

Red Ridge

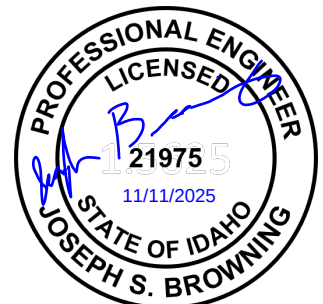
Traffic Impact Study



Valley County, Idaho

November 11, 2025

UT24-2821



EXECUTIVE SUMMARY

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

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

Table ES-1: Peak Hour Level of Service Results

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

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

Source: Hales Engineering, November 2025

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Fawnlilly Drive & South Access / West Mountain Road	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-
4 West Valley Road / Boydston Street	-	200	-	-	-	-	-	-	-	-	-	100	-	-	-	-
5 Boydston Street / SH-55	-	-	-	100	-	-	-	-	-	-	-	-	-	225	-	-
6 Deinhard Lane / 3rd Street (SH-55)	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-
8 Spine Road (Main Access) / West Mountain Road	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-

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

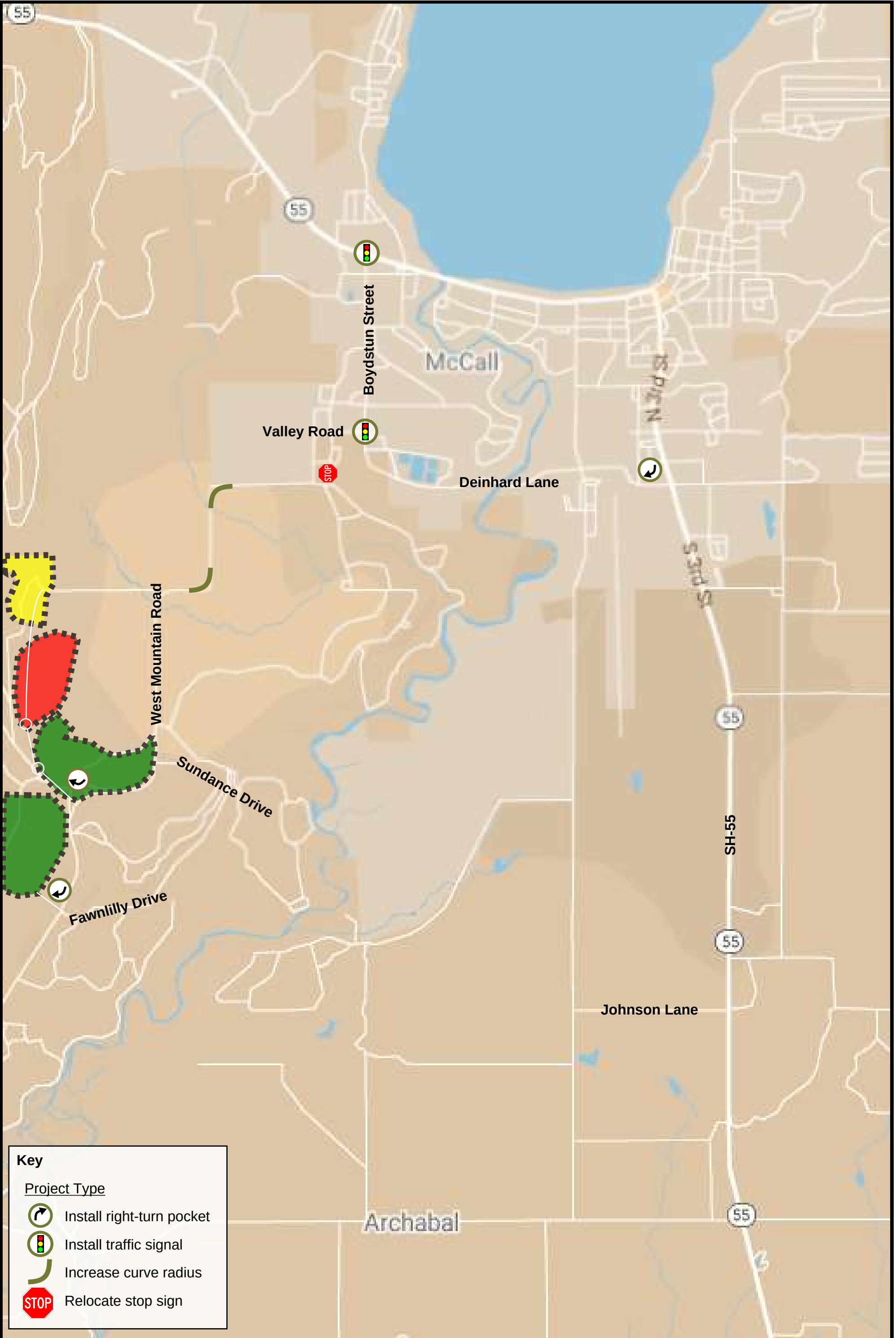
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, November 2025

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
- The development will consist of residential single-family and multifamily units, and retail/commercial space. - The project is anticipated to generate approximately 8,071 weekday daily trips, including 445 trips in the morning peak hour, and 646 trips in the evening peak hour. 834 trips are anticipated in the Saturday peak hour. - SB RT deceleration pockets are recommended at the Spine Rd / West Mountain Rd and South Access / West Mountain Rd intersections - It is anticipated that a 2-lane cross-section will be adequate for internal roads.		
2024	Background	Plus Project
Assumptions	West Mountain Road: Increase radius of two sharp 90-degree curves to at least 500 feet to improve safety	- Valley County rates used for residential trip generation - Phase 1 (211 units) complete
Findings	Acceptable LOS	Acceptable LOS
2029	Background	Plus Project
Assumptions	3% growth rate - Trips from White Cloud and Blackhawk developments added	- Temporary access at Sundance Drive / West Mountain Rd removed - South access at Fawnlilly Drive / West Mountain Rd installed - Full build complete West Mountain Rd / Chad Dr & Wisdom Rd: Relocate stop sign to EB approach
Findings	Excessive queueing at the Deinhard Ln / 3rd St (SH-55) intersection	Poor LOS at the Boydstun St / SH-55, West Valley Rd / Boydstun St, and Johnson Ln / SH-55 intersections
Mitigations	Deinhard Ln / 3rd St (SH-55): Install SB RT pocket	Boydstun St / SH-55: Install traffic signal when warranted West Valley Rd / Boydstun St: Install traffic signal when warranted Johnson Ln / SH-55: Consider center left-turn lane, which is warranted in existing background conditions. It is not anticipated that this will improve the LOS, nor is it anticipated that a signal will be warranted.

2036	Background	Plus Project
Assumptions	• Boydston St and Dienhard Ln: Converted to SH-55 bypass to discourage cut-through traffic from passing through city center	• None
Findings	• Poor LOS at the Boydston St / SH-55, Dienhard Ln / 3rd St (SH-55), and Johnson Ln / SH-55 intersections	• Acceptable LOS
Mitigations	• Boydston St / SH-55: Install traffic signal when warranted • Dienhard Ln / 3rd St (SH-55): Implement EB RT overlap phasing	• None



Key

Project Type

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

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I. INTRODUCTION

A. Purpose

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

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

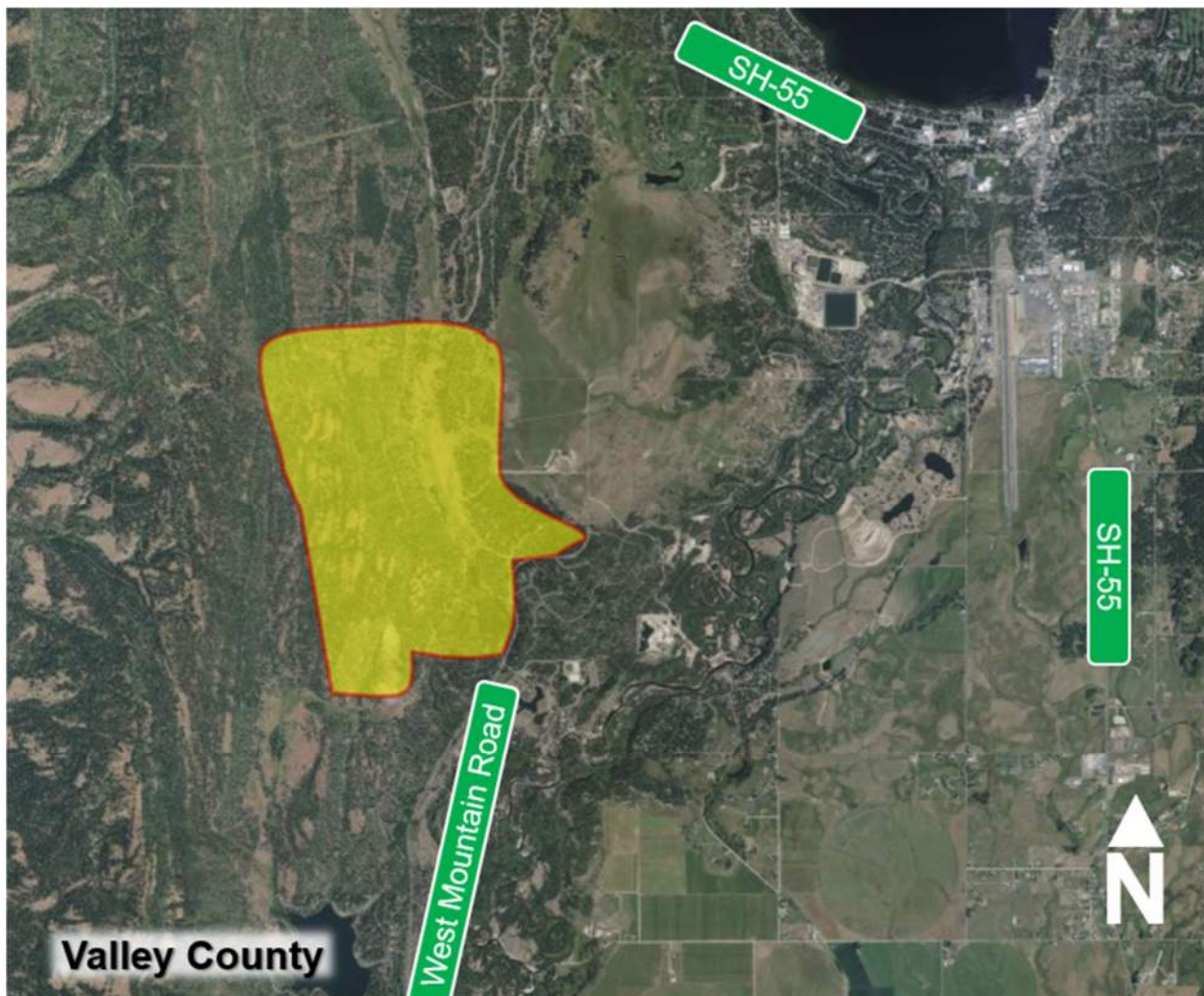


Figure 1: Vicinity map showing the project location in Valley County, Idaho

B. Scope

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

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

C. Analysis Methodology

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

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

C. Traffic Volumes

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

- Fawnlilly Drive / West Mountain Road
- West Mountain Road / Chad Drive & Wisdom Road
- Valley Road / Boydstun Street
- Boydstun Street / SH-55
- Deinhard Lane / 3rd Street (SH-55)
- Johnson Lane & Burr Lane / SH-55

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

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

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning, evening, and Saturday peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2024) conditions.

Table 2: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.4) / WBLn1	a (8.6) / WBLn1	a (8.4) / WBLn1
Sundance Drive / West Mountain Rd	WB Stop	a (8.5) / WBLn1	a (8.6) / WBLn1	a (8.4) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	a (8.9) / EBLn1	a (8.9) / EBLn1	a (8.9) / EBLn1
Valley Road / Boydstun Street	EB Stop	b (10.6) / EBLn1	b (11.1) / EBLn1	b (10.9) / EBLn1
Boydstun Street / SH-55	NB Stop	c (15.4) / NBLn1	c (20.9) / NBLn1	c (17.8) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	B (19.2)	C (32.2)	B (18.7)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (17.2) / WBLn1	c (22.1) / EBLn1	c (15.5) / WBLn1

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

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

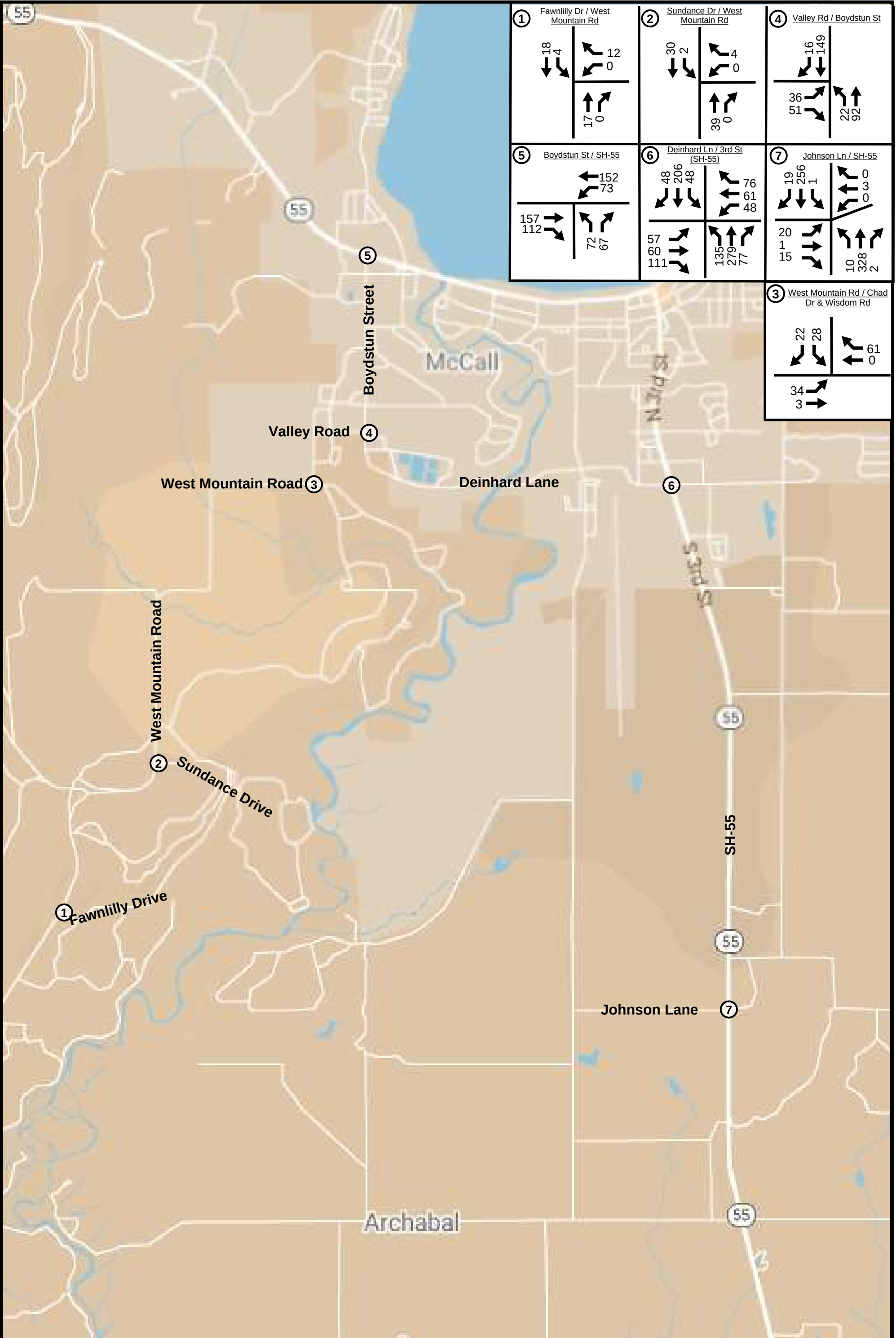
Source: Hales Engineering, November 2025

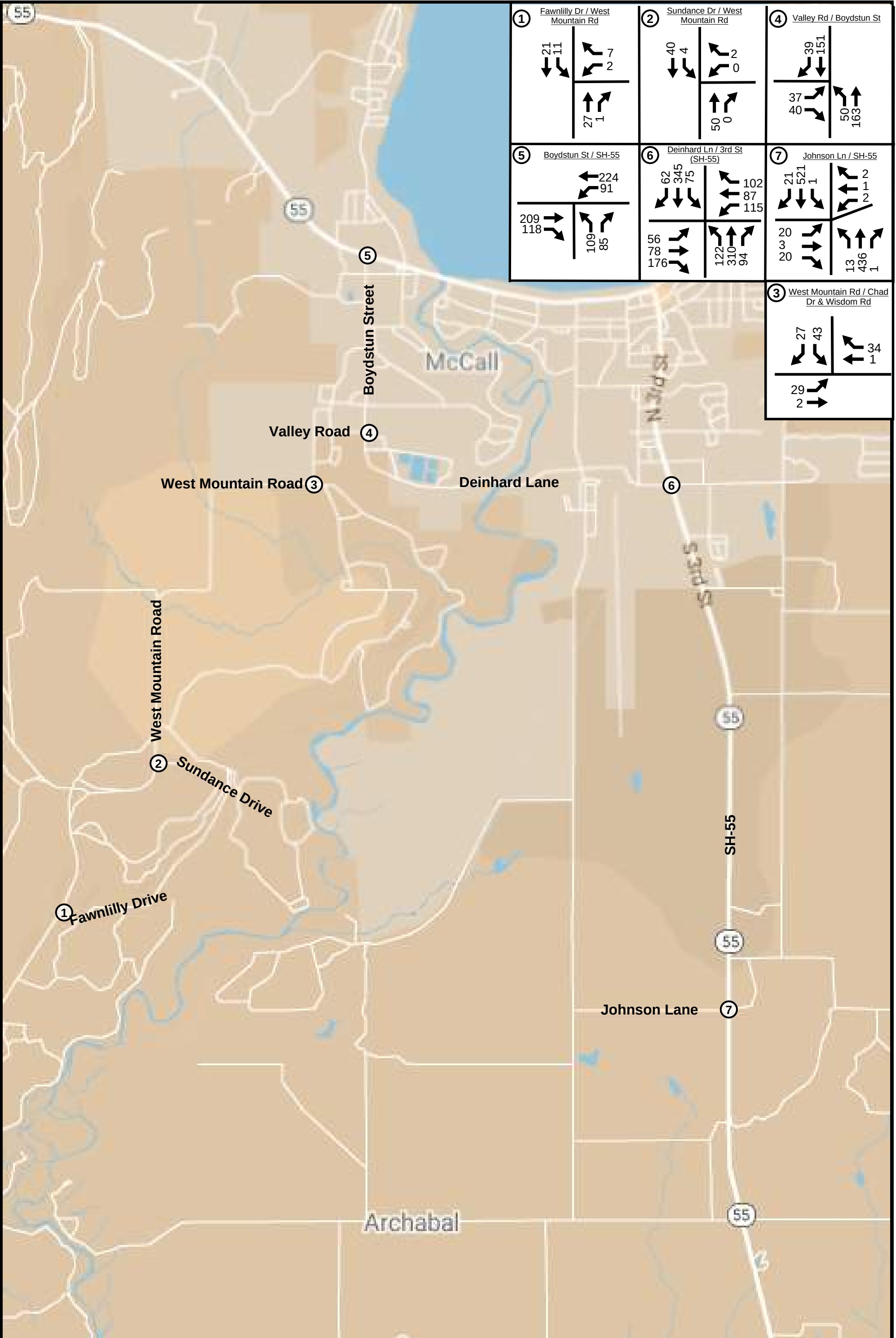
E. Queuing Analysis

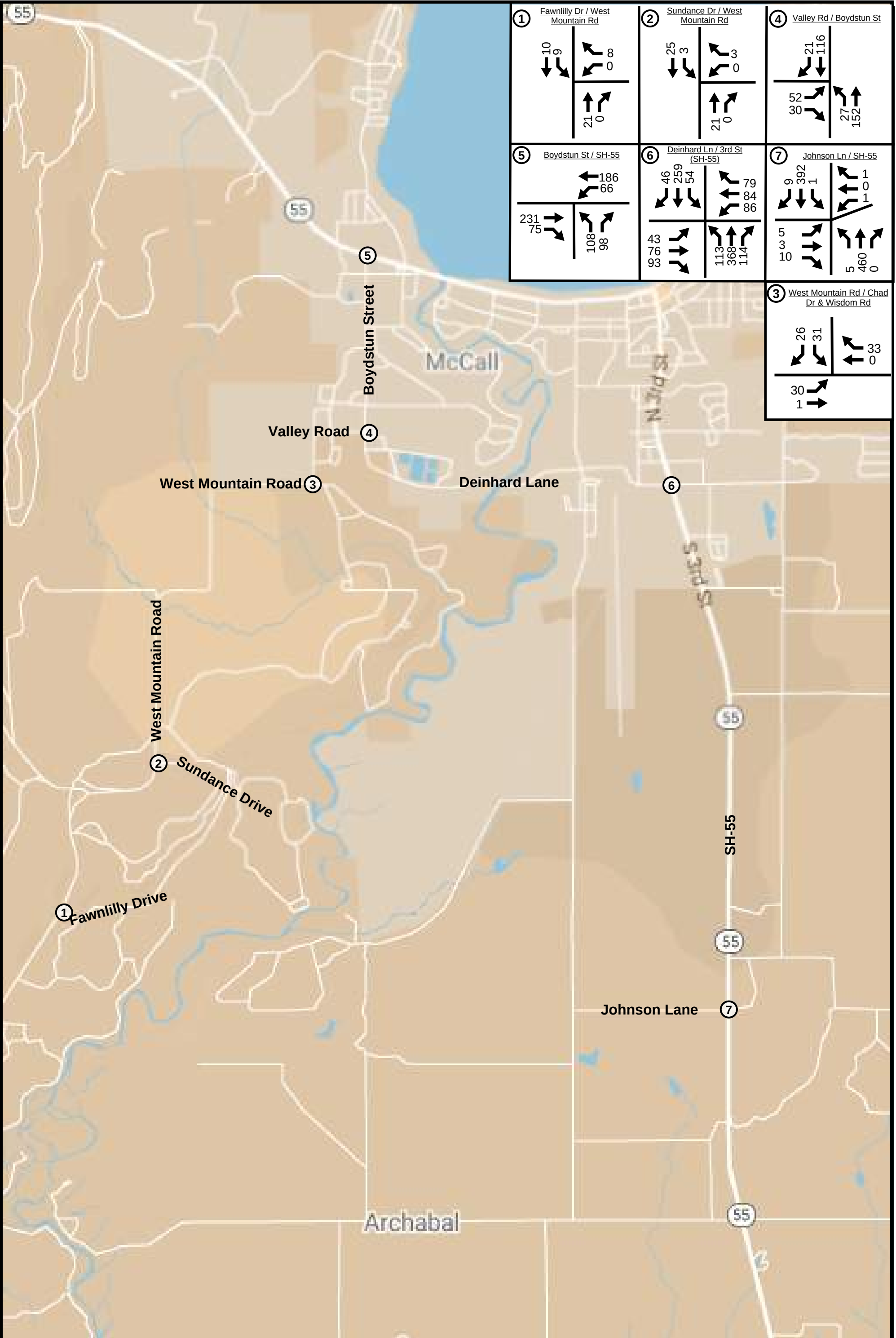
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning, evening, and Saturday peak hours.

F. Mitigation Measures

No mitigation measures are recommended.







III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Red Ridge development is located southwest of McCall on the west side of West Mountain Road. The development will consist of 767 housing units and 50,000 square feet of commercial / retail. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3. It is anticipated that 118 townhomes and 93 single-family detached housing would be built first, which was included in the existing (2024) plus project analysis.

Table 3: Project Land Uses

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

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 4.

According to the County, homes in mountain communities tend to produce slightly lower trip generation rates. A rate of 8 trips per day per single-family home was used and the same reduction was applied to the multifamily units.

Due to the mix of uses, it is likely that many trips will remain internal to the development. Internal capture was calculated using standard NCHRP methodology.

The total trip generation for the development is as follows:

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

- Saturday Peak Hour Trips:

834

Table 4: Trip Generation

Trip Generation Valley County - Red Ridge TIS													
Zone	Land Use ¹	# of Units	Unit Type	Trip Generation					Reductions		New Trips		
				Total	% In	% Out	In	Out	Internal Capture	Mtn. Area	In	Out	Total
Weekday Daily													
1	Single-Family Attached Housing (215)	170	DU	1,246	50%	50%	623	623	7%	14%	499	498	997
2	Single-Family Detached Housing (210)	150	DU	1,466	50%	50%	733	733	7%	14%	587	586	1,173
3	Single-Family Detached Housing (210)	107	DU	1,074	50%	50%	537	537	7%	14%	430	429	859
4	Multifamily Housing (Low-Rise) (220)	250	DU	1,678	50%	50%	839	839	7%	14%	671	671	1,342
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	3,376	50%	50%	1,688	1,688	7%	0%	1,570	1,570	3,140
5	Single-Family Detached Housing (210)	67	DU	700	50%	50%	350	350	7%	14%	280	280	560
TOTAL				9,540			4,770	4,770			4,037	4,034	8,071
AM Peak Hour													
1	Single-Family Attached Housing (215)	170	DU	84	25%	75%	21	63	2%	14%	18	53	71
2	Single-Family Detached Housing (210)	150	DU	108	25%	75%	27	81	2%	14%	23	68	91
3	Single-Family Detached Housing (210)	107	DU	80	25%	75%	20	60	2%	14%	16	51	67
4	Multifamily Housing (Low-Rise) (220)	250	DU	102	24%	76%	24	78	2%	14%	20	66	86
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	88	62%	38%	55	33	2%	0%	54	32	86
5	Single-Family Detached Housing (210)	67	DU	52	25%	75%	13	39	2%	14%	11	33	44
TOTAL				514			160	354			142	303	445
PM Peak Hour													
1	Single-Family Attached Housing (215)	170	DU	100	59%	41%	59	41	12%	14%	45	31	76
2	Single-Family Detached Housing (210)	150	DU	146	63%	37%	92	54	12%	14%	69	41	110
3	Single-Family Detached Housing (210)	107	DU	106	63%	37%	67	39	12%	14%	50	30	80
4	Multifamily Housing (Low-Rise) (220)	250	DU	130	63%	37%	82	48	12%	14%	62	36	98
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	260	49%	51%	127	133	12%	0%	112	117	229
5	Single-Family Detached Housing (210)	67	DU	70	63%	37%	44	26	12%	14%	33	20	53
TOTAL				812			471	341			371	275	646
Weekend Peak Hour													
1	Single-Family Attached Housing (215)	170	DU	98	48%	52%	47	51	7%	14%	37	41	78
2	Single-Family Detached Housing (210)	150	DU	138	53%	47%	73	65	7%	14%	58	52	110
3	Single-Family Detached Housing (210)	107	DU	100	53%	47%	53	47	7%	14%	42	38	80
4	Multifamily Housing (Low-Rise) (220)	250	DU	98	38%	62%	37	61	7%	14%	29	49	78
4	Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	50	KSF	464	52%	48%	241	223	7%	0%	225	207	432
5	Single-Family Detached Housing (210)	67	DU	70	53%	47%	37	33	7%	14%	30	26	56
TOTAL				968			488	480			421	413	834
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021. SOURCE: Hales Engineering, October 2025													

 1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, October 2025

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning, evening, and Saturday peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
North (3rd St)	10%
South (3rd St)	30%
East (Deinhard)	15%
East (Lake St)	15%
West (Lake St)	20%
Within Study Area ¹	7%
South (Mountain Rd)	3%
1. Within Study Area refers to project trips that turn off the roadway network before reaching external study intersections, such as onto Norwood Rd from Deinhard Ln	

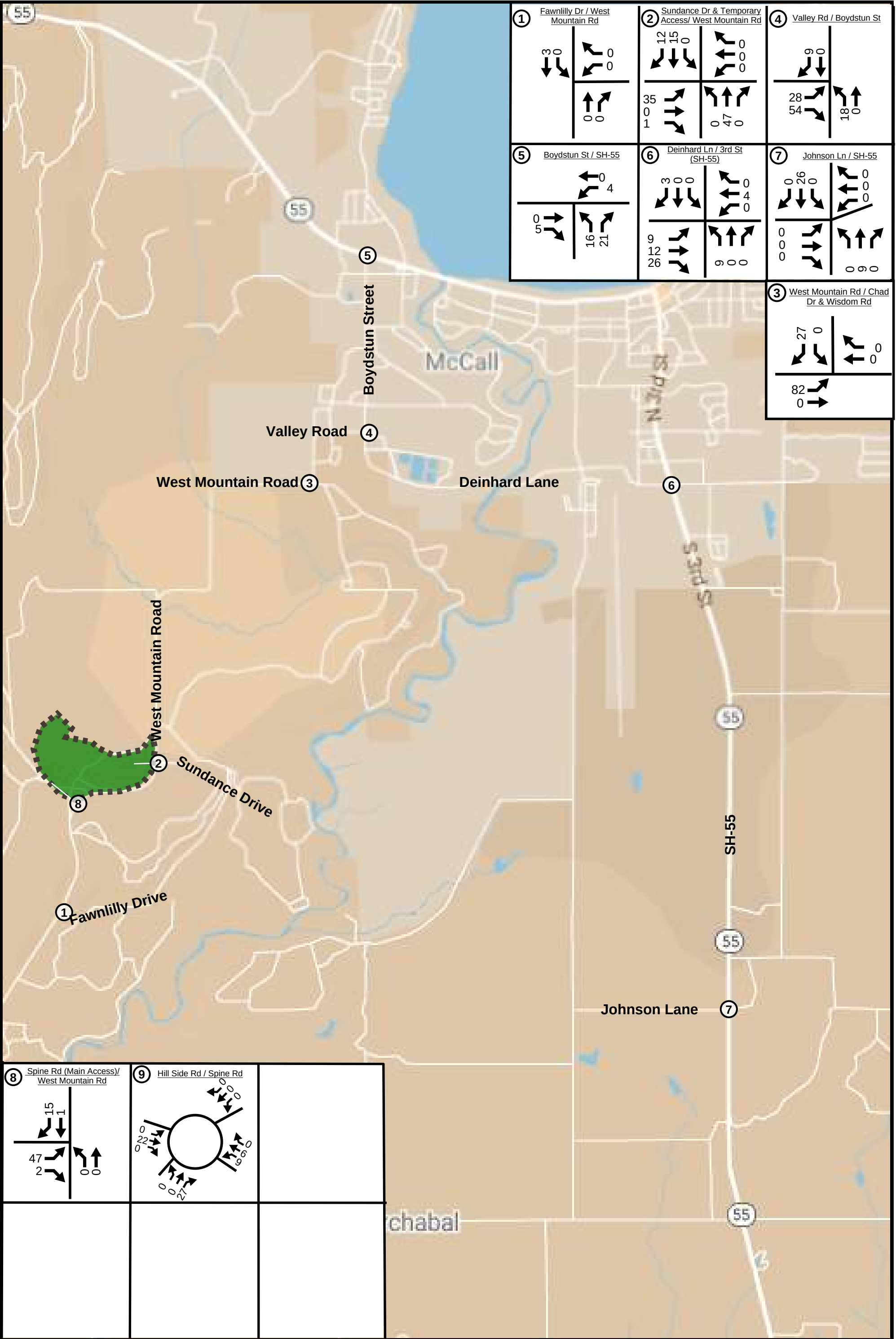
These trip distribution assumptions were used to assign the morning, evening, and Saturday peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

E. Access

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

West Mountain Road:

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



①	Fawnlilly Dr / West Mountain Rd	
3	0	0
0	0	0

②	Sundance Dr & Temporar				
	Access/ West Mountain R				
12	15	0			
35	0	1			

④	Valley Rd / Boydston St
90	
28	
54	
	180

5

Boydstun St / SH-55

⑥		Deinhard Ln / 3rd St (SH-55)	
3	0 0		
9	12	26	0 0 0

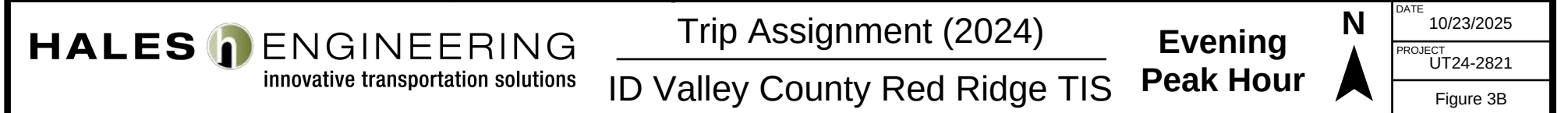
⑦	Johnson Ln / SH-55				
0	26	0	0	0	0
0	0	0	0	0	0

