	39	81	166	323	119	8
Future Volume (vph)	3	518	210	275	209	283	39	81	166	323	119	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.998	
Flt Protected	0.950			0.950				0.984			0.965	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1833	1583	0	1794	0
Flt Permitted	0.610			0.183				0.865			0.705	
Satd. Flow (perm)	1136	1863	1583	341	3539	1583	0	1611	1583	0	1311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			308			180			1
Link Speed (mph)		35			35			25				25
Link Distance (ft)		831			432			826				672
Travel Time (s)		16.2			8.4			22.5				18.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	563	228	299	227	308	0	130	180	0	489	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8				4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	35.6	35.6	35.6	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.40	0.40	0.40	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.01	0.76	0.33	0.75	0.11	0.29		0.29	0.32		1.34	
Control Delay	17.7	32.6	12.4	23.2	7.9	1.7		27.7	5.7		201.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	17.7	32.6	12.4	23.2	7.9	1.7		27.7	5.7		201.6	
LOS	B	C	B	C	A	A		C	A		F	
Approach Delay		26.7			11.1			15.0			201.6	
Approach LOS		C			B			B			F	
Queue Length 50th (ft)	1	276	48	75	26	0		58	0		~369	
Queue Length 95th (ft)	7	#451	105	#155	42	31		107	48		#563	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2044 Total Fri AM with GTC Alt.syn

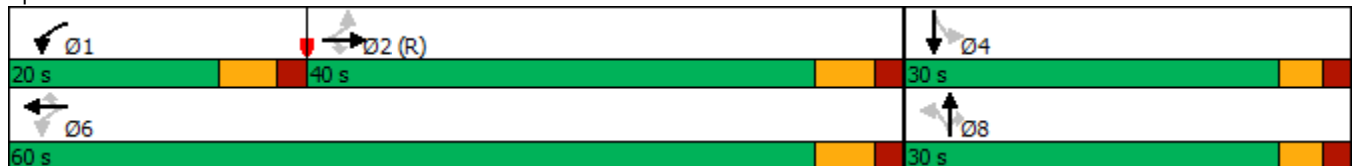


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	449	736	685	426	2123	1073		447	569		364	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.01	0.76	0.33	0.70	0.11	0.29		0.29	0.32		1.34	























Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.34  
 Intersection Signal Delay: 55.1  
 Intersection LOS: E  
 Intersection Capacity Utilization 102.1%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



5: Pine Grove Rd & Mt Werner Rd  
 2044 Total Fri PM with GTC Alt.syn

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	423	62	76	473	590	128	219	158	345	42	11
Future Volume (vph)	2	423	62	76	473	590	128	219	158	345	42	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		70	85		60	150		60	150		150
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	85			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950				0.982			0.958	
Satd. Flow (prot)	1770	1863	1583	1770	3539	1583	0	1829	1583	0	1777	0
Flt Permitted	0.462			0.326				0.863			0.270	
Satd. Flow (perm)	861	1863	1583	607	3539	1583	0	1608	1583	0	501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			359			109			2
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		831			432			826			672	
Travel Time (s)		16.2			8.4			22.5			18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	460	67	83	514	641	0	377	172	0	433	0
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	2	2	2	1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	34.0	34.0	34.0	5.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	40.0	40.0	40.0	11.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	40.0	40.0	40.0	20.0	60.0	60.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	44.4%	44.4%	44.4%	22.2%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	Max	Max	Max	None	None	
Act Effect Green (s)	43.1	43.1	43.1	54.0	54.0	54.0		25.0	25.0		25.0	
Actuated g/C Ratio	0.48	0.48	0.48	0.60	0.60	0.60		0.28	0.28		0.28	
v/c Ratio	0.00	0.52	0.08	0.18	0.24	0.59		0.85	0.33		3.09	
Control Delay	14.5	20.1	1.8	8.6	8.8	6.8		49.8	12.4		976.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	14.5	20.1	1.8	8.6	8.8	6.8		49.8	12.4		976.9	
LOS	B	C	A	A	A	A		D	B		F	
Approach Delay		17.7			7.8			38.1			976.9	
Approach LOS		B			A			D			F	
Queue Length 50th (ft)	1	183	0	18	65	74		202	27		~441	
Queue Length 95th (ft)	5	287	13	37	91	165		#356	78		#552	
Internal Link Dist (ft)		751			352			746			592	

5: Pine Grove Rd & Mt Werner Rd  
 2044 Total Fri PM with GTC Alt.syn

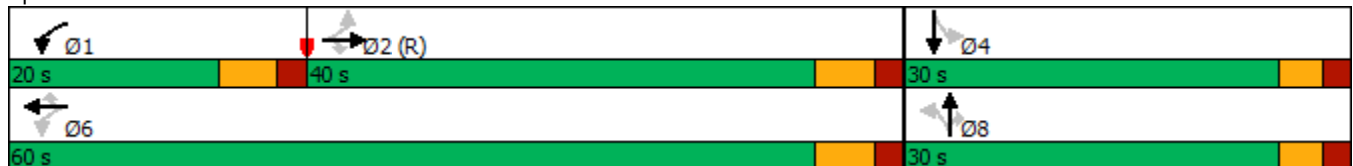


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	70		70	85		60			60			
Base Capacity (vph)	412	891	807	545	2123	1093		446	518		140	
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	
Reduced v/c Ratio	0.00	0.52	0.08	0.15	0.24	0.59		0.85	0.33		3.09	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 3.09  
 Intersection Signal Delay: 168.4 Intersection LOS: F  
 Intersection Capacity Utilization 115.6% ICU Level of Service H  
 Analysis Period (min) 15  
 ~ 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.

Splits and Phases: 5: Pine Grove Rd & Mt Werner Rd



6: S Lincoln Ave (SH40) & JD Hays Way  
 2024 Background Fri AM.syn

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B		Y	↑↑
Traffic Vol, veh/h	22	12	417	119	111	296
Future Vol, veh/h	22	12	417	119	111	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	13	453	129	121	322

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	921	518	0	0	582	0
Stage 1	518	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	285	557	-	-	990	-
Stage 1	597	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	250	557	-	-	990	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	2.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	310	990
HCM Lane V/C Ratio	-	-	0.119	0.122
HCM Control Delay (s)	-	-	18.2	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.4

6: S Lincoln Ave (SH40) & JD Hays Way  
 2024 Background Fri PM.syn

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	48	50	577	70	36	674
Future Vol, veh/h	48	50	577	70	36	674
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	54	627	76	39	733

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1110	665	0	0	703	0
Stage 1	665	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	217	459	-	-	892	-
Stage 1	510	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	459	-	-	892	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	892
HCM Lane V/C Ratio	-	-	0.37	0.044
HCM Control Delay (s)	-	-	24.7	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1



6: S Lincoln Ave (SH40) & JD Hays Way  
 2044 Background Fri AM.syn

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	TT
Traffic Vol, veh/h	33	17	620	177	166	440
Future Vol, veh/h	33	17	620	177	166	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	18	674	192	180	478

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1369	770	0	0	866
Stage 1	770	-	-	-	-
Stage 2	599	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	149	400	-	-	775
Stage 1	456	-	-	-	-
Stage 2	512	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	114	400	-	-	775
Mov Cap-2 Maneuver	114	-	-	-	-
Stage 1	350	-	-	-	-
Stage 2	512	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.7	0	3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	151	775
HCM Lane V/C Ratio	-	-	0.36	0.233
HCM Control Delay (s)	-	-	41.7	11
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	1.5	0.9

6: S Lincoln Ave (SH40) & JD Hays Way  
2044 Background Fri PM.syn

Intersection						
Int Delay, s/veh	12.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	71	74	858	104	54	1001
Future Vol, veh/h	71	74	858	104	54	1001
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	80	933	113	59	1088

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1652	990	0	0	1046
Stage 1	990	-	-	-	-
Stage 2	662	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	98	298	-	-	663
Stage 1	359	-	-	-	-
Stage 2	476	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	89	298	-	-	663
Mov Cap-2 Maneuver	89	-	-	-	-
Stage 1	327	-	-	-	-
Stage 2	476	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	179.9	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	139	663
HCM Lane V/C Ratio	-	-	1.134	0.089
HCM Control Delay (s)	-	-	179.9	11
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	8.9	0.3

6: S Lincoln Ave (SH40) & JD Hays Way  
2024 Total Fri AM.syn

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		Y	↑↑
Traffic Vol, veh/h	24	16	417	146	138	296
Future Vol, veh/h	24	16	417	146	138	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	17	453	159	150	322

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	994	533	0	0	612
Stage 1	533	-	-	-	-
Stage 2	461	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	256	546	-	-	965
Stage 1	587	-	-	-	-
Stage 2	602	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	216	546	-	-	965
Mov Cap-2 Maneuver	216	-	-	-	-
Stage 1	496	-	-	-	-
Stage 2	602	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	285	965
HCM Lane V/C Ratio	-	-	0.153	0.155
HCM Control Delay (s)	-	-	19.9	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.5

6: S Lincoln Ave (SH40) & JD Hays Way  
 2024 Total Fri PM.syn

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		Y	↑↑
Traffic Vol, veh/h	51	69	577	75	41	674
Future Vol, veh/h	51	69	577	75	41	674
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	75	627	82	45	733

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1125	668	0	0	709
Stage 1	668	-	-	-	-
Stage 2	457	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	212	457	-	-	888
Stage 1	509	-	-	-	-
Stage 2	605	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	201	457	-	-	888
Mov Cap-2 Maneuver	201	-	-	-	-
Stage 1	483	-	-	-	-
Stage 2	605	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	297	888
HCM Lane V/C Ratio	-	-	0.439	0.05
HCM Control Delay (s)	-	-	26.3	9.3
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.1	0.2

6: S Lincoln Ave (SH40) & JD Hays Way  
 2044 Total Fri AM.syn

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	TT
Traffic Vol, veh/h	36	22	620	205	194	440
Future Vol, veh/h	36	22	620	205	194	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	24	674	223	211	478

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1447	786	0	0	897
Stage 1	786	-	-	-	-
Stage 2	661	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	133	391	-	-	755
Stage 1	448	-	-	-	-
Stage 2	476	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	96	391	-	-	755
Mov Cap-2 Maneuver	96	-	-	-	-
Stage 1	323	-	-	-	-
Stage 2	476	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.7	0	3.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	134	755
HCM Lane V/C Ratio	-	-	0.47	0.279
HCM Control Delay (s)	-	-	53.7	11.6
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	2.1	1.1

6: S Lincoln Ave (SH40) & JD Hays Way  
2044 Total Fri PM.syn

Intersection						
Int Delay, s/veh	18.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	75	94	858	110	60	1001
Future Vol, veh/h	75	94	858	110	60	1001
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	102	933	120	65	1088

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1667	993	0	0	1053
Stage 1	993	-	-	-	-
Stage 2	674	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	96	297	-	-	659
Stage 1	357	-	-	-	-
Stage 2	469	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	86	297	-	-	659
Mov Cap-2 Maneuver	86	-	-	-	-
Stage 1	322	-	-	-	-
Stage 2	469	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	234.7	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	142	659
HCM Lane V/C Ratio	-	-	1.294	0.099
HCM Control Delay (s)	-	-	234.7	11.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	11.3	0.3

6: S Lincoln Ave (SH40) & JD Hays Way  
 2024 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	TT
Traffic Vol, veh/h	24	16	417	146	138	296
Future Vol, veh/h	24	16	417	146	138	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	17	453	159	150	322

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	994	533	0	0	612	0
Stage 1	533	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	256	546	-	-	965	-
Stage 1	587	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	216	546	-	-	965	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	285	965
HCM Lane V/C Ratio	-	-	0.153	0.155
HCM Control Delay (s)	-	-	19.9	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.5



6: S Lincoln Ave (SH40) & JD Hays Way  
 2024 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	51	69	577	75	41	674
Future Vol, veh/h	51	69	577	75	41	674
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	75	627	82	45	733

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1125	668	0	0	709
Stage 1	668	-	-	-	-
Stage 2	457	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	212	457	-	-	888
Stage 1	509	-	-	-	-
Stage 2	605	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	201	457	-	-	888
Mov Cap-2 Maneuver	201	-	-	-	-
Stage 1	483	-	-	-	-
Stage 2	605	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	297	888
HCM Lane V/C Ratio	-	-	0.439	0.05
HCM Control Delay (s)	-	-	26.3	9.3
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.1	0.2

6: S Lincoln Ave (SH40) & JD Hays Way  
 2044 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	TT
Traffic Vol, veh/h	36	22	620	205	194	440
Future Vol, veh/h	36	22	620	205	194	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	24	674	223	211	478

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1447	786	0	0	897
Stage 1	786	-	-	-	-
Stage 2	661	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	133	391	-	-	755
Stage 1	448	-	-	-	-
Stage 2	476	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	96	391	-	-	755
Mov Cap-2 Maneuver	96	-	-	-	-
Stage 1	323	-	-	-	-
Stage 2	476	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.7	0	3.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	134	755
HCM Lane V/C Ratio	-	-	0.47	0.279
HCM Control Delay (s)	-	-	53.7	11.6
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	2.1	1.1

6: S Lincoln Ave (SH40) & JD Hays Way  
 2044 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	18.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↖↗		↘↗	↖↗
Traffic Vol, veh/h	75	94	858	110	60	1001
Future Vol, veh/h	75	94	858	110	60	1001
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	102	933	120	65	1088

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1667	993	0	0	1053
Stage 1	993	-	-	-	-
Stage 2	674	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	96	297	-	-	659
Stage 1	357	-	-	-	-
Stage 2	469	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	86	297	-	-	659
Mov Cap-2 Maneuver	86	-	-	-	-
Stage 1	322	-	-	-	-
Stage 2	469	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	234.7	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	142	659
HCM Lane V/C Ratio	-	-	1.294	0.099
HCM Control Delay (s)	-	-	234.7	11.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	11.3	0.3

8: Bangtail Way & SE Parking Access  
 2024 Background Fri AM.syn

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	5	57	62	5	2	2
Future Vol, veh/h	5	57	62	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	62	67	5	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	142 70
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	72 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	851 993
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	951 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	848 993
Mov Cap-2 Maneuver	-	-	-	-	848 -
Stage 1	-	-	-	-	950 -
Stage 2	-	-	-	-	951 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2024 Background Fri PM.syn

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	63	63	1	2	1
Future Vol, veh/h	1	63	63	1	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	68	68	1	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	139
Stage 1	-	-	-	-	69
Stage 2	-	-	-	-	70
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1532	-	-	-	854
Stage 1	-	-	-	-	954
Stage 2	-	-	-	-	953
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1532	-	-	-	853
Mov Cap-2 Maneuver	-	-	-	-	853
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	953

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	895
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2044 Background Fri AM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	85	91	5	2	2
Future Vol, veh/h	5	85	91	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	92	99	5	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	104	0	-	0	204 102
Stage 1	-	-	-	-	102 -
Stage 2	-	-	-	-	102 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1488	-	-	-	784 953
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	922 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1488	-	-	-	781 953
Mov Cap-2 Maneuver	-	-	-	-	781 -
Stage 1	-	-	-	-	918 -
Stage 2	-	-	-	-	922 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1488	-	-	-	858
HCM Lane V/C Ratio	0.004	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
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Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	93	93	1	2	1
Future Vol, veh/h	1	93	93	1	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	101	101	1	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	102	0	0	205	102
Stage 1	-	-	-	102	-
Stage 2	-	-	-	103	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1490	-	-	783	953
Stage 1	-	-	-	922	-
Stage 2	-	-	-	921	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1490	-	-	782	953
Mov Cap-2 Maneuver	-	-	-	782	-
Stage 1	-	-	-	921	-
Stage 2	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	832
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



8: Bangtail Way & SE Parking Access  
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Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	16	57	62	5	2	2
Future Vol, veh/h	16	57	62	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	62	67	5	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	166 70
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	96 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	824 993
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	928 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	814 993
Mov Cap-2 Maneuver	-	-	-	-	814 -
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	928 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	895
HCM Lane V/C Ratio	0.011	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
2024 Total Fri PM.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	63	63	1	2	1
Future Vol, veh/h	6	63	63	1	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	68	68	1	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	151
Stage 1	-	-	-	-	69
Stage 2	-	-	-	-	82
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1532	-	-	-	841
Stage 1	-	-	-	-	954
Stage 2	-	-	-	-	941
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1532	-	-	-	837
Mov Cap-2 Maneuver	-	-	-	-	837
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	941