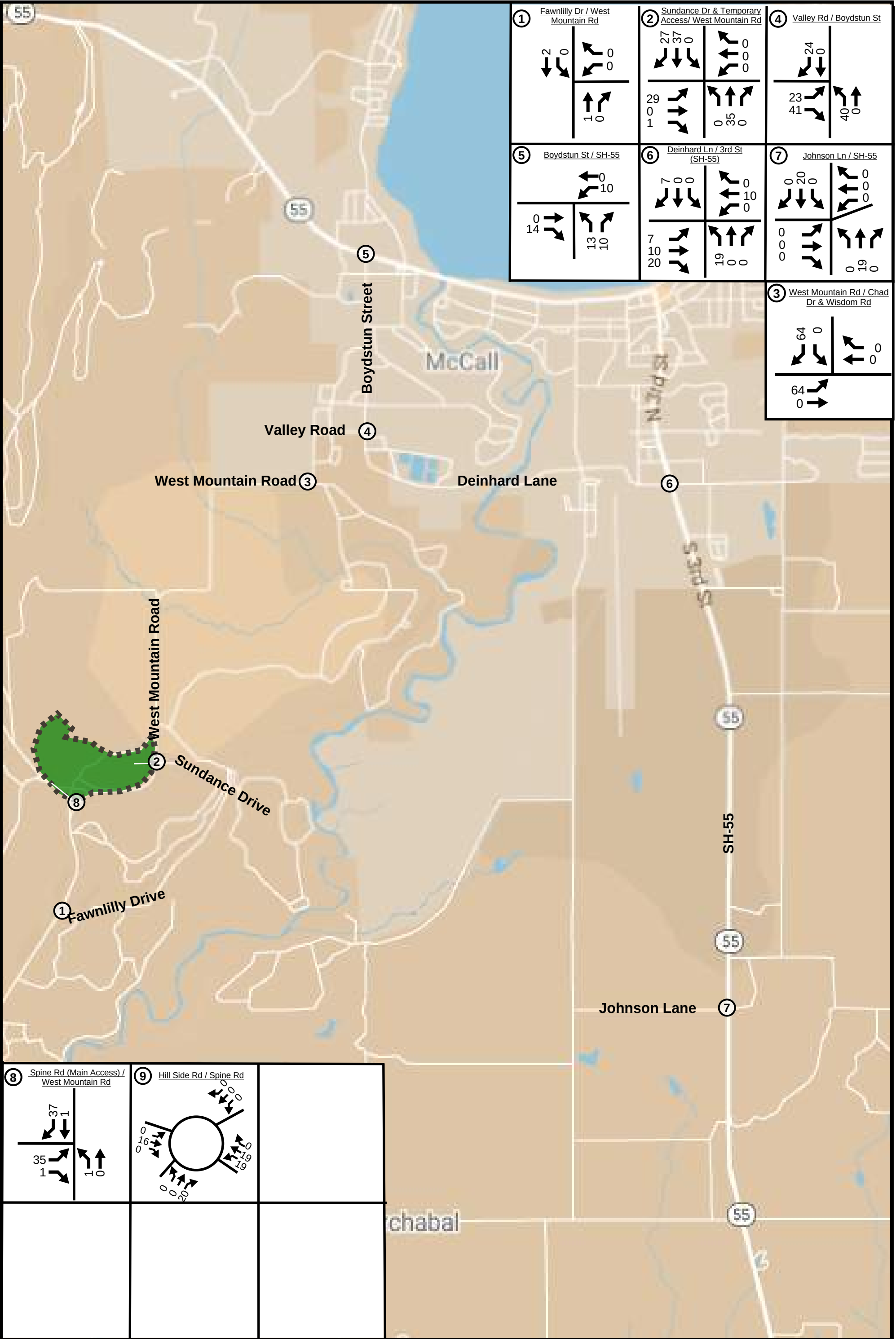
③ West Mountain Rd / Chad Dr & Wisdom Rd

⑧ Spine Rd (Main Access)/
West Mountain Rd

15
1
47
2
0
0

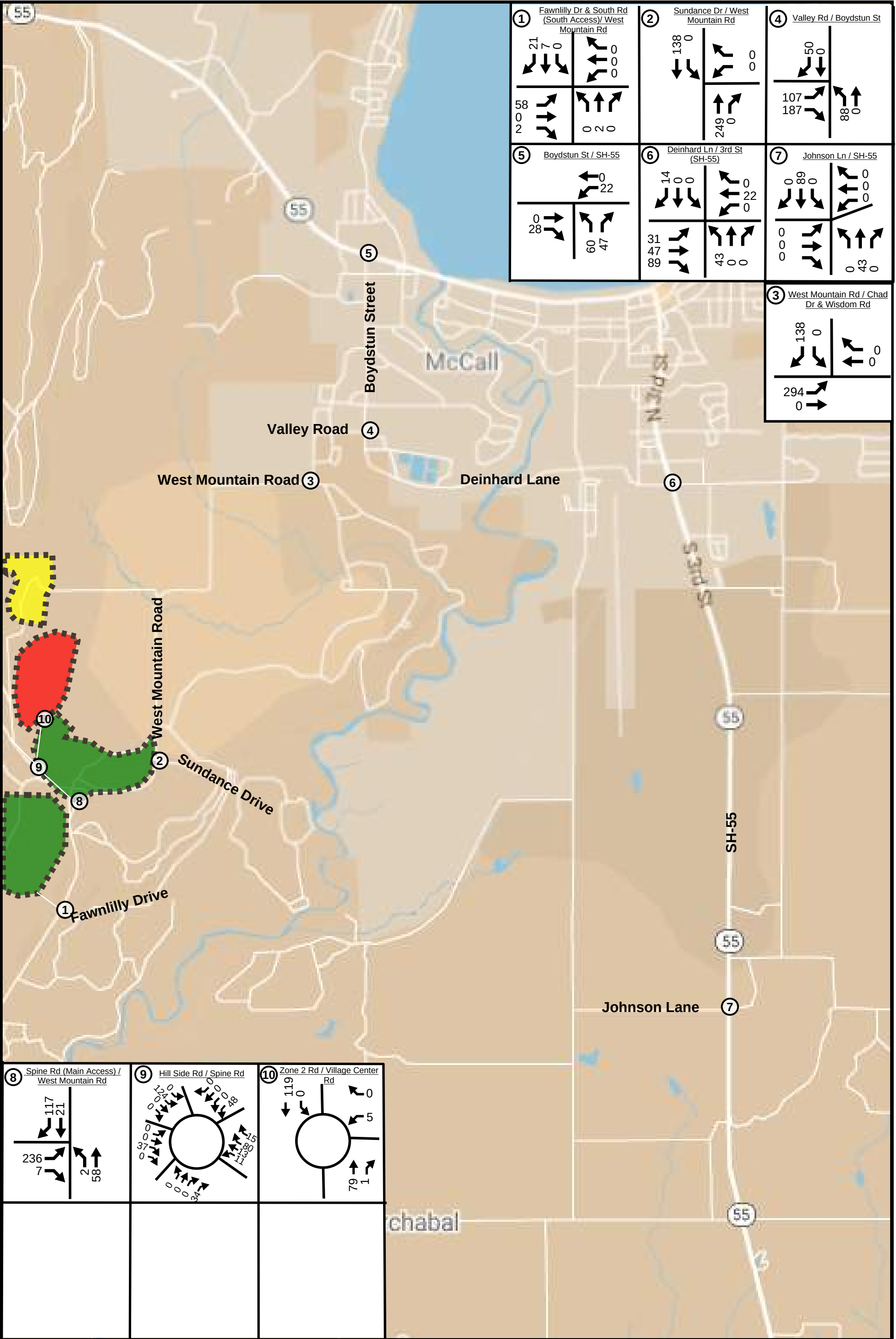
9	Hill Side Rd / Spine Rd				
0	0	0	0	0	0
0	0	0	0	0	0

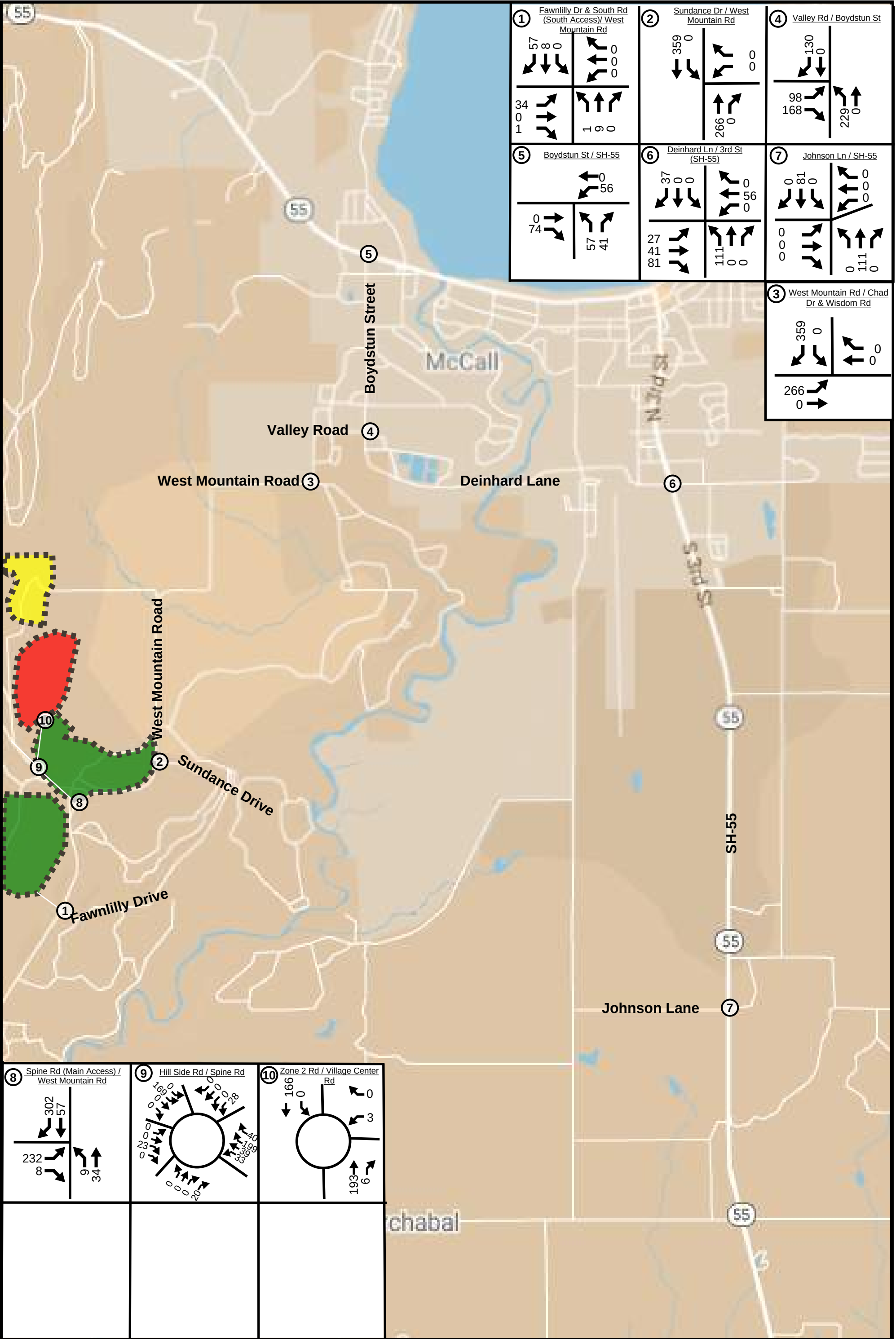


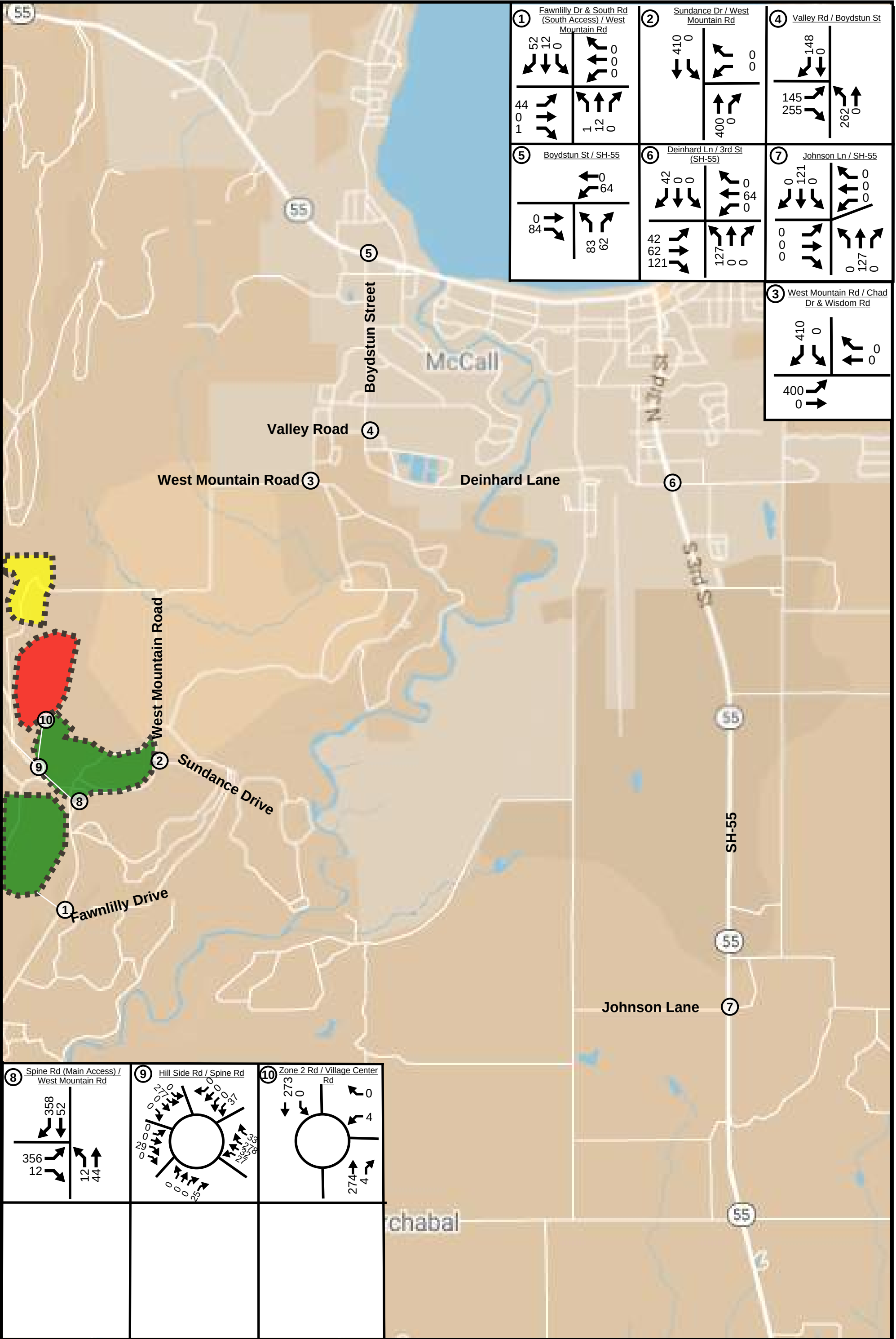


① Fawnlilly Dr / West Mountain Rd 2 0 1 0 0 0 0 0	② Sundance Dr & Temporary Access/ West Mountain Rd 27 37 0 29 0 1 0 0 0 0 0 35 0	④ Valley Rd / Boydstun St 24 0 23 41 40 0
⑤ Boydstun St / SH-55 0 10 14 0 13 10	⑥ Deinhard Ln / 3rd St (SH-55) 7 0 0 7 10 20 0 10 0 19 0 0	⑦ Johnson Ln / SH-55 0 20 0 0 0 0 0 0 0 0 19 0
③ West Mountain Rd / Chad Dr & Wisdom Rd 64 0 64 0 0 0		

⑧ Spine Rd (Main Access) / West Mountain Rd 37 1 35 1 1 0	⑨ Hill Side Rd / Spine Rd 0 0 0 0 0 16 0 0 0 0 20 0 0 19 19 0	







F. Auxiliary Lanes

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

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

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

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

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

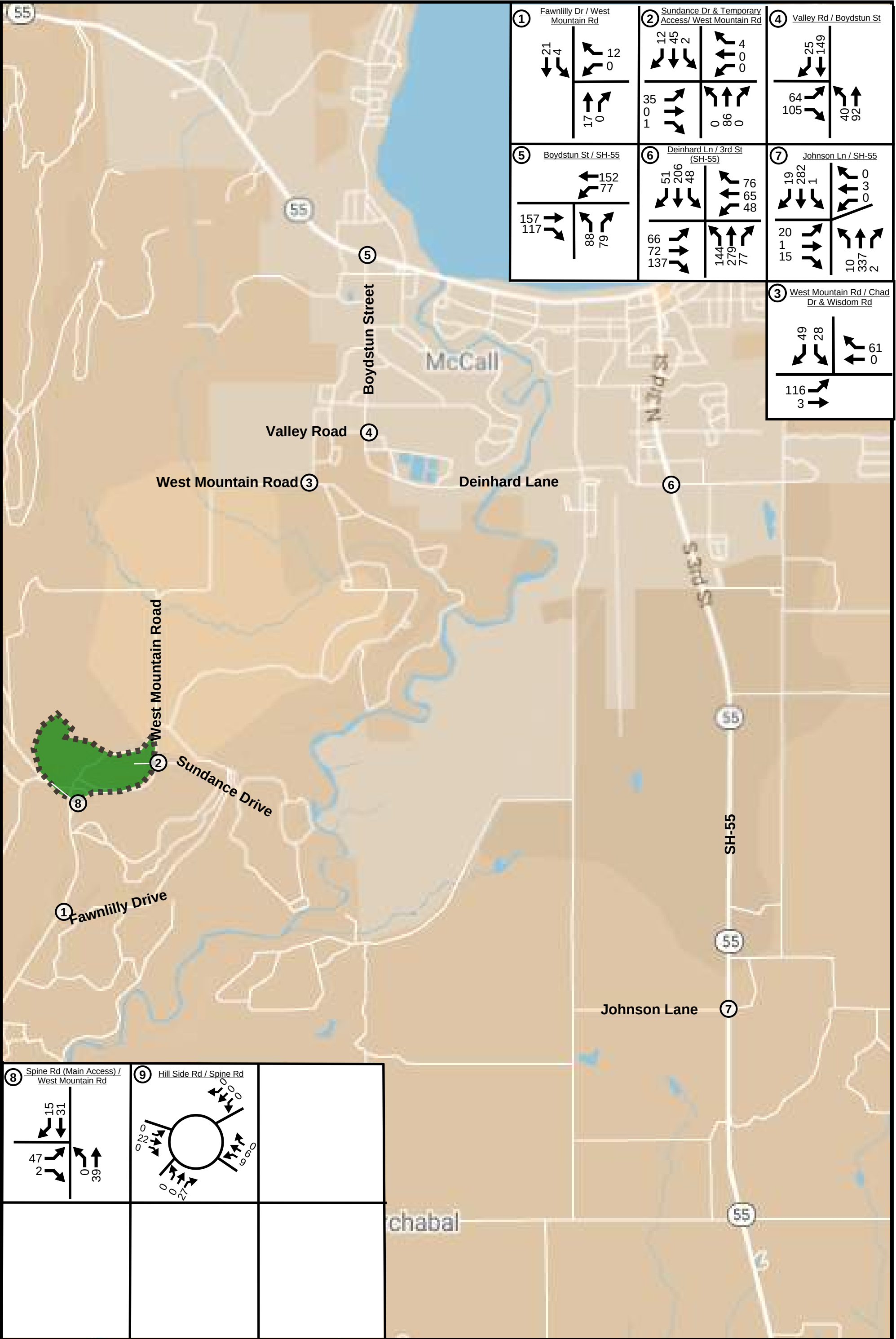
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning, evening, and Saturday peak hours with project traffic added, as shown in Table 6.

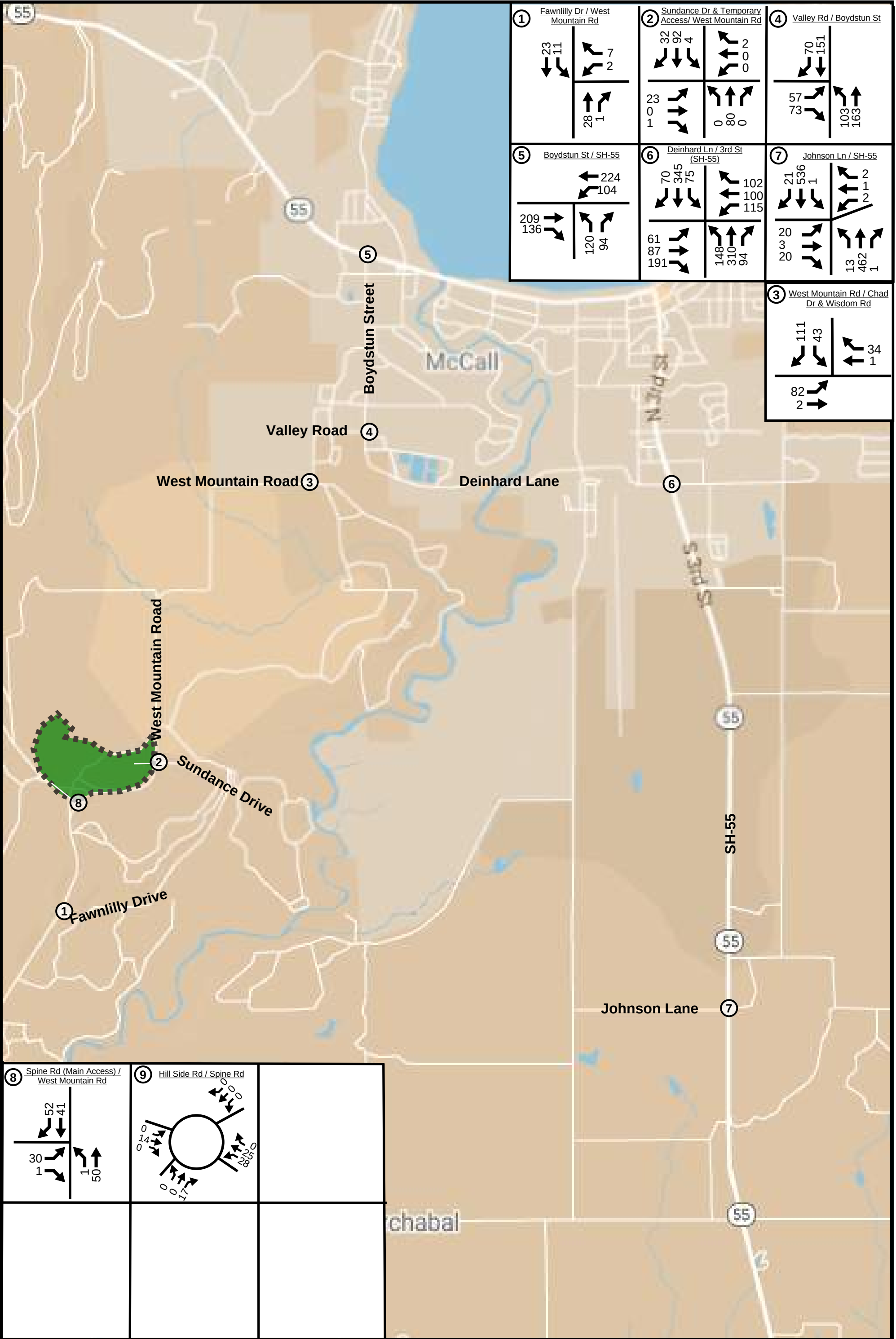
D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.





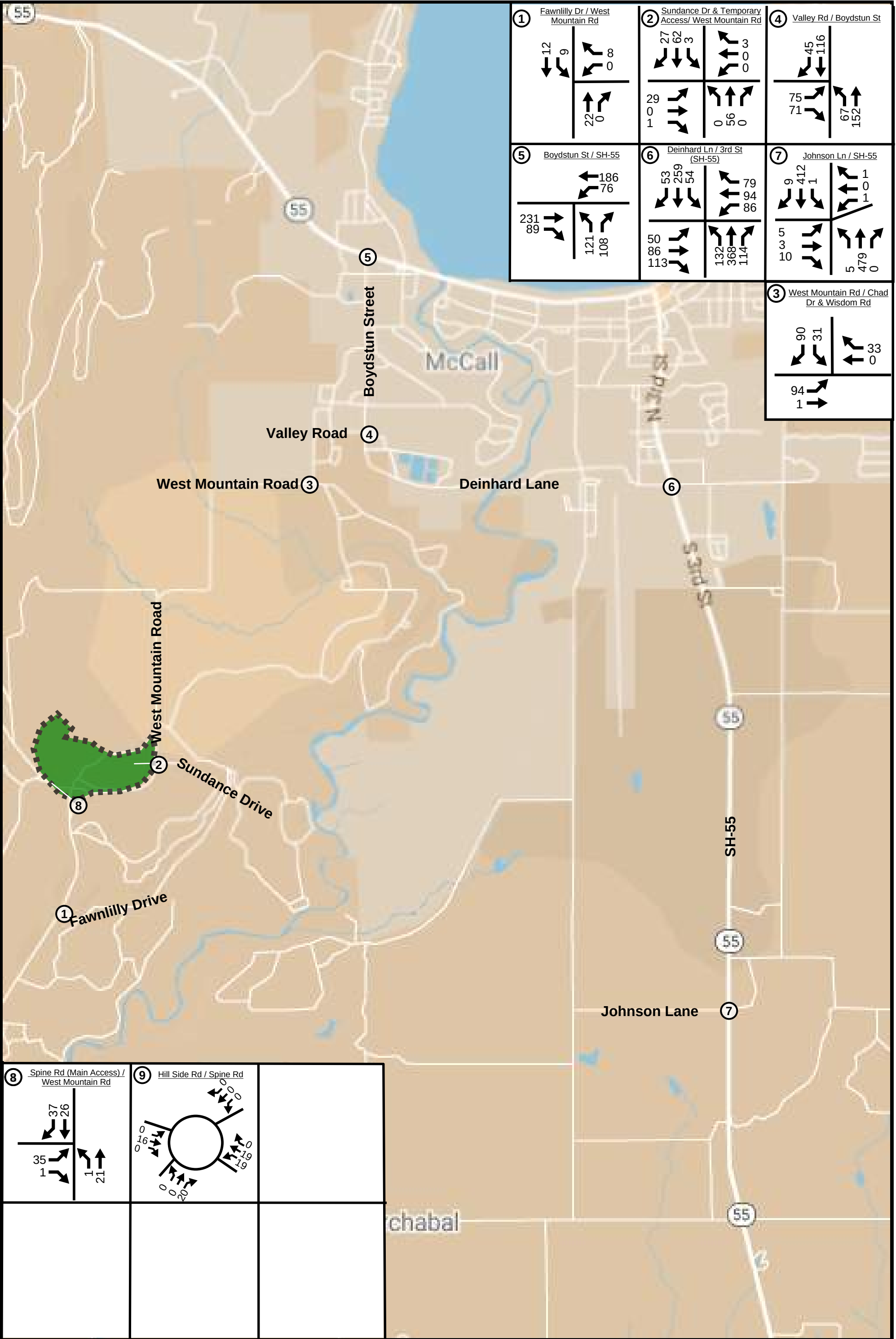


Table 6: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.5) / WBLn1	a (8.6) / WBLn1	a (8.5) / WBLn1
Temporary Access Sundance Drive / West Mountain Rd	WB Stop	a (9.8) / EBLn1	b (10.1) / EBLn1	a (9.5) / EBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	a (9.2) / EBLn1	a (9.0) / EBLn1	a (9.0) / EBLn1
Valley Road / Boydstun Street	EB Stop	b (11.7) / EBLn1	b (13.3) / EBLn1	b (11.9) / EBLn1
Boydstun Street / SH-55	NB Stop	c (16.1) / NBLn1	c (24.0) / NBLn1	c (17.8) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	C (20.4)	C (32.1)	B (19.5)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (16.0) / WBLn1	c (22.9) / EBLn1	c (15.9) / WBLn1
Spine Rd (Main Access) / West Mountain Rd	EB Stop	a (9.2) / EBLn1	a (9.2) / EBLn1	a (8.9) / EBLn1
Hill Side Rd / Spine Rd	Roundabout	A (2.9)	A (3.0)	A (2.9)

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

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

Source: Hales Engineering, November 2025

V. FUTURE (2029) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway Network

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

C. Traffic Volumes

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

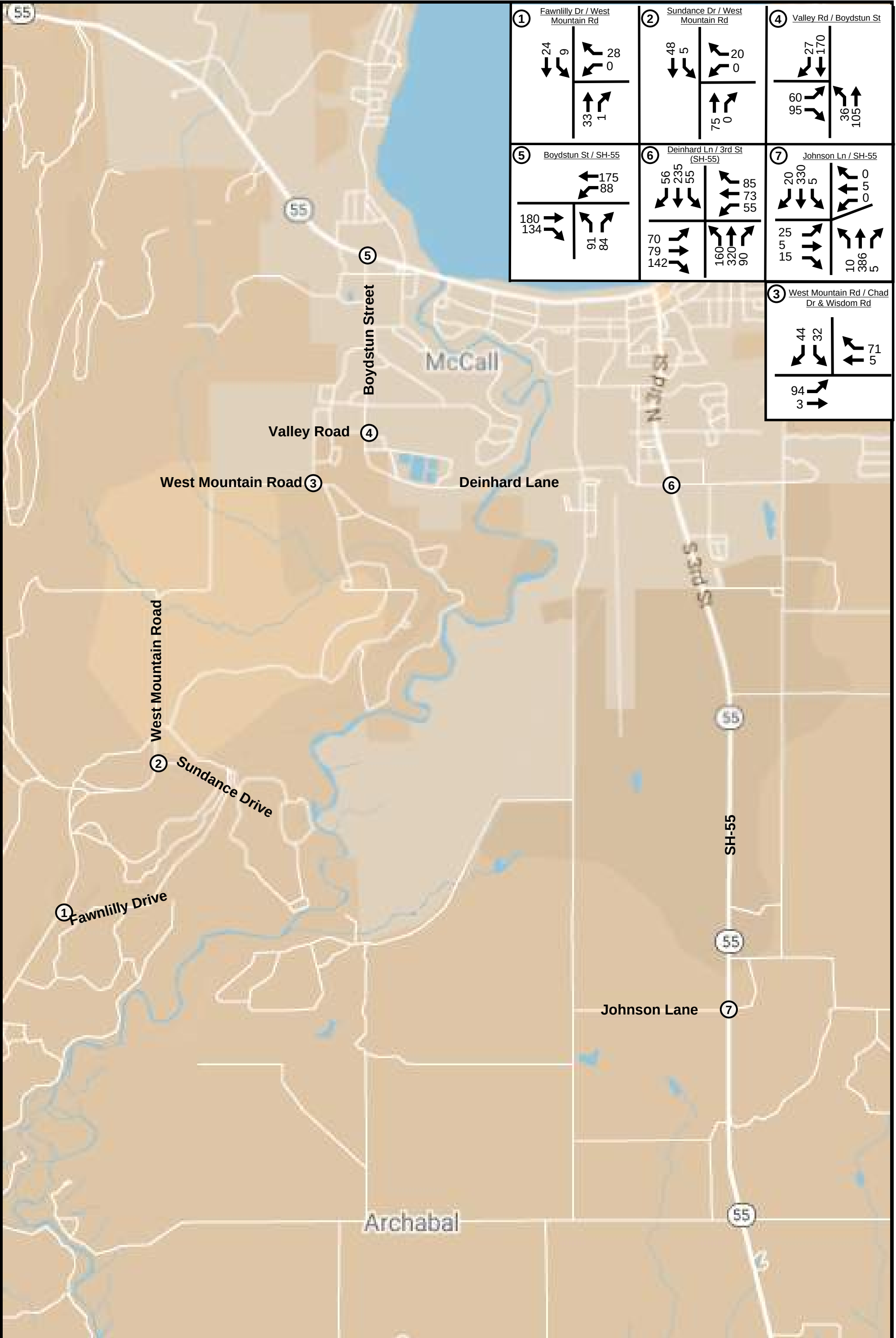
D. Level of Service Analysis

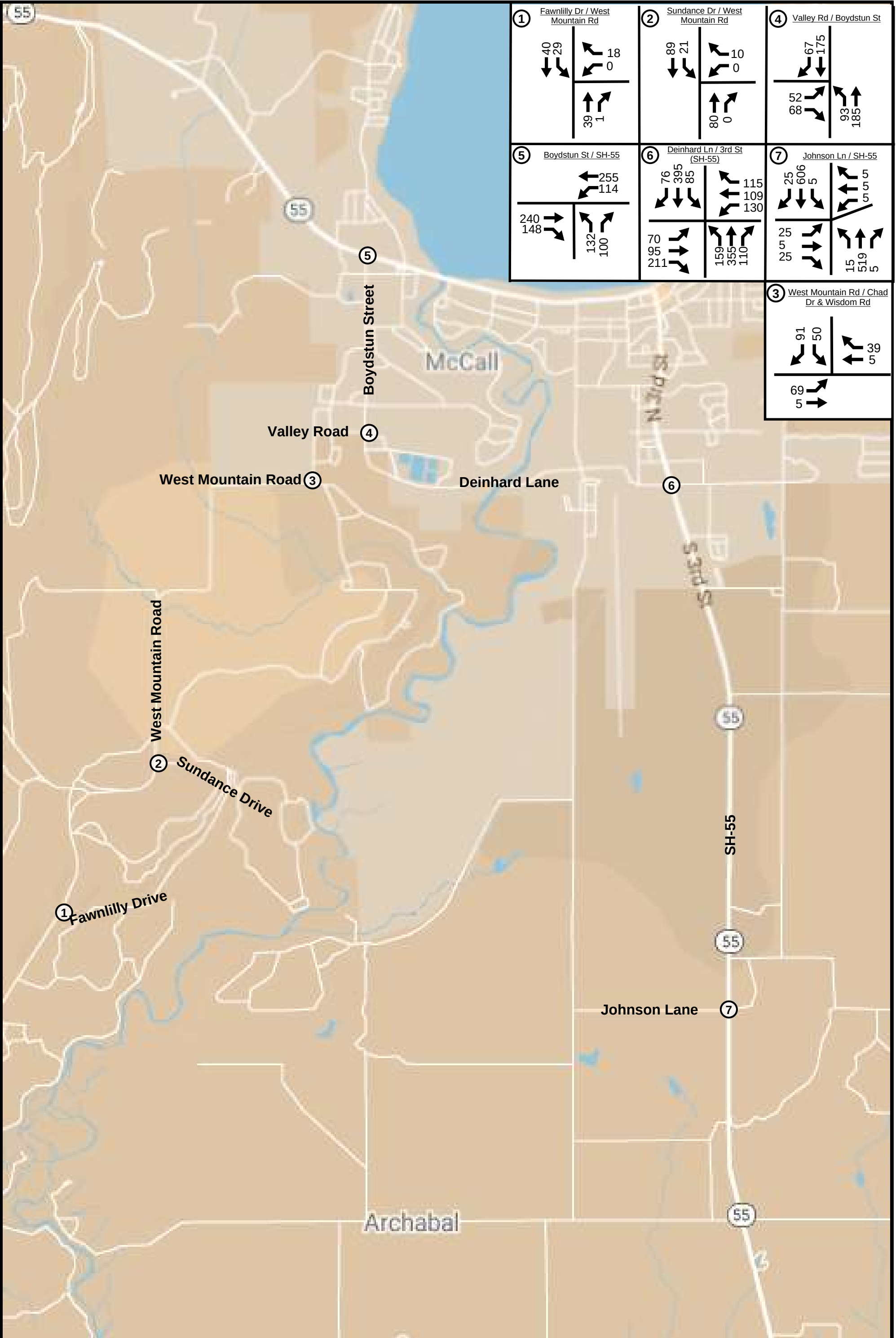
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning, evening, and Saturday peak hours in future (2029) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2029) conditions.