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	884
HCM Lane V/C Ratio	0.004	-	-	-	0.004
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2044 Total Fri AM.syn

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	16	85	91	5	2	2
Future Vol, veh/h	16	85	91	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	92	99	5	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	104	0	-	0	228 102
Stage 1	-	-	-	-	102 -
Stage 2	-	-	-	-	126 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1488	-	-	-	760 953
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	900 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1488	-	-	-	751 953
Mov Cap-2 Maneuver	-	-	-	-	751 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	900 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1488	-	-	-	840
HCM Lane V/C Ratio	0.012	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2044 Total Fri PM.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	93	93	1	2	1
Future Vol, veh/h	6	93	93	1	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	101	101	1	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	102	0	-	0	217 102
Stage 1	-	-	-	-	102 -
Stage 2	-	-	-	-	115 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1490	-	-	-	771 953
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	910 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1490	-	-	-	767 953
Mov Cap-2 Maneuver	-	-	-	-	767 -
Stage 1	-	-	-	-	917 -
Stage 2	-	-	-	-	910 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	820
HCM Lane V/C Ratio	0.004	-	-	-	0.004
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2024 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	16	57	62	5	2	2
Future Vol, veh/h	16	57	62	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	62	67	5	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	166 70
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	96 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	824 993
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	928 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	814 993
Mov Cap-2 Maneuver	-	-	-	-	814 -
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	928 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	895
HCM Lane V/C Ratio	0.011	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2024 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	63	63	1	2	1
Future Vol, veh/h	6	63	63	1	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	68	68	1	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	151
Stage 1	-	-	-	-	69
Stage 2	-	-	-	-	82
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1532	-	-	-	841
Stage 1	-	-	-	-	954
Stage 2	-	-	-	-	941
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1532	-	-	-	837
Mov Cap-2 Maneuver	-	-	-	-	837
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	941

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	884
HCM Lane V/C Ratio	0.004	-	-	-	0.004
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

8: Bangtail Way & SE Parking Access  
 2044 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	16	85	91	5	2	2
Future Vol, veh/h	16	85	91	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	92	99	5	2	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	104	0	-	0	228 102
Stage 1	-	-	-	-	102 -
Stage 2	-	-	-	-	126 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1488	-	-	-	760 953
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	900 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1488	-	-	-	751 953
Mov Cap-2 Maneuver	-	-	-	-	751 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	900 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1488	-	-	-	840
HCM Lane V/C Ratio	0.012	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



8: Bangtail Way & SE Parking Access  
 2044 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	93	93	1	2	1
Future Vol, veh/h	6	93	93	1	2	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	101	101	1	2	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	102	0	-	0	217 102
Stage 1	-	-	-	-	102 -
Stage 2	-	-	-	-	115 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1490	-	-	-	771 953
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	910 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1490	-	-	-	767 953
Mov Cap-2 Maneuver	-	-	-	-	767 -
Stage 1	-	-	-	-	917 -
Stage 2	-	-	-	-	910 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	820
HCM Lane V/C Ratio	0.004	-	-	-	0.004
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

9: Bangtail Way & SW Parking Access  
 2024 Background Fri AM.syn

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	337	62	47	14	0	17
Future Vol, veh/h	337	62	47	14	0	17
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	366	67	51	15	0	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	858 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	799 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1536	-	-	-	327 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	443 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1536	-	-	-	246 1007
Mov Cap-2 Maneuver	-	-	-	-	246 -
Stage 1	-	-	-	-	725 -
Stage 2	-	-	-	-	443 -

Approach	EB	WB	SB
HCM Control Delay, s	6.8	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	1007
HCM Lane V/C Ratio	0.238	-	-	-	0.018
HCM Control Delay (s)	8.1	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.9	-	-	-	0.1

9: Bangtail Way & SW Parking Access  
 2024 Background Fri PM.syn

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	25	63	66	0	3	184
Future Vol, veh/h	25	63	66	0	3	184
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	68	72	0	3	200

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	194 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	122 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	795 990
Stage 1	-	-	-	-	951 -
Stage 2	-	-	-	-	903 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	781 990
Mov Cap-2 Maneuver	-	-	-	-	781 -
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	903 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	986
HCM Lane V/C Ratio	0.018	-	-	-	0.206
HCM Control Delay (s)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

9: Bangtail Way & SW Parking Access  
 2044 Background Fri AM.syn

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	337	91	69	14	0	17
Future Vol, veh/h	337	91	69	14	0	17
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	366	99	75	15	0	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	-	0	914 83
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	831 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1505	-	-	-	303 976
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	428 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1505	-	-	-	225 976
Mov Cap-2 Maneuver	-	-	-	-	225 -
Stage 1	-	-	-	-	698 -
Stage 2	-	-	-	-	428 -

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	976
HCM Lane V/C Ratio	0.243	-	-	-	0.019
HCM Control Delay (s)	8.2	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	1	-	-	-	0.1

9: Bangtail Way & SW Parking Access  
 2044 Background Fri PM.syn

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	25	93	98	0	3	184
Future Vol, veh/h	25	93	98	0	3	184
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	101	107	0	3	200

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	107	0	-	0	262 107
Stage 1	-	-	-	-	107 -
Stage 2	-	-	-	-	155 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1484	-	-	-	727 947
Stage 1	-	-	-	-	917 -
Stage 2	-	-	-	-	873 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	713 947
Mov Cap-2 Maneuver	-	-	-	-	713 -
Stage 1	-	-	-	-	900 -
Stage 2	-	-	-	-	873 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	942
HCM Lane V/C Ratio	0.018	-	-	-	0.216
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

9: Bangtail Way & SW Parking Access  
 2024 Total Fri AM.syn

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	451	73	47	14	0	24
Future Vol, veh/h	451	73	47	14	0	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	79	51	15	0	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	1118 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	1059 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1536	-	-	-	229 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	333 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1536	-	-	-	153 1007
Mov Cap-2 Maneuver	-	-	-	-	153 -
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	333 -

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	1007
HCM Lane V/C Ratio	0.319	-	-	-	0.026
HCM Control Delay (s)	8.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	1.4	-	-	-	0.1

9: Bangtail Way & SW Parking Access  
 2024 Total Fri PM.syn

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	34	68	66	0	3	247
Future Vol, veh/h	34	68	66	0	3	247
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	74	72	0	3	268

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	220 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	148 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	768 990
Stage 1	-	-	-	-	951 -
Stage 2	-	-	-	-	880 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	749 990
Mov Cap-2 Maneuver	-	-	-	-	749 -
Stage 1	-	-	-	-	927 -
Stage 2	-	-	-	-	880 -

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	986
HCM Lane V/C Ratio	0.024	-	-	-	0.276
HCM Control Delay (s)	7.4	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1



9: Bangtail Way & SW Parking Access  
2044 Total Fri AM.syn

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	451	102	69	14	0	24
Future Vol, veh/h	451	102	69	14	0	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	111	75	15	0	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	-	0	1174 83
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	1091 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1505	-	-	-	212 976
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	322 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1505	-	-	-	138 976
Mov Cap-2 Maneuver	-	-	-	-	138 -
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	322 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	976
HCM Lane V/C Ratio	0.326	-	-	-	0.027
HCM Control Delay (s)	8.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	1.4	-	-	-	0.1

9: Bangtail Way & SW Parking Access  
 2044 Total Fri PM.syn

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	34	98	98	0	3	247
Future Vol, veh/h	34	98	98	0	3	247
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	107	107	0	3	268

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	107	0	-	0	288
Stage 1	-	-	-	-	107
Stage 2	-	-	-	-	181
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1484	-	-	-	702
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	850
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	683
Mov Cap-2 Maneuver	-	-	-	-	683
Stage 1	-	-	-	-	892
Stage 2	-	-	-	-	850

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	943
HCM Lane V/C Ratio	0.025	-	-	-	0.288
HCM Control Delay (s)	7.5	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

9: Bangtail Way & SW Parking Access  
 2024 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	451	73	47	14	0	24
Future Vol, veh/h	451	73	47	14	0	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	79	51	15	0	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	1118 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	1059 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1536	-	-	-	229 1007
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	333 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1536	-	-	-	153 1007
Mov Cap-2 Maneuver	-	-	-	-	153 -
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	333 -

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	1007
HCM Lane V/C Ratio	0.319	-	-	-	0.026
HCM Control Delay (s)	8.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	1.4	-	-	-	0.1

9: Bangtail Way & SW Parking Access  
 2024 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	34	68	66	0	3	247
Future Vol, veh/h	34	68	66	0	3	247
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	74	72	0	3	268

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	220 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	148 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	768 990
Stage 1	-	-	-	-	951 -
Stage 2	-	-	-	-	880 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	749 990
Mov Cap-2 Maneuver	-	-	-	-	749 -
Stage 1	-	-	-	-	927 -
Stage 2	-	-	-	-	880 -

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	986
HCM Lane V/C Ratio	0.024	-	-	-	0.276
HCM Control Delay (s)	7.4	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

9: Bangtail Way & SW Parking Access  
 2044 Total Fri AM with GTC Alt.syn

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	451	102	69	14	0	24
Future Vol, veh/h	451	102	69	14	0	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	111	75	15	0	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	-	0	1174 83
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	1091 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1505	-	-	-	212 976
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	322 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1505	-	-	-	138 976
Mov Cap-2 Maneuver	-	-	-	-	138 -
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	322 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	976
HCM Lane V/C Ratio	0.326	-	-	-	0.027
HCM Control Delay (s)	8.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	1.4	-	-	-	0.1

9: Bangtail Way & SW Parking Access  
 2044 Total Fri PM with GTC Alt.syn

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	34	98	98	0	3	247
Future Vol, veh/h	34	98	98	0	3	247
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	107	107	0	3	268

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	107	0	-	0	288 107
Stage 1	-	-	-	-	107 -
Stage 2	-	-	-	-	181 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1484	-	-	-	702 947
Stage 1	-	-	-	-	917 -
Stage 2	-	-	-	-	850 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	683 947
Mov Cap-2 Maneuver	-	-	-	-	683 -
Stage 1	-	-	-	-	892 -
Stage 2	-	-	-	-	850 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	943
HCM Lane V/C Ratio	0.025	-	-	-	0.288
HCM Control Delay (s)	7.5	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	10	110	49	8	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	1	1	5	0	5.0	1.00
3	South Leg - MWC (NB)	19	28	177	156	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	2	128	1	197	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	177		178		385	1057			0.1674
2	West Leg - Parking Access (EB)	None	7		318		37	670			0.0104
3	South Leg - MWC (NB)	None	380		124		201	1086			0.3500
4	East Leg - Apres Ski Way (WB)	None	328		235		269	1037			0.3164

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	3.89		3.89	0.59		A		A
2	West Leg - Parking Access (EB)	None	2.90		2.90	0.03		A		A
3	South Leg - MWC (NB)	None	4.80		4.80	1.59		A		A
4	East Leg - Apres Ski Way (WB)	None	4.80		4.80	1.38		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	200		201		434	1045		0.1910	
2	West Leg - Parking Access (EB)	None	8		359		42	652		0.0121	
3	South Leg - MWC (NB)	None	428		140		227	1077		0.3978	
4	East Leg - Apres Ski Way (WB)	None	370		265		303	1020		0.3624	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	3.96		3.96	0.59		A		A
2	West Leg - Parking Access (EB)	None	5.19		5.19	0.03		A		A
3	South Leg - MWC (NB)	None	5.01		5.01	1.59		A		A
4	East Leg - Apres Ski Way (WB)	None	5.02		5.02	1.38		A		A

## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	18.41	0.73	39.52	34.11
7.5 - 15.0	21.43	0.85	46.01	39.71
15.0 - 22.5	23.72	0.94	50.91	43.95
22.5 - 30.0	24.95	0.99	53.56	46.23
30.0 - 37.5	24.95	0.99	53.56	46.23
37.5 - 45.0	23.72	0.94	50.91	43.95
45.0 - 52.5	21.43	0.85	46.01	39.71
52.5 - 60.0	18.41	0.73	39.52	34.11
Peak 15 min	24.95	0.99	53.56	46.23
Peak 60 min	22.13	0.88	47.50	41.00

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	40.01	3.85	20.89	27.96
7.5 - 15.0	46.56	4.48	24.31	32.54
15.0 - 22.5	51.54	4.95	26.91	36.02
22.5 - 30.0	54.24	5.21	28.32	37.90
30.0 - 37.5	54.27	5.22	28.33	37.92
37.5 - 45.0	51.60	4.96	26.94	36.05
45.0 - 52.5	46.66	4.48	24.36	32.59
52.5 - 60.0	40.09	3.85	20.93	28.01
0-60	385	37	201	269
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	17	158	93	3	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	0	3	14	0	5.0	1.00
3	South Leg - MWC (NB)	4	1	175	218	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	4	180	2	160	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	271		191		352	1050			0.2580
2	West Leg - Parking Access (EB)	None	17		456		6	607			0.0280
3	South Leg - MWC (NB)	None	398		182		291	1054			0.3775
4	East Leg - Apres Ski Way (WB)	None	346		197		383	1058			0.3272

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.37		4.37	1.03		A		A
2	West Leg - Parking Access (EB)	None	5.78		5.78	0.09		A		A
3	South Leg - MWC (NB)	None	5.15		5.15	1.81		A		A
4	East Leg - Apres Ski Way (WB)	None	4.77		4.77	1.44		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	306		215		397	1037			0.2946
2	West Leg - Parking Access (EB)	None	19		514		7	581			0.0330
3	South Leg - MWC (NB)	None	449		205		328	1042			0.4307
4	East Leg - Apres Ski Way (WB)	None	390		222		432	1044			0.3738

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.51		4.51	1.03		A		A
2	West Leg - Parking Access (EB)	None	5.92		5.92	0.09		A		A
3	South Leg - MWC (NB)	None	5.43		5.43	1.81		A		A
4	East Leg - Apres Ski Way (WB)	None	4.98		4.98	1.44		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	28.18	1.77	41.39	35.98
7.5 - 15.0	32.81	2.06	48.19	41.89
15.0 - 22.5	36.31	2.28	53.33	46.36
22.5 - 30.0	38.20	2.40	56.10	48.77
30.0 - 37.5	38.20	2.40	56.10	48.77
37.5 - 45.0	36.31	2.28	53.33	46.36
45.0 - 52.5	32.81	2.06	48.19	41.89
52.5 - 60.0	28.18	1.77	41.39	35.98
Peak 15 min	38.20	2.40	56.10	48.77
Peak 60 min	33.88	2.12	49.75	43.25

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	36.58	0.62	30.24	39.81
7.5 - 15.0	42.57	0.73	35.20	46.32
15.0 - 22.5	47.12	0.80	38.96	51.27
22.5 - 30.0	49.59	0.85	41.00	53.96
30.0 - 37.5	49.61	0.85	41.02	53.98
37.5 - 45.0	47.18	0.80	39.00	51.34
45.0 - 52.5	42.66	0.73	35.26	46.41
52.5 - 60.0	36.65	0.62	30.30	39.88
0-60	352	6	291	383
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	11	121	54	9	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	1	1	6	0	5.0	1.00
3	South Leg - MWC (NB)	21	31	195	173	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	2	141	1	218	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	195		196		425	1048			0.1861
2	West Leg - Parking Access (EB)	None	8		350		41	656			0.0122
3	South Leg - MWC (NB)	None	420		136		222	1079			0.3892
4	East Leg - Apres Ski Way (WB)	None	362		259		297	1024			0.3536

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.01		4.01	0.67		A		A
2	West Leg - Parking Access (EB)	None	4.24		4.24	0.04		A		A
3	South Leg - MWC (NB)	None	5.12		5.12	1.89		A		A
4	East Leg - Apres Ski Way (WB)	None	5.13		5.13	1.64		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	220		221		479	1034		0.2126
2	West Leg - Parking Access (EB)	None	9		395		46	635		0.0142
3	South Leg - MWC (NB)	None	474		153		250	1070		0.4427
4	East Leg - Apres Ski Way (WB)	None	408		292		335	1006		0.4059