E. Queuing Analysis

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

- Deinhard Lane / 3rd Street (SH-55):
 - Southbound: 525 feet (PM)





DATE	10/02/2025
PROJECT	UT24-2821
Figure 5B	

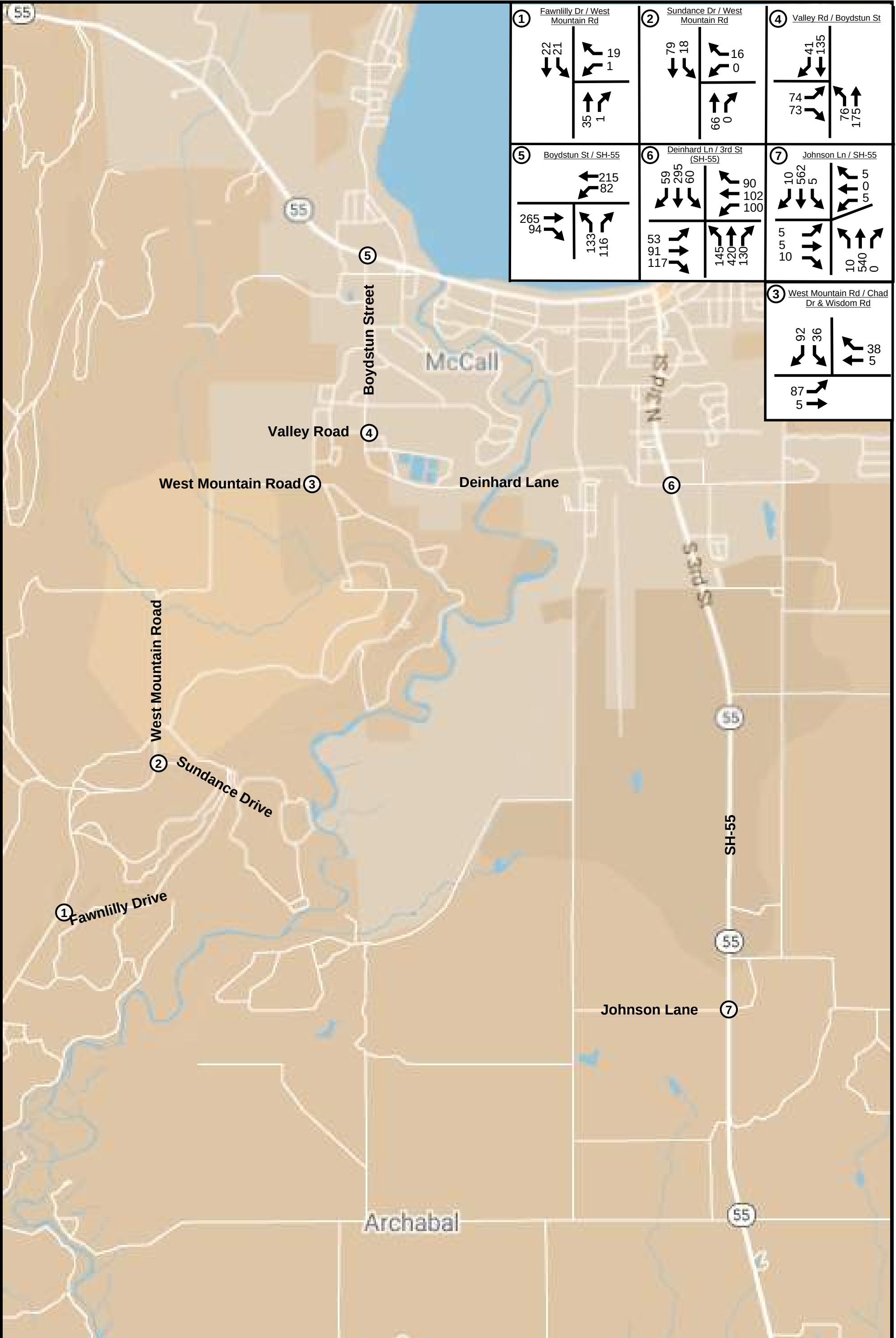


Table 7: Future (2029) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.7) / WBLn1	a (8.6) / WBLn1	a (8.6) / WBLn1
Sundance Drive / West Mountain Rd	WB Stop	a (8.9) / WBLn1	a (8.8) / WBLn1	a (8.7) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	a (9.2) / EBLn1	a (9.1) / EBLn1	a (9.3) / EBLn1
Valley Road / Boydstun Street	EB Stop	b (11.9) / EBLn1	b (13.4) / EBLn1	b (12.5) / EBLn1
Boydstun Street / SH-55	NB Stop	c (18.4) / NBLn1	d (32.1) / NBLn1	c (21.1) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	C (21.4)	D (36.6)	C (20.5)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (18.2) / WBLn1	d (32.2) / EBLn1	c (20.8) / WBLn1

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

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

Source: Hales Engineering, November 2025

F. Mitigation Measures

Hales Engineering recommends a southbound right-turn pocket on the Deinhard Lane / 3rd Street (SH-55) intersection. This mitigation measure addresses the excessive southbound queueing.

G. Mitigated Scenario

With the proposed improvement, the southbound queue at the Deinhard Lane / 3rd Street (SH-55) intersection is anticipated to be reduced to 390 feet during the evening peak hour.

VI. FUTURE (2029) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2029) background traffic volumes to predict turning movement volumes for future (2029) plus project conditions. Future (2029) plus project morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 6.

C. Roadway Network

Because Chad Drive is anticipated to become the minor flow and West Mountain Road is anticipated to become the major flow, it is recommended that the stop sign be relocated to the eastbound approach of the West Mountain Road / Chad Drive & Wisdom Road intersection.

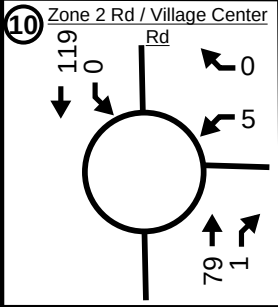
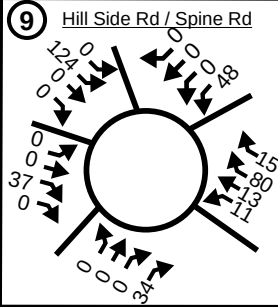
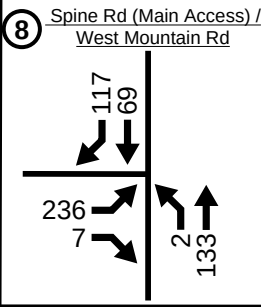
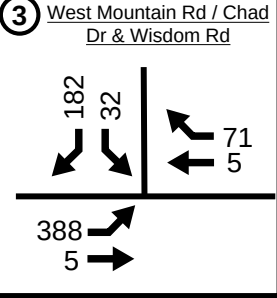
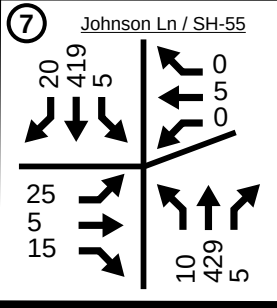
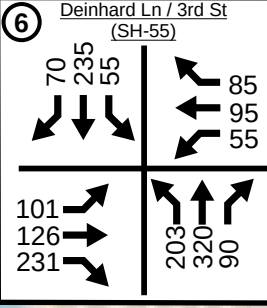
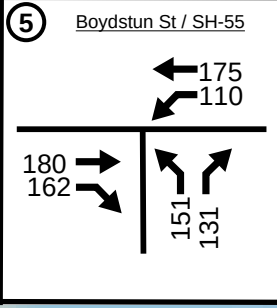
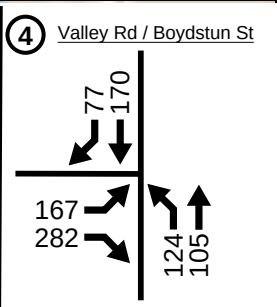
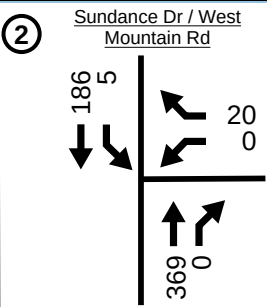
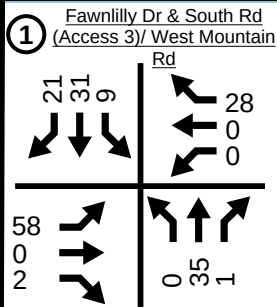
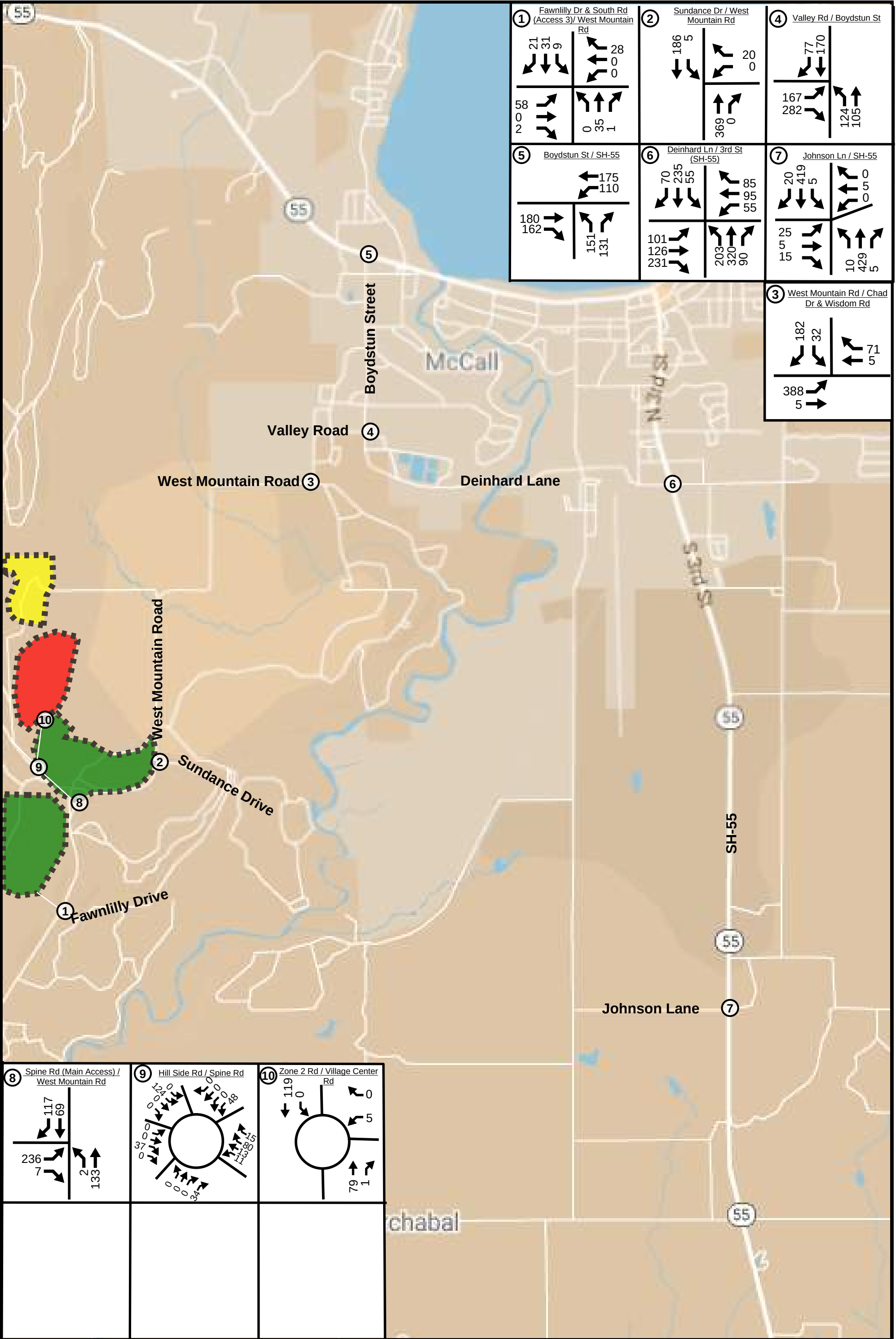
D. Level of Service Analysis

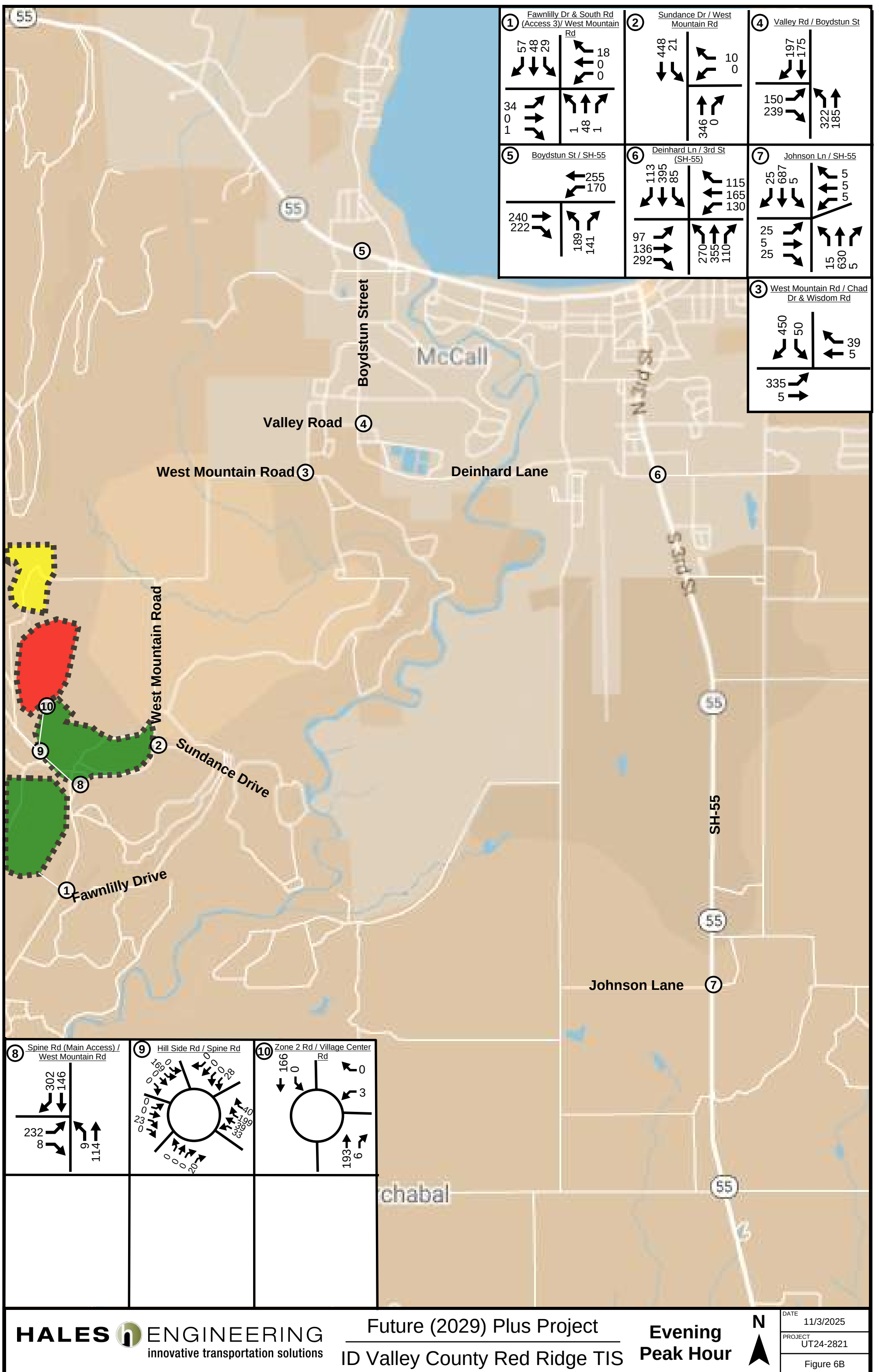
Hales Engineering determined that the Valley Road / Boydstun Street, Boydstun Street / SH-55, and Johnson Lane & Burr Lane / SH-55 intersections are anticipated to operate at poor levels of service during the evening and Saturday peak hours in future (2029) plus project conditions, as shown in Table 8.

E. Queuing Analysis

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

- Valley Road / Boydstun Street:
 - Eastbound: 575 feet (PM), 880 feet (Sat)





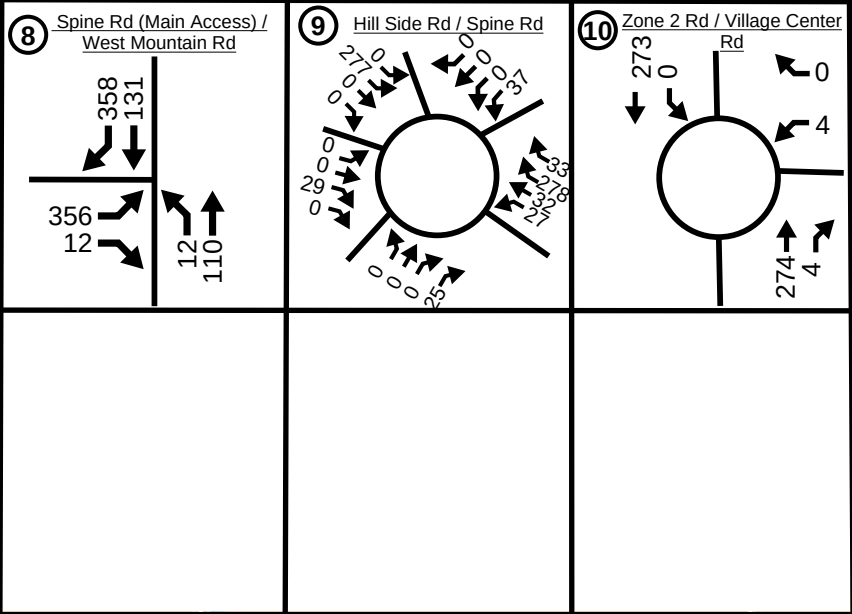
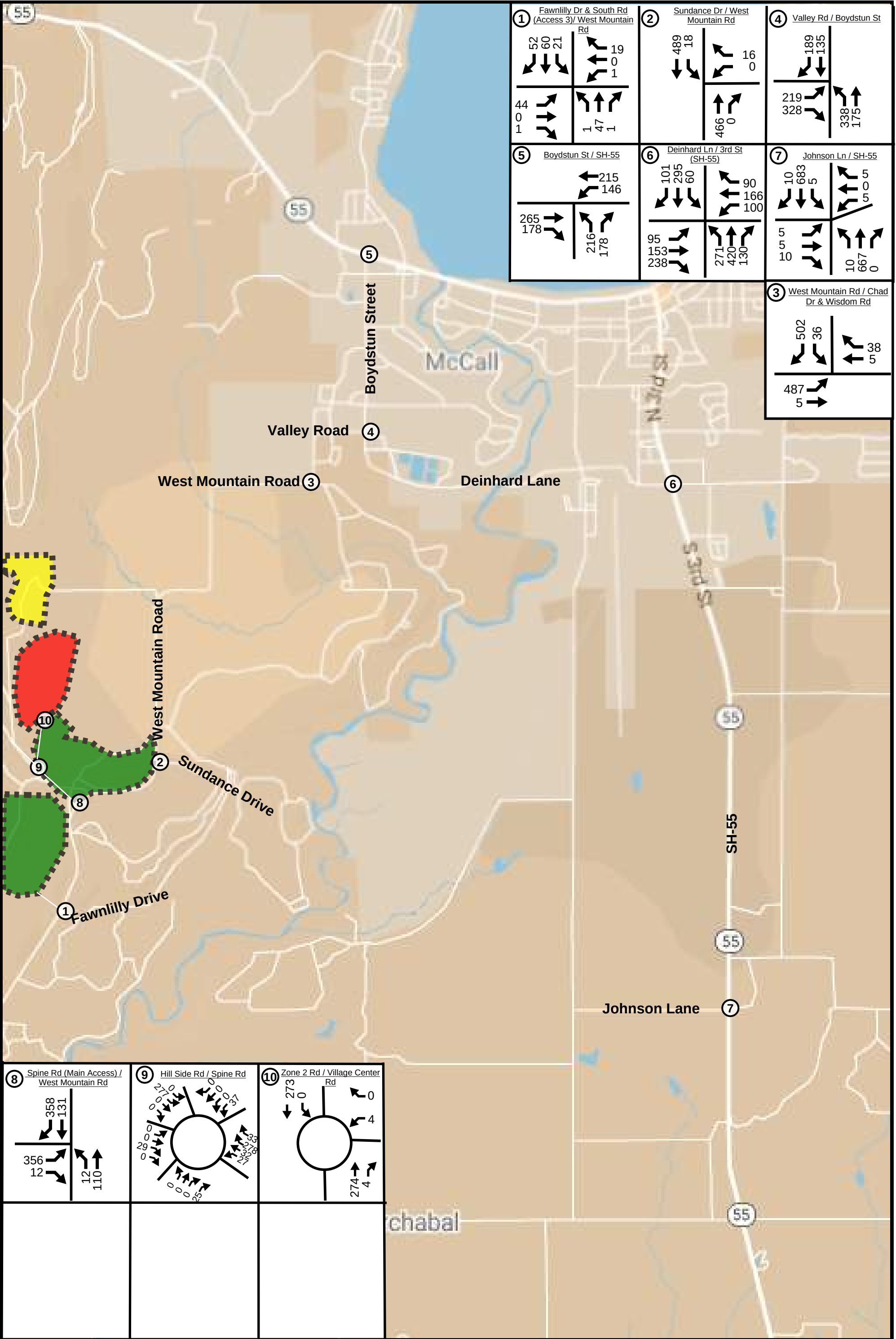


Table 8: Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive & South Access / West Mountain Rd	WB Stop	a (9.6) / EBLn1	b (10.3) / EBLn1	b (10.1) / EBLn1
Sundance Drive / West Mountain Rd	WB Stop	b (11.0) / WBLn1	b (10.6) / WBLn1	b (11.6) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	b (11.5) / EBLn1	b (10.7) / EBLn1	b (12.5) / EBLn1
Valley Road / Boydstun Street	EB Stop	d (29.5) / EBLn1	f (>50) / EBLn1	f (>50) / EBLn1
Boydstun Street / SH-55	NB Stop	c (22.5) / NBLn1	f (>50) / NBLn1	f (>50) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	C (26.6)	D (52.6)	C (31.0)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	c (19.5) / WBLn1	e (48.8) / WBLn1	d (28.6) / WBLn1
Spine Rd (Main Access) / West Mountain Rd	EB Stop	b (12.6) / EBLn1	b (13.9) / EBLn1	c (17.6) / EBLn1
Hill Side Rd & Village Center Rd / Spine Rd	Roundabout	A (3.7)	A (4.7)	A (5.2)
Zone 2 Rd / Village Center Rd	Roundabout	A (3.4)	A (4.0)	A (4.6)

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

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

Source: Hales Engineering, November 2025

F. Mitigation Measures

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

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

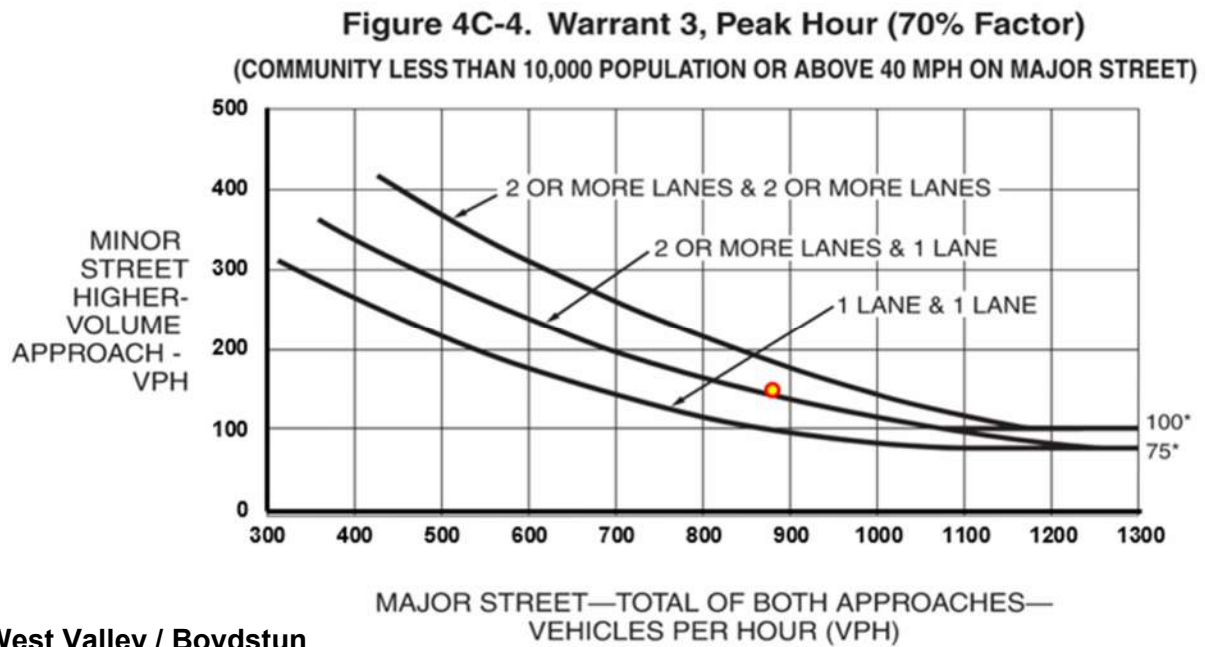
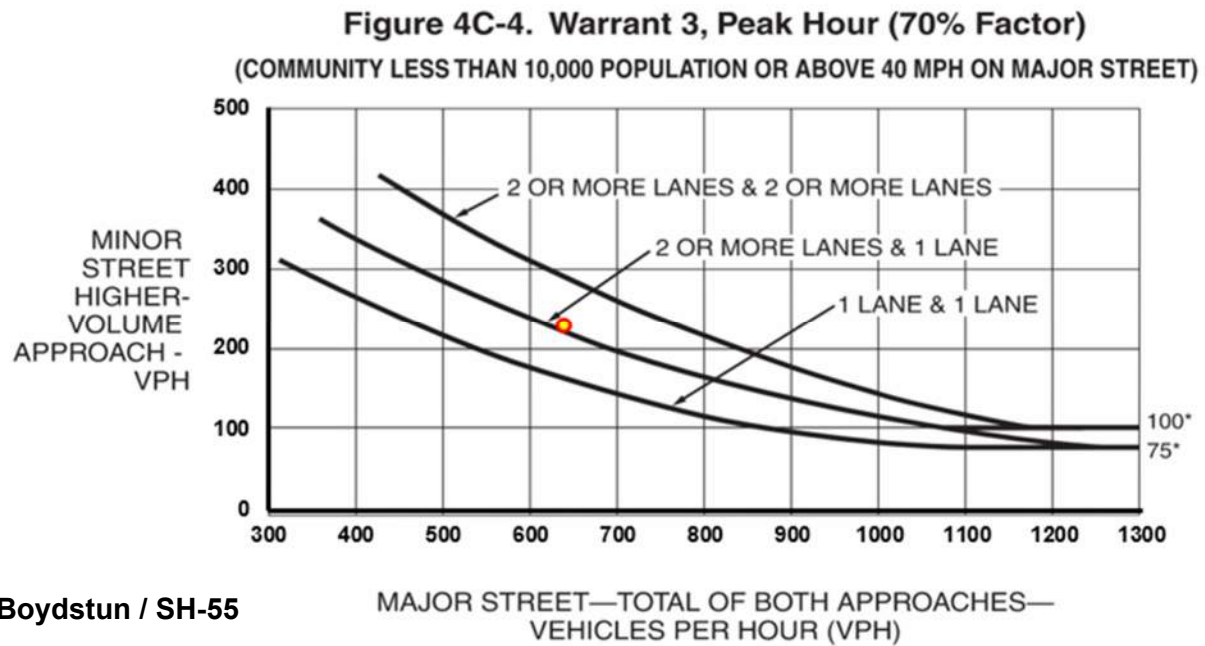


Figure 7: Peak hour signal warrants

G. Mitigated Scenario

With the proposed improvements, the West Valley Road / Boydston Street and Boydston Street / SH-55 intersections are anticipated to operate at acceptable levels of service, as shown in Table 9.

Table 9: Mitigated Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Valley Road / Boydstun Street	Signal	D (48.6)	D (38.1)	D (47.9)
Boydstun Street / SH-55	Signal	A (8.7)	B (10.3)	B (10.2)

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

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

Source: Hales Engineering, November 2025

VII. FUTURE (2036) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway Network

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

C. Traffic Volumes

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

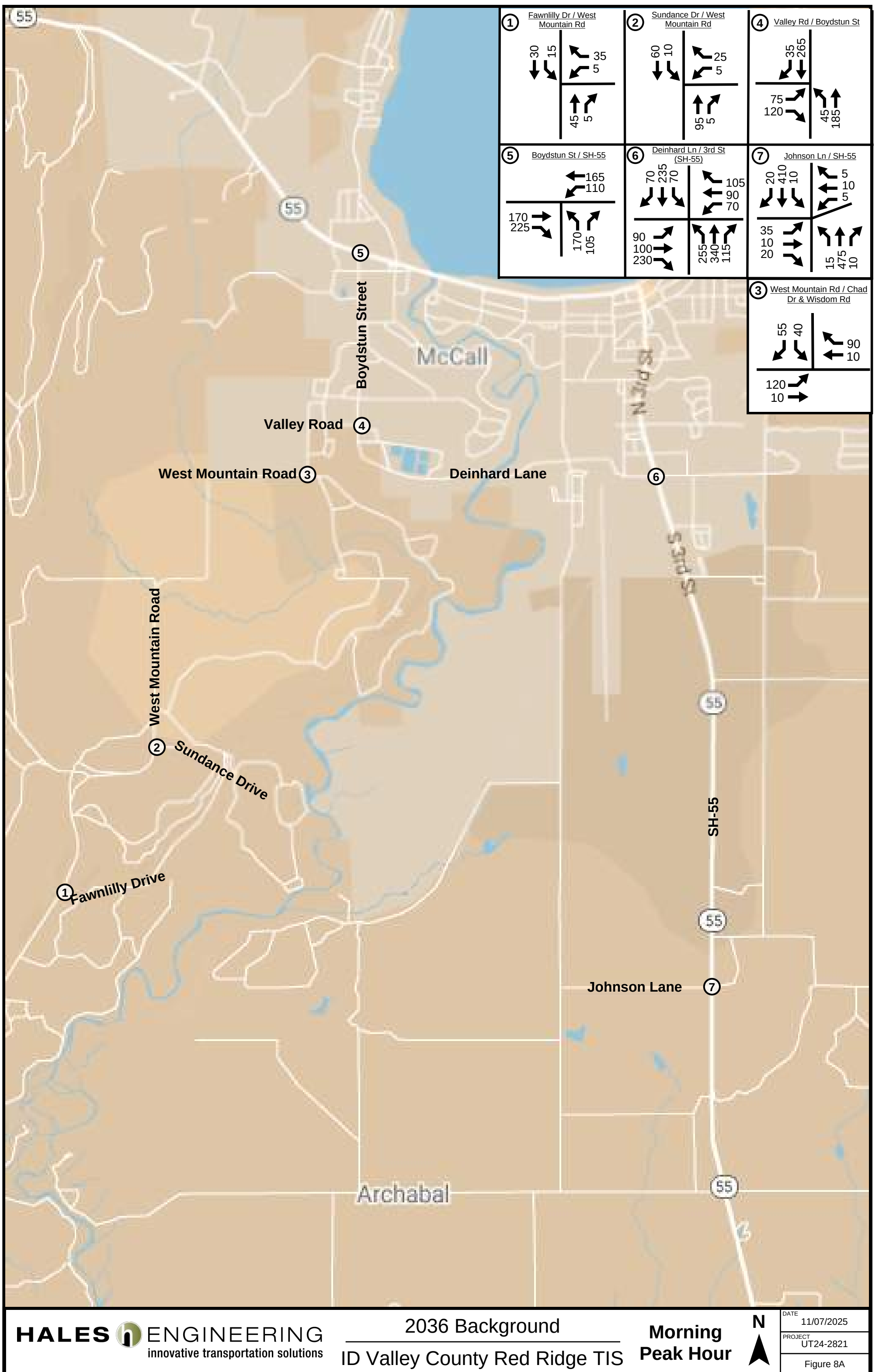
D. Level of Service Analysis

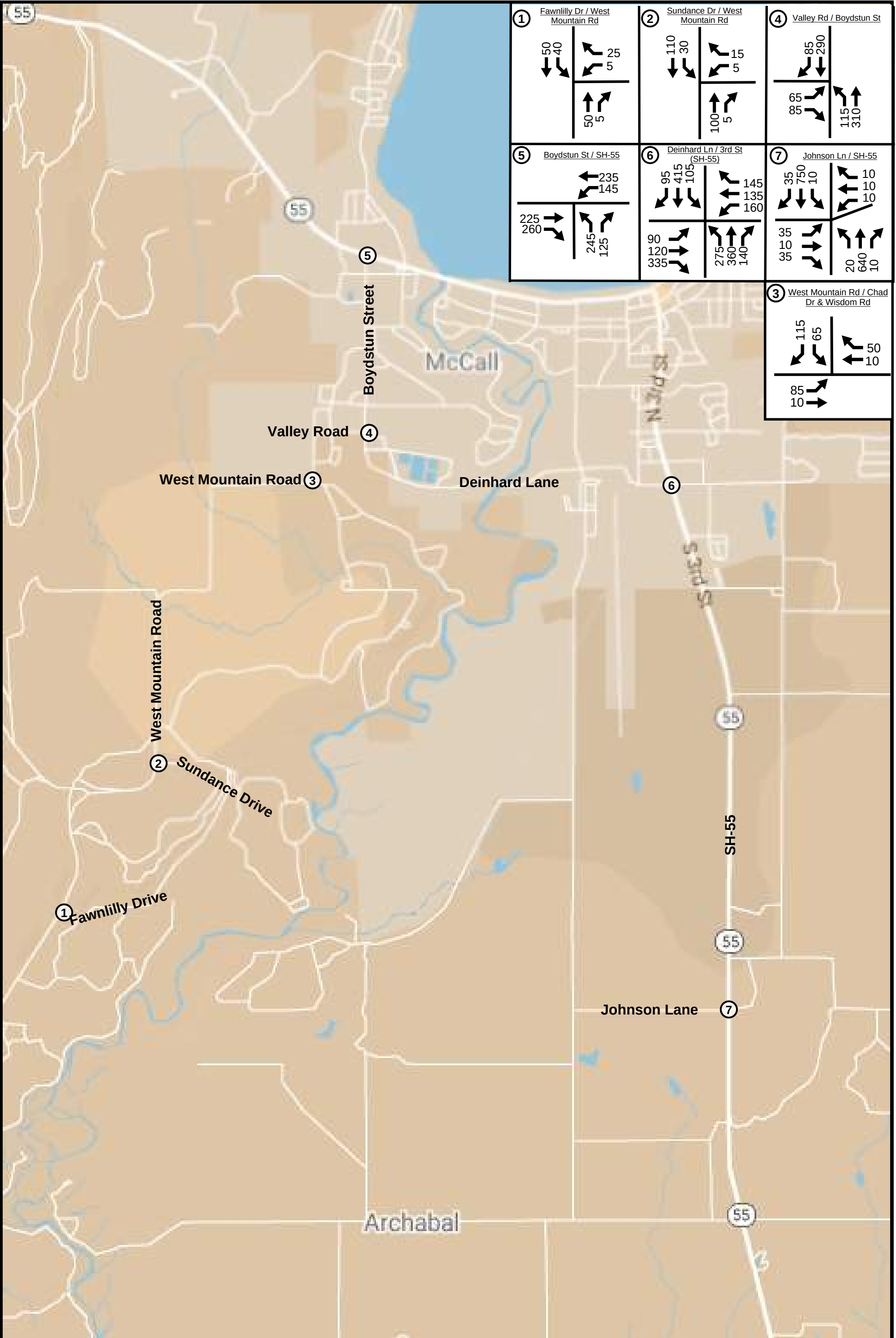
Hales Engineering determined that the Boydstun Street / SH-55 and Johnson Lane & Burr Lane / SH-55 intersections are anticipated to operate at poor levels of service during the evening and Saturday peak hours and that the Deinhard Lane / 3rd Street (SH-55) intersection is anticipated to operate at poor levels of service during the evening peak hour in the future (2036) background conditions, as shown in Table 10. These results serve as a baseline condition for the impact analysis of the proposed development for future (2036) conditions.