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.10		4.10	0.67		A		A
2	West Leg - Parking Access (EB)	None	5.33		5.33	0.04		A		A
3	South Leg - MWC (NB)	None	5.39		5.39	1.89		A		A
4	East Leg - Apres Ski Way (WB)	None	5.41		5.41	1.64		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	20.28	0.83	43.68	37.65
7.5 - 15.0	23.61	0.97	50.85	43.83
15.0 - 22.5	26.13	1.07	56.27	48.50
22.5 - 30.0	27.49	1.13	59.20	51.02
30.0 - 37.5	27.49	1.13	59.20	51.02
37.5 - 45.0	26.13	1.07	56.27	48.50
45.0 - 52.5	23.61	0.97	50.85	43.83
52.5 - 60.0	20.28	0.83	43.68	37.65
Peak 15 min	27.49	1.13	59.20	51.02
Peak 60 min	24.38	1.00	52.50	45.25

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	44.17	4.26	23.07	30.87
7.5 - 15.0	51.40	4.96	26.85	35.92
15.0 - 22.5	56.89	5.49	29.72	39.76
22.5 - 30.0	59.87	5.78	31.28	41.84
30.0 - 37.5	59.90	5.78	31.29	41.86
37.5 - 45.0	56.97	5.50	29.76	39.81
45.0 - 52.5	51.51	4.97	26.90	35.99
52.5 - 60.0	44.26	4.27	23.12	30.92
0-60	425	41	222	297
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	19	175	103	3	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	0	3	16	0	5.0	1.00
3	South Leg - MWC (NB)	4	1	193	241	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	4	199	2	177	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	300		210		389	1040			0.2884
2	West Leg - Parking Access (EB)	None	19		504		6	585			0.0325
3	South Leg - MWC (NB)	None	439		201		322	1044			0.4204
4	East Leg - Apres Ski Way (WB)	None	382		217		423	1047			0.3650

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.60		4.60	1.20		A		A
2	West Leg - Parking Access (EB)	None	6.03		6.03	0.10		A		A
3	South Leg - MWC (NB)	None	5.58		5.58	2.18		A		A
4	East Leg - Apres Ski Way (WB)	None	5.10		5.10	1.72		A		A

## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	338		237		438	1026			0.3298
2	West Leg - Parking Access (EB)	None	21		568		7	556			0.0385
3	South Leg - MWC (NB)	None	495		227		363	1030			0.4805
4	East Leg - Apres Ski Way (WB)	None	431		245		477	1032			0.4176

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.77		4.77	1.20		A		A
2	West Leg - Parking Access (EB)	None	6.21		6.21	0.10		A		A
3	South Leg - MWC (NB)	None	5.94		5.94	2.18		A		A
4	East Leg - Apres Ski Way (WB)	None	5.37		5.37	1.72		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	31.20	1.98	45.65	39.73
7.5 - 15.0	36.32	2.30	53.15	46.25
15.0 - 22.5	40.20	2.55	58.82	51.18
22.5 - 30.0	42.29	2.68	61.88	53.84
30.0 - 37.5	42.29	2.68	61.88	53.84
37.5 - 45.0	40.20	2.55	58.82	51.18
45.0 - 52.5	36.32	2.30	53.15	46.25
52.5 - 60.0	31.20	1.98	45.65	39.73
Peak 15 min	42.29	2.68	61.88	53.84
Peak 60 min	37.50	2.38	54.88	47.75

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	40.43	0.62	33.47	43.96
7.5 - 15.0	47.04	0.73	38.94	51.15
15.0 - 22.5	52.07	0.80	43.11	56.62
22.5 - 30.0	54.80	0.85	45.36	59.59
30.0 - 37.5	54.83	0.85	45.38	59.62
37.5 - 45.0	52.14	0.80	43.16	56.70
45.0 - 52.5	47.15	0.73	39.02	51.27
52.5 - 60.0	40.51	0.62	33.53	44.05
0-60	389	6	322	423
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1



**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	10	118	62	8	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	1	1	5	0	5.0	1.00
3	South Leg - MWC (NB)	19	28	200	157	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	2	134	1	209	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	198		184		420	1054		0.1878
2	West Leg - Parking Access (EB)	None	7		345		37	658		0.0106
3	South Leg - MWC (NB)	None	404		132		220	1081		0.3736
4	East Leg - Apres Ski Way (WB)	None	346		258		278	1024		0.3378

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.00		4.00	0.68		A		A
2	West Leg - Parking Access (EB)	None	2.96		2.96	0.03		A		A
3	South Leg - MWC (NB)	None	4.99		4.99	1.77		A		A
4	East Leg - Apres Ski Way (WB)	None	5.01		5.01	1.53		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	223		207		473	1041		0.2144
2	West Leg - Parking Access (EB)	None	8		389		42	638		0.0124
3	South Leg - MWC (NB)	None	456		149		248	1072		0.4248
4	East Leg - Apres Ski Way (WB)	None	390		291		313	1006		0.3877

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.08		4.08	0.68		A		A
2	West Leg - Parking Access (EB)	None	5.30		5.30	0.03		A		A
3	South Leg - MWC (NB)	None	5.24		5.24	1.77		A		A
4	East Leg - Apres Ski Way (WB)	None	5.27		5.27	1.53		A		A

## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	20.59	0.73	42.01	35.98
7.5 - 15.0	23.97	0.85	48.91	41.89
15.0 - 22.5	26.53	0.94	54.13	46.36
22.5 - 30.0	27.91	0.99	56.94	48.77
30.0 - 37.5	27.91	0.99	56.94	48.77
37.5 - 45.0	26.53	0.94	54.13	46.36
45.0 - 52.5	23.97	0.85	48.91	41.89
52.5 - 60.0	20.59	0.73	42.01	35.98
Peak 15 min	27.91	0.99	56.94	48.77
Peak 60 min	24.75	0.88	50.50	43.25

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	43.65	3.85	22.87	28.89
7.5 - 15.0	50.79	4.47	26.61	33.62
15.0 - 22.5	56.22	4.95	29.45	37.22
22.5 - 30.0	59.17	5.21	31.00	39.17
30.0 - 37.5	59.20	5.21	31.01	39.18
37.5 - 45.0	56.30	4.96	29.49	37.26
45.0 - 52.5	50.90	4.48	26.66	33.69
52.5 - 60.0	43.74	3.85	22.91	28.94
0-60	420	37	220	278
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0



## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	17	169	109	3	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	0	3	14	0	5.0	1.00
3	South Leg - MWC (NB)	4	1	196	224	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	4	180	2	170	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)				
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass	
1	North Leg - MWC (SB)	None	298		191		383	1050				0.2837
2	West Leg - Parking Access (EB)	None	17		483		6	595				0.0286
3	South Leg - MWC (NB)	None	425		193		307	1048				0.4054
4	East Leg - Apres Ski Way (WB)	None	356		218		400	1046				0.3403

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.52		4.52	1.17		A		A
2	West Leg - Parking Access (EB)	None	5.91		5.91	0.09		A		A
3	South Leg - MWC (NB)	None	5.42		5.42	2.04		A		A
4	East Leg - Apres Ski Way (WB)	None	4.92		4.92	1.54		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)				
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass	
1	North Leg - MWC (SB)	None	336		215		432	1037				0.3240
2	West Leg - Parking Access (EB)	None	19		545		7	567				0.0338
3	South Leg - MWC (NB)	None	479		218		346	1035				0.4629
4	East Leg - Apres Ski Way (WB)	None	401		246		451	1031				0.3894

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.69		4.69	1.17		A		A
2	West Leg - Parking Access (EB)	None	6.07		6.07	0.09		A		A
3	South Leg - MWC (NB)	None	5.75		5.75	2.04		A		A
4	East Leg - Apres Ski Way (WB)	None	5.16		5.16	1.54		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	30.99	1.77	44.20	37.02
7.5 - 15.0	36.08	2.06	51.45	43.10
15.0 - 22.5	39.93	2.28	56.94	47.70
22.5 - 30.0	42.00	2.40	59.90	50.18
30.0 - 37.5	42.00	2.40	59.90	50.18
37.5 - 45.0	39.93	2.28	56.94	47.70
45.0 - 52.5	36.08	2.06	51.45	43.10
52.5 - 60.0	30.99	1.77	44.20	37.02
Peak 15 min	42.00	2.40	59.90	50.18
Peak 60 min	37.25	2.12	53.13	44.50

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	39.80	0.62	31.91	41.57
7.5 - 15.0	46.32	0.73	37.13	48.37
15.0 - 22.5	51.27	0.80	41.10	53.55
22.5 - 30.0	53.95	0.85	43.25	56.35
30.0 - 37.5	53.98	0.85	43.27	56.38
37.5 - 45.0	51.34	0.80	41.15	53.62
45.0 - 52.5	46.42	0.73	37.20	48.48
52.5 - 60.0	39.89	0.62	31.97	41.65
0-60	383	6	307	400
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	11	138	74	9	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	1	1	6	0	5.0	1.00
3	South Leg - MWC (NB)	21	31	232	174	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	2	147	1	239	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60



## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	232		202		483	1044			0.2221
2	West Leg - Parking Access (EB)	None	8		393		41	636			0.0126
3	South Leg - MWC (NB)	None	458		153		248	1070			0.4280
4	East Leg - Apres Ski Way (WB)	None	389		296		315	1004			0.3876

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.20		4.20	0.84		A		A
2	West Leg - Parking Access (EB)	None	4.39		4.39	0.04		A		A
3	South Leg - MWC (NB)	None	5.50		5.50	2.23		A		A
4	East Leg - Apres Ski Way (WB)	None	5.52		5.52	1.91		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	262		228		544	1031		0.2539	
2	West Leg - Parking Access (EB)	None	9		443		46	613		0.0147	
3	South Leg - MWC (NB)	None	516		172		280	1060		0.4874	
4	East Leg - Apres Ski Way (WB)	None	439		334		355	983		0.4463	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.32		4.32	0.84		A		A
2	West Leg - Parking Access (EB)	None	5.52		5.52	0.04		A		A
3	South Leg - MWC (NB)	None	5.85		5.85	2.23		A		A
4	East Leg - Apres Ski Way (WB)	None	5.88		5.88	1.91		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	24.13	0.83	47.63	40.45
7.5 - 15.0	28.09	0.97	55.45	47.10
15.0 - 22.5	31.08	1.07	61.37	52.12
22.5 - 30.0	32.70	1.13	64.56	54.83
30.0 - 37.5	32.70	1.13	64.56	54.83
37.5 - 45.0	31.08	1.07	61.37	52.12
45.0 - 52.5	28.09	0.97	55.45	47.10
52.5 - 60.0	24.13	0.83	47.63	40.45
Peak 15 min	32.70	1.13	64.56	54.83
Peak 60 min	29.00	1.00	57.25	48.63

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	50.19	4.26	25.77	32.74
7.5 - 15.0	58.40	4.96	29.99	38.10
15.0 - 22.5	64.65	5.49	33.20	42.17
22.5 - 30.0	68.04	5.78	34.94	44.38
30.0 - 37.5	68.08	5.78	34.95	44.40
37.5 - 45.0	64.75	5.50	33.24	42.22
45.0 - 52.5	58.55	4.97	30.06	38.18
52.5 - 60.0	50.31	4.27	25.83	32.80
0-60	483	41	248	315
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	19	195	128	3	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	0	3	16	0	5.0	1.00
3	South Leg - MWC (NB)	4	1	228	247	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	4	199	2	196	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	345		210		443	1040			0.3317
2	West Leg - Parking Access (EB)	None	19		549		6	565			0.0336
3	South Leg - MWC (NB)	None	480		221		347	1033			0.4645
4	East Leg - Apres Ski Way (WB)	None	401		252		449	1028			0.3903

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.88		4.88	1.48		A		A
2	West Leg - Parking Access (EB)	None	6.27		6.27	0.10		A		A
3	South Leg - MWC (NB)	None	6.08		6.08	2.63		A		A
4	East Leg - Apres Ski Way (WB)	None	5.40		5.40	1.93		A		A



## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	389		237		499	1026		0.3793
2	West Leg - Parking Access (EB)	None	21		619		7	533		0.0402
3	South Leg - MWC (NB)	None	541		249		391	1018		0.5316
4	East Leg - Apres Ski Way (WB)	None	452		284		506	1010		0.4477

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	5.11		5.11	1.48		A		A
2	West Leg - Parking Access (EB)	None	6.48		6.48	0.10		A		A
3	South Leg - MWC (NB)	None	6.57		6.57	2.63		A		A
4	East Leg - Apres Ski Way (WB)	None	5.75		5.75	1.93		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	35.88	1.98	49.92	41.70
7.5 - 15.0	41.77	2.30	58.11	48.55
15.0 - 22.5	46.23	2.55	64.31	53.73
22.5 - 30.0	48.63	2.68	67.66	56.52
30.0 - 37.5	48.63	2.68	67.66	56.52
37.5 - 45.0	46.23	2.55	64.31	53.73
45.0 - 52.5	41.77	2.30	58.11	48.55
52.5 - 60.0	35.88	1.98	49.92	41.70
Peak 15 min	48.63	2.68	67.66	56.52
Peak 60 min	43.13	2.38	60.00	50.12

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	46.04	0.62	36.06	46.66
7.5 - 15.0	53.56	0.73	41.96	54.29
15.0 - 22.5	59.29	0.80	46.45	60.09
22.5 - 30.0	62.40	0.85	48.88	63.25
30.0 - 37.5	62.44	0.85	48.91	63.28
37.5 - 45.0	59.39	0.80	46.51	60.19
45.0 - 52.5	53.71	0.73	42.06	54.43
52.5 - 60.0	46.15	0.62	36.14	46.77
0-60	443	6	347	449
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	10	48	45	8	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	1	1	5	0	5.0	1.00
3	South Leg - MWC (NB)	19	28	105	227	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	2	258	1	85	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	111		308		201	987			0.1124
2	West Leg - Parking Access (EB)	None	7		382		37	641			0.0109
3	South Leg - MWC (NB)	None	379		62		327	1119			0.3386
4	East Leg - Apres Ski Way (WB)	None	346		163		278	1076			0.3215

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	3.92		3.92	0.37		A		A
2	West Leg - Parking Access (EB)	None	3.70		3.70	0.03		A		A
3	South Leg - MWC (NB)	None	4.57		4.57	1.50		A		A
4	East Leg - Apres Ski Way (WB)	None	4.65		4.65	1.40		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	125		347		227	966			0.1295
2	West Leg - Parking Access (EB)	None	8		431		42	619			0.0128
3	South Leg - MWC (NB)	None	427		70		369	1115			0.3833
4	East Leg - Apres Ski Way (WB)	None	390		184		313	1065			0.3664

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	3.99		3.99	0.37		A		A
2	West Leg - Parking Access (EB)	None	5.46		5.46	0.03		A		A
3	South Leg - MWC (NB)	None	4.74		4.74	1.50		A		A
4	East Leg - Apres Ski Way (WB)	None	4.84		4.84	1.40		A		A



## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	11.54	0.73	39.41	35.98
7.5 - 15.0	13.44	0.85	45.89	41.89
15.0 - 22.5	14.87	0.94	50.78	46.36
22.5 - 30.0	15.65	0.99	53.42	48.77
30.0 - 37.5	15.65	0.99	53.42	48.77
37.5 - 45.0	14.87	0.94	50.78	46.36
45.0 - 52.5	13.44	0.85	45.89	41.89
52.5 - 60.0	11.54	0.73	39.41	35.98
Peak 15 min	15.65	0.99	53.42	48.77
Peak 60 min	13.87	0.88	47.38	43.25

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	20.89	3.85	33.99	28.89
7.5 - 15.0	24.31	4.48	39.55	33.63
15.0 - 22.5	26.91	4.95	43.78	37.22
22.5 - 30.0	28.32	5.21	46.07	39.17
30.0 - 37.5	28.33	5.22	46.09	39.18
37.5 - 45.0	26.94	4.96	43.83	37.26
45.0 - 52.5	24.36	4.48	39.62	33.68
52.5 - 60.0	20.93	3.85	34.05	28.94
0-60	201	37	327	278
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	17	68	53	3	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	0	3	14	0	5.0	1.00
3	South Leg - MWC (NB)	4	1	106	324	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	4	281	2	69	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	141		292		192	996		0.1416	
2	West Leg - Parking Access (EB)	None	17		427		6	620		0.0274	
3	South Leg - MWC (NB)	None	435		92		352	1103		0.3944	
4	East Leg - Apres Ski Way (WB)	None	356		128		399	1095		0.3250	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.01		4.01	0.49		A		A
2	West Leg - Parking Access (EB)	None	5.66		5.66	0.08		A		A
3	South Leg - MWC (NB)	None	5.05		5.05	1.92		A		A
4	East Leg - Apres Ski Way (WB)	None	4.59		4.59	1.42		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	159		329		216	976		0.1629
2	West Leg - Parking Access (EB)	None	19		481		7	596		0.0322
3	South Leg - MWC (NB)	None	491		104		397	1097		0.4473
4	East Leg - Apres Ski Way (WB)	None	401		144		450	1086		0.3695