E. Queuing Analysis

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

- Deinhard Lane / 3rd Street (SH-55):
 - Southbound: 425 feet (PM)
 - Northbound: 405 feet (Saturday)





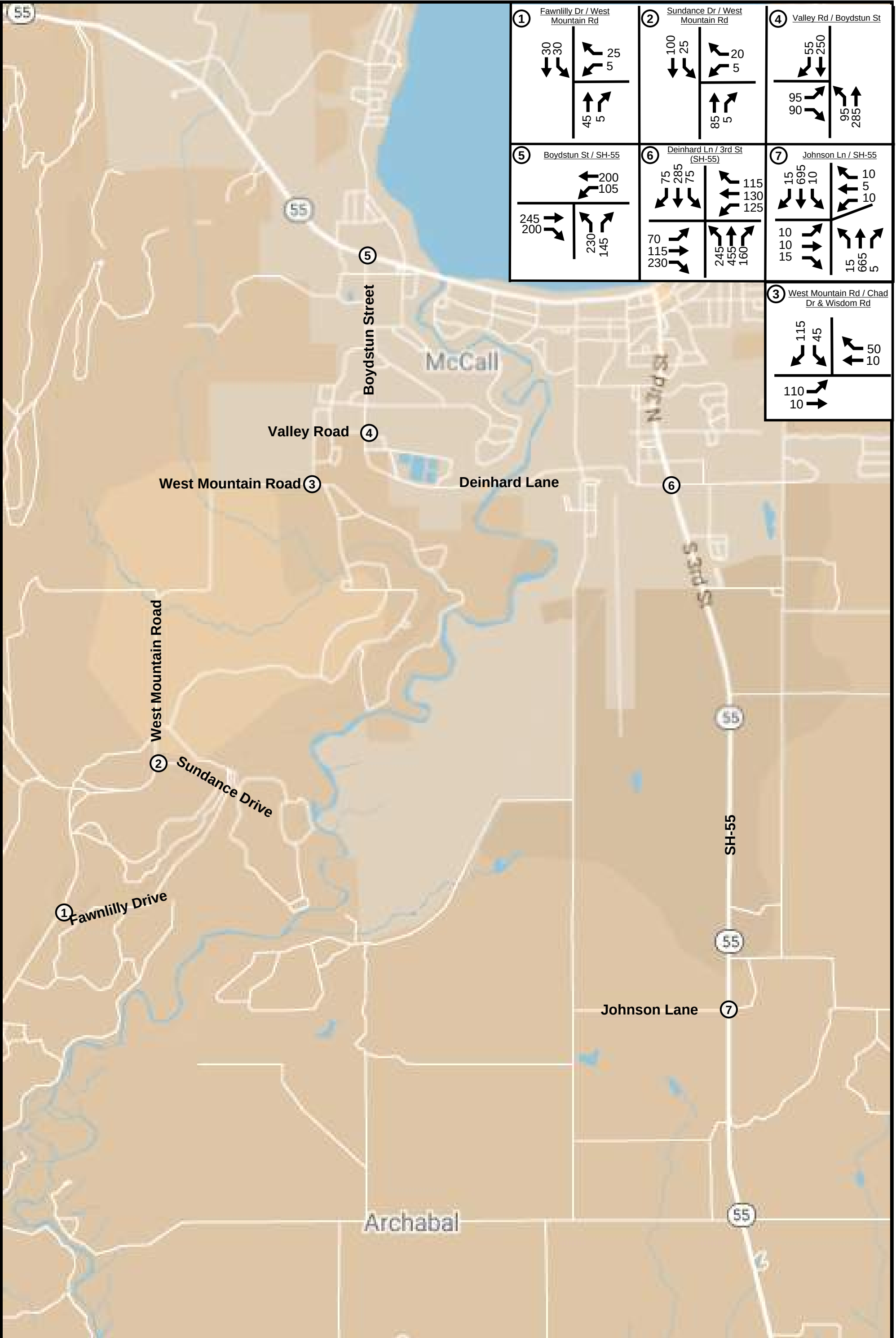


Table 10: Future (2036) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive / West Mountain Rd	WB Stop	a (8.8) / WBLn1	a (8.9) / WBLn1	a (8.8) / WBLn1
Sundance Drive / West Mountain Rd	WB Stop	a (9.0) / WBLn1	a (9.4) / WBLn1	a (9.1) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	a (9.5) / EBLn1	a (9.3) / EBLn1	a (9.7) / EBLn1
Valley Road / Boydston Street	EB Stop	c (15.6) / EBLn1	c (20.9) / EBLn1	c (18.6) / EBLn1
Boydston Street / SH-55	NB Stop	d (31.5) / NBLn1	f (>50) / NBLn1	e (43.8) / NBLn1
Deinhard Lane / 3rd Street (SH-55)	Signal	D (38.4)	E (69.4)	C (34.0)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	d (28.0) / EBLn1	f (>50) / EBLn1	e (36.9) / WBLn1

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

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

Source: Hales Engineering, November 2025

F. Mitigation Measures

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

G. Mitigated Scenario

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

Table 11: Future (2036) Background Peak Hour LOS - Mitigated

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Boydston Street / SH-55	Signal	A (9.6)	B (11.3)	A (9.9)
Deinhard Lane / 3rd Street (SH-55)	Signal	B (19.8)	C (28.7)	C (20.2)

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

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

Source: Hales Engineering, November 2025

VIII. FUTURE (2036) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2036) background traffic volumes to predict turning movement volumes for future (2036) plus project conditions. Future (2036) plus project morning, evening, and Saturday peak hour turning movement volumes are shown in Figure 9.

C. Level of Service Analysis

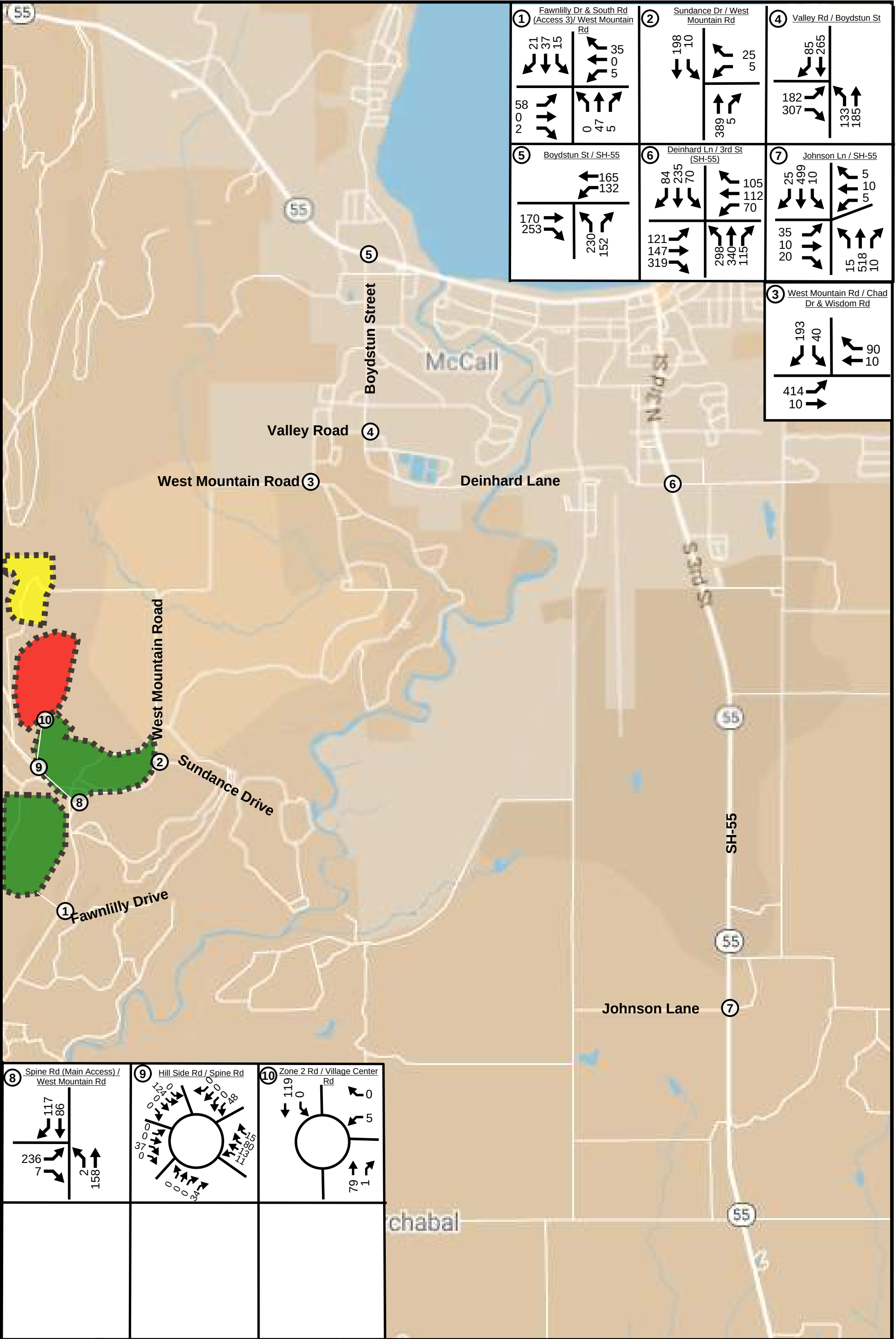
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning, evening, and Saturday peak hours except for Johnson Lane & Burr Lane / SH-55 intersection in future (2036) plus project conditions, as shown in Table 12.

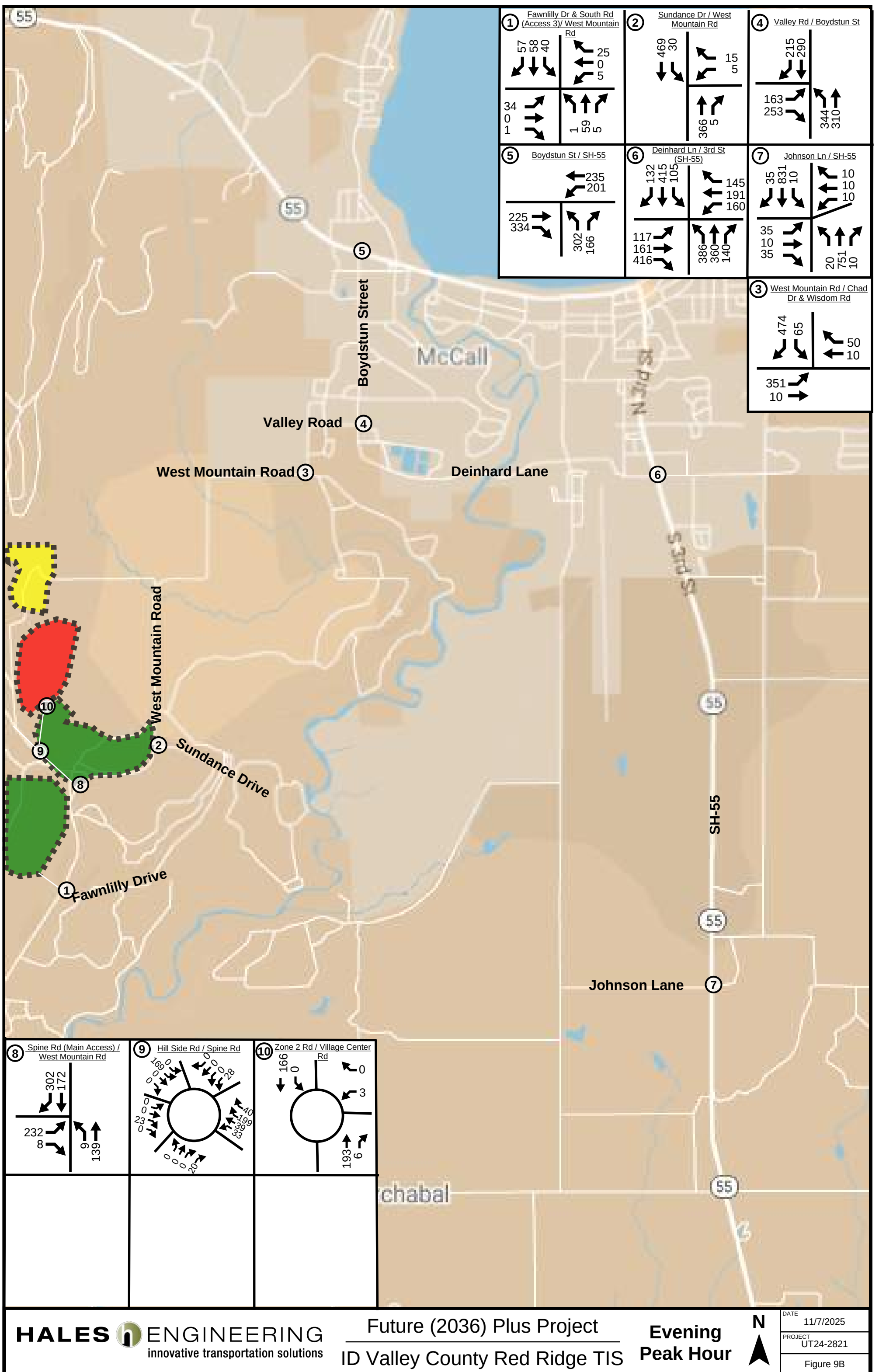
D. Mitigation Measures

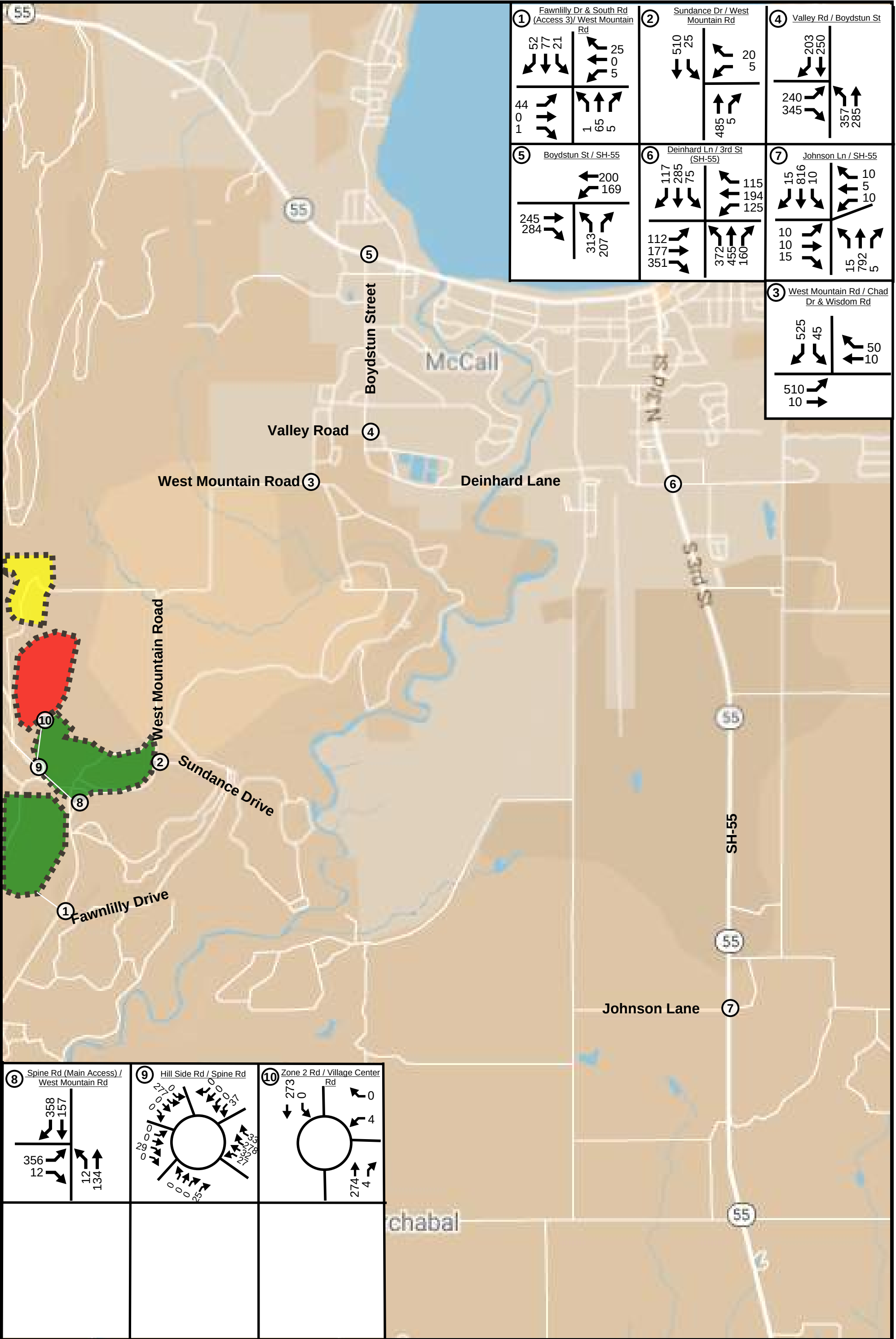
No mitigation measures are recommended.

E. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2036) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 13. Intersections shown in Table 13 include new intersections and existing intersections that have recommended storage length changes.







① Fawnlilly Dr & South Rd (Access 3)/ West Mountain Rd			
52	77	21	
44	0	1	
1	65	5	

② Sundance Dr / West Mountain Rd			
510	25		
485	5		
20	5		

④ Valley Rd / Boydston St			
203	250		
240	345		
357	285		

⑤ Boydston St / SH-55			
245	284		
313	207		
200	169		

⑥ Deinhard Ln / 3rd St (SH-55)			
117	285	75	
112	177	351	
115	194	125	

⑦ Johnson Ln / SH-55			
15	816	10	
10	10	15	
15	792	5	

③ West Mountain Rd / Chad Dr & Wisdom Rd			
525	45		
510	10		
50	10		

⑧ Spine Rd (Main Access) / West Mountain Rd			
358	157		
356	12		
12	134		

⑨ Hill Side Rd / Spine Rd			
210	0	0	0
29	0	0	0
0	0	0	25

⑩ Zone 2 Rd / Village Center Rd			
273	0		
274	4		
0	4		

Table 12: Future (2036) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description	Control	Morning Peak	Evening Peak	Saturday Peak
Fawnlilly Drive & South Access / West Mountain Rd	WB Stop	a (10.0) / EBLn1	b (10.8) / EBLn1	b (10.7) / EBLn1
Sundance Drive / West Mountain Rd	WB Stop	b (11.9) / WBLn1	b (13.2) / WBLn1	b (14.1) / WBLn1
West Mountain Rd / Chad Dr & Wisdom Rd	EB Stop	b (12.1) / EBLn1	b (11.0) / EBLn1	b (13.3) / EBLn1
Valley Road / Boydston Street	Signal	D (53.5)	D (43.3)	D (49.2)
Boydston Street / SH-55	Signal	B (10.4)	B (15.9)	B (13.3)
Deinhard Lane / 3rd Street (SH-55)	Signal	C (20.7)	D (48.9)	C (28.7)
Johnson Lane & Burr Lane / SH-55	EB/WB Stop	d (30.5) / EBLn1	f (>50) / EBLn1	f (>50) / WBLn1
Spine Rd (Main Access) / West Mountain Rd	EB Stop	b (13.4) / EBLn1	c (15.0) / EBLn1	c (19.9) / EBLn1
Hill Side Rd & Village Center Rd / Spine Rd	Roundabout	A (3.7)	A (4.7)	A (5.2)
Zone 2 Rd / Village Center Rd	Roundabout	A (3.4)	A (4.0)	A (4.6)

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

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

Source: Hales Engineering, November 2025

Table 13: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	Fawnlilly Drive & South Access / West Mountain Road	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-
4	West Valley Road / Boydston Street	-	200	-	-	-	-	-	-	-	-	-	100	-	-	-	-
5	Boydston Street / SH-55	-	-	-	100	-	-	-	-	-	-	-	-	-	225	-	-
6	Deinhard Lane / 3rd Street (SH-55)	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-
8	Spine Road (Main Access) / West Mountain Road	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-

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

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

Source: Hales Engineering, November 2025

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

APPENDIX A

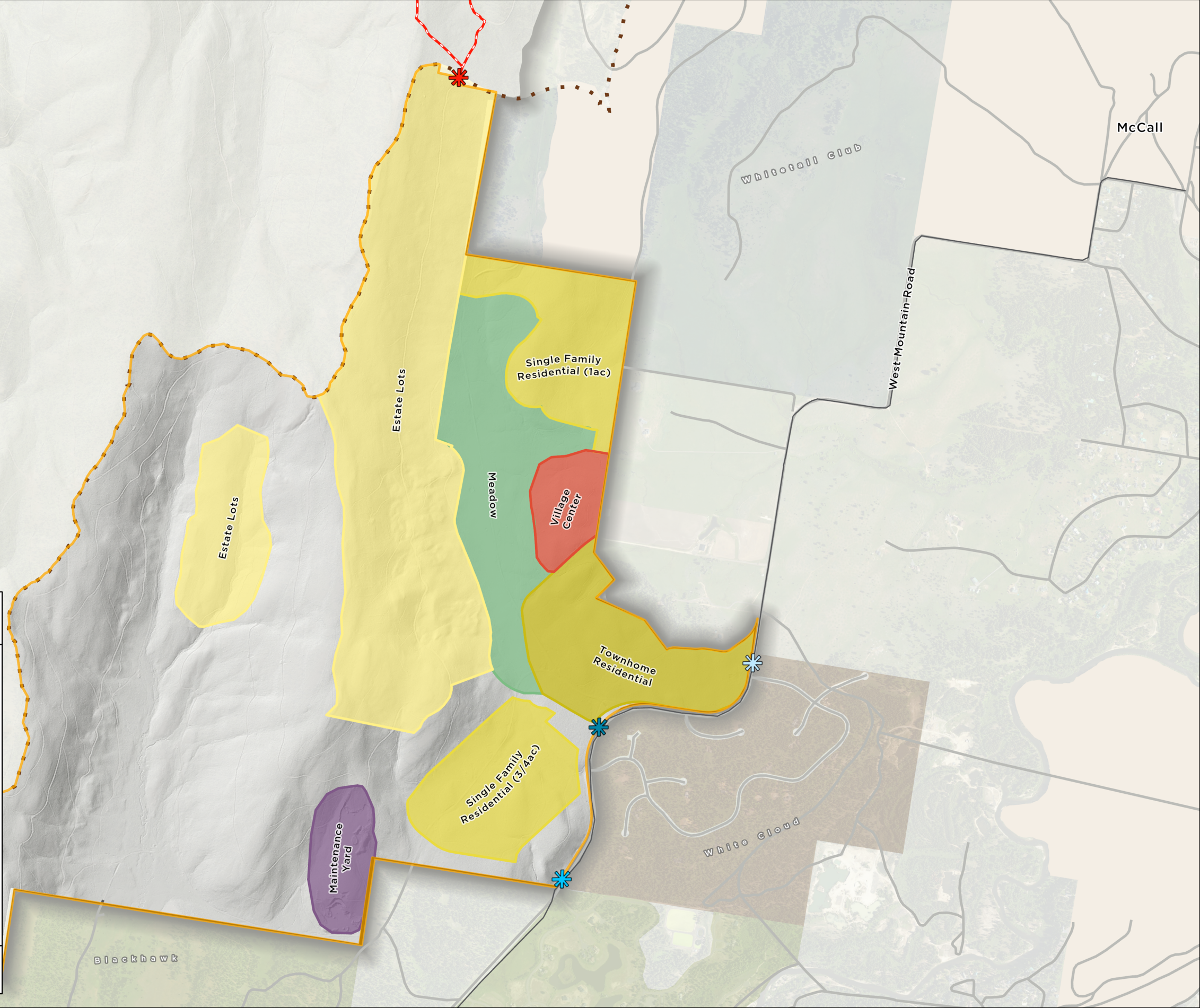
Site Plan

RED RIDGE VILLAGE

Neighborhood Areas
10 November 2025

LEGEND

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

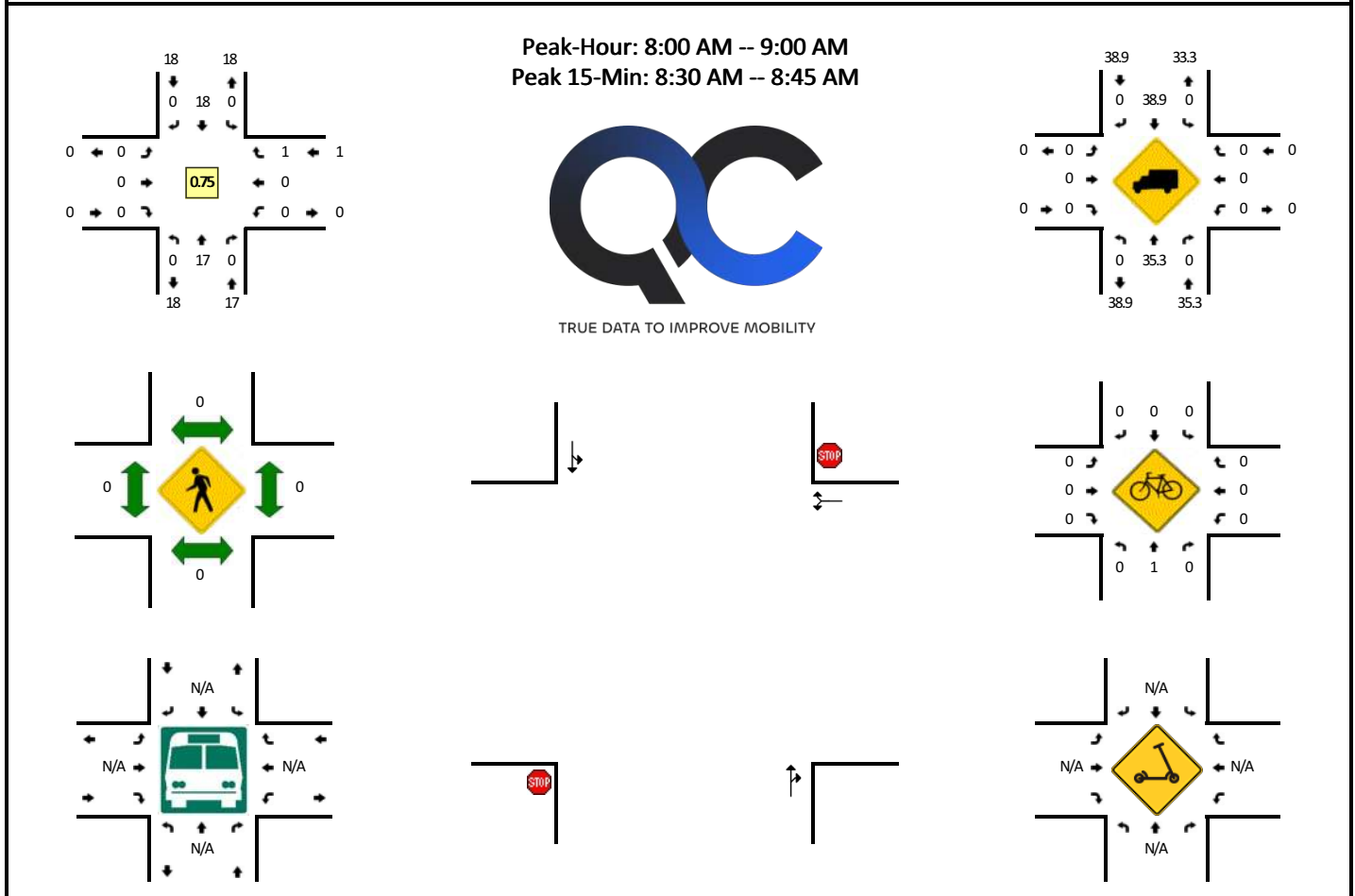


APPENDIX B

Turning Movement Counts

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

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



15-Min Count Period Beginning At	W Mountain Rd (Northbound)				W Mountain Rd (Southbound)				Fawnlilly Dr (Eastbound)				Fawnlilly Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
7:15 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	
7:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	3	0	11	
7:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	2	0	7	28
8:00 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	32
8:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	32
8:30 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	1	0	12	33
8:45 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10	36
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	20	0	0	0	24	0	0	0	0	0	0	0	0	4	0	48	
Heavy Trucks	0	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	20	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

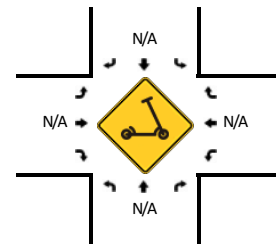
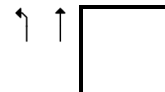
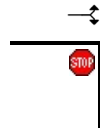
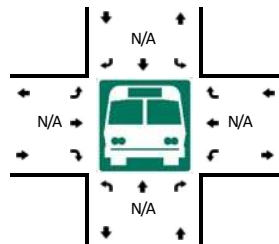
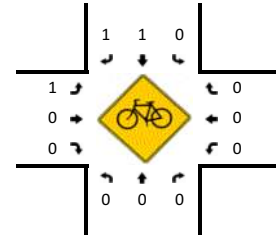
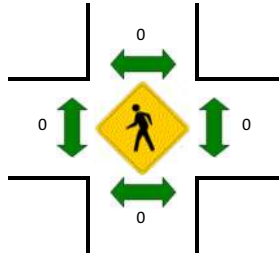
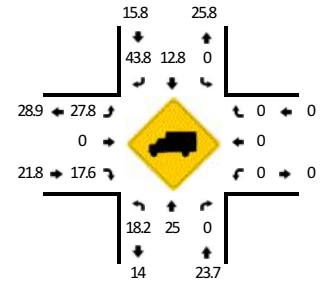
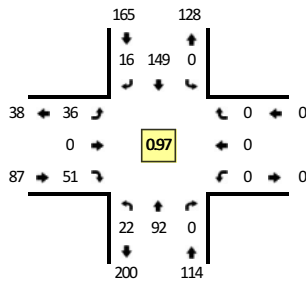
Comments:

Report generated on 8/13/2024 12:35 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Boydston St -- W Valley Rd**CITY/STATE:** McCall, ID**QC JOB #:** 16695704**DATE:** Thu, Aug 8 2024

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:15 AM -- 8:30 AM



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

Comments:

Report generated on 8/13/2024 12:35 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