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.10		4.10	0.49		A		A
2	West Leg - Parking Access (EB)	None	5.78		5.78	0.08		A		A
3	South Leg - MWC (NB)	None	5.31		5.31	1.92		A		A
4	East Leg - Apres Ski Way (WB)	None	4.77		4.77	1.42		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	14.66	1.77	45.24	37.02
7.5 - 15.0	17.07	2.06	52.67	43.10
15.0 - 22.5	18.89	2.28	58.28	47.70
22.5 - 30.0	19.87	2.40	61.31	50.18
30.0 - 37.5	19.87	2.40	61.31	50.18
37.5 - 45.0	18.89	2.28	58.28	47.70
45.0 - 52.5	17.07	2.06	52.67	43.10
52.5 - 60.0	14.66	1.77	45.24	37.02
Peak 15 min	19.87	2.40	61.31	50.18
Peak 60 min	17.63	2.12	54.38	44.50

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	19.96	0.62	36.59	41.47
7.5 - 15.0	23.22	0.73	42.58	48.26
15.0 - 22.5	25.70	0.80	47.13	53.42
22.5 - 30.0	27.05	0.85	49.59	56.21
30.0 - 37.5	27.06	0.85	49.61	56.24
37.5 - 45.0	25.73	0.80	47.18	53.48
45.0 - 52.5	23.27	0.73	42.65	48.35
52.5 - 60.0	19.99	0.62	36.65	41.55
0-60	192	6	352	399
%Trucks	5.00	5.00	5.00	5.00



## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	11	58	49	9	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	1	1	6	0	5.0	1.00
3	South Leg - MWC (NB)	21	31	127	253	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	2	287	1	100	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	127		342		239	969		0.1311	
2	West Leg - Parking Access (EB)	None	8		428		41	620		0.0129	
3	South Leg - MWC (NB)	None	432		73		363	1113		0.3880	
4	East Leg - Apres Ski Way (WB)	None	390		191		314	1061		0.3676	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.08		4.08	0.45		A		A
2	West Leg - Parking Access (EB)	None	4.51		4.51	0.04		A		A
3	South Leg - MWC (NB)	None	4.95		4.95	1.87		A		A
4	East Leg - Apres Ski Way (WB)	None	5.05		5.05	1.73		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	143		386		269	946		0.1515	
2	West Leg - Parking Access (EB)	None	9		482		46	595		0.0152	
3	South Leg - MWC (NB)	None	487		82		409	1108		0.4395	
4	East Leg - Apres Ski Way (WB)	None	440		215		354	1048		0.4198	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.18		4.18	0.45		A		A
2	West Leg - Parking Access (EB)	None	5.69		5.69	0.04		A		A
3	South Leg - MWC (NB)	None	5.19		5.19	1.87		A		A
4	East Leg - Apres Ski Way (WB)	None	5.31		5.31	1.73		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	13.21	0.83	44.92	40.56
7.5 - 15.0	15.38	0.97	52.30	47.22
15.0 - 22.5	17.02	1.07	57.88	52.25
22.5 - 30.0	17.90	1.13	60.89	54.97
30.0 - 37.5	17.90	1.13	60.89	54.97
37.5 - 45.0	17.02	1.07	57.88	52.25
45.0 - 52.5	15.38	0.97	52.30	47.22
52.5 - 60.0	13.21	0.83	44.92	40.56
Peak 15 min	17.90	1.13	60.89	54.97
Peak 60 min	15.87	1.00	54.00	48.75

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	24.84	4.26	37.73	32.63
7.5 - 15.0	28.90	4.96	43.90	37.98
15.0 - 22.5	31.99	5.49	48.59	42.04
22.5 - 30.0	33.67	5.78	51.14	44.24
30.0 - 37.5	33.69	5.78	51.16	44.26
37.5 - 45.0	32.04	5.50	48.66	42.09
45.0 - 52.5	28.96	4.97	43.99	38.05
52.5 - 60.0	24.89	4.27	37.80	32.70
0-60	239	41	363	314
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	19.50	1	42.00	63.00	30.00
2	West Leg - Parking Access (EB)	62	0	12.00	1	10.00	1	10.00	42.00	30.00
3	South Leg - MWC (NB)	135	0	12.00	1	18.00	1	30.00	72.00	30.00
4	East Leg - Apres Ski Way (WB)	296	0	12.00	1	19.00	1	30.00	95.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	20.00	1	19.00	1	12.00	1
2	West Leg - Parking Access (EB)	120.00	20.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	20.00	1	17.00	1	12.00	1
4	East Leg - Apres Ski Way (WB)	120.00	20.00	1	17.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Parking Access (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Apres Ski Way (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	19	82	60	3	0	5.0	1.00
2	West Leg - Parking Access (EB)	0	0	3	16	0	5.0	1.00
3	South Leg - MWC (NB)	4	1	128	360	0	5.0	1.00
4	East Leg - Apres Ski Way (WB)	4	313	2	83	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Parking Access (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Apres Ski Way (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	164		324		230	979			0.1676
2	West Leg - Parking Access (EB)	None	19		482		6	595			0.0319
3	South Leg - MWC (NB)	None	493		108		393	1094			0.4505
4	East Leg - Apres Ski Way (WB)	None	402		152		449	1082			0.3715

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.21		4.21	0.60		A		A
2	West Leg - Parking Access (EB)	None	5.93		5.93	0.10		A		A
3	South Leg - MWC (NB)	None	5.59		5.59	2.44		A		A
4	East Leg - Apres Ski Way (WB)	None	4.97		4.97	1.75		A		A

## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	185		365		259	956			0.1933
2	West Leg - Parking Access (EB)	None	21		543		7	567			0.0378
3	South Leg - MWC (NB)	None	556		122		443	1087			0.5114
4	East Leg - Apres Ski Way (WB)	None	453		171		506	1072			0.4230

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.32		4.32	0.60		A		A
2	West Leg - Parking Access (EB)	None	6.09		6.09	0.10		A		A
3	South Leg - MWC (NB)	None	5.95		5.95	2.44		A		A
4	East Leg - Apres Ski Way (WB)	None	5.22		5.22	1.75		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	17.05	1.98	51.27	41.80
7.5 - 15.0	19.86	2.30	59.69	48.67
15.0 - 22.5	21.97	2.55	66.06	53.86
22.5 - 30.0	23.12	2.68	69.49	56.66
30.0 - 37.5	23.12	2.68	69.49	56.66
37.5 - 45.0	21.97	2.55	66.06	53.86
45.0 - 52.5	19.86	2.30	59.69	48.67
52.5 - 60.0	17.05	1.98	51.27	41.80
Peak 15 min	23.12	2.68	69.49	56.66
Peak 60 min	20.50	2.38	61.63	50.25

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Parking Access (EB)	South Leg - MWC (NB)	East Leg - Apres Ski Way (WB)
0.0 - 7.5	23.90	0.62	40.84	46.66
7.5 - 15.0	27.81	0.73	47.53	54.29
15.0 - 22.5	30.79	0.80	52.61	60.10
22.5 - 30.0	32.40	0.85	55.37	63.25
30.0 - 37.5	32.42	0.85	55.39	63.28
37.5 - 45.0	30.83	0.80	52.68	60.19
45.0 - 52.5	27.88	0.73	47.63	54.42
52.5 - 60.0	23.95	0.62	40.92	46.76
0-60	230	6	393	449
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1



**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	2	163	113	4	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	7	1	4	0	5.0	1.00
3	South Leg - MWC (NB)	92	3	134	140	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	51	2	64	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	North Leg - MWC (SB)	None	282		148		207	1070		0.2635
2	West Leg - Steamboat Grand (EB)	None	12		421		9	821		0.0146
3	South Leg - MWC (NB)	None	369		173		260	1032		0.3576
4	East Leg - Ski Time Square (WB)	None	117		238		304	1011		0.1158

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.27		4.27	1.04		A		A
2	West Leg - Steamboat Grand (EB)	None	4.03		4.03	0.04		A		A
3	South Leg - MWC (NB)	None	5.05		5.05	1.63		A		A
4	East Leg - Ski Time Square (WB)	None	3.80		3.80	0.38		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	318		167		233	1060		0.3000
2	West Leg - Steamboat Grand (EB)	None	14		475		10	795		0.0170
3	South Leg - MWC (NB)	None	416		195		293	1020		0.4078
4	East Leg - Ski Time Square (WB)	None	132		268		343	994		0.1327

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.40		4.40	1.04		A		A
2	West Leg - Steamboat Grand (EB)	None	4.28		4.28	0.04		A		A
3	South Leg - MWC (NB)	None	5.30		5.30	1.63		A		A
4	East Leg - Ski Time Square (WB)	None	3.85		3.85	0.38		A		A

## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	29.33	1.25	38.37	12.17
7.5 - 15.0	34.14	1.45	44.67	14.17
15.0 - 22.5	37.78	1.61	49.44	15.68
22.5 - 30.0	39.75	1.69	52.01	16.49
30.0 - 37.5	39.75	1.69	52.01	16.49
37.5 - 45.0	37.78	1.61	49.44	15.68
45.0 - 52.5	34.14	1.45	44.67	14.17
52.5 - 60.0	29.33	1.25	38.37	12.17
Peak 15 min	39.75	1.69	52.01	16.49
Peak 60 min	35.25	1.50	46.13	14.62

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	21.51	0.94	27.02	31.60
7.5 - 15.0	25.04	1.09	31.45	36.77
15.0 - 22.5	27.71	1.21	34.81	40.70
22.5 - 30.0	29.16	1.27	36.63	42.83
30.0 - 37.5	29.18	1.27	36.65	42.85
37.5 - 45.0	27.74	1.21	34.85	40.75
45.0 - 52.5	25.08	1.09	31.50	36.84
52.5 - 60.0	21.55	0.94	27.07	31.65
0-60	207	9	260	304
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0



## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	5	132	78	0	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	19	2	11	0	5.0	1.00
3	South Leg - MWC (NB)	125	2	207	76	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	77	0	183	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	215		204		414	1040		0.2067
2	West Leg - Steamboat Grand (EB)	None	32		417		2	823		0.0389
3	South Leg - MWC (NB)	None	410		158		291	1040		0.3943
4	East Leg - Ski Time Square (WB)	None	260		358		210	947		0.2747

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.09		4.09	0.76		A		A
2	West Leg - Steamboat Grand (EB)	None	4.31		4.31	0.12		A		A
3	South Leg - MWC (NB)	None	5.30		5.30	1.92		A		A
4	East Leg - Ski Time Square (WB)	None	4.92		4.92	1.13		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	242		230		467	1026		0.2363
2	West Leg - Steamboat Grand (EB)	None	36		470		2	797		0.0453
3	South Leg - MWC (NB)	None	462		178		328	1029		0.4492
4	East Leg - Ski Time Square (WB)	None	293		404		237	922		0.3179

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.20		4.20	0.76		A		A
2	West Leg - Steamboat Grand (EB)	None	4.39		4.39	0.12		A		A
3	South Leg - MWC (NB)	None	5.60		5.60	1.92		A		A
4	East Leg - Ski Time Square (WB)	None	5.15		5.15	1.13		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	22.36	3.33	42.64	27.04
7.5 - 15.0	26.03	3.87	49.64	31.48
15.0 - 22.5	28.81	4.29	54.93	34.84
22.5 - 30.0	30.30	4.51	57.79	36.65
30.0 - 37.5	30.30	4.51	57.79	36.65
37.5 - 45.0	28.81	4.29	54.93	34.84
45.0 - 52.5	26.03	3.87	49.64	31.48
52.5 - 60.0	22.36	3.33	42.64	27.04
Peak 15 min	30.30	4.51	57.79	36.65
Peak 60 min	26.87	4.00	51.25	32.50

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	43.03	0.21	30.24	21.83
7.5 - 15.0	50.07	0.24	35.19	25.40
15.0 - 22.5	55.42	0.27	38.96	28.12
22.5 - 30.0	58.32	0.28	41.00	29.59
30.0 - 37.5	58.35	0.28	41.02	29.60
37.5 - 45.0	55.49	0.27	39.00	28.15
45.0 - 52.5	50.18	0.24	35.27	25.45
52.5 - 60.0	43.11	0.21	30.30	21.86
0-60	414	2	291	210
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	2	163	124	4	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	8	1	4	0	5.0	1.00
3	South Leg - MWC (NB)	102	3	148	140	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	51	2	64	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60



## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	293		158		222	1065		0.2751
2	West Leg - Steamboat Grand (EB)	None	13		442		9	811		0.0160
3	South Leg - MWC (NB)	None	393		174		281	1031		0.3810
4	East Leg - Ski Time Square (WB)	None	117		263		304	997		0.1173

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.36		4.36	1.10		A		A
2	West Leg - Steamboat Grand (EB)	None	4.28		4.28	0.05		A		A
3	South Leg - MWC (NB)	None	5.23		5.23	1.81		A		A
4	East Leg - Ski Time Square (WB)	None	3.86		3.86	0.39		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	330		178		250	1054		0.3135	
2	West Leg - Steamboat Grand (EB)	None	15		498		10	783		0.0187	
3	South Leg - MWC (NB)	None	443		196		317	1020		0.4346	
4	East Leg - Ski Time Square (WB)	None	132		296		343	979		0.1347	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.50		4.50	1.10		A		A
2	West Leg - Steamboat Grand (EB)	None	4.35		4.35	0.05		A		A
3	South Leg - MWC (NB)	None	5.52		5.52	1.81		A		A
4	East Leg - Ski Time Square (WB)	None	3.92		3.92	0.39		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	30.47	1.35	40.87	12.17
7.5 - 15.0	35.47	1.57	47.58	14.17
15.0 - 22.5	39.26	1.74	52.66	15.68
22.5 - 30.0	41.30	1.83	55.39	16.49
30.0 - 37.5	41.30	1.83	55.39	16.49
37.5 - 45.0	39.26	1.74	52.66	15.68
45.0 - 52.5	35.47	1.57	47.58	14.17
52.5 - 60.0	30.47	1.35	40.87	12.17
Peak 15 min	41.30	1.83	55.39	16.49
Peak 60 min	36.63	1.63	49.13	14.62

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	23.07	0.94	29.21	31.60
7.5 - 15.0	26.85	1.09	33.99	36.77
15.0 - 22.5	29.72	1.20	37.62	40.70
22.5 - 30.0	31.28	1.27	39.59	42.83
30.0 - 37.5	31.29	1.27	39.61	42.85
37.5 - 45.0	29.76	1.21	37.66	40.75
45.0 - 52.5	26.90	1.09	34.05	36.84
52.5 - 60.0	23.12	0.94	29.26	31.65
0-60	222	9	281	304
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	6	132	86	0	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	21	2	12	0	5.0	1.00
3	South Leg - MWC (NB)	138	2	229	76	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	77	0	183	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	224		217		439	1033		0.2168
2	West Leg - Steamboat Grand (EB)	None	35		439		2	812		0.0431
3	South Leg - MWC (NB)	None	445		161		313	1038		0.4286
4	East Leg - Ski Time Square (WB)	None	260		396		210	926		0.2807

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.17		4.17	0.81		A		A
2	West Leg - Steamboat Grand (EB)	None	4.39		4.39	0.13		A		A
3	South Leg - MWC (NB)	None	5.61		5.61	2.22		A		A
4	East Leg - Ski Time Square (WB)	None	5.07		5.07	1.17		A		A



## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)					
			Arrival Flow		Opposing Flow	Average VCR					
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	253		245		495	1018		0.2481	
2	West Leg - Steamboat Grand (EB)	None	39		495		2	785		0.0503	
3	South Leg - MWC (NB)	None	502		182		353	1028		0.4884	
4	East Leg - Ski Time Square (WB)	None	293		446		237	899		0.3260	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.29		4.29	0.81		A		A
2	West Leg - Steamboat Grand (EB)	None	4.48		4.48	0.13		A		A
3	South Leg - MWC (NB)	None	5.97		5.97	2.22		A		A
4	East Leg - Ski Time Square (WB)	None	5.34		5.34	1.17		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	23.29	3.64	46.28	27.04
7.5 - 15.0	27.12	4.24	53.88	31.48
15.0 - 22.5	30.01	4.69	59.62	34.84
22.5 - 30.0	31.57	4.93	62.72	36.65
30.0 - 37.5	31.57	4.93	62.72	36.65
37.5 - 45.0	30.01	4.69	59.62	34.84
45.0 - 52.5	27.12	4.24	53.88	31.48
52.5 - 60.0	23.29	3.64	46.28	27.04
Peak 15 min	31.57	4.93	62.72	36.65
Peak 60 min	28.00	4.38	55.63	32.50