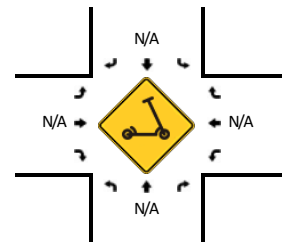
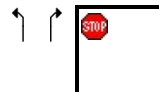
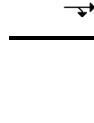
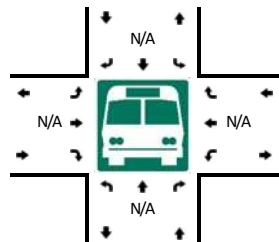
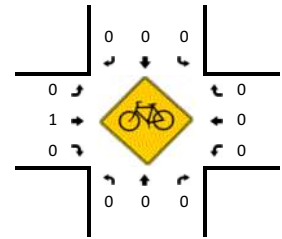
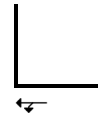
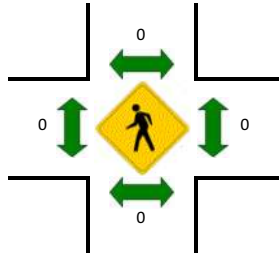
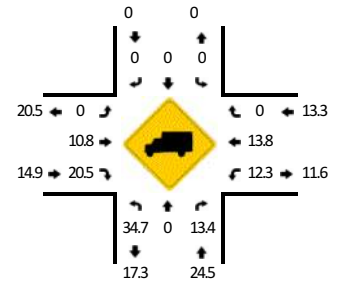
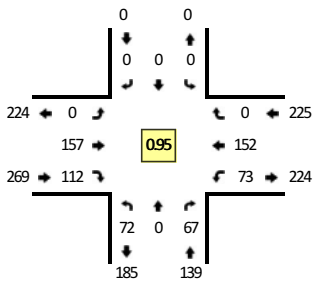
LOCATION: Boydston St -- SH-55
CITY/STATE: McCall, ID

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

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



TRUE DATA TO IMPROVE MOBILITY

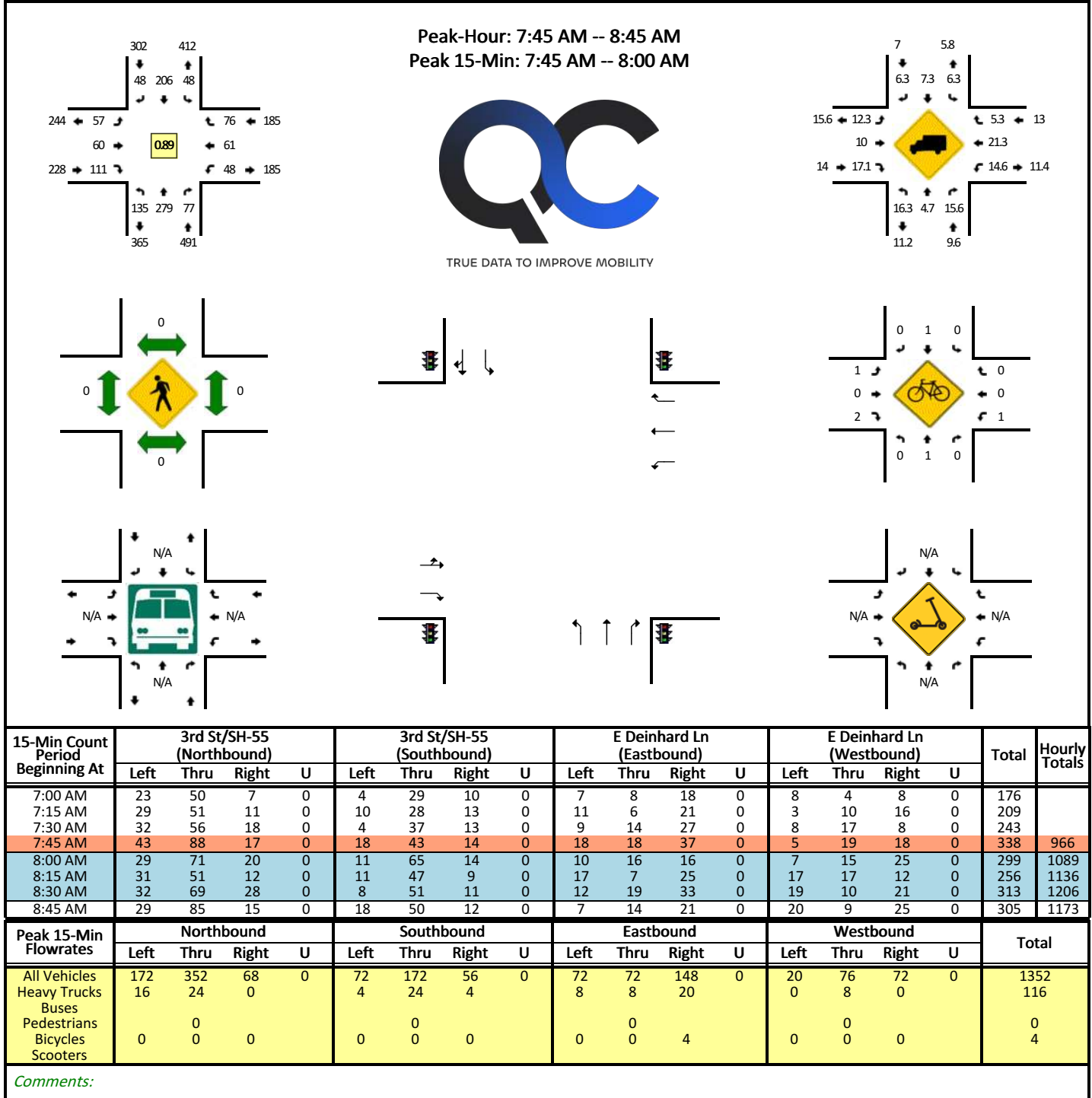


15-Min Count Period Beginning At	Boydston St (Northbound)				Boydston St (Southbound)				SH-55 (Eastbound)				SH-55 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	0	6	0	0	0	0	0	0	16	20	0	11	23	0	0	84	
7:15 AM	21	0	7	0	0	0	0	0	0	19	27	0	2	23	0	0	99	
7:30 AM	13	0	11	0	0	0	0	0	0	44	29	0	12	24	0	0	133	
7:45 AM	15	0	20	0	0	0	0	0	0	50	27	0	19	35	0	0	166	482
8:00 AM	22	0	18	0	0	0	0	0	0	32	26	0	18	41	0	0	157	555
8:15 AM	14	0	14	0	0	0	0	0	0	43	35	0	18	35	0	0	159	615
8:30 AM	21	0	15	0	0	0	0	0	0	32	24	0	18	41	0	0	151	633
8:45 AM	20	0	15	0	0	0	0	0	0	44	23	0	16	41	0	0	159	626
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	0	80	0	0	0	0	0	0	200	108	0	76	140	0	0	664	
Heavy Trucks	28	0	8	0	0	0	0	0	0	8	24	0	16	8	0	0	92	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4	
Scooters																		

Comments:

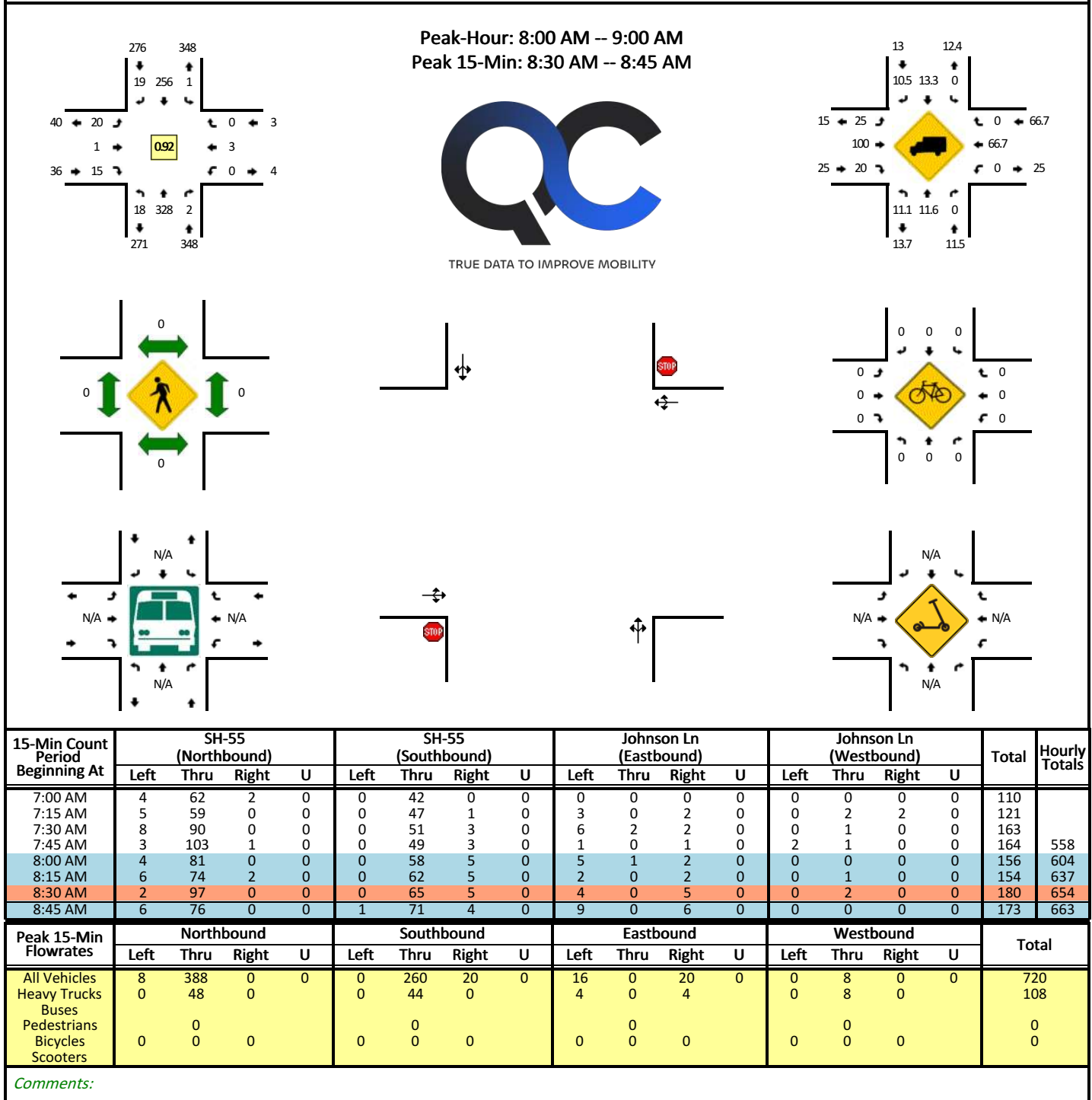
LOCATION: 3rd St/SH-55 -- E Deinhard Ln
CITY/STATE: McCall, ID

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



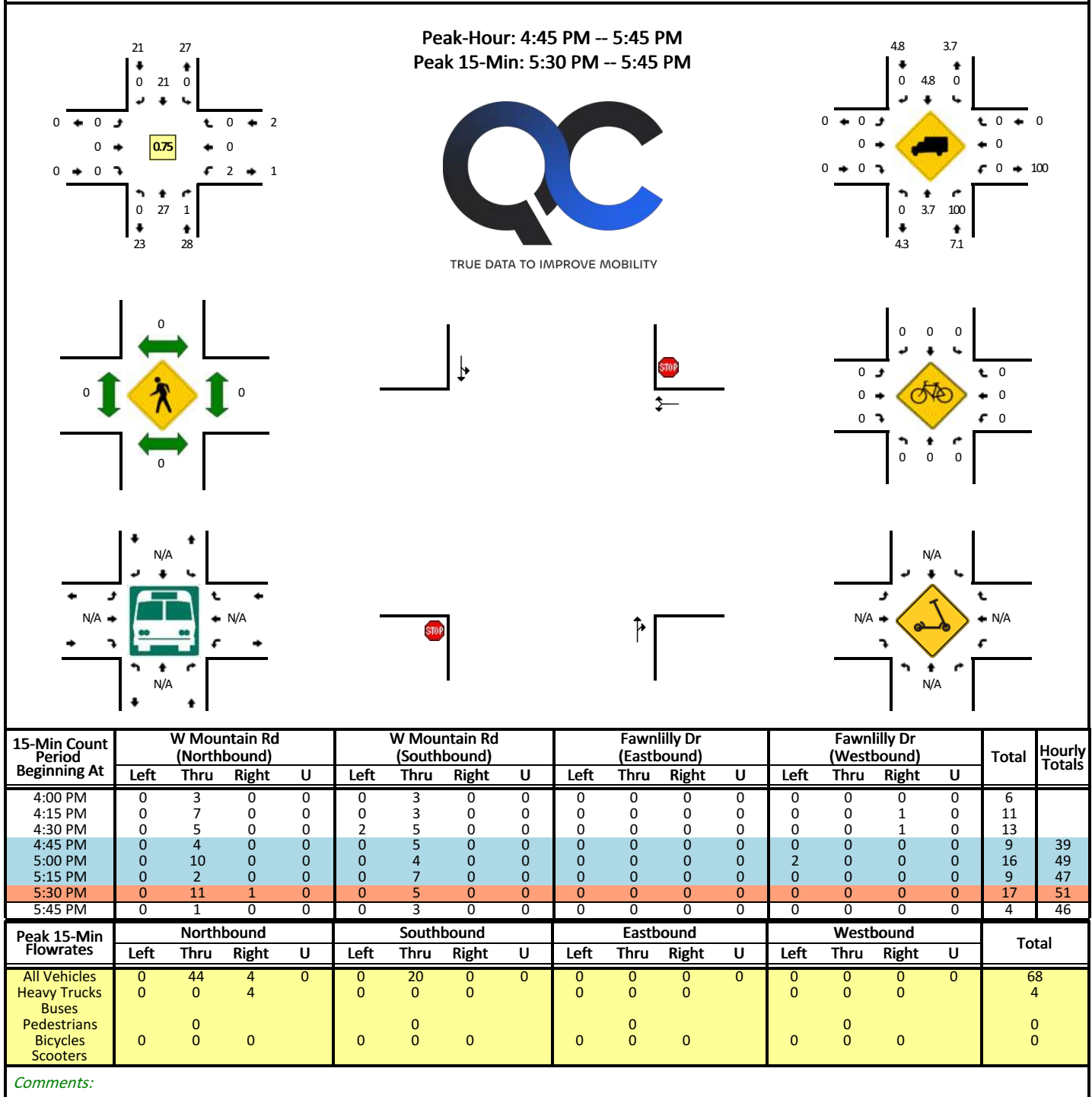
LOCATION: SH-55 -- Johnson Ln
CITY/STATE: McCall, ID

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



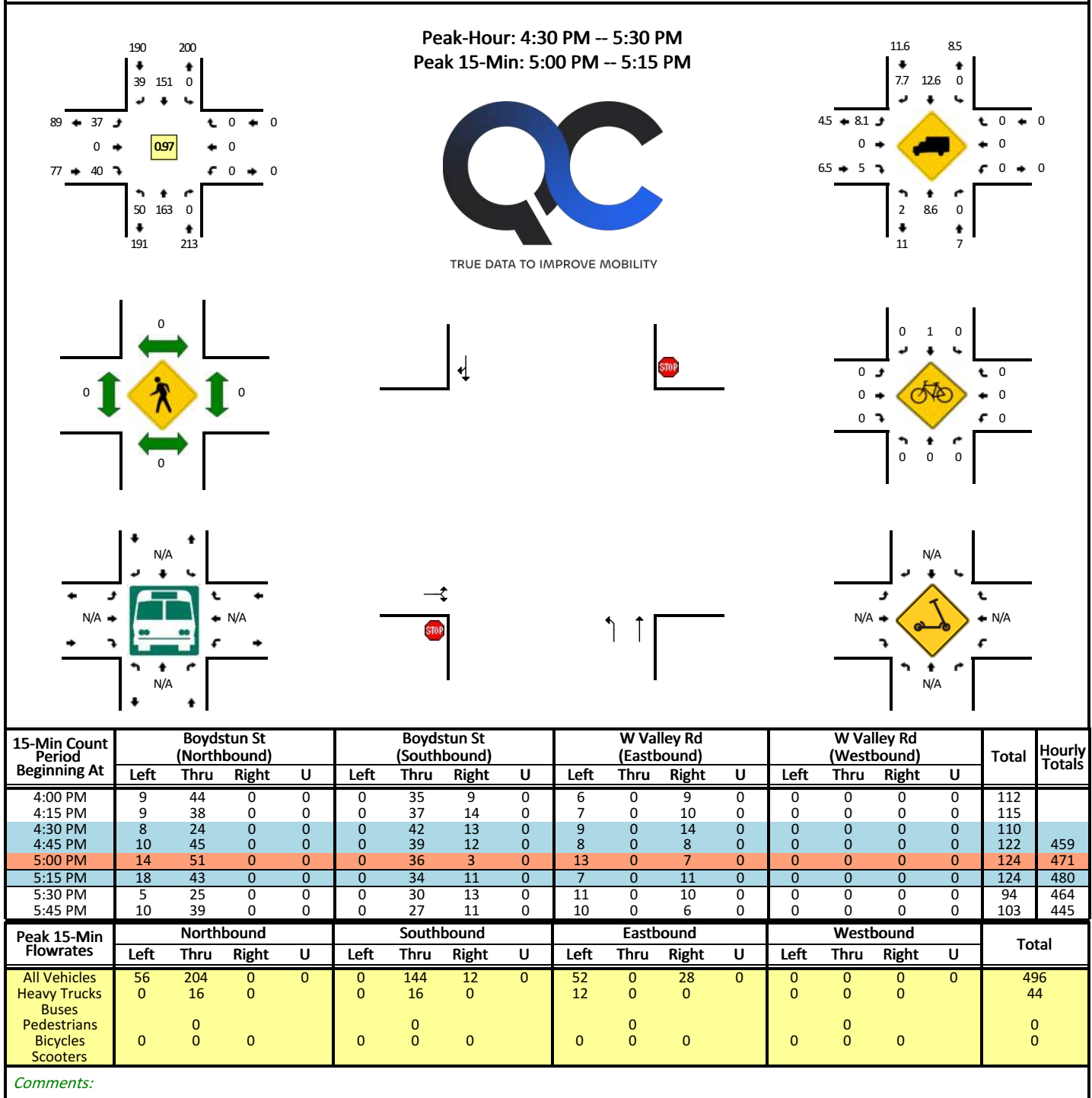
LOCATION: W Mountain Rd -- Fawnlilly Dr
CITY/STATE: McCall, ID

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



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

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

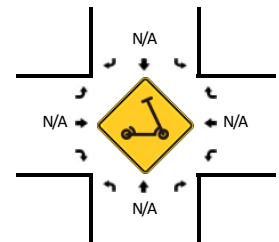
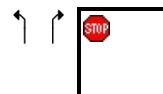
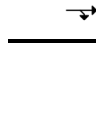
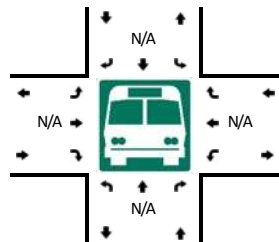
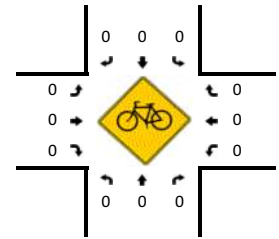
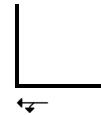
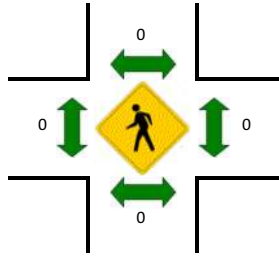
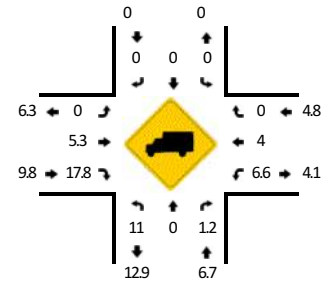
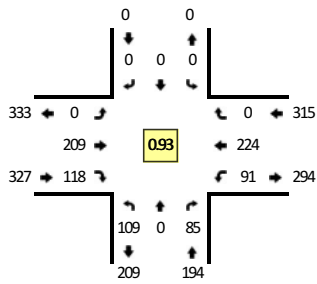


LOCATION: Boydston St -- SH-55**CITY/STATE:** McCall, ID**QC JOB #:** 16695708**DATE:** Thu, Aug 8 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



TRUE DATA TO IMPROVE MOBILITY



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

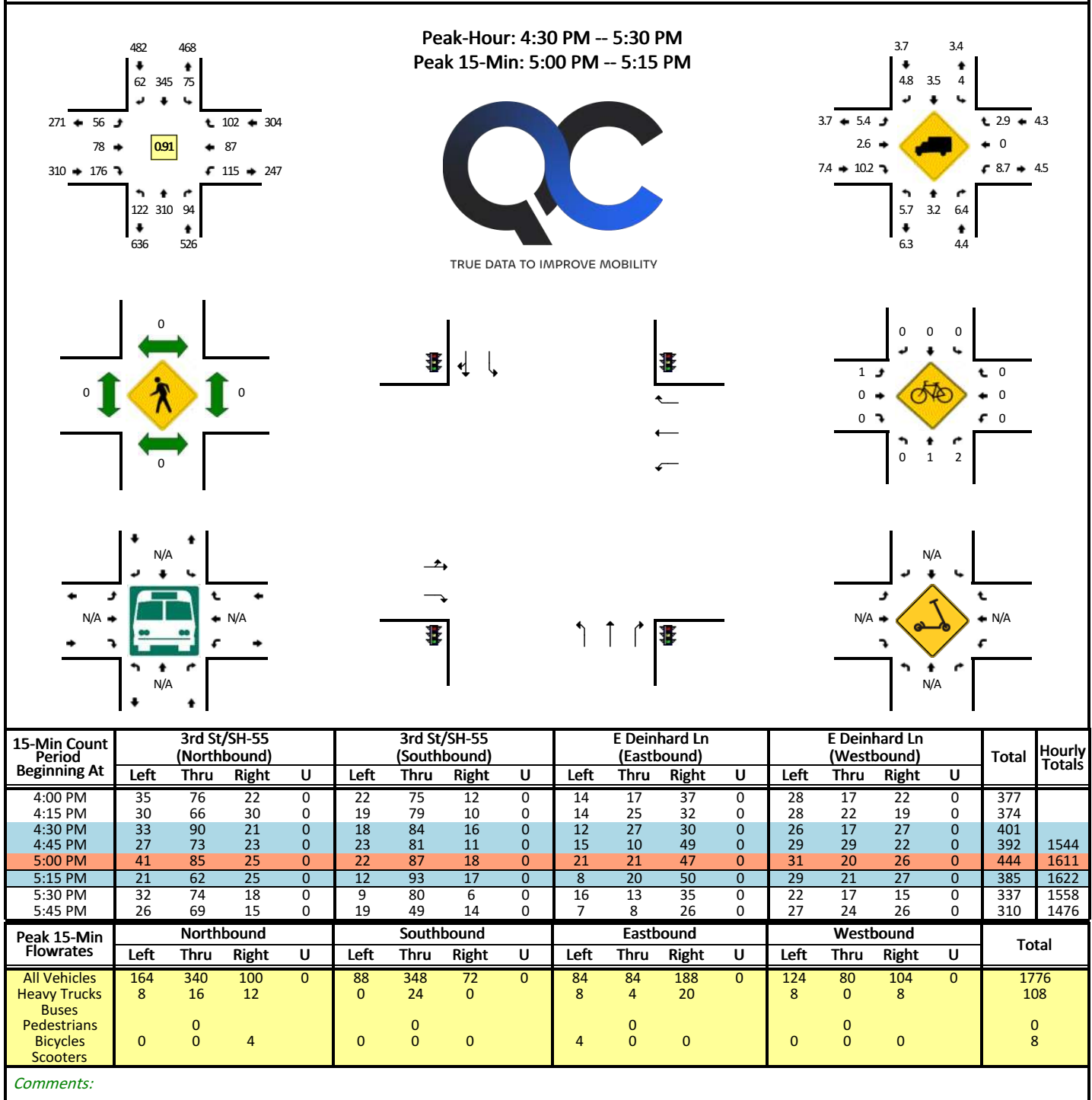
Comments:

Report generated on 8/13/2024 12:35 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

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

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



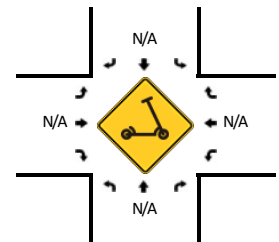
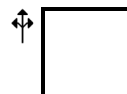
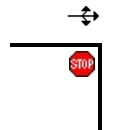
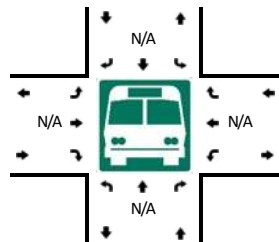
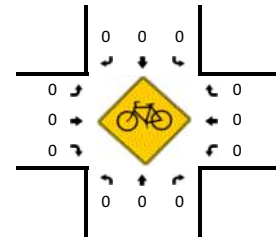
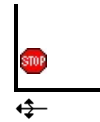
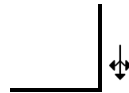
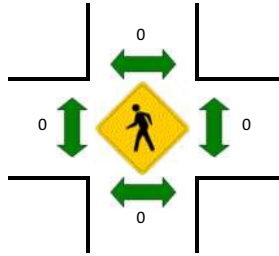
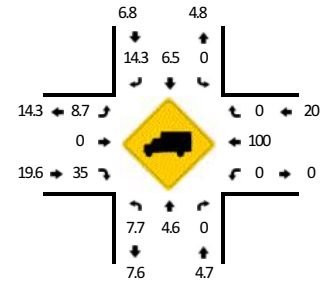
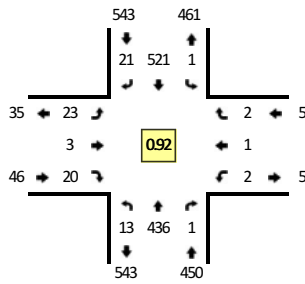
LOCATION: SH-55 -- Johnson Ln

CITY/STATE: McCall, ID

QC JOB #: 16695714

DATE: Thu, Aug 8 2024

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	SH-55 (Northbound)				SH-55 (Southbound)				Johnson Ln (Eastbound)				Johnson Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	102	0	0	0	111	2	0	6	1	4	0	0	1	0	0	228	
4:15 PM	3	106	0	0	1	98	6	0	4	0	3	0	0	0	0	0	221	
4:30 PM	4	107	0	0	0	136	3	0	3	1	6	0	1	0	2	0	263	
4:45 PM	4	109	0	0	1	125	5	0	6	0	7	0	0	0	0	0	257	969
5:00 PM	3	127	1	0	0	127	7	0	11	2	5	0	0	0	0	0	283	1024
5:15 PM	2	93	0	0	0	133	6	0	3	0	2	0	1	1	0	0	241	1044
5:30 PM	1	86	0	0	0	120	5	0	1	1	3	0	1	0	0	0	218	999
5:45 PM	1	82	0	0	0	92	5	0	0	0	3	0	0	0	0	0	183	925
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	508	4	0	0	508	28	0	44	8	20	0	0	0	0	0	1132	
Heavy Trucks	0	32	0	0	0	36	4	0	4	0	8	0	0	0	0	0	84	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

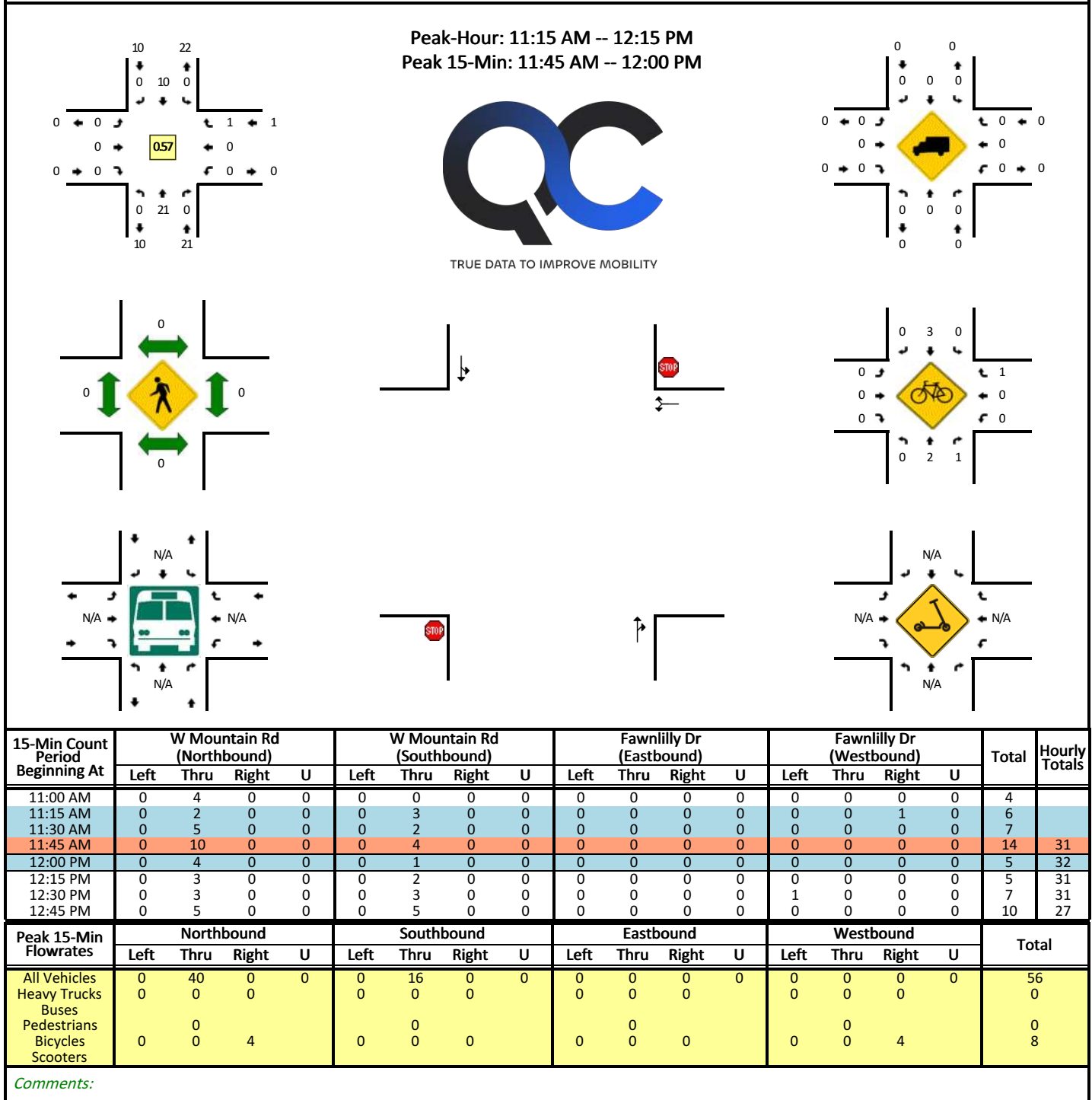
Comments:

Report generated on 8/13/2024 12:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

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

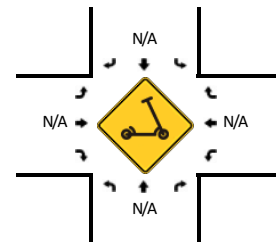
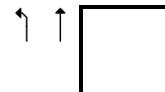
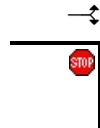
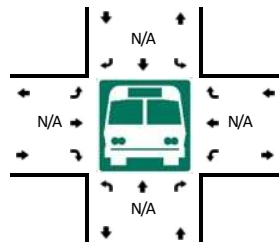
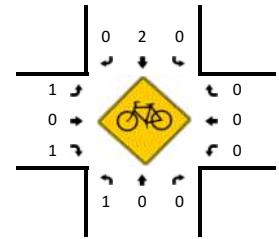
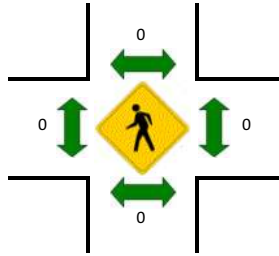
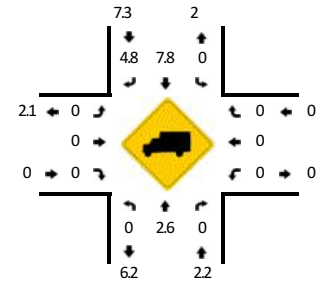
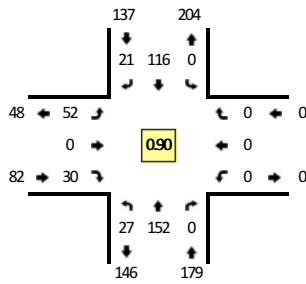
QC JOB #: 16695703
DATE: Sat, Aug 10 2024



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

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

Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:30 AM -- 11:45 AM



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

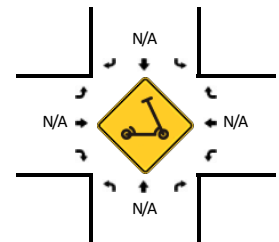
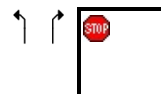
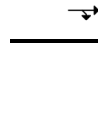
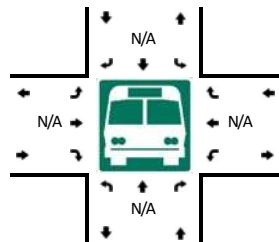
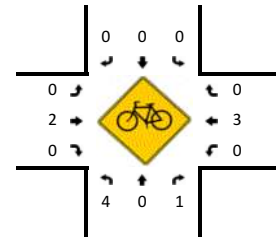
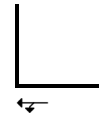
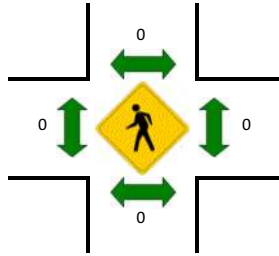
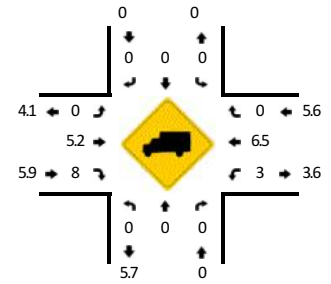
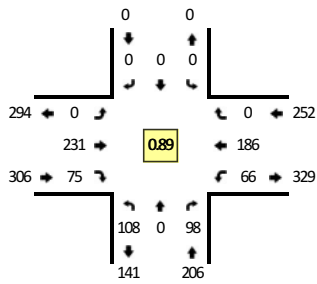
Comments:

Report generated on 8/13/2024 12:35 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Boydston St -- SH-55**CITY/STATE:** McCall, ID**QC JOB #:** 16695709**DATE:** Sat, Aug 10 2024

Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 11:45 AM -- 12:00 PM



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

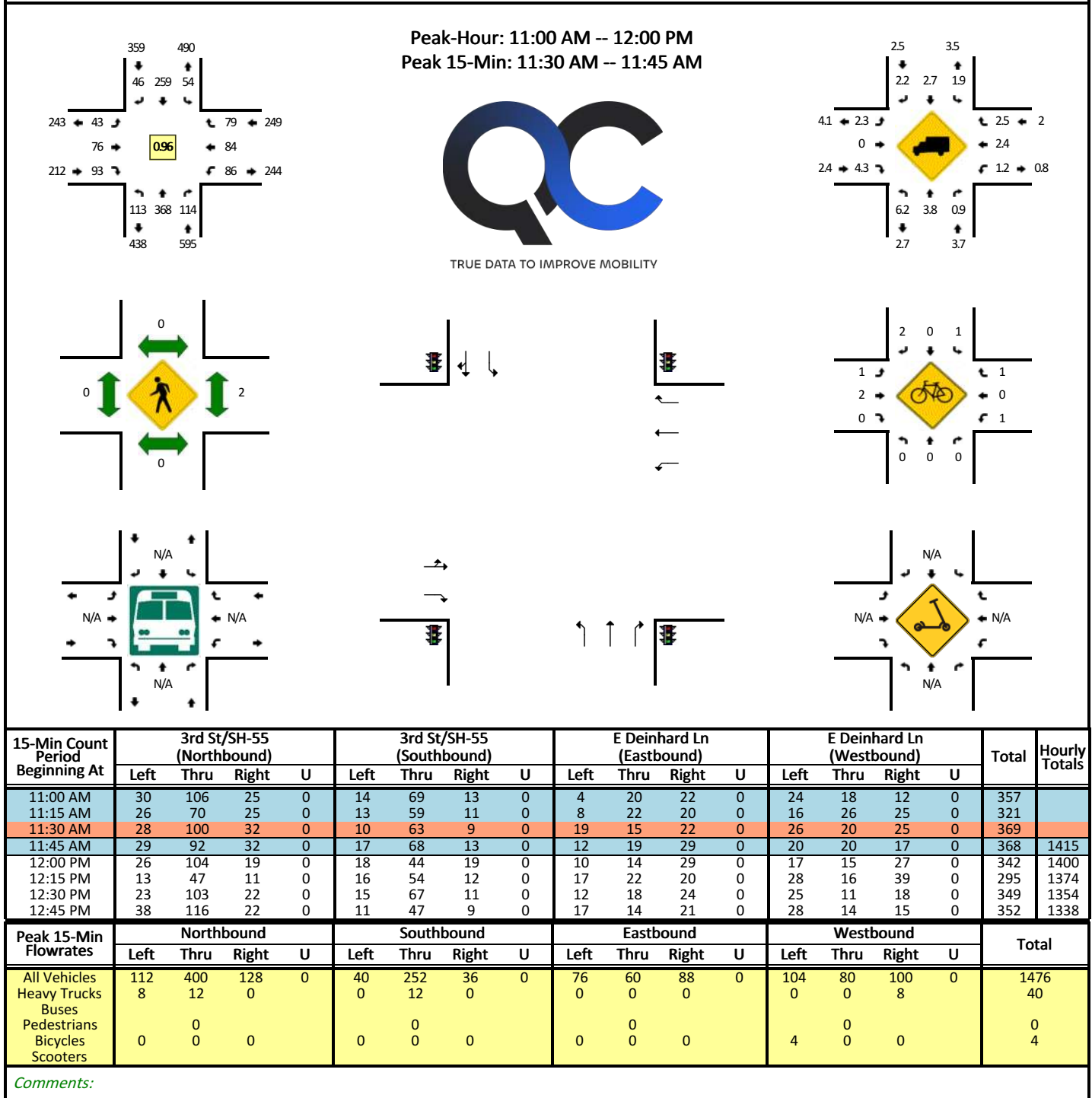
Comments:

Report generated on 8/13/2024 12:35 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

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

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



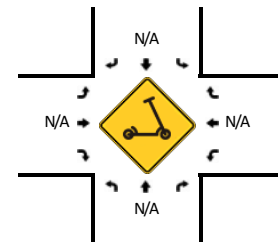
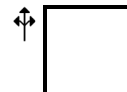
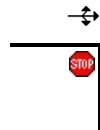
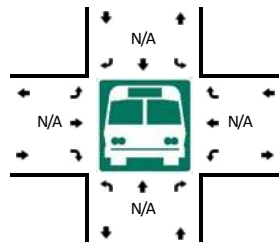
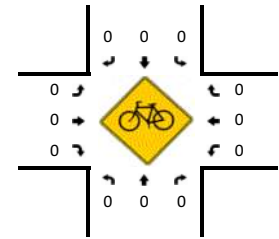
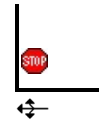
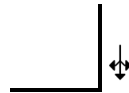
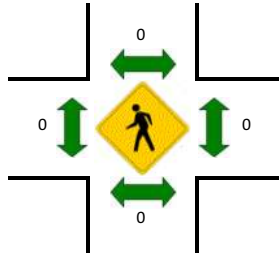
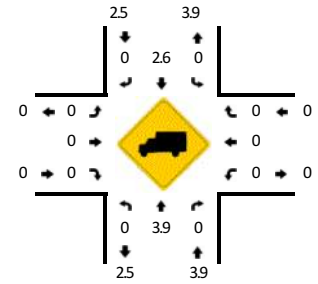
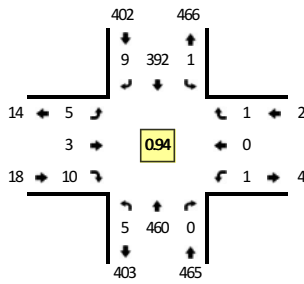
LOCATION: SH-55 -- Johnson Ln

QC JOB #: 16695715

CITY/STATE: McCall, ID

DATE: Sat, Aug 10 2024

Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:00 AM -- 11:15 AM



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

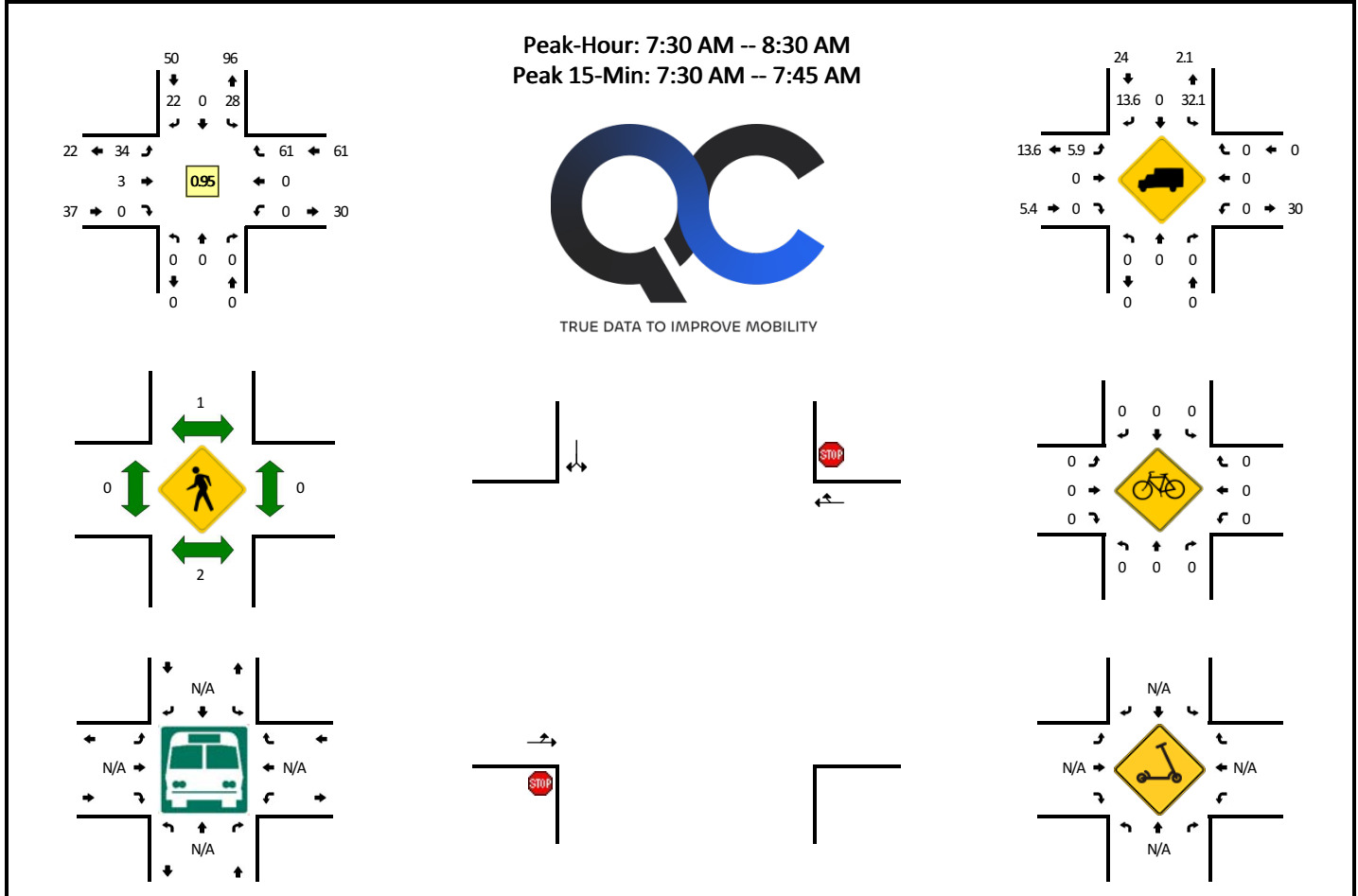
Comments:

Report generated on 8/13/2024 12:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

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

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

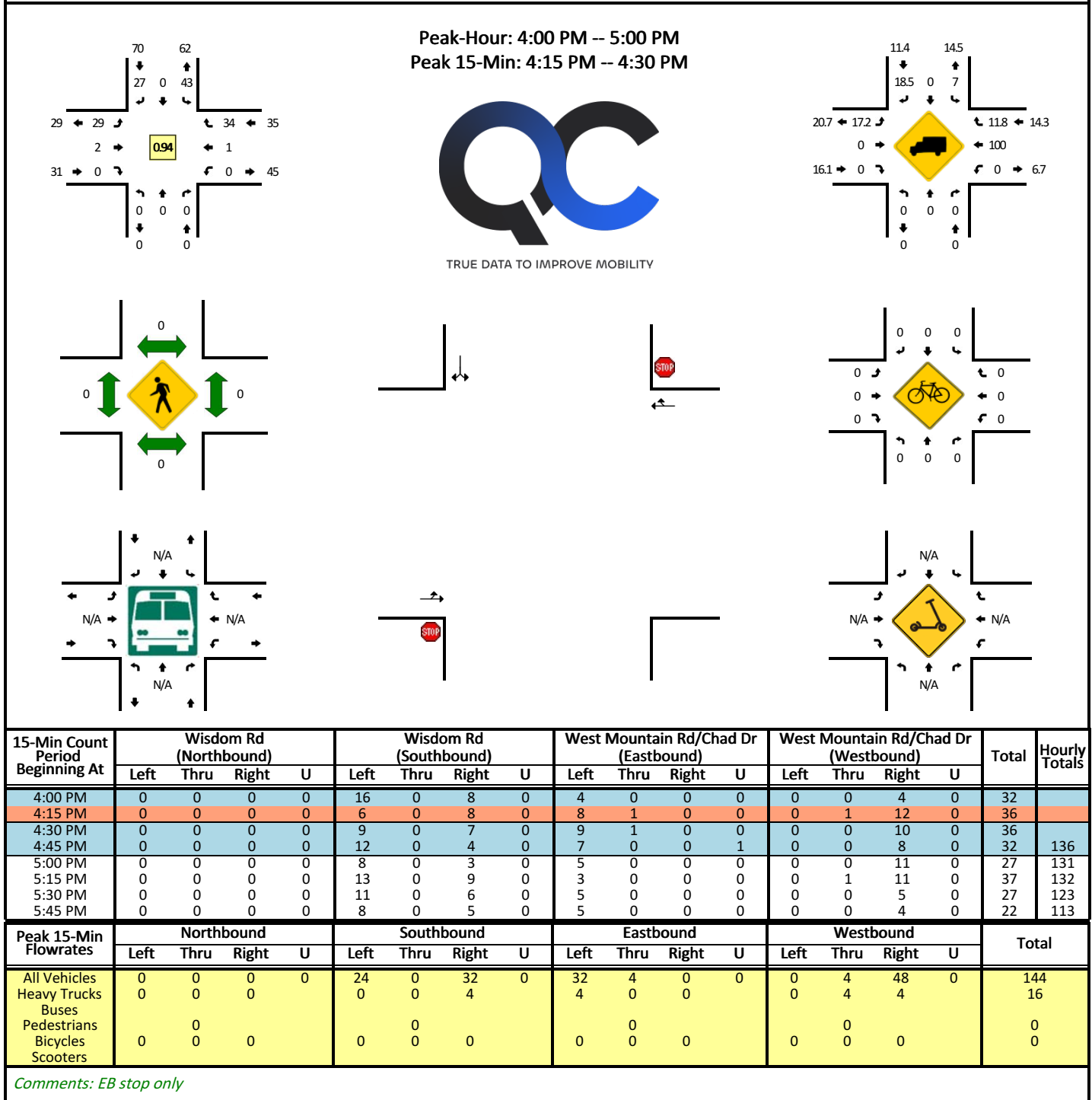


15-Min Count Period Beginning At	Wisdom Rd (Northbound)				Wisdom Rd (Southbound)				West Mountain Rd/Chad Dr (Eastbound)				West Mountain Rd/Chad Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	6	0	1	0	4	0	0	0	0	0	11	0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

Comments: EB stop only

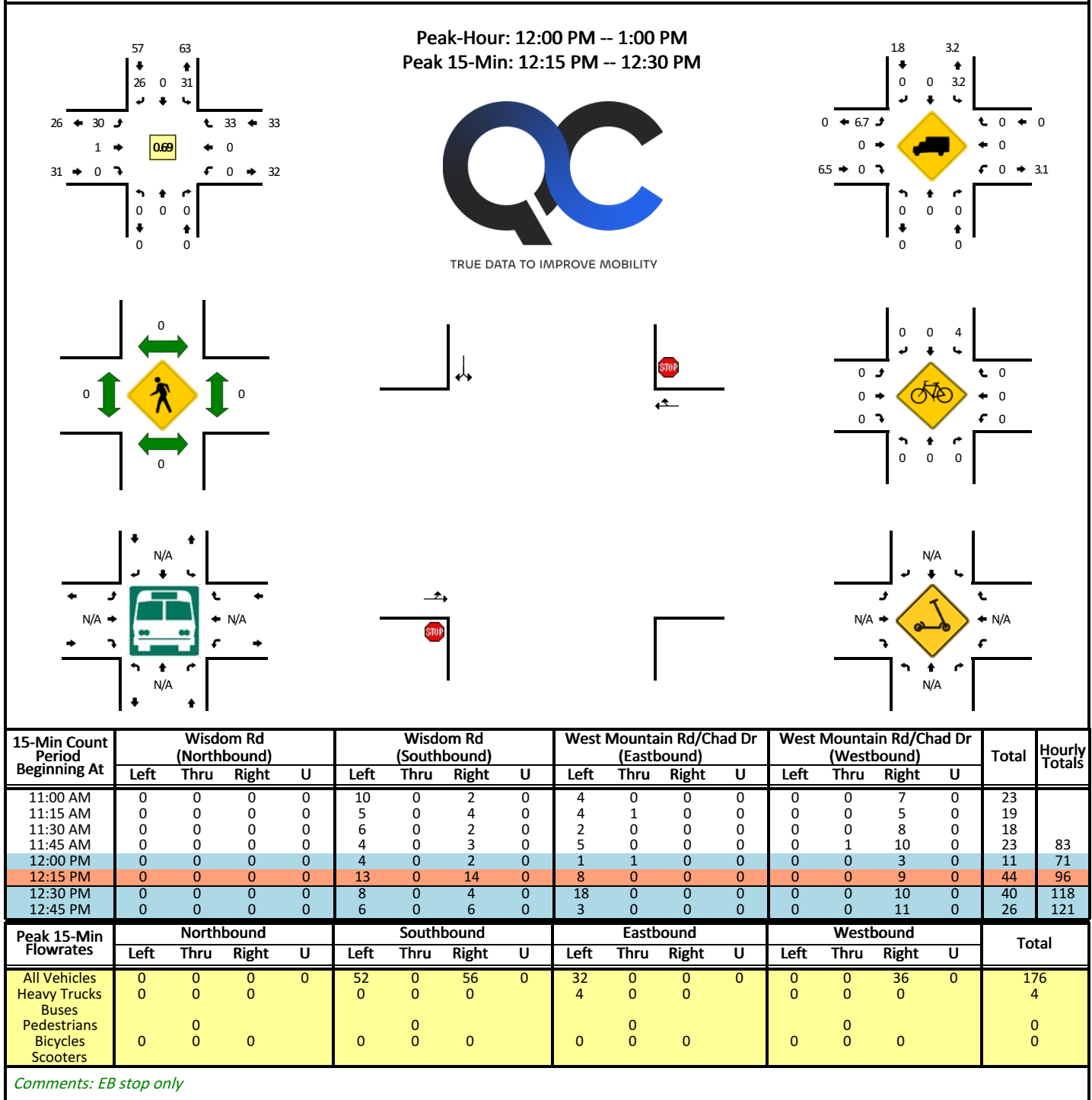
LOCATION: Wisdom Rd -- West Mountain Rd/Chad Dr
CITY/STATE: McCall, ID

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



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

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



APPENDIX C

LOS Results & 95th Percentile Queue Length Reports

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	17	0	4	18
Future Vol, veh/h	0	12	17	0	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	35	0	0	39
Mvmt Flow	0	15	21	0	5	23
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	54	21	0	0	21	0
Stage 1	21	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	959	1062	-	-	1608	-
Stage 1	1007	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	956	1062	-	-	1608	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.44	0		1.32		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1062	327	-		
HCM Lane V/C Ratio	-	- 0.014	0.003	-		
HCM Ctrl Dly (s/v)	-	- 8.4	7.2	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0	0	-		

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	39	0	2	30
Future Vol, veh/h	0	4	39	0	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	35	0	0	39
Mvmt Flow	0	5	49	0	3	38

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	91	49	0	0	49
Stage 1	49	-	-	-	-
Stage 2	43	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	914	1026	-	-	1571
Stage 1	979	-	-	-	-
Stage 2	985	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	912	1026	-	-	1571
Mov Cap-2 Maneuver	912	-	-	-	-
Stage 1	979	-	-	-	-
Stage 2	984	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.53	0	0.46
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1026	113	-
HCM Lane V/C Ratio	-	- 0.005	0.002	-
HCM Ctrl Dly (s/v)	-	- 8.5	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	3	0	61	28	22
Future Vol, veh/h	34	3	0	61	28	22
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	0	32	14
Mvmt Flow	36	3	0	64	29	23

Major/Minor	Minor2	Major2		
Conflicting Flow All	34	33	-	0
Stage 1	33	33	-	-
Stage 2	1	0	-	-
Critical Hdwy	6.46	6.5	-	-
Critical Hdwy Stg 1	5.46	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.554	4	-	-
Pot Cap-1 Maneuver	969	863	-	-
Stage 1	979	871	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	967	0	-	-
Mov Cap-2 Maneuver	967	0	-	-
Stage 1	978	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.88	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	967	-	-
HCM Lane V/C Ratio	0.04	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	51	22	92	149	16
Future Vol, veh/h	36	51	22	92	149	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	28	18	18	25	13	44
Mvmt Flow	37	53	23	95	154	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	302	162	170	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.68	6.38	4.28	-	-	-
Critical Hdwy Stg 1	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.68	-	-	-	-	-
Follow-up Hdwy	3.752	3.462	2.362	-	-	-
Pot Cap-1 Maneuver	639	843	1316	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	843	1316	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.55	1.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1316	-	738	-	-	
HCM Lane V/C Ratio	0.017	-	0.122	-	-	
HCM Ctrl Dly (s/v)	7.8	-	10.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	112	73	152	72	67
Future Vol, veh/h	157	112	73	152	72	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	11	21	12	14	35	13
Mvmt Flow	165	118	77	160	76	71
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	283	0	538	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	314	-
Critical Hdwy	-	-	4.22	-	6.75	6.33
Critical Hdwy Stg 1	-	-	-	-	5.75	-
Critical Hdwy Stg 2	-	-	-	-	5.75	-
Follow-up Hdwy	-	-	2.308	-	3.815	3.417
Pot Cap-1 Maneuver	-	-	1224	-	452	789
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1224	-	420	789
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	626	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.64		12.82		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	420	789	-	-	584	-
HCM Lane V/C Ratio	0.18	0.089	-	-	0.063	-
HCM Ctrl Dly (s/v)	15.4	10	-	-	8.1	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0.2	-

Valley County - Red Ridge TIS
Existing (2024) Background

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	131	125	54	69	85	152	313	87	54	285
v/c Ratio	0.60	0.40	0.33	0.43	0.29	0.27	0.37	0.11	0.11	0.42
Control Delay (s/veh)	42.1	7.4	36.7	39.6	3.0	10.9	17.8	0.7	9.9	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.1	7.4	36.7	39.6	3.0	10.9	17.8	0.7	9.9	20.4
Queue Length 50th (ft)	54	0	22	28	0	29	94	0	10	85
Queue Length 95th (ft)	115	29	58	71	4	75	205	4	32	191
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	409	451	384	384	486	633	840	803	590	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.28	0.14	0.18	0.17	0.24	0.37	0.11	0.09	0.42
Intersection Summary										

Valley County - Red Ridge TIS
Existing (2024) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	60	111	48	61	76	135	279	77	48	206	48
Future Volume (veh/h)	57	60	111	48	61	76	135	279	77	48	206	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1752	1648	1678	1589	1826	1811	1796	1811	1663	1841	1663
Adj Flow Rate, veh/h	64	67	125	54	69	85	152	313	87	54	231	54
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	10	17	15	21	5	6	7	6	16	4	16
Cap, veh/h	88	92	145	123	122	116	552	774	661	462	580	135
Arrive On Green	0.11	0.11	0.11	0.08	0.08	0.08	0.08	0.43	0.43	0.05	0.40	0.40
Sat Flow, veh/h	835	875	1377	1598	1589	1509	1725	1796	1535	1584	1443	337
Grp Volume(v), veh/h	131	0	125	54	69	85	152	313	87	54	0	285
Grp Sat Flow(s),veh/h/ln	1710	0	1377	1598	1589	1509	1725	1796	1535	1584	0	1780
Q Serve(g_s), s	4.7	0.0	5.6	2.0	2.6	3.5	3.2	7.6	2.2	1.2	0.0	7.2
Cycle Q Clear(g_c), s	4.7	0.0	5.6	2.0	2.6	3.5	3.2	7.6	2.2	1.2	0.0	7.2
Prop In Lane	0.49		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	180	0	145	123	122	116	552	774	661	462	0	715
V/C Ratio(X)	0.73	0.00	0.86	0.44	0.56	0.73	0.28	0.40	0.13	0.12	0.00	0.40
Avail Cap(c_a), veh/h	446	0	359	417	415	394	697	774	661	641	0	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	27.8	27.9	28.2	28.5	9.9	12.4	10.9	9.4	0.0	13.5
Incr Delay (d2), s/veh	2.1	0.0	5.6	0.9	1.5	3.3	0.1	1.6	0.4	0.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.0	0.8	1.0	1.3	1.0	3.0	0.7	0.3	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	0.0	33.5	28.8	29.7	31.8	10.0	14.0	11.3	9.4	0.0	15.1
LnGrp LOS	C		C	C	C	C	A	B	B	A		B
Approach Vol, veh/h	256				208		552		339			
Approach Delay, s/veh	31.4				30.3		12.5		14.2			
Approach LOS	C				C		B		B			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.9	32.8	12.2		9.7	31.0	10.4					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		10.2	25.4	16.5					
Max Q Clear Time (g_c+I1), s	3.2	9.6	6.7		5.2	9.2	4.6					
Green Ext Time (p_c), s	0.0	0.3	0.0		0.1	0.4	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh			19.2									
HCM 7th LOS			B									

Valley County - Red Ridge TIS
Existing (2024) Background

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	15	0	3	0	10	328	2	1	256	19
Future Vol, veh/h	20	1	15	0	3	0	10	328	2	1	256	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	100	20	0	67	0	11	12	0	11	13	0
Mvmt Flow	22	1	16	0	3	0	11	357	2	1	278	21
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	671	671	289	660	680	358	299	0	0	359	0	0
Stage 1	291	291	-	379	379	-	-	-	-	-	-	-
Stage 2	380	380	-	281	301	-	-	-	-	-	-	-
Critical Hdwy	7.35	7.5	6.4	7.1	7.17	6.2	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.35	6.5	-	6.1	6.17	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	6.5	-	6.1	6.17	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.9	3.48	3.5	4.603	3.3	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	341	277	710	379	302	691	1213	-	-	1152	-	-
Stage 1	670	526	-	647	515	-	-	-	-	-	-	-
Stage 2	598	474	-	730	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	333	273	710	364	298	691	1213	-	-	1152	-	-
Mov Cap-2 Maneuver	333	273	-	364	298	-	-	-	-	-	-	-
Stage 1	669	526	-	639	509	-	-	-	-	-	-	-
Stage 2	588	468	-	711	562	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	14.35		17.2			0.24			0.03			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	53	-	-	424	298	6	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.092	0.011	0.001	-	-				
HCM Ctrl Dly (s/v)	8	0	-	14.3	17.2	8.1	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-				

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	2	7	27	1	11	21
Future Vol, veh/h	2	7	27	1	11	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	100	0	5
Mvmt Flow	3	9	34	1	14	26
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	88	34	0	0	35	0
Stage 1	34	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	918	1044	-	-	1589	-
Stage 1	993	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	910	1044	-	-	1589	-
Mov Cap-2 Maneuver	910	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.6	0	2.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1011	619	-	
HCM Lane V/C Ratio	-	-	0.011	0.009	-	
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	50	0	4	40
Future Vol, veh/h	0	2	50	0	4	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	0	3	63	0	5	50

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	123	63	0	0	63
Stage 1	63	-	-	-	-
Stage 2	60	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	878	1008	-	-	1553
Stage 1	965	-	-	-	-
Stage 2	968	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	875	1008	-	-	1553
Mov Cap-2 Maneuver	875	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	965	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.58	0	0.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1008	164	-
HCM Lane V/C Ratio	-	- 0.002	0.003	-
HCM Ctrl Dly (s/v)	-	- 8.6	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	2	1	34	43	27
Future Vol, veh/h	29	2	1	34	43	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	0	2	12	7	19
Mvmt Flow	31	2	1	36	46	29

Major/Minor	Minor2	Major2		
Conflicting Flow All	19	19	-	0
Stage 1	19	19	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.57	6.5	-	-
Critical Hdwy Stg 1	5.57	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.653	4	-	-
Pot Cap-1 Maneuver	961	879	-	-
Stage 1	966	883	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	961	0	-	-
Mov Cap-2 Maneuver	961	0	-	-
Stage 1	966	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.88	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	961	-	-
HCM Lane V/C Ratio	0.034	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	40	50	163	151	39
Future Vol, veh/h	37	40	50	163	151	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	8	5	2	9	13	8
Mvmt Flow	38	41	52	168	156	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	447	176	196	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.48	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	558	860	1377	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	537	860	1377	-	-	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.12	1.81		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1377	-	667	-	-	
HCM Lane V/C Ratio	0.037	-	0.119	-	-	
HCM Ctrl Dly (s/v)	7.7	-	11.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	118	91	224	109	85
Future Vol, veh/h	209	118	91	224	109	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	5	18	7	4	11	1
Mvmt Flow	225	127	98	241	117	91
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	352	0	725	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	-	-	4.17	-	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.263	-	3.599	3.309
Pot Cap-1 Maneuver	-	-	1180	-	379	753
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	343	753
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	572	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.41		16.29	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	753	-	-	520	-
HCM Lane V/C Ratio	0.342	0.121	-	-	0.083	-
HCM Ctrl Dly (s/v)	20.9	10.4	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.5	0.4	-	-	0.3	-

Valley County - Red Ridge TIS
Existing (2024) Background

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	148	193	126	96	112	134	341	103	82	447
v/c Ratio	0.62	0.54	0.60	0.40	0.34	0.35	0.48	0.15	0.18	0.68
Control Delay (s/veh)	43.2	11.3	43.8	35.7	5.3	13.6	22.5	1.8	11.7	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	11.3	43.8	35.7	5.3	13.6	22.5	1.8	11.7	28.6
Queue Length 50th (ft)	63	0	54	40	0	28	114	0	17	164
Queue Length 95th (ft)	132	56	117	92	22	74	244	13	49	#390
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	428	493	395	453	485	447	705	678	551	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.32	0.21	0.23	0.30	0.48	0.15	0.15	0.68

Intersection Summary

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

Valley County - Red Ridge TIS
Existing (2024) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	78	176	115	87	102	122	310	94	75	345	62
Future Volume (veh/h)	56	78	176	115	87	102	122	310	94	75	345	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1752	1767	1900	1856	1811	1856	1811	1841	1841	1826
Adj Flow Rate, veh/h	62	86	193	126	96	112	134	341	103	82	379	68
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	3	10	9	0	3	6	3	6	4	4	5
Cap, veh/h	84	116	161	175	198	160	400	741	613	460	590	106
Arrive On Green	0.11	0.11	0.11	0.10	0.10	0.10	0.07	0.40	0.40	0.06	0.39	0.39
Sat Flow, veh/h	761	1056	1464	1682	1900	1535	1725	1856	1535	1753	1519	273
Grp Volume(v), veh/h	148	0	193	126	96	112	134	341	103	82	0	447
Grp Sat Flow(s),veh/h/ln	1817	0	1464	1682	1900	1535	1725	1856	1535	1753	0	1792
Q Serve(g_s), s	5.2	0.0	7.2	4.7	3.1	4.6	3.0	8.9	2.8	1.7	0.0	13.3
Cycle Q Clear(g_c), s	5.2	0.0	7.2	4.7	3.1	4.6	3.0	8.9	2.8	1.7	0.0	13.3
Prop In Lane	0.42		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	200	0	161	175	198	160	400	741	613	460	0	695
V/C Ratio(X)	0.74	0.00	1.20	0.72	0.48	0.70	0.33	0.46	0.17	0.18	0.00	0.64
Avail Cap(c_a), veh/h	458	0	369	424	479	387	548	741	613	629	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	29.1	28.4	27.7	28.3	12.0	14.5	12.7	10.7	0.0	16.3
Incr Delay (d2), s/veh	2.0	0.0	95.8	2.1	0.7	2.1	0.2	2.1	0.6	0.1	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	6.7	2.0	1.4	1.7	1.0	3.7	1.0	0.6	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	0.0	124.9	30.4	28.3	30.4	12.2	16.5	13.2	10.8	0.0	20.9
LnGrp LOS	C		F	C	C	C	B	B	B	B		C
Approach Vol, veh/h		341			334			578			529	
Approach Delay, s/veh		83.8			29.8			14.9			19.3	
Approach LOS		F			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	31.7		12.7	9.4	31.0		12.3				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.7	10.9		7.2	5.0	15.3		6.7				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.1	0.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.2									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
Existing (2024) Background

Evening Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	3	20	2	1	2	13	436	1	1	521	21
Future Vol, veh/h	20	3	20	2	1	2	13	436	1	1	521	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	0	35	0	100	0	8	5	0	0	7	14
Mvmt Flow	22	3	22	2	1	2	14	474	1	1	566	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1083	1083	578	1073	1094	474	589	0	0	475	0	0
Stage 1	580	580	-	503	503	-	-	-	-	-	-	-
Stage 2	503	503	-	570	591	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.5	6.55	7.1	7.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.19	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.615	3.5	4.9	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	189	219	459	200	145	594	957	-	-	1098	-	-
Stage 1	488	503	-	555	409	-	-	-	-	-	-	-
Stage 2	538	545	-	510	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	214	459	183	142	594	957	-	-	1098	-	-
Mov Cap-2 Maneuver	183	214	-	183	142	-	-	-	-	-	-	-
Stage 1	487	503	-	544	401	-	-	-	-	-	-	-
Stage 2	524	534	-	482	367	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	22.06		20.73		0.25		0.02					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	52	-	-	257	234	3	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.182	0.023	0.001	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	22.1	20.7	8.3	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-				

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	21	0	9	10
Future Vol, veh/h	0	8	21	0	9	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	26	0	11	13

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	61	26	0	0	26
Stage 1	26	-	-	-	-
Stage 2	35	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	950	1055	-	-	1601
Stage 1	1002	-	-	-	-
Stage 2	993	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	943	1055	-	-	1601
Mov Cap-2 Maneuver	943	-	-	-	-
Stage 1	1002	-	-	-	-
Stage 2	986	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.44	0	3.44
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1055	853	-
HCM Lane V/C Ratio	-	- 0.009	0.007	-
HCM Ctrl Dly (s/v)	-	- 8.4	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	21	0	3	25
Future Vol, veh/h	0	3	21	0	3	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	26	0	4	31
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	65	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	946	1055	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	943	1055	-	-	1601	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.42	0		0.78		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	1055	193	-	
HCM Lane V/C Ratio	-	-	0.004	0.002	-	
HCM Ctrl Dly (s/v)	-	-	8.4	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	0	33	31	26
Future Vol, veh/h	30	1	0	33	31	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	7	0	0	0	3	0
Mvmt Flow	43	1	0	48	45	38