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	45.62	0.21	32.53	21.83
7.5 - 15.0	53.08	0.24	37.85	25.40
15.0 - 22.5	58.76	0.27	41.90	28.11
22.5 - 30.0	61.84	0.28	44.09	29.59
30.0 - 37.5	61.87	0.28	44.12	29.60
37.5 - 45.0	58.85	0.27	41.95	28.15
45.0 - 52.5	53.21	0.24	37.93	25.45
52.5 - 60.0	45.72	0.21	32.59	21.87
0-60	439	2	313	210
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	2	163	139	4	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	7	1	4	0	5.0	1.00
3	South Leg - MWC (NB)	92	3	158	142	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	54	2	64	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	308		151		231	1069		0.2882
2	West Leg - Steamboat Grand (EB)	None	12		450		9	807		0.0149
3	South Leg - MWC (NB)	None	395		173		289	1032		0.3828
4	East Leg - Ski Time Square (WB)	None	120		262		306	998		0.1203

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.42		4.42	1.18		A		A
2	West Leg - Steamboat Grand (EB)	None	4.30		4.30	0.04		A		A
3	South Leg - MWC (NB)	None	5.25		5.25	1.83		A		A
4	East Leg - Ski Time Square (WB)	None	3.87		3.87	0.40		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	347		170		260	1058		0.3282
2	West Leg - Steamboat Grand (EB)	None	14		507		10	778		0.0174
3	South Leg - MWC (NB)	None	445		195		326	1020		0.4365
4	East Leg - Ski Time Square (WB)	None	135		295		345	980		0.1381

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.57		4.57	1.18		A		A
2	West Leg - Steamboat Grand (EB)	None	4.37		4.37	0.04		A		A
3	South Leg - MWC (NB)	None	5.53		5.53	1.83		A		A
4	East Leg - Ski Time Square (WB)	None	3.93		3.93	0.40		A		A



## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	32.03	1.25	41.08	12.48
7.5 - 15.0	37.29	1.45	47.82	14.53
15.0 - 22.5	41.27	1.61	52.92	16.08
22.5 - 30.0	43.41	1.69	55.68	16.91
30.0 - 37.5	43.41	1.69	55.68	16.91
37.5 - 45.0	41.27	1.61	52.92	16.08
45.0 - 52.5	37.29	1.45	47.82	14.53
52.5 - 60.0	32.03	1.25	41.08	12.48
Peak 15 min	43.41	1.69	55.68	16.91
Peak 60 min	38.50	1.50	49.38	15.00

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	24.01	0.94	30.04	31.80
7.5 - 15.0	27.94	1.09	34.96	37.01
15.0 - 22.5	30.93	1.20	38.69	40.97
22.5 - 30.0	32.54	1.27	40.72	43.11
30.0 - 37.5	32.56	1.27	40.73	43.13
37.5 - 45.0	30.96	1.21	38.74	41.01
45.0 - 52.5	27.99	1.09	35.02	37.08
52.5 - 60.0	24.05	0.94	30.09	31.86
0-60	231	9	289	306
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	5	132	101	0	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	19	2	11	0	5.0	1.00
3	South Leg - MWC (NB)	125	2	236	79	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	80	0	183	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	238		207		443	1038		0.2292
2	West Leg - Steamboat Grand (EB)	None	32		443		2	810		0.0395
3	South Leg - MWC (NB)	None	442		158		317	1040		0.4250
4	East Leg - Ski Time Square (WB)	None	263		387		213	931		0.2825

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.22		4.22	0.87		A		A
2	West Leg - Steamboat Grand (EB)	None	4.38		4.38	0.12		A		A
3	South Leg - MWC (NB)	None	5.57		5.57	2.18		A		A
4	East Leg - Ski Time Square (WB)	None	5.05		5.05	1.18		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	268		233		499	1024		0.2620
2	West Leg - Steamboat Grand (EB)	None	36		499		2	782		0.0461
3	South Leg - MWC (NB)	None	498		178		357	1029		0.4842
4	East Leg - Ski Time Square (WB)	None	297		436		240	905		0.3278

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.34		4.34	0.87		A		A
2	West Leg - Steamboat Grand (EB)	None	4.47		4.47	0.12		A		A
3	South Leg - MWC (NB)	None	5.92		5.92	2.18		A		A
4	East Leg - Ski Time Square (WB)	None	5.32		5.32	1.18		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	24.75	3.33	45.96	27.35
7.5 - 15.0	28.81	3.87	53.51	31.84
15.0 - 22.5	31.89	4.29	59.22	35.24
22.5 - 30.0	33.55	4.51	62.30	37.07
30.0 - 37.5	33.55	4.51	62.30	37.07
37.5 - 45.0	31.89	4.29	59.22	35.24
45.0 - 52.5	28.81	3.87	53.51	31.84
52.5 - 60.0	24.75	3.33	45.96	27.35
Peak 15 min	33.55	4.51	62.30	37.07
Peak 60 min	29.75	4.00	55.25	32.88

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	46.04	0.21	32.95	22.14
7.5 - 15.0	53.57	0.24	38.34	25.76
15.0 - 22.5	59.30	0.27	42.44	28.52
22.5 - 30.0	62.41	0.28	44.66	30.01
30.0 - 37.5	62.44	0.28	44.68	30.02
37.5 - 45.0	59.38	0.27	42.49	28.55
45.0 - 52.5	53.70	0.24	38.42	25.81
52.5 - 60.0	46.14	0.21	33.01	22.18
0-60	443	2	317	213
%Trucks	5.00	5.00	5.00	5.00



## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	2	163	162	4	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	8	1	4	0	5.0	1.00
3	South Leg - MWC (NB)	102	3	188	147	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	59	2	64	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	331		166		262	1061		0.3121
2	West Leg - Steamboat Grand (EB)	None	13		488		9	788		0.0165
3	South Leg - MWC (NB)	None	440		174		327	1031		0.4266
4	East Leg - Ski Time Square (WB)	None	125		303		311	976		0.1281

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.60		4.60	1.33		A		A
2	West Leg - Steamboat Grand (EB)	None	4.41		4.41	0.05		A		A
3	South Leg - MWC (NB)	None	5.63		5.63	2.20		A		A
4	East Leg - Ski Time Square (WB)	None	3.99		3.99	0.43		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Exit Flow		Capacity		Average VCR
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	373		187		295		1049	0.3557
2	West Leg - Steamboat Grand (EB)	None	15		550		10		757	0.0194
3	South Leg - MWC (NB)	None	496		196		369		1020	0.4865
4	East Leg - Ski Time Square (WB)	None	141		342		351		955	0.1476

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.78		4.78	1.33		A		A
2	West Leg - Steamboat Grand (EB)	None	4.50		4.50	0.05		A		A
3	South Leg - MWC (NB)	None	6.00		6.00	2.20		A		A
4	East Leg - Ski Time Square (WB)	None	4.07		4.07	0.43		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	34.42	1.35	45.76	13.00
7.5 - 15.0	40.07	1.57	53.27	15.13
15.0 - 22.5	44.35	1.74	58.95	16.75
22.5 - 30.0	46.66	1.83	62.02	17.62
30.0 - 37.5	46.66	1.83	62.02	17.62
37.5 - 45.0	44.35	1.74	58.95	16.75
45.0 - 52.5	40.07	1.57	53.27	15.13
52.5 - 60.0	34.42	1.35	45.76	13.00
Peak 15 min	46.66	1.83	62.02	17.62
Peak 60 min	41.38	1.63	55.00	15.62

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	27.23	0.94	33.99	32.32
7.5 - 15.0	31.68	1.09	39.55	37.61
15.0 - 22.5	35.07	1.20	43.78	41.63
22.5 - 30.0	36.91	1.27	46.07	43.81
30.0 - 37.5	36.93	1.27	46.09	43.83
37.5 - 45.0	35.12	1.21	43.83	41.69
45.0 - 52.5	31.76	1.09	39.63	37.69
52.5 - 60.0	27.29	0.94	34.05	32.39
0-60	262	9	327	311
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	6	132	121	0	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	21	2	12	0	5.0	1.00
3	South Leg - MWC (NB)	138	2	277	84	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	85	0	183	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	259		225		487	1029		0.2518
2	West Leg - Steamboat Grand (EB)	None	35		482		2	791		0.0443
3	South Leg - MWC (NB)	None	501		161		356	1038		0.4825
4	East Leg - Ski Time Square (WB)	None	268		444		218	901		0.2976

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.38		4.38	0.98		A		A
2	West Leg - Steamboat Grand (EB)	None	4.51		4.51	0.14		A		A
3	South Leg - MWC (NB)	None	6.17		6.17	2.77		A		A
4	East Leg - Ski Time Square (WB)	None	5.34		5.34	1.28		A		A

## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	292		254		549	1013		0.2882
2	West Leg - Steamboat Grand (EB)	None	39		543		2	760		0.0519
3	South Leg - MWC (NB)	None	565		182		401	1028		0.5498
4	East Leg - Ski Time Square (WB)	None	302		500		246	870		0.3472

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	4.53		4.53	0.98		A		A
2	West Leg - Steamboat Grand (EB)	None	4.62		4.62	0.14		A		A
3	South Leg - MWC (NB)	None	6.66		6.66	2.77		A		A
4	East Leg - Ski Time Square (WB)	None	5.66		5.66	1.28		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	26.93	3.64	52.10	27.87
7.5 - 15.0	31.36	4.24	60.66	32.45
15.0 - 22.5	34.70	4.69	67.13	35.91
22.5 - 30.0	36.51	4.93	70.62	37.78
30.0 - 37.5	36.51	4.93	70.62	37.78
37.5 - 45.0	34.70	4.69	67.13	35.91
45.0 - 52.5	31.36	4.24	60.66	32.45
52.5 - 60.0	26.93	3.64	52.10	27.87
Peak 15 min	36.51	4.93	70.62	37.78
Peak 60 min	32.38	4.38	62.63	33.50

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	50.61	0.21	37.00	22.66
7.5 - 15.0	58.88	0.24	43.05	26.36
15.0 - 22.5	65.18	0.27	47.65	29.18
22.5 - 30.0	68.60	0.28	50.15	30.71
30.0 - 37.5	68.64	0.28	50.18	30.73
37.5 - 45.0	65.29	0.27	47.72	29.22
45.0 - 52.5	59.04	0.24	43.15	26.42
52.5 - 60.0	50.73	0.21	37.08	22.70
0-60	487	2	356	218
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1



**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	2	184	366	4	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	7	1	4	0	5.0	1.00
3	South Leg - MWC (NB)	92	3	266	121	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	46	2	72	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	North Leg - MWC (SB)	None	556		143		347	1073		0.5182
2	West Leg - Steamboat Grand (EB)	None	12		690		9	688		0.0175
3	South Leg - MWC (NB)	None	482		194		508	1021		0.4721
4	East Leg - Ski Time Square (WB)	None	120		370		306	940		0.1276

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	6.39		6.39	3.21		A		A
2	West Leg - Steamboat Grand (EB)	None	5.07		5.07	0.05		A		A
3	South Leg - MWC (NB)	None	6.17		6.17	2.67		A		A
4	East Leg - Ski Time Square (WB)	None	4.14		4.14	0.43		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	627		161		391	1063		0.5897
2	West Leg - Steamboat Grand (EB)	None	14		778		10	644		0.0210
3	South Leg - MWC (NB)	None	544		219		573	1008		0.5392
4	East Leg - Ski Time Square (WB)	None	135		417		345	915		0.1479

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	6.96		6.96	3.21		A		A
2	West Leg - Steamboat Grand (EB)	None	5.27		5.27	0.05		A		A
3	South Leg - MWC (NB)	None	6.65		6.65	2.67		A		A
4	East Leg - Ski Time Square (WB)	None	4.25		4.25	0.43		A		A

## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	57.82	1.25	50.12	12.48
7.5 - 15.0	67.31	1.45	58.36	14.53
15.0 - 22.5	74.50	1.61	64.58	16.08
22.5 - 30.0	78.37	1.69	67.94	16.91
30.0 - 37.5	78.37	1.69	67.94	16.91
37.5 - 45.0	74.50	1.61	64.58	16.08
45.0 - 52.5	67.31	1.45	58.36	14.53
52.5 - 60.0	57.82	1.25	50.12	12.48
Peak 15 min	78.37	1.69	67.94	16.91
Peak 60 min	69.50	1.50	60.25	15.00

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	36.06	0.94	52.79	31.80
7.5 - 15.0	41.95	1.09	61.41	36.99
15.0 - 22.5	46.44	1.20	67.97	40.94
22.5 - 30.0	48.88	1.27	71.54	43.09
30.0 - 37.5	48.91	1.27	71.60	43.13
37.5 - 45.0	46.52	1.21	68.11	41.03
45.0 - 52.5	42.07	1.09	61.60	37.11
52.5 - 60.0	36.15	0.94	52.93	31.89
0-60	347	9	508	306
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0



## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	5	143	305	0	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	19	2	11	0	5.0	1.00
3	South Leg - MWC (NB)	125	2	403	68	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	68	0	195	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	453		195		622	1045		0.4335
2	West Leg - Steamboat Grand (EB)	None	32		646		2	709		0.0451
3	South Leg - MWC (NB)	None	598		169		509	1034		0.5783
4	East Leg - Ski Time Square (WB)	None	263		554		213	842		0.3124

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	5.63		5.63	2.27		A		A
2	West Leg - Steamboat Grand (EB)	None	5.05		5.05	0.14		A		A
3	South Leg - MWC (NB)	None	7.55		7.55	4.15		A		A
4	East Leg - Ski Time Square (WB)	None	5.85		5.85	1.40		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	511		220		701	1032		0.4952
2	West Leg - Steamboat Grand (EB)	None	36		728		2	669		0.0540
3	South Leg - MWC (NB)	None	674		190		574	1023		0.6593
4	East Leg - Ski Time Square (WB)	None	297		624		240	804		0.3687

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	6.02		6.02	2.27		A		A
2	West Leg - Steamboat Grand (EB)	None	5.25		5.25	0.14		A		A
3	South Leg - MWC (NB)	None	8.40		8.40	4.15		A		A
4	East Leg - Ski Time Square (WB)	None	6.29		6.29	1.40		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	47.11	3.33	62.19	27.35
7.5 - 15.0	54.84	3.87	72.40	31.84
15.0 - 22.5	60.70	4.29	80.12	35.24
22.5 - 30.0	63.85	4.51	84.29	37.07
30.0 - 37.5	63.85	4.51	84.29	37.07
37.5 - 45.0	60.70	4.29	80.12	35.24
45.0 - 52.5	54.84	3.87	72.40	31.84
52.5 - 60.0	47.11	3.33	62.19	27.35
Peak 15 min	63.85	4.51	84.29	37.07
Peak 60 min	56.63	4.00	74.75	32.88

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	64.62	0.21	52.89	22.13
7.5 - 15.0	75.17	0.24	61.53	25.75
15.0 - 22.5	83.20	0.27	68.11	28.50
22.5 - 30.0	87.58	0.28	71.69	30.00
30.0 - 37.5	87.66	0.28	71.74	30.02
37.5 - 45.0	83.40	0.27	68.24	28.56
45.0 - 52.5	75.46	0.24	61.72	25.83
52.5 - 60.0	64.83	0.21	53.03	22.19
0-60	622	2	509	213
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	2	184	414	4	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	8	1	4	0	5.0	1.00
3	South Leg - MWC (NB)	102	3	312	126	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	51	2	72	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60



## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	North Leg - MWC (SB)	None	604		158		394	1065		0.5672
2	West Leg - Steamboat Grand (EB)	None	13		753		9	656		0.0198
3	South Leg - MWC (NB)	None	543		195		571	1020		0.5321
4	East Leg - Ski Time Square (WB)	None	125		427		311	910		0.1374