Major/Minor	Minor2	Major2		
Conflicting Flow All	24	24	-	0
Stage 1	24	24	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.47	6.5	-	-
Critical Hdwy Stg 1	5.47	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.563	4	-	-
Pot Cap-1 Maneuver	979	873	-	-
Stage 1	986	879	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	979	0	-	-
Mov Cap-2 Maneuver	979	0	-	-
Stage 1	986	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.85	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	979	-	-
HCM Lane V/C Ratio	0.046	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	30	27	152	116	21
Future Vol, veh/h	52	30	27	152	116	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	8	5
Mvmt Flow	58	33	30	169	129	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	369	141	152	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	635	913	1441	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	622	913	1441	-	-	-
Mov Cap-2 Maneuver	622	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.87	1.14		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1441	-	704	-	-	
HCM Lane V/C Ratio	0.021	-	0.129	-	-	
HCM Ctrl Dly (s/v)	7.6	-	10.9	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	75	66	186	108	98
Future Vol, veh/h	231	75	66	186	108	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	8	3	7	0	0
Mvmt Flow	260	84	74	209	121	110
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	344	0	659	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.13	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.227	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1210	-	432	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	402	743
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	663	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	2.14	14.41			
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	743	-	-	471	-
HCM Lane V/C Ratio	0.302	0.148	-	-	0.061	-
HCM Ctrl Dly (s/v)	17.8	10.7	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0.2	-

Valley County - Red Ridge TIS
Existing (2024) Background

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	124	97	90	88	82	118	383	119	56	318
v/c Ratio	0.56	0.30	0.47	0.44	0.27	0.22	0.44	0.14	0.11	0.41
Control Delay (s/veh)	39.8	4.0	38.5	37.2	2.4	10.2	18.1	2.3	9.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	4.0	38.5	37.2	2.4	10.2	18.1	2.3	9.5	19.2
Queue Length 50th (ft)	50	0	36	35	0	22	118	0	10	94
Queue Length 95th (ft)	109	13	85	83	3	58	248	20	32	209
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	457	496	441	460	496	626	868	824	622	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.20	0.20	0.19	0.17	0.19	0.44	0.14	0.09	0.41
Intersection Summary										

Valley County - Red Ridge TIS
Existing (2024) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	76	93	86	84	79	113	368	114	54	259	46
Future Volume (veh/h)	43	76	93	86	84	79	113	368	114	54	259	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1841	1885	1870	1856	1811	1841	1885	1870	1856	1870
Adj Flow Rate, veh/h	45	79	97	90	88	82	118	383	119	56	270	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	4	1	2	3	6	4	1	2	3	2
Cap, veh/h	64	113	146	145	152	124	528	790	671	455	628	112
Arrive On Green	0.10	0.10	0.10	0.08	0.08	0.08	0.07	0.43	0.43	0.05	0.41	0.41
Sat Flow, veh/h	677	1189	1538	1795	1870	1534	1725	1841	1563	1781	1534	273
Grp Volume(v), veh/h	124	0	97	90	88	82	118	383	119	56	0	318
Grp Sat Flow(s),veh/h/ln	1866	0	1538	1795	1870	1534	1725	1841	1563	1781	0	1806
Q Serve(g_s), s	4.0	0.0	3.8	3.0	2.8	3.2	2.4	9.3	2.9	1.0	0.0	7.8
Cycle Q Clear(g_c), s	4.0	0.0	3.8	3.0	2.8	3.2	2.4	9.3	2.9	1.0	0.0	7.8
Prop In Lane	0.36		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	178	0	146	145	152	124	528	790	671	455	0	739
V/C Ratio(X)	0.70	0.00	0.66	0.62	0.58	0.66	0.22	0.48	0.18	0.12	0.00	0.43
Avail Cap(c_a), veh/h	496	0	409	477	497	408	690	790	671	659	0	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	27.1	27.6	27.5	27.7	9.6	12.8	10.9	9.4	0.0	13.2
Incr Delay (d2), s/veh	1.9	0.0	1.9	1.6	1.3	2.2	0.1	2.1	0.6	0.0	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.4	1.3	1.3	1.2	0.8	3.7	1.0	0.3	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	29.0	29.2	28.8	29.9	9.7	14.9	11.5	9.5	0.0	15.0
LnGrp LOS	C		C	C	C	C	A	B	B	A		B
Approach Vol, veh/h		221			260			620			374	
Approach Delay, s/veh		29.1			29.3			13.3			14.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	32.3		11.4	9.1	31.0		10.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.0	11.3		6.0	4.4	9.8		5.0				
Green Ext Time (p_c), s	0.0	0.4		0.0	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.7									
HCM 7th LOS			B									

Valley County - Red Ridge TIS
Existing (2024) Background

Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	3	10	1	0	1	5	460	0	1	392	9
Future Vol, veh/h	5	3	10	1	0	1	5	460	0	1	392	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	0
Mvmt Flow	5	3	11	1	0	1	5	489	0	1	417	10
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	924	924	422	921	929	489	427	0	0	489	0	0
Stage 1	424	424	-	500	500	-	-	-	-	-	-	-
Stage 2	500	500	-	421	429	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	252	271	636	253	270	583	1144	-	-	1084	-	-
Stage 1	612	591	-	557	546	-	-	-	-	-	-	-
Stage 2	557	546	-	614	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	250	269	636	244	268	583	1144	-	-	1084	-	-
Mov Cap-2 Maneuver	250	269	-	244	268	-	-	-	-	-	-	-
Stage 1	611	590	-	553	543	-	-	-	-	-	-	-
Stage 2	552	543	-	600	587	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	14.87		15.52		0.09		0.02					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	19	-	-	384	344	4	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.05	0.006	0.001	-	-				
HCM Ctrl Dly (s/v)	8.2	0	-	14.9	15.5	8.3	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

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

Morning Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	17	0	4	21
Future Vol, veh/h	0	12	17	0	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	13	19	0	4	24
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	52	19	0	0	19	0
Stage 1	19	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	937	1036	-	-	1547	-
Stage 1	983	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	934	1036	-	-	1547	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.52	0		1.17		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1036		288	-	
HCM Lane V/C Ratio	-	- 0.013		0.003	-	
HCM Ctrl Dly (s/v)	-	- 8.5		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	0	1	0	0	4	0	86	0	2	45	12
Future Vol, veh/h	35	0	1	0	0	4	0	86	0	2	45	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	39	0	1	0	0	4	0	97	0	2	51	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	158	158	57	152	165	97	64	0	0	97	0	0
Stage 1	62	62	-	97	97	-	-	-	-	-	-	-
Stage 2	97	97	-	55	69	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	790	719	987	798	713	938	1489	-	-	1448	-	-
Stage 1	930	828	-	891	800	-	-	-	-	-	-	-
Stage 2	891	800	-	937	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	785	718	987	796	712	938	1489	-	-	1448	-	-
Mov Cap-2 Maneuver	785	718	-	796	712	-	-	-	-	-	-	-
Stage 1	928	827	-	891	800	-	-	-	-	-	-	-
Stage 2	886	800	-	935	821	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.81		8.86		0		0.25					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1489	-	-	789	938	59	-	-				
HCM Lane V/C Ratio	-	-	-	0.051	0.005	0.002	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.8	8.9	7.5	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	116	3	0	61	28	49
Future Vol, veh/h	116	3	0	61	28	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	3	0	64	29	52

Major/Minor	Minor2	Major2		
Conflicting Flow All	32	32	-	0
Stage 1	32	32	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	982	861	-	-
Stage 1	990	868	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	982	0	-	-
Mov Cap-2 Maneuver	982	0	-	-
Stage 1	990	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.2	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	982	-	-
HCM Lane V/C Ratio	0.128	-	-
HCM Ctrl Dly (s/v)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

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

Morning Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	105	40	92	149	25
Future Vol, veh/h	64	105	40	92	149	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	72	118	45	103	167	28

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	375	181	196	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	611	841	1331	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	841	1331	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.73	2.36	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	724	-	-
HCM Lane V/C Ratio	0.034	-	0.262	-	-
HCM Ctrl Dly (s/v)	7.8	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

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

Morning Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	117	77	152	88	79
Future Vol, veh/h	157	117	77	152	88	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	176	131	87	171	99	89
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	308	0	586	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	1209	-	460	777
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1209	-	423	777
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	645	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.76		13.31	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	777	-	-	605	-
HCM Lane V/C Ratio	0.234	0.114	-	-	0.072	-
HCM Ctrl Dly (s/v)	16.1	10.2	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	0.4	-	-	0.2	-

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	154	54	73	85	162	313	87	54	288
v/c Ratio	0.65	0.46	0.32	0.41	0.30	0.31	0.39	0.11	0.10	0.45
Control Delay (s/veh)	43.2	10.1	37.1	39.4	3.1	11.7	18.6	0.7	10.3	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	10.1	37.1	39.4	3.1	11.7	18.6	0.7	10.3	21.7
Queue Length 50th (ft)	65	0	23	31	0	33	98	0	10	90
Queue Length 95th (ft)	132	47	59	74	4	83	213	4	33	200
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	410	470	399	419	467	594	810	770	613	636
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.33	0.14	0.17	0.18	0.27	0.39	0.11	0.09	0.45
Intersection Summary										

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	72	137	48	65	76	144	279	77	48	206	51
Future Volume (veh/h)	66	72	137	48	65	76	144	279	77	48	206	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	74	81	154	54	73	85	162	313	87	54	231	57
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	97	106	174	126	132	109	524	749	635	470	531	131
Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.08	0.08	0.43	0.43	0.05	0.39	0.39
Sat Flow, veh/h	817	894	1464	1668	1752	1448	1668	1752	1485	1668	1357	335
Grp Volume(v), veh/h	155	0	154	54	73	85	162	313	87	54	0	288
Grp Sat Flow(s),veh/h/ln	1711	0	1464	1668	1752	1448	1668	1752	1485	1668	0	1692
Q Serve(g_s), s	5.7	0.0	6.7	2.0	2.6	3.7	3.7	8.1	2.3	1.1	0.0	8.1
Cycle Q Clear(g_c), s	5.7	0.0	6.7	2.0	2.6	3.7	3.7	8.1	2.3	1.1	0.0	8.1
Prop In Lane	0.48		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	204	0	174	126	132	109	524	749	635	470	0	663
V/C Ratio(X)	0.76	0.00	0.88	0.43	0.55	0.78	0.31	0.42	0.14	0.11	0.00	0.43
Avail Cap(c_a), veh/h	435	0	373	425	446	368	646	749	635	653	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	28.1	28.6	28.9	29.4	10.5	12.9	11.3	9.8	0.0	14.5
Incr Delay (d2), s/veh	2.2	0.0	5.7	0.9	1.3	4.4	0.1	1.7	0.5	0.0	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.5	0.8	1.1	1.4	1.2	3.1	0.7	0.4	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	0.0	33.8	29.5	30.3	33.9	10.6	14.7	11.7	9.8	0.0	16.5
LnGrp LOS	C		C	C	C	C	B	B	B	A		B
Approach Vol, veh/h		309			212			562			342	
Approach Delay, s/veh		31.8			31.5			13.0			15.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	33.3		13.2	10.2	31.0		10.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.1	10.1		7.7	5.7	10.1		4.6				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.1	0.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.4									
HCM 7th LOS			C									

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

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	15	0	3	0	10	337	2	1	282	19
Future Vol, veh/h	20	1	15	0	3	0	10	337	2	1	282	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	22	1	17	0	3	0	11	379	2	1	317	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	733	733	328	722	743	380	338	0	0	381	0	0
Stage 1	330	330	-	402	402	-	-	-	-	-	-	-
Stage 2	403	403	-	320	340	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	327	338	696	332	334	650	1178	-	-	1135	-	-
Stage 1	667	632	-	609	587	-	-	-	-	-	-	-
Stage 2	608	586	-	675	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	334	696	319	329	650	1178	-	-	1135	-	-
Mov Cap-2 Maneuver	319	334	-	319	329	-	-	-	-	-	-	-
Stage 1	666	631	-	602	579	-	-	-	-	-	-	-
Stage 2	598	579	-	657	624	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.67		16.04		0.23		0.03	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	52	-	-	413	329	6	-
HCM Lane V/C Ratio	0.01	-	-	0.098	0.01	0.001	-
HCM Ctrl Dly (s/v)	8.1	0	-	14.7	16	8.2	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-

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

Morning Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	2	0	39	31	15
Future Vol, veh/h	47	2	0	39	31	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	53	2	0	44	35	17

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	79	35	52	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	905	1016	1505	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	905	1016	1505	-	-	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	958	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	909	-	-
HCM Lane V/C Ratio	-	-	0.061	-	-
HCM Ctrl Dly (s/v)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection				
Intersection Delay, s/veh	2.9			
Intersection LOS	A			
Approach	EB	WB	NB	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	23	0	28	15
Demand Flow Rate, veh/h	24	0	29	15
Vehicles Circulating, veh/h	9	15	24	0
Vehicles Exiting, veh/h	6	0	9	53
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	0.0	2.9	2.8
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	L	R	LR
Assumed Moves	R	L	R	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	24	0	29	15
Cap Entry Lane, veh/h	1367	1359	1346	1380
Entry HV Adj Factor	0.958	1.000	0.966	0.971
Flow Entry, veh/h	23	0	28	15
Cap Entry, veh/h	1310	1359	1300	1340
V/C Ratio	0.018	0.000	0.022	0.011
Control Delay, s/veh	2.9	2.6	2.9	2.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

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

EveningPeak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	7	28	1	11	23
Future Vol, veh/h	2	7	28	1	11	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	8	31	1	12	25
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	81	31	0	0	32	0
Stage 1	31	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	914	1034	-	-	1561	-
Stage 1	984	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1034	-	-	1561	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.63	0		2.37		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1003	582	-	
HCM Lane V/C Ratio	-	-	0.01	0.008	-	
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	0	1	0	0	2	0	80	0	4	92	32
Future Vol, veh/h	23	0	1	0	0	2	0	80	0	4	92	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	0	1	0	0	2	0	88	0	4	101	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	215	215	119	198	233	88	136	0	0	88	0	0
Stage 1	127	127	-	88	88	-	-	-	-	-	-	-
Stage 2	88	88	-	110	145	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	735	677	925	755	662	962	1430	-	-	1489	-	-
Stage 1	869	785	-	912	816	-	-	-	-	-	-	-
Stage 2	912	816	-	888	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	731	675	925	751	660	962	1430	-	-	1489	-	-
Mov Cap-2 Maneuver	731	675	-	751	660	-	-	-	-	-	-	-
Stage 1	866	782	-	912	816	-	-	-	-	-	-	-
Stage 2	910	816	-	884	769	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.06		8.75		0		0.23	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	737	962	53	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.002	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.1	8.8	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	82	2	1	34	43	111
Future Vol, veh/h	82	2	1	34	43	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	2	1	36	45	117

Major/Minor	Minor2	Major2		
Conflicting Flow All	19	19	-	0
Stage 1	19	19	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	998	875	-	-
Stage 1	1004	880	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	998	0	-	-
Mov Cap-2 Maneuver	998	0	-	-
Stage 1	1004	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	8.96	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	998	-	-
HCM Lane V/C Ratio	0.089	-	-
HCM Ctrl Dly (s/v)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

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

EveningPeak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	69	103	163	151	70
Future Vol, veh/h	57	69	103	163	151	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	63	76	113	179	166	77
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	610	204	243	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	453	829	1306	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	414	829	1306	-	-	-
Mov Cap-2 Maneuver	414	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.33	3.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1306	-	570	-	-	
HCM Lane V/C Ratio	0.087	-	0.243	-	-	
HCM Ctrl Dly (s/v)	8	-	13.3	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-	

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

EveningPeak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	136	104	224	120	94
Future Vol, veh/h	209	136	104	224	120	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	230	149	114	246	132	103
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	379	0	779	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1163	-	360	728
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1163	-	319	728
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	549	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.67		18.18	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	319	728	-	-	571	-
HCM Lane V/C Ratio	0.413	0.142	-	-	0.098	-
HCM Ctrl Dly (s/v)	24	10.8	-	-	8.4	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2	0.5	-	-	0.3	-

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

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

										
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	210	126	110	112	163	341	103	82	456
v/c Ratio	0.67	0.54	0.61	0.50	0.35	0.44	0.47	0.15	0.17	0.74
Control Delay (s/veh)	45.1	10.4	45.1	40.2	5.6	15.1	22.6	1.8	11.9	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.1	10.4	45.1	40.2	5.6	15.1	22.6	1.8	11.9	32.1
Queue Length 50th (ft)	71	0	55	48	0	36	117	0	17	174
Queue Length 95th (ft)	143	58	118	105	22	89	249	13	49	#409
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	399	504	387	408	460	433	720	705	552	619
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.42	0.33	0.27	0.24	0.38	0.47	0.15	0.15	0.74

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	87	191	115	100	102	148	310	94	75	345	70
Future Volume (veh/h)	61	87	191	115	100	102	148	310	94	75	345	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	67	96	210	126	110	112	163	341	103	82	379	77
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	88	125	182	176	185	153	400	735	623	454	557	113
Arrive On Green	0.12	0.12	0.12	0.10	0.10	0.10	0.08	0.40	0.40	0.06	0.38	0.38
Sat Flow, veh/h	735	1054	1526	1739	1826	1511	1739	1826	1547	1739	1473	299
Grp Volume(v), veh/h	163	0	210	126	110	112	163	341	103	82	0	456
Grp Sat Flow(s),veh/h/ln	1789	0	1526	1739	1826	1511	1739	1826	1547	1739	0	1772
Q Serve(g_s), s	5.9	0.0	8.0	4.7	3.9	4.8	3.7	9.2	2.9	1.8	0.0	14.5
Cycle Q Clear(g_c), s	5.9	0.0	8.0	4.7	3.9	4.8	3.7	9.2	2.9	1.8	0.0	14.5
Prop In Lane	0.41		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	213	0	182	176	185	153	400	735	623	454	0	670
V/C Ratio(X)	0.77	0.00	1.16	0.72	0.59	0.73	0.41	0.46	0.17	0.18	0.00	0.68
Avail Cap(c_a), veh/h	440	0	375	427	449	371	520	735	623	616	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	29.6	29.2	28.9	29.3	12.7	14.7	12.8	10.9	0.0	17.5
Incr Delay (d2), s/veh	2.2	0.0	82.0	2.0	1.1	2.5	0.2	2.1	0.6	0.1	0.0	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	7.0	2.0	1.7	1.8	1.3	3.8	1.0	0.6	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	0.0	111.6	31.3	30.0	31.8	12.9	16.8	13.4	11.0	0.0	23.0
LnGrp LOS	C		F	C	C	C	B	B	B	B		C
Approach Vol, veh/h	373					348		607			538	
Approach Delay, s/veh	76.3					31.0		15.2			21.2	
Approach LOS	E					C		B			C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.7	32.6	13.5		10.3	31.0	12.3					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		10.2	25.4	16.5					
Max Q Clear Time (g_c+I1), s	3.8	11.2	7.9		5.7	16.5	6.7					
Green Ext Time (p_c), s	0.0	0.3	0.1		0.1	0.6	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	32.1											
HCM 7th LOS	C											

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

EveningPeak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	3	20	2	1	2	13	462	1	1	536	21
Future Vol, veh/h	20	3	20	2	1	2	13	462	1	1	536	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	22	3	22	2	1	2	14	508	1	1	589	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1140	1140	601	1130	1151	508	612	0	0	509	0	0
Stage 1	603	603	-	537	537	-	-	-	-	-	-	-
Stage 2	537	537	-	593	614	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	176	198	495	179	195	559	953	-	-	1041	-	-
Stage 1	481	484	-	523	518	-	-	-	-	-	-	-
Stage 2	523	518	-	487	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	194	495	164	191	559	953	-	-	1041	-	-
Mov Cap-2 Maneuver	170	194	-	164	191	-	-	-	-	-	-	-
Stage 1	480	483	-	512	507	-	-	-	-	-	-	-
Stage 2	509	507	-	461	477	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	22.91		20.49		0.24		0.02					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	49	-	-	248	238	3	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.191	0.023	0.001	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	22.9	20.5	8.5	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	1	50	41	52
Future Vol, veh/h	30	1	1	50	41	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	33	1	1	55	45	57
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	102	45	102	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	889	1016	1471	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	888	1016	1471	-	-	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.2	0.15		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	35	-	892	-	-	
HCM Lane V/C Ratio	0.001	-	0.038	-	-	
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection				
Intersection Delay, s/veh	3.0			
Intersection LOS	A			
Approach	EB	WB	NB	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	15	0	19	58
Demand Flow Rate, veh/h	16	0	20	61
Vehicles Circulating, veh/h	33	61	16	0
Vehicles Exiting, veh/h	28	0	33	36
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	0.0	2.9	3.1
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	L	R	LR
Assumed Moves	R	L	R	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	16	0	20	61
Cap Entry Lane, veh/h	1334	1297	1358	1380
Entry HV Adj Factor	0.938	1.000	0.950	0.958
Flow Entry, veh/h	15	0	19	58
Cap Entry, veh/h	1251	1297	1290	1322
V/C Ratio	0.012	0.000	0.015	0.044
Control Delay, s/veh	3.0	2.8	2.9	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

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

Saturday Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	22	0	9	12
Future Vol, veh/h	0	8	22	0	9	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	8	23	0	9	13

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	54	23	0
Stage 1	23	-	-
Stage 2	31	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	951	1051	-
Stage 1	997	-	-
Stage 2	989	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	946	1051	-
Mov Cap-2 Maneuver	946	-	-
Stage 1	997	-	-
Stage 2	983	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.45	0	3.12
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1051	771
HCM Lane V/C Ratio	-	-	0.008	0.006
HCM Ctrl Dly (s/v)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	0	1	0	0	3	0	56	0	3	62	27
Future Vol, veh/h	29	0	1	0	0	3	0	56	0	3	62	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	30	0	1	0	0	3	0	58	0	3	65	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	143	143	79	129	157	58	93	0	0	58	0	0
Stage 1	85	85	-	58	58	-	-	-	-	-	-	-
Stage 2	58	58	-	71	99	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	824	746	979	841	733	1005	1495	-	-	1539	-	-
Stage 1	921	823	-	951	844	-	-	-	-	-	-	-
Stage 2	951	844	-	936	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	819	745	979	839	731	1005	1495	-	-	1539	-	-
Mov Cap-2 Maneuver	819	745	-	839	731	-	-	-	-	-	-	-
Stage 1	919	821	-	951	844	-	-	-	-	-	-	-
Stage 2	948	844	-	933	809	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.54		8.59		0		0.24	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	824 1005	55	-	-
HCM Lane V/C Ratio	-	-	-	0.038 0.003	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.5 8.6	7.3	0	-
HCM Lane LOS	A	-	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

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

Saturday Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	1	0	33	31	90
Future Vol, veh/h	94	1	0	33	31	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	1	0	35	33	95

Major/Minor	Minor2	Major2		
Conflicting Flow All	17	17	-	0
Stage 1	17	17	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	1001	877	-	-
Stage 1	1005	881	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1001	0	-	-
Mov Cap-2 Maneuver	1001	0	-	-
Stage 1	1005	0	-	-
Stage 2	-	0	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	1001	-	-
HCM Lane V/C Ratio	0.1	-	-
HCM Ctrl Dly (s/v)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

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

Saturday Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	71	67	152	116	45
Future Vol, veh/h	75	71	67	152	116	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	78	74	70	158	121	47

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	442	144	168	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	571	900	1404	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	900	1404	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.91	2.36	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1404	-	673	-	-
HCM Lane V/C Ratio	0.05	-	0.226	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

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

Saturday Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	89	76	186	121	108
Future Vol, veh/h	231	89	76	186	121	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	241	93	79	194	126	113
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	333	0	639	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1220	-	439	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1220	-	407	750
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	658	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.37		14.41	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	750	-	-	522	-
HCM Lane V/C Ratio	0.31	0.15	-	-	0.065	-
HCM Ctrl Dly (s/v)	17.8	10.6	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	0.5	-	-	0.2	-

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	142	118	90	98	82	138	383	119	56	325
v/c Ratio	0.60	0.35	0.47	0.49	0.27	0.26	0.44	0.15	0.11	0.47
Control Delay (s/veh)	41.2	5.8	39.5	39.6	2.3	11.0	18.7	2.3	10.0	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.2	5.8	39.5	39.6	2.3	11.0	18.7	2.3	10.0	21.3
Queue Length 50th (ft)	58	0	37	41	0	27	123	0	10	101
Queue Length 95th (ft)	123	25	87	93	3	69	255	20	33	222
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	446	498	431	454	495	614	864	817	605	689
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.24	0.21	0.22	0.17	0.22	0.44	0.15	0.09	0.47
Intersection Summary										

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	86	113	86	94	79	132	368	114	54	259	53
Future Volume (veh/h)	50	86	113	86	94	79	132	368	114	54	259	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	90	118	90	98	82	138	383	119	56	270	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	71	123	165	147	154	128	522	785	665	444	599	122
Arrive On Green	0.11	0.11	0.11	0.08	0.08	0.08	0.07	0.42	0.42	0.05	0.40	0.40
Sat Flow, veh/h	667	1155	1550	1767	1856	1534	1767	1856	1572	1767	1496	305
Grp Volume(v), veh/h	142	0	118	90	98	82	138	383	119	56	0	325
Grp Sat Flow(s),veh/h/ln	1822	0	1550	1767	1856	1534	1767	1856	1572	1767	0	1801
Q Serve(g_s), s	4.8	0.0	4.7	3.1	3.2	3.3	2.8	9.5	3.0	1.1	0.0	8.4
Cycle Q Clear(g_c), s	4.8	0.0	4.7	3.1	3.2	3.3	2.8	9.5	3.0	1.1	0.0	8.4
Prop In Lane	0.37		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	194	0	165	147	154	128	522	785	665	444	0	721
V/C Ratio(X)	0.73	0.00	0.71	0.61	0.63	0.64	0.26	0.49	0.18	0.13	0.00	0.45
Avail Cap(c_a), veh/h	474	0	403	460	483	399	679	785	665	641	0	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	27.4	28.1	28.1	28.1	10.2	13.3	11.4	9.9	0.0	13.9
Incr Delay (d2), s/veh	2.0	0.0	2.1	1.5	1.6	2.0	0.1	2.2	0.6	0.0	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	1.8	1.3	1.5	1.2	0.9	3.9	1.0	0.4	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	29.5	29.6	29.7	30.1	10.3	15.5	12.0	9.9	0.0	15.9
LnGrp LOS	C		C	C	C	C	B	B	B	A		B
Approach Vol, veh/h		260			270			640			381	
Approach Delay, s/veh		29.5			29.8			13.7			15.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	32.4		12.3	9.4	31.0		10.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.1	11.5		6.8	4.8	10.4		5.2				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.5									
HCM 7th LOS			B									

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

Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	3	10	1	0	1	5	479	0	1	412	9
Future Vol, veh/h	5	3	10	1	0	1	5	479	0	1	412	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	3	10	1	0	1	5	499	0	1	429	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	945	945	434	942	950	499	439	0	0	499	0	0
Stage 1	436	436	-	509	509	-	-	-	-	-	-	-
Stage 2	509	509	-	433	441	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	241	261	620	242	259	570	1116	-	-	1060	-	-
Stage 1	597	578	-	545	536	-	-	-	-	-	-	-
Stage 2	545	536	-	599	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	238	259	620	233	257	570	1116	-	-	1060	-	-
Mov Cap-2 Maneuver	238	259	-	233	257	-	-	-	-	-	-	-
Stage 1	596	577	-	541	533	-	-	-	-	-	-	-
Stage 2	540	533	-	585	575	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	15.26		15.95		0.09		0.02					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	19	-	-	370	331	4	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.051	0.006	0.001	-	-				
HCM Ctrl Dly (s/v)	8.2	0	-	15.3	15.9	8.4	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	1	1	21	26	37
Future Vol, veh/h	35	1	1	21	26	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	36	1	1	22	27	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	51	27	66	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	955	1045	1530	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1045	1530	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.92	0.33		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	82	-	957	-	-	
HCM Lane V/C Ratio	0.001	-	0.039	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection				
Intersection Delay, s/veh	2.9			
Intersection LOS	A			
Approach	EB	WB	NB	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	17	0	21	40
Demand Flow Rate, veh/h	18	0	22	42
Vehicles Circulating, veh/h	21	42	18	0
Vehicles Exiting, veh/h	21	0	21	40
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	0.0	2.9	3.0
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	L	R	LR
Assumed Moves	R	L	R	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	18	0	22	42
Cap Entry Lane, veh/h	1351	1322	1355	1380
Entry HV Adj Factor	0.944	1.000	0.955	0.952
Flow Entry, veh/h	17	0	21	40
Cap Entry, veh/h	1276	1322	1293	1314
V/C Ratio	0.013	0.000	0.016	0.030
Control Delay, s/veh	2.9	2.7	2.9	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Valley County - Red Ridge TIS
Future (2029) Background

Morning Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	33	1	9	24
Future Vol, veh/h	0	28	33	1	9	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	31	37	1	10	27
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	85	38	0	0	38	0
Stage 1	38	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	897	1012	-	-	1522	-
Stage 1	965	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	891	1012	-	-	1522	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.67	0		2.01		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1012		491	-	
HCM Lane V/C Ratio	-	- 0.031		0.007	-	
HCM Ctrl Dly (s/v)	-	- 8.7		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

Valley County - Red Ridge TIS
Future (2029) Background

Morning Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	75	0	5	48
Future Vol, veh/h	0	20	75	0	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	22	84	0	6	54

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	149	84	0	0	84
Stage 1	84	-	-	-	-
Stage 2	65	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	824	953	-	-	1463
Stage 1	919	-	-	-	-
Stage 2	938	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	821	953	-	-	1463
Mov Cap-2 Maneuver	821	-	-	-	-
Stage 1	919	-	-	-	-
Stage 2	934	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.87	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	170
HCM Lane V/C Ratio	-	-	0.024	0.004
HCM Ctrl Dly (s/v)	-	-	8.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	5	5	71	32	44
Future Vol, veh/h	94	5	5	71	32	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	0	32	14
Mvmt Flow	99	5	5	75	34	46

Major/Minor	Minor2	Major2		
Conflicting Flow All	43	43	-	0
Stage 1	43	43	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.46	6.5	-	-
Critical Hdwy Stg 1	5.46	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.554	4	-	-
Pot Cap-1 Maneuver	958	853	-	-
Stage 1	970	863	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	958	0	-	-
Mov Cap-2 Maneuver	958	0	-	-
Stage 1	970	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.21	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	958	-	-
HCM Lane V/C Ratio	0.109	-	-
HCM Ctrl Dly (s/v)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Valley County - Red Ridge TIS
Future (2029) Background

Morning Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	95	36	105	170	27
Future Vol, veh/h	60	95	36	105	170	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	67	107	40	118	191	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	405	206	221	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	587	814	1302	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	814	1302	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.87	2.01	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1302	-	698	-	-
HCM Lane V/C Ratio	0.031	-	0.25	-	-
HCM Ctrl Dly (s/v)	7.9	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Valley County - Red Ridge TIS
Future (2029) Background

Morning Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	134	88	175	91	84
Future Vol, veh/h	180	134	88	175	91	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	202	151	99	197	102	94
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	353	0	672	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	1163	-	409	742
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1163	-	370	742
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	601	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.81		14.64		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	370	742	-	-	602	-
HCM Lane V/C Ratio	0.276	0.127	-	-	0.085	-
HCM Ctrl Dly (s/v)	18.4	10.6	-	-	8.4	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.4	-	-	0.3	-

Valley County - Red Ridge TIS
Future (2029) Background

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	79	142	55	73	85	160	320	90	55	235	56
Future Volume (vph)	70	79	142	55	73	85	160	320	90	55	235	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		300	225		225	200		400	150		0
Storage Lanes	0		1	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99			0.98						
Frt			0.850			0.850			0.850		0.971	
Flt Protected		0.977		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	1468	1641	1727	1468	1641	1727	1468	1641	1677	0
Flt Permitted		0.977		0.950			0.473			0.468		
Satd. Flow (perm)	0	1688	1449	1641	1727	1436	817	1727	1468	808	1677	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			156			155		13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		818			1658			872			1245	
Travel Time (s)		22.3			45.2			17.0			24.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	89	160	62	82	96	180	360	101	62	264	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	160	62	82	96	180	360	101	62	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		6			0			0			0	
Crosswalk Width(ft)		35			18			25			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
v/c Ratio		0.68	0.46	0.36	0.46	0.33	0.37	0.45	0.13	0.13	0.52	
Control Delay (s/veh)		44.5	10.1	38.5	41.1	4.6	12.7	20.0	1.6	10.8	23.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		44.5	10.1	38.5	41.1	4.6	12.7	20.0	1.6	10.8	23.8	
Queue Length 50th (ft)		72	0	27	36	0	39	121	0	12	111	
Queue Length 95th (ft)		142	49	66	82	11	93	252	11	38	233	
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)			300	225		225	200		400	150		
Base Capacity (vph)		403	468	392	413	462	551	802	765	570	625	

Valley County - Red Ridge TIS
 Future (2029) Background

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.42	0.34	0.16	0.20	0.21	0.33	0.45	0.13	0.11	0.52	