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	7.15		7.15	3.96		A		A
2	West Leg - Steamboat Grand (EB)	None	5.34		5.34	0.06		A		A
3	South Leg - MWC (NB)	None	6.93		6.93	3.43		A		A
4	East Leg - Ski Time Square (WB)	None	4.33		4.33	0.47		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	681		178		444	1054		0.6461	
2	West Leg - Steamboat Grand (EB)	None	15		849		10	609		0.0241	
3	South Leg - MWC (NB)	None	612		220		643	1007		0.6078	
4	East Leg - Ski Time Square (WB)	None	141		481		350	881		0.1600	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	7.92		7.92	3.96		A		A
2	West Leg - Steamboat Grand (EB)	None	5.59		5.59	0.06		A		A
3	South Leg - MWC (NB)	None	7.61		7.61	3.43		A		A
4	East Leg - Ski Time Square (WB)	None	4.47		4.47	0.47		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	62.81	1.35	56.47	13.00
7.5 - 15.0	73.13	1.57	65.74	15.13
15.0 - 22.5	80.93	1.74	72.75	16.75
22.5 - 30.0	85.13	1.83	76.54	17.62
30.0 - 37.5	85.13	1.83	76.54	17.62
37.5 - 45.0	80.93	1.74	72.75	16.75
45.0 - 52.5	73.13	1.57	65.74	15.13
52.5 - 60.0	62.81	1.35	56.47	13.00
Peak 15 min	85.13	1.83	76.54	17.62
Peak 60 min	75.50	1.63	67.88	15.62

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	40.94	0.94	59.33	32.31
7.5 - 15.0	47.62	1.09	69.01	37.58
15.0 - 22.5	52.71	1.20	76.38	41.60
22.5 - 30.0	55.48	1.27	80.40	43.79
30.0 - 37.5	55.53	1.27	80.47	43.83
37.5 - 45.0	52.82	1.21	76.56	41.70
45.0 - 52.5	47.78	1.09	69.27	37.73
52.5 - 60.0	41.06	0.94	59.52	32.42
0-60	394	9	571	311
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - MWC (SB)	0	0	12.00	1	17.00	1	43.00	102.00	30.00
2	West Leg - Steamboat Grand (EB)	63	0	12.00	1	13.00	1	19.00	35.00	30.00
3	South Leg - MWC (NB)	150	0	12.00	1	16.00	1	40.00	59.00	30.00
4	East Leg - Ski Time Square (WB)	264	0	12.00	1	17.00	1	48.00	73.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - MWC (SB)	120.00	18.00	1	16.00	1	12.00	1
2	West Leg - Steamboat Grand (EB)	120.00	18.00	1	13.00	1	10.00	1
3	South Leg - MWC (NB)	120.00	18.00	1	17.00	1	12.00	1
4	East Leg - Ski Time Square (WB)	120.00	18.00	1	15.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - MWC (SB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	West Leg - Steamboat Grand (EB)	0	1.000	0	1.000	20.00	1792	0	10.00	1494	0
3	South Leg - MWC (NB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
4	East Leg - Ski Time Square (WB)	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - MWC (SB)	6	143	347	0	0	5.0	1.00
2	West Leg - Steamboat Grand (EB)	0	21	2	12	0	5.0	1.00
3	South Leg - MWC (NB)	138	2	467	73	0	5.0	1.00
4	East Leg - Ski Time Square (WB)	0	73	0	195	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - MWC (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - Steamboat Grand (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - MWC (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - Ski Time Square (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	496		213		689	1035		0.4791
2	West Leg - Steamboat Grand (EB)	None	35		707		2	679		0.0515
3	South Leg - MWC (NB)	None	680		172		570	1033		0.6586
4	East Leg - Ski Time Square (WB)	None	268		634		218	799		0.3353

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	6.16		6.16	2.76		A		A
2	West Leg - Steamboat Grand (EB)	None	5.32		5.32	0.17		A		A
3	South Leg - MWC (NB)	None	9.27		9.27	5.96		A		A
4	East Leg - Ski Time Square (WB)	None	6.39		6.39	1.58		A		A



## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)			Capacity (veh/hr)				
			Arrival Flow		Opposing Flow	Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - MWC (SB)	None	559		240		776		1021	0.5480
2	West Leg - Steamboat Grand (EB)	None	39		797		2		634	0.0622
3	South Leg - MWC (NB)	None	767		194		642		1021	0.7510
4	East Leg - Ski Time Square (WB)	None	302		714		246		756	0.3995

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - MWC (SB)	None	6.68		6.68	2.76		A		A
2	West Leg - Steamboat Grand (EB)	None	5.57		5.57	0.17		A		A
3	South Leg - MWC (NB)	None	10.67		10.67	5.96		B		B
4	East Leg - Ski Time Square (WB)	None	6.97		6.97	1.58		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	51.58	3.64	70.71	27.87
7.5 - 15.0	60.05	4.24	82.33	32.45
15.0 - 22.5	66.46	4.69	91.11	35.91
22.5 - 30.0	69.91	4.93	95.85	37.78
30.0 - 37.5	69.91	4.93	95.85	37.78
37.5 - 45.0	66.46	4.69	91.11	35.91
45.0 - 52.5	60.05	4.24	82.33	32.45
52.5 - 60.0	51.58	3.64	70.71	27.87
Peak 15 min	69.91	4.93	95.85	37.78
Peak 60 min	62.00	4.38	85.00	33.50

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - MWC (SB)	West Leg - Steamboat Grand (EB)	South Leg - MWC (NB)	East Leg - Ski Time Square (WB)
0.0 - 7.5	71.57	0.21	59.22	22.65
7.5 - 15.0	83.22	0.24	68.88	26.34
15.0 - 22.5	92.10	0.27	76.24	29.16
22.5 - 30.0	96.96	0.28	80.25	30.69
30.0 - 37.5	97.09	0.28	80.33	30.72
37.5 - 45.0	92.41	0.27	76.43	29.23
45.0 - 52.5	83.66	0.24	69.15	26.45
52.5 - 60.0	71.87	0.21	59.41	22.73
0-60	689	2	570	218
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	1	125	3	44	0	5.0	1.00
2	West Leg - MWR (EB)	2	27	622	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	2	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	4	8	403	56	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	173		419		86	1764		0.0981
2	West Leg - MWR (EB)	None	654		141		451	1138		0.5746
3	South Leg - Broomtail Ln (NB)	None	7		781		14	774		0.0090
4	East Leg - MWR (WB)	None	471		34		754	2086		0.2258

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	2.92		2.92	0.43		A		A
2	West Leg - MWR (EB)	None	8.18		8.18	4.83		A		A
3	South Leg - Broomtail Ln (NB)	None	1.31		1.31	0.03		A		A
4	East Leg - MWR (WB)	None	2.37		2.37	0.95		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	195		472		97	1727		0.1129	
2	West Leg - MWR (EB)	None	737		159		509	1131		0.6523	
3	South Leg - Broomtail Ln (NB)	None	8		880		16	737		0.0107	
4	East Leg - MWR (WB)	None	531		38		850	2082		0.2551	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	2.97		2.97	0.43		A		A
2	West Leg - MWR (EB)	None	9.02		9.02	4.83		A		A
3	South Leg - Broomtail Ln (NB)	None	3.50		3.50	0.03		A		A
4	East Leg - MWR (WB)	None	2.41		2.41	0.95		A		A



## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	17.99	68.01	0.73	48.98
7.5 - 15.0	20.95	79.18	0.85	57.02
15.0 - 22.5	23.18	87.63	0.94	63.11
22.5 - 30.0	24.38	92.18	0.99	66.39
30.0 - 37.5	24.38	92.18	0.99	66.39
37.5 - 45.0	23.18	87.63	0.94	63.11
45.0 - 52.5	20.95	79.18	0.85	57.02
52.5 - 60.0	17.99	68.01	0.73	48.98
Peak 15 min	24.38	92.18	0.99	66.39
Peak 60 min	21.63	81.75	0.88	58.87

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	8.94	46.89	1.46	78.34
7.5 - 15.0	10.40	54.58	1.69	91.11
15.0 - 22.5	11.51	60.41	1.87	100.85
22.5 - 30.0	12.12	63.56	1.97	106.16
30.0 - 37.5	12.12	63.57	1.97	106.26
37.5 - 45.0	11.53	60.44	1.88	101.10
45.0 - 52.5	10.42	54.62	1.70	91.48
52.5 - 60.0	8.95	46.93	1.46	78.60
0-60	86	451	14	754
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	86	5	36	0	5.0	1.00
2	West Leg - MWR (EB)	4	47	554	2	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	2	1	3	0	5.0	1.00
4	East Leg - MWR (WB)	7	1	641	123	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	127		655		171	1601		0.0793
2	West Leg - MWR (EB)	None	607		99		683	1156		0.5250
3	South Leg - Broomtail Ln (NB)	None	6		698		8	804		0.0075
4	East Leg - MWR (WB)	None	772		54		650	2066		0.3736

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.40		3.40	0.37		A		A
2	West Leg - MWR (EB)	None	7.24		7.24	3.92		A		A
3	South Leg - Broomtail Ln (NB)	None	0.00		0.00	0.00		A		A
4	East Leg - MWR (WB)	None	3.07		3.07	2.06		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	143		738		193	1543		0.0928
2	West Leg - MWR (EB)	None	684		112		770	1151		0.5948
3	South Leg - Broomtail Ln (NB)	None	7		787		9	772		0.0088
4	East Leg - MWR (WB)	None	871		61		733	2060		0.4227

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.49		3.49	0.37		A		A
2	West Leg - MWR (EB)	None	7.84		7.84	3.92		A		A
3	South Leg - Broomtail Ln (NB)	None	0.00		0.00	0.00		A		A
4	East Leg - MWR (WB)	None	3.22		3.22	2.06		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	13.21	63.12	0.62	80.28
7.5 - 15.0	15.38	73.49	0.73	93.47
15.0 - 22.5	17.02	81.33	0.80	103.44
22.5 - 30.0	17.90	85.56	0.85	108.81
30.0 - 37.5	17.90	85.56	0.85	108.81
37.5 - 45.0	17.02	81.33	0.80	103.44
45.0 - 52.5	15.38	73.49	0.73	93.47
52.5 - 60.0	13.21	63.12	0.62	80.28
Peak 15 min	17.90	85.56	0.85	108.81
Peak 60 min	15.87	75.88	0.75	96.50

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	17.77	71.00	0.83	67.54
7.5 - 15.0	20.68	82.63	0.97	78.57
15.0 - 22.5	22.89	91.46	1.07	86.97
22.5 - 30.0	24.09	96.24	1.13	91.54
30.0 - 37.5	24.10	96.27	1.13	91.61
37.5 - 45.0	22.92	91.54	1.07	87.14
45.0 - 52.5	20.72	82.74	0.97	78.83
52.5 - 60.0	17.80	71.08	0.83	67.74
0-60	171	683	8	650
%Trucks	5.00	5.00	5.00	5.00



## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	2	138	5	65	0	5.0	1.00
2	West Leg - MWR (EB)	3	39	924	5	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	3	3	0	5.0	1.00
4	East Leg - MWR (WB)	4	9	445	62	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	210		464		106	1733		0.1212
2	West Leg - MWR (EB)	None	971		158		516	1131		0.8585
3	South Leg - Broomtail Ln (NB)	None	9		1110		19	653		0.0138
4	East Leg - MWR (WB)	None	520		50		1069	2070		0.2512

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.35		3.35	0.60		A		A
2	West Leg - MWR (EB)	None	23.62		23.62	23.12		C		C
3	South Leg - Broomtail Ln (NB)	None	4.62		4.62	0.04		A		A
4	East Leg - MWR (WB)	None	2.47		2.47	1.10		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	237		523		119	1692		0.1399
2	West Leg - MWR (EB)	None	1095		178		582	1122		0.9755
3	South Leg - Broomtail Ln (NB)	None	10		1243		21	604		0.0168
4	East Leg - MWR (WB)	None	586		56		1197	2064		0.2840

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.42		3.42	0.60		A		A
2	West Leg - MWR (EB)	None	29.88		29.88	23.12		D		D
3	South Leg - Broomtail Ln (NB)	None	5.58		5.58	0.04		A		A
4	East Leg - MWR (WB)	None	2.52		2.52	1.10		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	21.84	100.98	0.94	54.08
7.5 - 15.0	25.42	117.56	1.09	62.96
15.0 - 22.5	28.14	130.10	1.21	69.67
22.5 - 30.0	29.60	136.86	1.27	73.29
30.0 - 37.5	29.60	136.86	1.27	73.29
37.5 - 45.0	28.14	130.10	1.21	69.67
45.0 - 52.5	25.42	117.56	1.09	62.96
52.5 - 60.0	21.84	100.98	0.94	54.08
Peak 15 min	29.60	136.86	1.27	73.29
Peak 60 min	26.25	121.38	1.13	65.00

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	11.01	53.64	1.97	110.92
7.5 - 15.0	12.80	62.44	2.30	128.64
15.0 - 22.5	14.15	69.11	2.54	141.99
22.5 - 30.0	14.88	72.71	2.67	149.28
30.0 - 37.5	14.91	72.73	2.67	150.02
37.5 - 45.0	14.22	69.15	2.55	143.51
45.0 - 52.5	12.94	62.51	2.31	131.83
52.5 - 60.0	11.08	53.70	1.98	112.41
0-60	106	516	19	1069
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Background	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	95	8	54	0	5.0	1.00
2	West Leg - MWR (EB)	6	69	823	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	8	1	708	136	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	157		726		207	1552		0.1012
2	West Leg - MWR (EB)	None	901		112		771	1151		0.7831
3	South Leg - Broomtail Ln (NB)	None	8		1001		12	693		0.0115
4	East Leg - MWR (WB)	None	853		80		929	2041		0.4180

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.02		4.02	0.55		A		A
2	West Leg - MWR (EB)	None	15.42		15.42	13.42		C		C
3	South Leg - Broomtail Ln (NB)	None	4.09		4.09	0.04		A		A
4	East Leg - MWR (WB)	None	3.34		3.34	2.49		A		A

## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	177		818		233	1488		0.1190
2	West Leg - MWR (EB)	None	1016		126		869	1145		0.8877
3	South Leg - Broomtail Ln (NB)	None	9		1125		14	647		0.0139
4	East Leg - MWR (WB)	None	962		90		1045	2031		0.4736

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.16		4.16	0.55		A		A
2	West Leg - MWR (EB)	None	18.68		18.68	13.42		C		C
3	South Leg - Broomtail Ln (NB)	None	5.21		5.21	0.04		A		A
4	East Leg - MWR (WB)	None	3.53		3.53	2.49		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	16.33	93.70	0.83	88.71
7.5 - 15.0	19.01	109.08	0.97	103.27
15.0 - 22.5	21.04	120.72	1.07	114.29
22.5 - 30.0	22.13	127.00	1.13	120.23
30.0 - 37.5	22.13	127.00	1.13	120.23
37.5 - 45.0	21.04	120.72	1.07	114.29
45.0 - 52.5	19.01	109.08	0.97	103.27
52.5 - 60.0	16.33	93.70	0.83	88.71
Peak 15 min	22.13	127.00	1.13	120.23
Peak 60 min	19.63	112.62	1.00	106.63

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	21.51	80.14	1.25	96.44
7.5 - 15.0	25.01	93.27	1.45	112.00
15.0 - 22.5	27.67	103.23	1.60	123.84
22.5 - 30.0	29.12	108.63	1.69	130.37
30.0 - 37.5	29.16	108.67	1.69	130.77
37.5 - 45.0	27.76	103.34	1.61	124.70
45.0 - 52.5	25.15	93.42	1.46	113.39
52.5 - 60.0	21.59	80.26	1.25	97.24
0-60	207	771	12	929
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1



**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	1	128	3	56	0	5.0	1.00
2	West Leg - MWR (EB)	2	28	663	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	2	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	4	8	446	58	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	188		462		89	1735		0.1084
2	West Leg - MWR (EB)	None	696		144		506	1137		0.6122
3	South Leg - Broomtail Ln (NB)	None	7		826		14	757		0.0092
4	East Leg - MWR (WB)	None	516		35		798	2085		0.2475

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.20		3.20	0.52		A		A
2	West Leg - MWR (EB)	None	8.95		8.95	5.68		A		A
3	South Leg - Broomtail Ln (NB)	None	1.35		1.35	0.03		A		A
4	East Leg - MWR (WB)	None	2.42		2.42	1.07		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	212		521		100	1694		0.1252
2	West Leg - MWR (EB)	None	785		162		571	1129		0.6951
3	South Leg - Broomtail Ln (NB)	None	8		931		16	719		0.0110
4	East Leg - MWR (WB)	None	582		39		899	2081		0.2796

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.27		3.27	0.52		A		A
2	West Leg - MWR (EB)	None	10.00		10.00	5.68		B		B
3	South Leg - Broomtail Ln (NB)	None	3.59		3.59	0.03		A		A
4	East Leg - MWR (WB)	None	2.47		2.47	1.07		A		A

## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	19.55	72.38	0.73	53.66
7.5 - 15.0	22.76	84.26	0.85	62.47
15.0 - 22.5	25.19	93.25	0.94	69.14
22.5 - 30.0	26.50	98.10	0.99	72.73
30.0 - 37.5	26.50	98.10	0.99	72.73
37.5 - 45.0	25.19	93.25	0.94	69.14
45.0 - 52.5	22.76	84.26	0.85	62.47
52.5 - 60.0	19.55	72.38	0.73	53.66
Peak 15 min	26.50	98.10	0.99	72.73
Peak 60 min	23.50	87.00	0.88	64.50

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	9.25	52.60	1.46	82.90
7.5 - 15.0	10.76	61.23	1.69	96.41
15.0 - 22.5	11.91	67.77	1.87	106.71
22.5 - 30.0	12.54	71.31	1.97	112.33
30.0 - 37.5	12.54	71.32	1.97	112.46
37.5 - 45.0	11.93	67.81	1.88	107.01
45.0 - 52.5	10.79	61.29	1.70	96.86
52.5 - 60.0	9.27	52.65	1.46	83.22
0-60	89	506	14	798
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0



## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	89	5	37	0	5.0	1.00
2	West Leg - MWR (EB)	4	53	599	2	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	2	1	3	0	5.0	1.00
4	East Leg - MWR (WB)	7	1	680	126	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	131		694		180	1574		0.0832
2	West Leg - MWR (EB)	None	658		102		723	1155		0.5698
3	South Leg - Broomtail Ln (NB)	None	6		752		8	784		0.0076
4	East Leg - MWR (WB)	None	814		60		698	2060		0.3951

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.46		3.46	0.39		A		A
2	West Leg - MWR (EB)	None	7.97		7.97	4.72		A		A
3	South Leg - Broomtail Ln (NB)	None	0.00		0.00	0.00		A		A
4	East Leg - MWR (WB)	None	3.17		3.17	2.25		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	148		782		203	1513		0.0977
2	West Leg - MWR (EB)	None	742		115		815	1149		0.6456
3	South Leg - Broomtail Ln (NB)	None	7		847		9	749		0.0090
4	East Leg - MWR (WB)	None	918		68		787	2053		0.4471

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.57		3.57	0.39		A		A
2	West Leg - MWR (EB)	None	8.75		8.75	4.72		A		A
3	South Leg - Broomtail Ln (NB)	None	0.00		0.00	0.00		A		A
4	East Leg - MWR (WB)	None	3.33		3.33	2.25		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	13.62	68.43	0.62	84.65
7.5 - 15.0	15.86	79.66	0.73	98.55
15.0 - 22.5	17.55	88.16	0.80	109.06
22.5 - 30.0	18.46	92.75	0.85	114.73
30.0 - 37.5	18.46	92.75	0.85	114.73
37.5 - 45.0	17.55	88.16	0.80	109.06
45.0 - 52.5	15.86	79.66	0.73	98.55
52.5 - 60.0	13.62	68.43	0.62	84.65
Peak 15 min	18.46	92.75	0.85	114.73
Peak 60 min	16.38	82.25	0.75	101.75

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	18.71	75.16	0.83	72.52
7.5 - 15.0	21.77	87.47	0.97	84.35
15.0 - 22.5	24.09	96.82	1.07	93.36
22.5 - 30.0	25.36	101.87	1.13	98.28
30.0 - 37.5	25.37	101.91	1.13	98.37
37.5 - 45.0	24.13	96.90	1.07	93.59
45.0 - 52.5	21.82	87.59	0.97	84.68
52.5 - 60.0	18.74	75.25	0.83	72.76
0-60	180	723	8	698
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	2	142	5	77	0	5.0	1.00
2	West Leg - MWR (EB)	3	40	987	5	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	3	3	0	5.0	1.00
4	East Leg - MWR (WB)	4	9	507	65	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60



## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	226		526		110	1690		0.1337
2	West Leg - MWR (EB)	None	1035		162		590	1129		0.9165
3	South Leg - Broomtail Ln (NB)	None	9		1171		19	631		0.0143
4	East Leg - MWR (WB)	None	585		51		1129	2070		0.2827

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.64		3.64	0.71		A		A
2	West Leg - MWR (EB)	None	36.31		36.31	39.21		E		E
3	South Leg - Broomtail Ln (NB)	None	5.30		5.30	0.04		A		A
4	East Leg - MWR (WB)	None	2.55		2.55	1.28		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	255		593		122	1644		0.1550
2	West Leg - MWR (EB)	None	1167		183		665	1121		1.0416
3	South Leg - Broomtail Ln (NB)	None	10		1282		21	590		0.0172
4	East Leg - MWR (WB)	None	660		56		1237	2065		0.3195

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.74		3.74	0.71		A		A
2	West Leg - MWR (EB)	None	46.33		46.33	39.21		E		E
3	South Leg - Broomtail Ln (NB)	None	5.74		5.74	0.04		A		A
4	East Leg - MWR (WB)	None	2.62		2.62	1.28		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	23.50	107.63	0.94	60.84
7.5 - 15.0	27.36	125.31	1.09	70.83
15.0 - 22.5	30.28	138.68	1.21	78.38
22.5 - 30.0	31.86	145.89	1.27	82.46
30.0 - 37.5	31.86	145.89	1.27	82.46
37.5 - 45.0	30.28	138.68	1.21	78.38
45.0 - 52.5	27.36	125.31	1.09	70.83
52.5 - 60.0	23.50	107.63	0.94	60.84
Peak 15 min	31.86	145.89	1.27	82.46
Peak 60 min	28.25	129.38	1.13	73.13

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	11.42	61.34	1.97	117.81
7.5 - 15.0	13.27	71.39	2.29	136.38
15.0 - 22.5	14.65	79.01	2.53	150.10
22.5 - 30.0	15.28	83.13	2.65	154.56
30.0 - 37.5	15.28	83.14	2.65	154.57
37.5 - 45.0	14.74	79.07	2.55	152.22
45.0 - 52.5	13.53	71.48	2.33	142.77
52.5 - 60.0	11.54	61.40	1.99	120.60
0-60	110	590	19	1129
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	99	8	55	0	5.0	1.00
2	West Leg - MWR (EB)	6	75	890	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	8	1	769	140	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	162		787		217	1509		0.1073
2	West Leg - MWR (EB)	None	974		116		833	1149		0.8478
3	South Leg - Broomtail Ln (NB)	None	8		1078		12	665		0.0120
4	East Leg - MWR (WB)	None	918		86		1000	2035		0.4511

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.14		4.14	0.59		A		A
2	West Leg - MWR (EB)	None	21.61		21.61	21.00		C		C
3	South Leg - Broomtail Ln (NB)	None	4.28		4.28	0.04		A		A
4	East Leg - MWR (WB)	None	3.51		3.51	2.84		A		A



## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	183		887		244	1440		0.1269
2	West Leg - MWR (EB)	None	1098		131		939	1143		0.9612
3	South Leg - Broomtail Ln (NB)	None	9		1208		14	617		0.0146
4	East Leg - MWR (WB)	None	1035		96		1121	2025		0.5113

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.31		4.31	0.59		A		A
2	West Leg - MWR (EB)	None	27.14		27.14	21.00		D		D
3	South Leg - Broomtail Ln (NB)	None	5.46		5.46	0.04		A		A
4	East Leg - MWR (WB)	None	3.75		3.75	2.84		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	16.85	101.29	0.83	95.47
7.5 - 15.0	19.61	117.92	0.97	111.14
15.0 - 22.5	21.71	130.50	1.07	123.00
22.5 - 30.0	22.83	137.29	1.13	129.39
30.0 - 37.5	22.83	137.29	1.13	129.39
37.5 - 45.0	21.71	130.50	1.07	123.00
45.0 - 52.5	19.61	117.92	0.97	111.14
52.5 - 60.0	16.85	101.29	0.83	95.47
Peak 15 min	22.83	137.29	1.13	129.39
Peak 60 min	20.25	121.75	1.00	114.75

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	22.54	86.59	1.25	103.77
7.5 - 15.0	26.20	100.76	1.45	120.37
15.0 - 22.5	28.97	111.53	1.60	132.91
22.5 - 30.0	30.48	117.36	1.69	139.79
30.0 - 37.5	30.54	117.41	1.69	140.45
37.5 - 45.0	29.10	111.65	1.61	134.26
45.0 - 52.5	26.45	100.94	1.46	123.03
52.5 - 60.0	22.67	86.72	1.25	105.06
0-60	217	833	12	1000
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	1	128	3	56	0	5.0	1.00
2	West Leg - MWR (EB)	2	28	663	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	2	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	4	8	446	58	0	5.0	1.00

### 2024 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	188		462		89	1735		0.1084
2	West Leg - MWR (EB)	None	696		144		506	1137		0.6122
3	South Leg - Broomtail Ln (NB)	None	7		826		14	757		0.0092
4	East Leg - MWR (WB)	None	516		35		798	2085		0.2475

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.20		3.20	0.52		A		A
2	West Leg - MWR (EB)	None	8.95		8.95	5.68		A		A
3	South Leg - Broomtail Ln (NB)	None	1.35		1.35	0.03		A		A
4	East Leg - MWR (WB)	None	2.42		2.42	1.07		A		A

## 2024 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	212		521		100	1694		0.1252
2	West Leg - MWR (EB)	None	785		162		571	1129		0.6951
3	South Leg - Broomtail Ln (NB)	None	8		931		16	719		0.0110
4	East Leg - MWR (WB)	None	582		39		899	2081		0.2796

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.27		3.27	0.52		A		A
2	West Leg - MWR (EB)	None	10.00		10.00	5.68		B		B
3	South Leg - Broomtail Ln (NB)	None	3.59		3.59	0.03		A		A
4	East Leg - MWR (WB)	None	2.47		2.47	1.07		A		A



## Approach Flow Profile

### 2024 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	19.55	72.38	0.73	53.66
7.5 - 15.0	22.76	84.26	0.85	62.47
15.0 - 22.5	25.19	93.25	0.94	69.14
22.5 - 30.0	26.50	98.10	0.99	72.73
30.0 - 37.5	26.50	98.10	0.99	72.73
37.5 - 45.0	25.19	93.25	0.94	69.14
45.0 - 52.5	22.76	84.26	0.85	62.47
52.5 - 60.0	19.55	72.38	0.73	53.66
Peak 15 min	26.50	98.10	0.99	72.73
Peak 60 min	23.50	87.00	0.88	64.50

## Exit Flow Profile

### 2024 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	9.25	52.60	1.46	82.90
7.5 - 15.0	10.76	61.23	1.69	96.41
15.0 - 22.5	11.91	67.77	1.87	106.71
22.5 - 30.0	12.54	71.31	1.97	112.33
30.0 - 37.5	12.54	71.32	1.97	112.46
37.5 - 45.0	11.93	67.81	1.88	107.01
45.0 - 52.5	10.79	61.29	1.70	96.86
52.5 - 60.0	9.27	52.65	1.46	83.22
0-60	89	506	14	798
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2024 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2024 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	89	5	37	0	5.0	1.00
2	West Leg - MWR (EB)	4	53	599	2	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	2	1	3	0	5.0	1.00
4	East Leg - MWR (WB)	7	1	680	126	0	5.0	1.00

### 2024 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2024 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	131		694		180	1574		0.0832
2	West Leg - MWR (EB)	None	658		102		723	1155		0.5698
3	South Leg - Broomtail Ln (NB)	None	6		752		8	784		0.0076
4	East Leg - MWR (WB)	None	814		60		698	2060		0.3951

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.46		3.46	0.39		A		A
2	West Leg - MWR (EB)	None	7.97		7.97	4.72		A		A
3	South Leg - Broomtail Ln (NB)	None	0.00		0.00	0.00		A		A
4	East Leg - MWR (WB)	None	3.17		3.17	2.25		A		A

## 2024 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	148		782		203	1513		0.0977
2	West Leg - MWR (EB)	None	742		115		815	1149		0.6456
3	South Leg - Broomtail Ln (NB)	None	7		847		9	749		0.0090
4	East Leg - MWR (WB)	None	918		68		787	2053		0.4471

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.57		3.57	0.39		A		A
2	West Leg - MWR (EB)	None	8.75		8.75	4.72		A		A
3	South Leg - Broomtail Ln (NB)	None	0.00		0.00	0.00		A		A
4	East Leg - MWR (WB)	None	3.33		3.33	2.25		A		A

## Approach Flow Profile

### 2024 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	13.62	68.43	0.62	84.65
7.5 - 15.0	15.86	79.66	0.73	98.55
15.0 - 22.5	17.55	88.16	0.80	109.06
22.5 - 30.0	18.46	92.75	0.85	114.73
30.0 - 37.5	18.46	92.75	0.85	114.73
37.5 - 45.0	17.55	88.16	0.80	109.06
45.0 - 52.5	15.86	79.66	0.73	98.55
52.5 - 60.0	13.62	68.43	0.62	84.65
Peak 15 min	18.46	92.75	0.85	114.73
Peak 60 min	16.38	82.25	0.75	101.75

## Exit Flow Profile

### 2024 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	18.71	75.16	0.83	72.52
7.5 - 15.0	21.77	87.47	0.97	84.35
15.0 - 22.5	24.09	96.82	1.07	93.36
22.5 - 30.0	25.36	101.87	1.13	98.28
30.0 - 37.5	25.37	101.91	1.13	98.37
37.5 - 45.0	24.13	96.90	1.07	93.59
45.0 - 52.5	21.82	87.59	0.97	84.68
52.5 - 60.0	18.74	75.25	0.83	72.76
0-60	180	723	8	698
%Trucks	5.00	5.00	5.00	5.00



## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	2	142	5	77	0	5.0	1.00
2	West Leg - MWR (EB)	3	40	987	5	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	3	3	0	5.0	1.00
4	East Leg - MWR (WB)	4	9	507	65	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	226		526		110	1690		0.1337
2	West Leg - MWR (EB)	None	1035		162		590	1129		0.9165
3	South Leg - Broomtail Ln (NB)	None	9		1171		19	631		0.0143
4	East Leg - MWR (WB)	None	585		51		1129	2070		0.2827

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.64		3.64	0.71		A		A
2	West Leg - MWR (EB)	None	36.31		36.31	39.21		E		E
3	South Leg - Broomtail Ln (NB)	None	5.30		5.30	0.04		A		A
4	East Leg - MWR (WB)	None	2.55		2.55	1.28		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	255		593		122	1644		0.1550
2	West Leg - MWR (EB)	None	1167		183		665	1121		1.0416
3	South Leg - Broomtail Ln (NB)	None	10		1282		21	590		0.0172
4	East Leg - MWR (WB)	None	660		56		1237	2065		0.3195

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.74		3.74	0.71		A		A
2	West Leg - MWR (EB)	None	46.33		46.33	39.21		E		E
3	South Leg - Broomtail Ln (NB)	None	5.74		5.74	0.04		A		A
4	East Leg - MWR (WB)	None	2.62		2.62	1.28		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	23.50	107.63	0.94	60.84
7.5 - 15.0	27.36	125.31	1.09	70.83
15.0 - 22.5	30.28	138.68	1.21	78.38
22.5 - 30.0	31.86	145.89	1.27	82.46
30.0 - 37.5	31.86	145.89	1.27	82.46
37.5 - 45.0	30.28	138.68	1.21	78.38
45.0 - 52.5	27.36	125.31	1.09	70.83
52.5 - 60.0	23.50	107.63	0.94	60.84
Peak 15 min	31.86	145.89	1.27	82.46
Peak 60 min	28.25	129.38	1.13	73.13

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	11.42	61.34	1.97	117.81
7.5 - 15.0	13.27	71.39	2.29	136.38
15.0 - 22.5	14.65	79.01	2.53	150.10
22.5 - 30.0	15.28	83.13	2.65	154.56
30.0 - 37.5	15.28	83.14	2.65	154.57
37.5 - 45.0	14.74	79.07	2.55	152.22
45.0 - 52.5	13.53	71.48	2.33	142.77
52.5 - 60.0	11.54	61.40	1.99	120.60
0-60	110	590	19	1129
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	99	8	55	0	5.0	1.00
2	West Leg - MWR (EB)	6	75	890	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	8	1	769	140	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	162		787		217	1509		0.1073
2	West Leg - MWR (EB)	None	974		116		833	1149		0.8478
3	South Leg - Broomtail Ln (NB)	None	8		1078		12	665		0.0120
4	East Leg - MWR (WB)	None	918		86		1000	2035		0.4511

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.14		4.14	0.59		A		A
2	West Leg - MWR (EB)	None	21.61		21.61	21.00		C		C
3	South Leg - Broomtail Ln (NB)	None	4.28		4.28	0.04		A		A
4	East Leg - MWR (WB)	None	3.51		3.51	2.84		A		A

## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	183		887		244	1440		0.1269
2	West Leg - MWR (EB)	None	1098		131		939	1143		0.9612
3	South Leg - Broomtail Ln (NB)	None	9		1208		14	617		0.0146
4	East Leg - MWR (WB)	None	1035		96		1121	2025		0.5113

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.31		4.31	0.59		A		A
2	West Leg - MWR (EB)	None	27.14		27.14	21.00		D		D
3	South Leg - Broomtail Ln (NB)	None	5.46		5.46	0.04		A		A
4	East Leg - MWR (WB)	None	3.75		3.75	2.84		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	16.85	101.29	0.83	95.47
7.5 - 15.0	19.61	117.92	0.97	111.14
15.0 - 22.5	21.71	130.50	1.07	123.00
22.5 - 30.0	22.83	137.29	1.13	129.39
30.0 - 37.5	22.83	137.29	1.13	129.39
37.5 - 45.0	21.71	130.50	1.07	123.00
45.0 - 52.5	19.61	117.92	0.97	111.14
52.5 - 60.0	16.85	101.29	0.83	95.47
Peak 15 min	22.83	137.29	1.13	129.39
Peak 60 min	20.25	121.75	1.00	114.75

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	22.54	86.59	1.25	103.77
7.5 - 15.0	26.20	100.76	1.45	120.37
15.0 - 22.5	28.97	111.53	1.60	132.91
22.5 - 30.0	30.48	117.36	1.69	139.79
30.0 - 37.5	30.54	117.41	1.69	140.45
37.5 - 45.0	29.10	111.65	1.61	134.26
45.0 - 52.5	26.45	100.94	1.46	123.03
52.5 - 60.0	22.67	86.72	1.25	105.06
0-60	217	833	12	1000
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements and MWC SBL Rerouted - 1 Lane EB	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1



**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	2	142	5	77	0	5.0	1.00
2	West Leg - MWR (EB)	3	40	987	5	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	3	3	0	5.0	1.00
4	East Leg - MWR (WB)	95	9	507	65	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	226		617		109	1627		0.1389
2	West Leg - MWR (EB)	None	1035		253		590	1091		0.9491
3	South Leg - Broomtail Ln (NB)	None	9		1255		19	600		0.0150
4	East Leg - MWR (WB)	None	676		50		1214	2070		0.3266

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.81		3.81	0.75		A		A
2	West Leg - MWR (EB)	None	51.24		51.24	56.70		F		F
3	South Leg - Broomtail Ln (NB)	None	5.57		5.57	0.05		A		A
4	East Leg - MWR (WB)	None	2.84		2.84	1.65		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	North Leg - Steamboat Blvd (SB)	None	255		695		121	1573		0.1620
2	West Leg - MWR (EB)	None	1167		285		665	1077		1.0838
3	South Leg - Broomtail Ln (NB)	None	10		1341		21	568		0.0179
4	East Leg - MWR (WB)	None	762		54		1297	2067		0.3689

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.94		3.94	0.75		A		A
2	West Leg - MWR (EB)	None	63.37		63.37	55.37		F		F
3	South Leg - Broomtail Ln (NB)	None	5.99		5.99	0.05		A		A
4	East Leg - MWR (WB)	None	2.94		2.94	1.65		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	23.50	107.63	0.94	70.30
7.5 - 15.0	27.36	125.31	1.09	81.84
15.0 - 22.5	30.28	138.68	1.21	90.57
22.5 - 30.0	31.86	145.89	1.27	95.28
30.0 - 37.5	31.86	145.89	1.27	95.28
37.5 - 45.0	30.28	138.68	1.21	90.57
45.0 - 52.5	27.36	125.31	1.09	81.84
52.5 - 60.0	23.50	107.63	0.94	70.30
Peak 15 min	31.86	145.89	1.27	95.28
Peak 60 min	28.25	129.38	1.13	84.50

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	11.42	61.33	1.97	127.21
7.5 - 15.0	13.25	71.38	2.29	147.10
15.0 - 22.5	14.61	79.00	2.53	161.21
22.5 - 30.0	15.07	83.11	2.62	162.18
30.0 - 37.5	15.07	83.13	2.62	162.19
37.5 - 45.0	14.61	79.06	2.53	161.24
45.0 - 52.5	13.77	71.54	2.36	159.48
52.5 - 60.0	11.67	61.42	2.00	133.11
0-60	109	590	19	1214
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements and MWC SBL Rerouted - 1 Lane EB	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	11.00	1	15.20	1	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	13.00	1	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	1643	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0



## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	99	8	55	0	5.0	1.00
2	West Leg - MWR (EB)	6	75	890	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	141	1	769	140	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	162		920		217	1417		0.1143
2	West Leg - MWR (EB)	None	974		249		833	1092		0.8917
3	South Leg - Broomtail Ln (NB)	None	8		1209		12	617		0.0130
4	East Leg - MWR (WB)	None	1051		86		1131	2035		0.5165

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.46		4.46	0.64		A		A
2	West Leg - MWR (EB)	None	31.36		31.36	31.68		D		D
3	South Leg - Broomtail Ln (NB)	None	4.65		4.65	0.04		A		A
4	East Leg - MWR (WB)	None	3.89		3.89	3.65		A		A

## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	183		1037		243	1336		0.1367
2	West Leg - MWR (EB)	None	1098		281		939	1079		1.0181
3	South Leg - Broomtail Ln (NB)	None	9		1346		13	566		0.0159
4	East Leg - MWR (WB)	None	1185		95		1260	2026		0.5851

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.68		4.68	0.64		A		A
2	West Leg - MWR (EB)	None	40.14		40.14	31.68		E		E
3	South Leg - Broomtail Ln (NB)	None	5.95		5.95	0.04		A		A
4	East Leg - MWR (WB)	None	4.23		4.23	3.65		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	16.85	101.29	0.83	109.30
7.5 - 15.0	19.61	117.92	0.97	127.24
15.0 - 22.5	21.71	130.50	1.07	140.82
22.5 - 30.0	22.83	137.29	1.13	148.14
30.0 - 37.5	22.83	137.29	1.13	148.14
37.5 - 45.0	21.71	130.50	1.07	140.82
45.0 - 52.5	19.61	117.92	0.97	127.24
52.5 - 60.0	16.85	101.29	0.83	109.30
Peak 15 min	22.83	137.29	1.13	148.14
Peak 60 min	20.25	121.75	1.00	131.38

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	22.54	86.58	1.25	117.54
7.5 - 15.0	26.18	100.75	1.45	136.22
15.0 - 22.5	28.92	111.50	1.60	150.15
22.5 - 30.0	30.39	117.34	1.68	157.45
30.0 - 37.5	30.40	117.39	1.68	157.46
37.5 - 45.0	29.09	111.66	1.61	151.94
45.0 - 52.5	26.61	100.98	1.47	141.06
52.5 - 60.0	22.73	86.74	1.25	119.58
0-60	217	833	12	1131
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements and MWC SBL Rerouted - 2 Lanes EB	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	22.00	2	25.70	2	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	25.00	2	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	3286	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	2	142	5	77	0	5.0	1.00
2	West Leg - MWR (EB)	3	40	987	5	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	3	3	0	5.0	1.00
4	East Leg - MWR (WB)	95	9	507	65	0	5.0	1.00

### 2044 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60



## Operational Results

### 2044 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	226		617		110	1627		0.1389
2	West Leg - MWR (EB)	None	1035		253		590	1910		0.5420
3	South Leg - Broomtail Ln (NB)	None	9		1269		19	595		0.0151
4	East Leg - MWR (WB)	None	676		51		1227	2069		0.3267

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.81		3.81	0.75		A		A
2	West Leg - MWR (EB)	None	3.96		3.96	3.75		A		A
3	South Leg - Broomtail Ln (NB)	None	5.67		5.67	0.05		A		A
4	East Leg - MWR (WB)	None	2.84		2.84	1.66		A		A

## 2044 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	255		696		124	1573		0.1620
2	West Leg - MWR (EB)	None	1167		285		665	1886		0.6187
3	South Leg - Broomtail Ln (NB)	None	10		1431		21	535		0.0190
4	East Leg - MWR (WB)	None	762		57		1383	2063		0.3695

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	3.94		3.94	0.75		A		A
2	West Leg - MWR (EB)	None	4.40		4.40	3.75		A		A
3	South Leg - Broomtail Ln (NB)	None	6.29		6.29	0.05		A		A
4	East Leg - MWR (WB)	None	2.95		2.95	1.66		A		A

## Approach Flow Profile

### 2044 AM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	23.50	107.63	0.94	70.30
7.5 - 15.0	27.36	125.31	1.09	81.84
15.0 - 22.5	30.28	138.68	1.21	90.57
22.5 - 30.0	31.86	145.89	1.27	95.28
30.0 - 37.5	31.86	145.89	1.27	95.28
37.5 - 45.0	30.28	138.68	1.21	90.57
45.0 - 52.5	27.36	125.31	1.09	81.84
52.5 - 60.0	23.50	107.63	0.94	70.30
Peak 15 min	31.86	145.89	1.27	95.28
Peak 60 min	28.25	129.38	1.13	84.50

## Exit Flow Profile

### 2044 AM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	11.43	61.33	1.98	127.53
7.5 - 15.0	13.31	71.39	2.30	148.41
15.0 - 22.5	14.73	79.01	2.54	164.26
22.5 - 30.0	15.50	83.14	2.68	172.85
30.0 - 37.5	15.50	83.16	2.68	172.94
37.5 - 45.0	14.74	79.07	2.55	164.48
45.0 - 52.5	13.33	71.47	2.30	148.71
52.5 - 60.0	11.45	61.40	1.98	127.75
0-60	110	590	19	1227
%Trucks	5.00	5.00	5.00	5.00

## Scheme Summary

### Control Data

#### Control Data and Model Parameters

Steamboat Resort Comprehensive	2044 Synthetic Flow Profile (veh)
Total with GTC Alternate Improvements and MWC SBL Rerouted - 2 Lanes EB	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Right Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

#### Available Data

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

## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	North Leg - Steamboat Blvd (SB)	0	0	22.00	2	25.00	2	50.00	66.00	30.00
2	West Leg - MWR (EB)	90	0	22.00	2	25.70	2	50.00	66.00	30.00
3	South Leg - Broomtail Ln (NB)	180	0	10.00	1	14.00	1	25.00	66.00	30.00
4	East Leg - MWR (WB)	270	0	23.00	2	25.70	2	50.00	66.00	30.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg - Steamboat Blvd (SB)	156.00	32.00	2	13.00	1	12.00	1
2	West Leg - MWR (EB)	130.00	32.00	2	25.00	2	23.00	2
3	South Leg - Broomtail Ln (NB)	130.00	32.00	2	13.50	1	10.00	1
4	East Leg - MWR (WB)	156.00	20.00	1	25.00	2	12.00	1

**Capacity Modifiers and Capacity Calibration (veh/hr)**

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	North Leg - Steamboat Blvd (SB)	0	1.000	0	1.000	20.00	3286	0	12.00	1792	0
2	West Leg - MWR (EB)	0	1.000	0	1.000	20.00	3286	0	23.00	3435	0
3	South Leg - Broomtail Ln (NB)	0	1.000	0	1.000	20.00	1494	0	10.00	1494	0
4	East Leg - MWR (WB)	0	1.000	0	1.000	20.00	3435	0	12.00	1792	0

## Traffic Flow Data (veh/hr)

### 2044 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers	
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor
1	North Leg - Steamboat Blvd (SB)	0	99	8	55	0	5.0	1.00
2	West Leg - MWR (EB)	6	75	890	3	0	5.0	1.00
3	South Leg - Broomtail Ln (NB)	0	3	2	3	0	5.0	1.00
4	East Leg - MWR (WB)	141	1	769	140	0	5.0	1.00

### 2044 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	North Leg - Steamboat Blvd (SB)	0.750	1.125	0.750	0	30	60
2	West Leg - MWR (EB)	0.750	1.125	0.750	0	30	60
3	South Leg - Broomtail Ln (NB)	0.750	1.125	0.750	0	30	60
4	East Leg - MWR (WB)	0.750	1.125	0.750	0	30	60

## Operational Results

### 2044 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg - Steamboat Blvd (SB)	None	162		920		217	1417		0.1143
2	West Leg - MWR (EB)	None	974		249		833	1913		0.5092
3	South Leg - Broomtail Ln (NB)	None	8		1211		12	616		0.0130
4	East Leg - MWR (WB)	None	1051		86		1133	2035		0.5165

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.46		4.46	0.64		A		A
2	West Leg - MWR (EB)	None	3.86		3.86	3.40		A		A
3	South Leg - Broomtail Ln (NB)	None	4.67		4.67	0.04		A		A
4	East Leg - MWR (WB)	None	3.89		3.89	3.66		A		A



## 2044 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	North Leg - Steamboat Blvd (SB)	None	183		1037		245	1336		0.1367
2	West Leg - MWR (EB)	None	1098		281		939	1890		0.5813
3	South Leg - Broomtail Ln (NB)	None	9		1365		14	559		0.0161
4	East Leg - MWR (WB)	None	1185		97		1277	2024		0.5855

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg - Steamboat Blvd (SB)	None	4.68		4.68	0.64		A		A
2	West Leg - MWR (EB)	None	4.24		4.24	3.40		A		A
3	South Leg - Broomtail Ln (NB)	None	6.02		6.02	0.04		A		A
4	East Leg - MWR (WB)	None	4.24		4.24	3.66		A		A

## Approach Flow Profile

### 2044 PM Peak - Approach Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	16.85	101.29	0.83	109.30
7.5 - 15.0	19.61	117.92	0.97	127.24
15.0 - 22.5	21.71	130.50	1.07	140.82
22.5 - 30.0	22.83	137.29	1.13	148.14
30.0 - 37.5	22.83	137.29	1.13	148.14
37.5 - 45.0	21.71	130.50	1.07	140.82
45.0 - 52.5	19.61	117.92	0.97	127.24
52.5 - 60.0	16.85	101.29	0.83	109.30
Peak 15 min	22.83	137.29	1.13	148.14
Peak 60 min	20.25	121.75	1.00	131.38

## Exit Flow Profile

### 2044 PM Peak - Exit Flows (Veh / Hour)

Time Slice	North Leg - Steamboat Blvd (SB)	West Leg - MWR (EB)	South Leg - Broomtail Ln (NB)	East Leg - MWR (WB)
0.0 - 7.5	22.55	86.58	1.25	117.76
7.5 - 15.0	26.25	100.75	1.45	137.04
15.0 - 22.5	29.05	111.52	1.61	151.67
22.5 - 30.0	30.57	117.35	1.69	159.61
30.0 - 37.5	30.59	117.41	1.69	159.69
37.5 - 45.0	29.09	111.66	1.61	151.87
45.0 - 52.5	26.30	100.95	1.45	137.31
52.5 - 60.0	22.59	86.73	1.25	117.97
0-60	217	833	12	1133
%Trucks	5.00	5.00	5.00	5.00

## Meadows Lot Traffic Characteristics

*Table APP: Meadows Lot Traffic Characteristics*

Timeframe	Weekday (vpd)	AM Inbound (vph)	AM Outbound (vph)	PM Inbound (vph)	PM Outbound (vph)
<b>Existing 2021 Counts (Parking lot at 825 spaces used. 75% capacity)</b>	2,170	361	21	27	190
<b>Year 2024 Future Growth (Remaining 25%)</b>	720	120	7	9	63
<b>Year 2040 Future Growth (Remaining 25%)</b>	720	120	7	9	63
<b>Total Capacity (1,100 spaces)</b>	2,890	481	28	36	253