Intersection Summary

Area Type: Other

Valley County - Red Ridge TIS
Future (2029) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	79	142	55	73	85	160	320	90	55	235	56
Future Volume (veh/h)	70	79	142	55	73	85	160	320	90	55	235	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	79	89	160	62	82	96	180	360	101	62	264	63
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	101	114	184	126	132	109	494	743	629	434	525	125
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.09	0.42	0.42	0.05	0.38	0.38
Sat Flow, veh/h	805	907	1464	1668	1752	1448	1668	1752	1485	1668	1367	326
Grp Volume(v), veh/h	168	0	160	62	82	96	180	360	101	62	0	327
Grp Sat Flow(s),veh/h/ln	1712	0	1464	1668	1752	1448	1668	1752	1485	1668	0	1693
Q Serve(g_s), s	6.3	0.0	7.1	2.4	3.0	4.3	4.2	9.9	2.8	1.3	0.0	9.8
Cycle Q Clear(g_c), s	6.3	0.0	7.1	2.4	3.0	4.3	4.2	9.9	2.8	1.3	0.0	9.8
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	216	0	184	126	132	109	494	743	629	434	0	650
V/C Ratio(X)	0.78	0.00	0.87	0.49	0.62	0.88	0.36	0.48	0.16	0.14	0.00	0.50
Avail Cap(c_a), veh/h	427	0	365	416	437	361	599	743	629	606	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.4	29.4	29.7	30.3	11.1	13.8	11.8	10.3	0.0	15.6
Incr Delay (d2), s/veh	2.3	0.0	4.7	1.1	1.8	8.3	0.2	2.3	0.5	0.1	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.6	1.0	1.3	1.7	1.3	3.9	0.9	0.4	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	0.0	33.1	30.5	31.4	38.6	11.3	16.1	12.3	10.3	0.0	18.3
LnGrp LOS	C		C	C	C	D	B	B	B	B		B
Approach Vol, veh/h		328			240			641			389	
Approach Delay, s/veh		31.7			34.1			14.1			17.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	33.7		13.8	10.9	31.0		10.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.3	11.9		8.3	6.2	11.8		5.0				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.4									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
Future (2029) Background

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	15	0	5	0	10	386	5	5	330	20
Future Vol, veh/h	25	5	15	0	5	0	10	386	5	5	330	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	28	6	17	0	6	0	11	434	6	6	371	22
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	852	855	382	844	863	437	393	0	0	439	0	0
Stage 1	393	393	-	459	459	-	-	-	-	-	-	-
Stage 2	459	462	-	385	404	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	271	287	648	274	284	603	1123	-	-	1079	-	-
Stage 1	616	592	-	567	553	-	-	-	-	-	-	-
Stage 2	567	552	-	622	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	281	648	257	278	603	1123	-	-	1079	-	-
Mov Cap-2 Maneuver	260	281	-	257	278	-	-	-	-	-	-	-
Stage 1	612	588	-	559	546	-	-	-	-	-	-	-
Stage 2	554	544	-	596	581	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	17.95		18.21		0.21		0.12					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	45	-	-	328	278	25	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.154	0.02	0.005	-	-				
HCM Ctrl Dly (s/v)	8.2	0	-	17.9	18.2	8.4	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-				

Valley County - Red Ridge TIS
Future (2029) Background

Evening Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	39	1	29	40
Future Vol, veh/h	0	18	39	1	29	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	20	43	1	32	44

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	151	43	0	0	44
Stage 1	43	-	-	-	-
Stage 2	108	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	834	1018	-	-	1545
Stage 1	971	-	-	-	-
Stage 2	909	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	816	1018	-	-	1545
Mov Cap-2 Maneuver	816	-	-	-	-
Stage 1	971	-	-	-	-
Stage 2	890	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.61	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1018	757	-
HCM Lane V/C Ratio	-	- 0.019	0.021	-
HCM Ctrl Dly (s/v)	-	- 8.6	7.4	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0.1	-

Valley County - Red Ridge TIS
Future (2029) Background

Evening Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	80	0	21	89
Future Vol, veh/h	0	10	80	0	21	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	11	88	0	23	98
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	232	88	0	0	88	0
Stage 1	88	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	750	962	-	-	1489	-
Stage 1	928	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	737	962	-	-	1489	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.78	0		1.42		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	962	344	-	
HCM Lane V/C Ratio	-	-	0.011	0.015	-	
HCM Ctrl Dly (s/v)	-	-	8.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	5	5	39	50	91
Future Vol, veh/h	69	5	5	39	50	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	0	2	12	7	19
Mvmt Flow	73	5	5	41	53	97

Major/Minor	Minor2	Major2		
Conflicting Flow All	26	26	-	0
Stage 1	26	26	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.57	6.5	-	-
Critical Hdwy Stg 1	5.57	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.653	4	-	-
Pot Cap-1 Maneuver	952	871	-	-
Stage 1	959	877	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	952	0	-	-
Mov Cap-2 Maneuver	952	0	-	-
Stage 1	959	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.12	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	952	-	-
HCM Lane V/C Ratio	0.083	-	-
HCM Ctrl Dly (s/v)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Valley County - Red Ridge TIS
Future (2029) Background

Evening Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	68	93	185	175	67
Future Vol, veh/h	52	68	93	185	175	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	57	75	102	203	192	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	637	229	266	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	437	803	1281	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	402	803	1281	-	-	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.39	2.69		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1281	-	561	-	-	
HCM Lane V/C Ratio	0.08	-	0.235	-	-	
HCM Ctrl Dly (s/v)	8.1	-	13.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-	

Valley County - Red Ridge TIS
Future (2029) Background

Evening Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	6.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	148	114	255	132	100
Future Vol, veh/h	240	148	114	255	132	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	264	163	125	280	145	110
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	426	0	876	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	531	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1117	-	316	691
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	274	691
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	506	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.67		23.07		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	274	691	-	-	556	-
HCM Lane V/C Ratio	0.53	0.159	-	-	0.112	-
HCM Ctrl Dly (s/v)	32.1	11.2	-	-	8.6	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.9	0.6	-	-	0.4	-

Valley County - Red Ridge TIS
Future (2029) Background

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

										
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	181	232	143	120	126	175	390	121	93	518
v/c Ratio	0.71	0.56	0.65	0.52	0.38	0.56	0.55	0.17	0.22	0.86
Control Delay (s/veh)	47.9	10.3	47.0	40.4	7.0	19.1	25.5	2.9	13.0	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.9	10.3	47.0	40.4	7.0	19.1	25.5	2.9	13.0	41.9
Queue Length 50th (ft)	82	0	65	54	0	42	146	0	21	222
Queue Length 95th (ft)	161	60	131	112	31	98	#301	23	57	#503
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	389	514	377	397	452	368	705	694	497	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.45	0.38	0.30	0.28	0.48	0.55	0.17	0.19	0.86

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2029) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76
Future Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	77	104	232	143	120	126	175	390	121	93	434	84
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	97	132	196	191	201	166	346	719	609	407	544	105
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.09	0.39	0.39	0.06	0.37	0.37
Sat Flow, veh/h	761	1027	1526	1739	1826	1511	1739	1826	1547	1739	1486	288
Grp Volume(v), veh/h	181	0	232	143	120	126	175	390	121	93	0	518
Grp Sat Flow(s),veh/h/ln	1788	0	1526	1739	1826	1511	1739	1826	1547	1739	0	1774
Q Serve(g_s), s	6.8	0.0	8.9	5.5	4.3	5.6	4.2	11.4	3.6	2.1	0.0	18.2
Cycle Q Clear(g_c), s	6.8	0.0	8.9	5.5	4.3	5.6	4.2	11.4	3.6	2.1	0.0	18.2
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	229	0	196	191	201	166	346	719	609	407	0	649
V/C Ratio(X)	0.79	0.00	1.19	0.75	0.60	0.76	0.51	0.54	0.20	0.23	0.00	0.80
Avail Cap(c_a), veh/h	425	0	363	413	434	359	449	719	609	558	0	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	30.3	30.0	29.4	30.0	14.5	16.2	13.8	12.0	0.0	19.7
Incr Delay (d2), s/veh	2.3	0.0	100.4	2.2	1.1	2.6	0.4	2.9	0.7	0.1	0.0	9.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	8.6	2.4	1.9	2.1	1.5	4.9	1.3	0.7	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	130.7	32.1	30.5	32.6	14.9	19.2	14.6	12.1	0.0	29.6
LnGrp LOS	C		F	C	C	C	B	B	B	B		C
Approach Vol, veh/h		413			389			686			611	
Approach Delay, s/veh		87.3			31.8			17.3			27.0	
Approach LOS		F			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	32.9		14.4	10.9	31.0		13.1				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	4.1	13.4		8.8	6.2	20.2		7.5				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			36.6									
HCM 7th LOS			D									

Valley County - Red Ridge TIS
Future (2029) Background

Evening Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	5	5	5	15	519	5	5	606	25
Future Vol, veh/h	25	5	25	5	5	5	15	519	5	5	606	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	27	5	27	5	5	5	16	570	5	5	666	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1297	1299	680	1286	1310	573	693	0	0	576	0	0
Stage 1	691	691	-	606	606	-	-	-	-	-	-	-
Stage 2	606	609	-	680	704	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	137	159	446	139	157	513	888	-	-	983	-	-
Stage 1	430	441	-	479	482	-	-	-	-	-	-	-
Stage 2	479	481	-	436	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	153	446	122	151	513	888	-	-	983	-	-
Mov Cap-2 Maneuver	126	153	-	122	151	-	-	-	-	-	-	-
Stage 1	426	437	-	466	469	-	-	-	-	-	-	-
Stage 2	455	468	-	400	431	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	32.23		27.19		0.25		0.07	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	50	-	-	192	179	14	-
HCM Lane V/C Ratio	0.019	-	-	0.316	0.092	0.006	-
HCM Ctrl Dly (s/v)	9.1	0	-	32.2	27.2	8.7	0
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.3	0	-

Valley County - Red Ridge TIS
Future (2029) Background

Saturday Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	19	35	1	21	48
Future Vol, veh/h	1	19	35	1	21	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	20	36	1	22	50
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	131	37	0	0	38	0
Stage 1	37	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	861	1032	-	-	1566	-
Stage 1	983	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	1032	-	-	1566	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.6	0		2.23		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1021	548	-	
HCM Lane V/C Ratio	-	-	0.02	0.014	-	
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Valley County - Red Ridge TIS
Future (2029) Background

Saturday Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	66	0	18	79
Future Vol, veh/h	0	16	66	0	18	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	17	69	0	19	82
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	189	69	0	0	69	0
Stage 1	69	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	798	992	-	-	1526	-
Stage 1	951	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	788	992	-	-	1526	-
Mov Cap-2 Maneuver	788	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.69	0		1.37		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	992	334	-	
HCM Lane V/C Ratio	-	-	0.017	0.012	-	
HCM Ctrl Dly (s/v)	-	-	8.7	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	5	5	38	36	92
Future Vol, veh/h	87	5	5	38	36	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	7	0	0	0	3	0
Mvmt Flow	126	7	7	55	52	133

Major/Minor	Minor2	Major2		
Conflicting Flow All	35	35	-	0
Stage 1	35	35	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.47	6.5	-	-
Critical Hdwy Stg 1	5.47	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.563	4	-	-
Pot Cap-1 Maneuver	966	862	-	-
Stage 1	975	870	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	966	0	-	-
Mov Cap-2 Maneuver	966	0	-	-
Stage 1	975	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.32	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	966	-	-
HCM Lane V/C Ratio	0.138	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Valley County - Red Ridge TIS
Future (2029) Background

Saturday Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	73	76	175	135	41
Future Vol, veh/h	74	73	76	175	135	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	77	76	79	182	141	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	503	162	183	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	527	880	1386	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	880	1386	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.48	2.35	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	634	-	-
HCM Lane V/C Ratio	0.057	-	0.242	-	-
HCM Ctrl Dly (s/v)	7.8	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Valley County - Red Ridge TIS
Future (2029) Background

Saturday Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	94	82	215	133	116
Future Vol, veh/h	265	94	82	215	133	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	276	98	85	224	139	121
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	374	0	720	325
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1179	-	393	714
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1179	-	361	714
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	622	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.29		16.41	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	714	-	-	497	-
HCM Lane V/C Ratio	0.384	0.169	-	-	0.072	-
HCM Ctrl Dly (s/v)	21.1	11.1	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	0.6	-	-	0.2	-

Valley County - Red Ridge TIS
Future (2029) Background

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	150	122	104	106	94	151	438	135	63	368
v/c Ratio	0.64	0.36	0.54	0.52	0.31	0.33	0.54	0.18	0.15	0.57
Control Delay (s/veh)	43.1	6.3	42.4	41.1	3.9	12.0	21.1	3.3	10.6	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	6.3	42.4	41.1	3.9	12.0	21.1	3.3	10.6	24.1
Queue Length 50th (ft)	63	0	44	45	0	31	150	0	12	122
Queue Length 95th (ft)	130	28	99	100	10	77	305	29	37	259
Internal Link Dist (ft)	738			1578			792			1165
Turn Bay Length (ft)		300	225		225	200		400	150	
Base Capacity (vph)	420	479	407	428	475	537	813	762	524	650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.26	0.25	0.20	0.28	0.54	0.18	0.12	0.57
Intersection Summary										

Valley County - Red Ridge TIS
Future (2029) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	91	117	100	102	90	145	420	130	60	295	59
Future Volume (veh/h)	53	91	117	100	102	90	145	420	130	60	295	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	55	95	122	104	106	94	151	438	135	63	307	61
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	74	128	172	157	165	137	485	774	641	401	591	117
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.08	0.42	0.42	0.05	0.39	0.39
Sat Flow, veh/h	668	1154	1550	1767	1856	1534	1767	1856	1538	1767	1503	299
Grp Volume(v), veh/h	150	0	122	104	106	94	151	438	135	63	0	368
Grp Sat Flow(s),veh/h/ln	1822	0	1550	1767	1856	1534	1767	1856	1538	1767	0	1802
Q Serve(g_s), s	5.2	0.0	4.9	3.7	3.6	3.8	3.2	11.6	3.6	1.3	0.0	10.1
Cycle Q Clear(g_c), s	5.2	0.0	4.9	3.7	3.6	3.8	3.2	11.6	3.6	1.3	0.0	10.1
Prop In Lane	0.37		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	202	0	172	157	165	137	485	774	641	401	0	708
V/C Ratio(X)	0.74	0.00	0.71	0.66	0.64	0.69	0.31	0.57	0.21	0.16	0.00	0.52
Avail Cap(c_a), veh/h	465	0	396	451	474	392	629	774	641	587	0	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	27.7	28.5	28.4	28.6	10.9	14.4	12.0	10.6	0.0	15.0
Incr Delay (d2), s/veh	2.0	0.0	2.0	1.8	1.6	2.3	0.1	3.0	0.7	0.1	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.9	1.6	1.6	1.5	1.1	4.9	1.2	0.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	0.0	29.8	30.3	30.0	30.9	11.0	17.4	12.8	10.6	0.0	17.7
LnGrp LOS	C		C	C	C	C	B	B	B	B		B
Approach Vol, veh/h		272			304			724			431	
Approach Delay, s/veh		29.8			30.4			15.2			16.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	32.5		12.7	9.7	31.0		11.3				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.3	13.6		7.2	5.2	12.1		5.7				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.5									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
Future (2029) Background

Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	0	5	10	540	0	5	562	10
Future Vol, veh/h	5	5	10	5	0	5	10	540	0	5	562	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	5	10	5	0	5	10	563	0	5	585	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1184	1184	591	1182	1190	563	596	0	0	563	0	0
Stage 1	601	601	-	583	583	-	-	-	-	-	-	-
Stage 2	583	583	-	598	606	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	165	188	505	166	187	524	976	-	-	1004	-	-
Stage 1	485	488	-	496	497	-	-	-	-	-	-	-
Stage 2	496	497	-	487	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	160	184	505	154	183	524	976	-	-	1004	-	-
Mov Cap-2 Maneuver	160	184	-	154	183	-	-	-	-	-	-	-
Stage 1	482	484	-	489	489	-	-	-	-	-	-	-
Stage 2	484	489	-	468	481	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.34		20.79		0.16		0.07	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	255	238	16	-
HCM Lane V/C Ratio	0.011	-	-	0.082	0.044	0.005	-
HCM Ctrl Dly (s/v)	8.7	0	-	20.3	20.8	8.6	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-

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

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

											
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	181	232	143	120	126	175	390	121	93	434	84
v/c Ratio	0.71	0.56	0.65	0.52	0.38	0.46	0.55	0.17	0.22	0.71	0.13
Control Delay (s/veh)	47.9	10.3	46.9	40.4	7.0	16.1	25.5	2.9	13.0	32.4	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.9	10.3	46.9	40.4	7.0	16.1	25.5	2.9	13.0	32.4	0.7
Queue Length 50th (ft)	82	0	65	54	0	42	146	0	21	177	0
Queue Length 95th (ft)	161	60	131	112	31	98	#301	23	57	#390	3
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	389	514	378	398	452	432	704	693	497	613	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.45	0.38	0.30	0.28	0.41	0.55	0.17	0.19	0.71	0.13

Intersection Summary

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

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

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

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76						
Future Volume (veh/h)	70	95	211	130	109	115	159	355	110	85	395	76						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No			No			No							
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826						
Adj Flow Rate, veh/h	77	104	232	143	120	126	175	390	121	93	434	84						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91						
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5						
Cap, veh/h	97	132	196	191	201	166	401	719	609	407	668	566						
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.09	0.39	0.39	0.06	0.37	0.37						
Sat Flow, veh/h	761	1027	1526	1739	1826	1511	1739	1826	1547	1739	1826	1547						
Grp Volume(v), veh/h	181	0	232	143	120	126	175	390	121	93	434	84						
Grp Sat Flow(s),veh/h/ln	1788	0	1526	1739	1826	1511	1739	1826	1547	1739	1826	1547						
Q Serve(g_s), s	6.8	0.0	8.9	5.5	4.3	5.6	4.2	11.4	3.6	2.1	13.7	2.5						
Cycle Q Clear(g_c), s	6.8	0.0	8.9	5.5	4.3	5.6	4.2	11.4	3.6	2.1	13.7	2.5						
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
Lane Grp Cap(c), veh/h	229	0	196	191	201	166	401	719	609	407	668	566						
V/C Ratio(X)	0.79	0.00	1.19	0.75	0.60	0.76	0.44	0.54	0.20	0.23	0.65	0.15						
Avail Cap(c_a), veh/h	425	0	363	413	434	359	504	719	609	558	668	566						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	29.4	0.0	30.3	30.0	29.4	30.0	13.2	16.2	13.8	12.0	18.3	14.8						
Incr Delay (d2), s/veh	2.3	0.0	100.4	2.2	1.1	2.6	0.3	2.9	0.7	0.1	4.9	0.6						
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	3.0	0.0	8.6	2.4	1.9	2.1	1.5	4.9	1.3	0.7	6.1	0.9						
Unsig. Movement Delay, s/veh																		
LnGrp Delay(d), s/veh	31.7	0.0	130.7	32.1	30.5	32.6	13.5	19.2	14.6	12.1	23.2	15.3						
LnGrp LOS	C		F	C	C	C	B	B	B	B	C	B						
Approach Vol, veh/h	413				389		686		611									
Approach Delay, s/veh	87.3				31.8		16.9		20.4									
Approach LOS	F				C		B		C									
Timer - Assigned Phs	1	2	4		5	6	8											
Phs Duration (G+Y+Rc), s	9.0	32.9	14.4		10.9	31.0	13.1											
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5											
Max Green Setting (Gmax), s	10.2	25.4	16.5		10.2	25.4	16.5											
Max Q Clear Time (g_c+l1), s	4.1	13.4	8.8		6.2	15.7	7.5											
Green Ext Time (p_c), s	0.0	0.4	0.1		0.1	0.5	0.1											
Intersection Summary																		
HCM 7th Control Delay, s/veh			34.5															
HCM 7th LOS			C															

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

Morning Peak Hour
1: West Mountain Road & South Access/Fawnlilly Drive

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	0	2	0	0	28	0	35	1	9	31	21
Future Vol, veh/h	58	0	2	0	0	28	0	35	1	9	31	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	89	95	89	95	89	89	89	89	95
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	61	0	2	0	0	31	0	39	1	10	35	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	105	107	46	95	117	40	57	0	0	40	0	0
Stage 1	66	66	-	40	40	-	-	-	-	-	-	-
Stage 2	39	40	-	55	77	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	867	778	1015	869	768	1009	1529	-	-	1519	-	-
Stage 1	937	834	-	955	856	-	-	-	-	-	-	-
Stage 2	968	855	-	937	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	773	1015	861	762	1009	1529	-	-	1519	-	-
Mov Cap-2 Maneuver	834	773	-	861	762	-	-	-	-	-	-	-
Stage 1	930	828	-	955	856	-	-	-	-	-	-	-
Stage 2	938	855	-	929	819	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.64		8.68			0			1.11			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1529	-	-	839	1009	252	-	-				
HCM Lane V/C Ratio	-	-	-	0.075	0.031	0.007	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.6	8.7	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

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

Morning Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	369	0	5	186
Future Vol, veh/h	0	20	369	0	5	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	22	415	0	6	209

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	635	415	0	0	415	0
Stage 1	415	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	430	621	-	-	1103	-
Stage 1	650	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	428	621	-	-	1103	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.02	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	47
HCM Lane V/C Ratio	-	-	0.036	0.005
HCM Ctrl Dly (s/v)	-	-	11	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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

Morning Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	9.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	388	5	5	71	32	182
Future Vol, veh/h	388	5	5	71	32	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	408	5	5	75	34	192

Major/Minor	Minor2		Major2	
Conflicting Flow All	43	43	-	0
Stage 1	43	43	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	968	849	-	-
Stage 1	980	859	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	968	0	-	-
Mov Cap-2 Maneuver	968	0	-	-
Stage 1	980	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	11.46	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	968	-	-
HCM Lane V/C Ratio	0.427	-	-
HCM Ctrl Dly (s/v)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.2	-	-

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

Morning Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	15.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	282	124	105	170	77
Future Vol, veh/h	167	282	124	105	170	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	176	297	131	111	179	81
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	591	219	260	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	465	813	1287	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	417	813	1287	-	-	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	29.48	4.39		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1287	-	601	-	-	
HCM Lane V/C Ratio	0.101	-	0.786	-	-	
HCM Ctrl Dly (s/v)	8.1	-	29.5	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.3	-	7.5	-	-	

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

Morning Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	162	110	175	151	131
Future Vol, veh/h	180	162	110	175	151	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	189	171	116	184	159	138
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	691	275
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1182	-	406	757
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1182	-	362	757
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	588	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		3.23		17.08	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	362	757	-	-	695	-
HCM Lane V/C Ratio	0.439	0.182	-	-	0.098	-
HCM Ctrl Dly (s/v)	22.5	10.8	-	-	8.4	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.2	0.7	-	-	0.3	-

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

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

											
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	243	58	100	89	214	337	95	58	247	74
v/c Ratio	0.76	0.52	0.31	0.51	0.30	0.39	0.42	0.12	0.12	0.41	0.12
Control Delay (s/veh)	46.1	8.6	37.4	43.1	3.3	14.1	21.0	1.3	11.9	25.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	8.6	37.4	43.1	3.3	14.1	21.0	1.3	11.9	25.1	0.4
Queue Length 50th (ft)	107	0	26	46	0	53	121	0	13	92	0
Queue Length 95th (ft)	#199	59	63	97	7	113	237	9	37	184	0
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	439	559	402	423	471	611	794	761	577	600	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.43	0.14	0.24	0.19	0.35	0.42	0.12	0.10	0.41	0.12

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Future Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	106	133	243	58	100	89	214	337	95	58	247	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	127	159	244	143	150	124	535	726	616	433	621	526
Arrive On Green	0.16	0.16	0.16	0.08	0.08	0.08	0.11	0.40	0.40	0.05	0.34	0.34
Sat Flow, veh/h	792	994	1527	1739	1826	1509	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	239	0	243	58	100	89	214	337	95	58	247	74
Grp Sat Flow(s),veh/h/ln	1786	0	1527	1739	1826	1509	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	8.9	0.0	10.9	2.2	3.7	4.0	5.3	9.4	2.7	1.3	7.1	2.3
Cycle Q Clear(g_c), s	8.9	0.0	10.9	2.2	3.7	4.0	5.3	9.4	2.7	1.3	7.1	2.3
Prop In Lane	0.44		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	0	244	143	150	124	535	726	616	433	621	526
V/C Ratio(X)	0.84	0.00	0.99	0.40	0.66	0.72	0.40	0.46	0.15	0.13	0.40	0.14
Avail Cap(c_a), veh/h	454	0	388	417	438	362	632	726	616	607	621	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.9	30.0	30.7	30.8	12.5	15.3	13.3	11.6	17.3	15.7
Incr Delay (d2), s/veh	3.9	0.0	30.7	0.7	1.9	2.9	0.2	2.1	0.5	0.1	1.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	6.0	0.9	1.7	1.5	1.8	3.9	0.9	0.5	3.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	0.0	59.6	30.7	32.5	33.6	12.7	17.4	13.8	11.6	19.2	16.3
LnGrp LOS	C		E	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		482			247			646			379	
Approach Delay, s/veh		45.9			32.5			15.3			17.5	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	33.0		16.5	12.1	29.0		11.2				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	24.4		17.5	11.2	23.4		16.5				
Max Q Clear Time (g_c+I1), s	3.3	11.4		10.9	7.3	9.1		5.7				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.1	0.2		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.6									
HCM 7th LOS			C									

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

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

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

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	937	940	452	929	948	454	462	0	0	457	0	0
Stage 1	462	462	-	475	475	-	-	-	-	-	-	-
Stage 2	475	478	-	454	473	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	242	261	602	245	258	600	1083	-	-	1088	-	-
Stage 1	574	560	-	565	552	-	-	-	-	-	-	-
Stage 2	565	551	-	580	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	256	602	229	253	600	1083	-	-	1088	-	-
Mov Cap-2 Maneuver	232	256	-	229	253	-	-	-	-	-	-	-
Stage 1	570	556	-	557	545	-	-	-	-	-	-	-
Stage 2	552	543	-	555	550	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.48		19.54		0.19		0.09	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	296	253	20	-	-
HCM Lane V/C Ratio	0.01	-	-	0.16	0.021	0.005	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	19.5	19.5	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-

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

Morning Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	236	7	2	133	69	117
Future Vol, veh/h	236	7	2	133	69	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	265	8	2	149	78	131
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	231	78	209	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	739	961	1316	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	738	961	1316	-	-	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	12.63	0.11		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	27	-	743	-	-	
HCM Lane V/C Ratio	0.002	-	0.367	-	-	
HCM Ctrl Dly (s/v)	7.7	0	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	1.7	-	-	

Intersection				
Intersection Delay, s/veh	3.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	51	36	131
Demand Flow Rate, veh/h	41	54	38	138
Vehicles Circulating, veh/h	205	116	233	82
Vehicles Exiting, veh/h	15	17	13	88
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.4	3.8	3.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	41	54	38	138
Cap Entry Lane, veh/h	1120	1226	1088	1269
Entry HV Adj Factor	0.951	0.952	0.947	0.949
Flow Entry, veh/h	39	51	36	131
Cap Entry, veh/h	1065	1168	1031	1205
V/C Ratio	0.037	0.044	0.035	0.109
Control Delay, s/veh	3.7	3.4	3.8	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	126
Demand Flow Rate, veh/h	133
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	271
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	3.5
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	133
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.950
Flow Entry, veh/h	126
Cap Entry, veh/h	1311
V/C Ratio	0.096
Control Delay, s/veh	3.5
LOS	A
95th %tile Queue, veh	0

Intersection			
Intersection Delay, s/veh	3.4		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	5	84	125
Demand Flow Rate, veh/h	5	88	131
Vehicles Circulating, veh/h	87	0	5
Vehicles Exiting, veh/h	1	136	87
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.2	3.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	5	88	131
Cap Entry Lane, veh/h	1263	1380	1373
Entry HV Adj Factor	1.000	0.953	0.952
Flow Entry, veh/h	5	84	125
Cap Entry, veh/h	1263	1315	1307
V/C Ratio	0.004	0.064	0.095
Control Delay, s/veh	2.9	3.2	3.5
LOS	A	A	A
95th %tile Queue, veh	0	0	0

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

Evening Peak Hour
1: West Mountain Road & South Access/Fawnlilly Drive

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	0	1	0	0	18	1	48	1	29	48	57
Future Vol, veh/h	34	0	1	0	0	18	1	48	1	29	48	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	95	89	89	91	91	91
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	37	0	1	0	0	20	1	54	1	32	53	63
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	204	205	84	173	236	54	115	0	0	55	0	0
Stage 1	148	148	-	57	57	-	-	-	-	-	-	-
Stage 2	56	57	-	116	179	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	748	686	967	772	660	990	1455	-	-	1500	-	-
Stage 1	848	769	-	936	842	-	-	-	-	-	-	-
Stage 2	949	841	-	869	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	715	670	967	753	644	990	1455	-	-	1500	-	-
Mov Cap-2 Maneuver	715	670	-	753	644	-	-	-	-	-	-	-
Stage 1	828	752	-	935	841	-	-	-	-	-	-	-
Stage 2	929	841	-	848	728	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.28		8.71		0.14		1.61					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	34	-	-	721	990	351	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.053	0.02	0.021	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10.3	8.7	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-				

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

Evening Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	346	0	21	448
Future Vol, veh/h	0	10	346	0	21	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	11	380	0	23	492
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	919	380	0	0	380	0
Stage 1	380	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	292	649	-	-	1136	-
Stage 1	674	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	649	-	-	1136	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.64	0		0.37		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	649	81	-	
HCM Lane V/C Ratio	-	-	0.017	0.02	-	
HCM Ctrl Dly (s/v)	-	-	10.6	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

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

Evening Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	9.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	335	5	5	39	50	450
Future Vol, veh/h	335	5	5	39	50	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	353	5	5	41	53	474

Major/Minor	Minor2	Major2		
Conflicting Flow All	26	26	-	0
Stage 1	26	26	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	990	867	-	-
Stage 1	997	874	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	990	0	-	-
Mov Cap-2 Maneuver	990	0	-	-
Stage 1	997	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	10.68	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	990	-	-
HCM Lane V/C Ratio	0.362	-	-
HCM Ctrl Dly (s/v)	10.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.7	-	-

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

Evening Peak Hour
4: Boydstun Street & Valley Road

Intersection						
Int Delay, s/veh	95.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	150	236	322	185	175	197
Future Vol, veh/h	150	236	322	185	175	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	165	259	354	203	192	216

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1212	301	409	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	198	732	1134	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 137	732	1134	-	-	-
Mov Cap-2 Maneuver	~ 137	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 303.71	6.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	272	-	-
HCM Lane V/C Ratio	0.312	-	1.562	-	-
HCM Ctrl Dly (s/v)	9.6	-	\$ 303.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	1.3	-	25.3	-	-

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

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

Evening Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	22.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	222	170	255	189	141
Future Vol, veh/h	240	222	170	255	189	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	264	244	187	280	208	155

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	508	0	1040	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	654	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1042	-	252	656
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1042	-	~ 198	656
Mov Cap-2 Maneuver	-	-	-	-	~ 198	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.68	77.75
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	656	-	-	720	-
HCM Lane V/C Ratio	1.047	0.236	-	-	0.179	-
HCM Ctrl Dly (s/v)	126.7	12.2	-	-	9.2	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	9.4	0.9	-	-	0.7	-

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

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	256	321	143	181	126	297	390	121	93	434	124
v/c Ratio	0.86	0.62	0.69	0.83	0.40	0.74	0.52	0.17	0.22	0.70	0.20
Control Delay (s/veh)	63.2	9.7	55.6	68.5	7.6	26.3	24.3	2.4	12.6	33.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	9.7	55.6	68.5	7.6	26.3	24.3	2.4	12.6	33.1	3.0
Queue Length 50th (ft)	140	0	79	101	0	94	172	0	26	217	0
Queue Length 95th (ft)	#260	72	#156	#207	33	#159	276	21	51	329	24
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	340	550	229	242	336	415	748	727	491	618	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.58	0.62	0.75	0.38	0.72	0.52	0.17	0.19	0.70	0.20

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Future Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	107	149	321	143	181	126	297	390	121	93	434	124
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	122	170	250	209	220	182	419	762	646	398	620	525
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.13	0.42	0.42	0.05	0.34	0.34
Sat Flow, veh/h	748	1041	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	256	0	321	143	181	126	297	390	121	93	434	124
Grp Sat Flow(s),veh/h/ln	1789	0	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	12.1	0.0	14.2	6.8	8.4	6.9	9.5	13.7	4.3	2.6	17.8	5.0
Cycle Q Clear(g_c), s	12.1	0.0	14.2	6.8	8.4	6.9	9.5	13.7	4.3	2.6	17.8	5.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	250	209	220	182	419	762	646	398	620	525
V/C Ratio(X)	0.87	0.00	1.29	0.68	0.82	0.69	0.71	0.51	0.19	0.23	0.70	0.24
Avail Cap(c_a), veh/h	341	0	291	231	242	201	419	762	646	513	620	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	36.2	36.5	37.2	36.5	17.6	18.7	15.9	14.1	24.8	20.5
Incr Delay (d2), s/veh	17.7	0.0	155.1	5.3	16.8	6.7	4.7	2.4	0.6	0.1	6.5	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	16.0	3.2	4.7	2.9	4.0	5.9	1.5	1.0	8.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	0.0	191.3	41.8	54.0	43.2	22.3	21.1	16.6	14.2	31.2	21.6
LnGrp LOS	D		F	D	D	D	C	C	B	B	C	C
Approach Vol, veh/h	577		450				808				651	
Approach Delay, s/veh	130.0		47.1				20.9				27.0	
Approach LOS	F		D				C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.3	41.7	19.7		16.0	35.0	15.9					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	30.4	16.5		11.2	29.4	11.5					
Max Q Clear Time (g_c+I1), s	4.6	15.7	14.1		11.5	19.8	10.4					
Green Ext Time (p_c), s	0.0	0.4	0.1		0.0	0.4	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	52.6											
HCM 7th LOS	D											

Valley County - Red Ridge TIS
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Evening Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	5	5	5	15	630	5	5	687	25
Future Vol, veh/h	25	5	25	5	5	5	15	630	5	5	687	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	27	5	27	5	5	5	16	692	5	5	755	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1508	1510	769	1497	1521	695	782	0	0	698	0	0
Stage 1	780	780	-	728	728	-	-	-	-	-	-	-
Stage 2	728	731	-	769	793	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	98	118	396	99	117	437	822	-	-	885	-	-
Stage 1	384	402	-	410	424	-	-	-	-	-	-	-
Stage 2	410	423	-	389	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	88	113	396	84	112	437	822	-	-	885	-	-
Mov Cap-2 Maneuver	88	113	-	84	112	-	-	-	-	-	-	-
Stage 1	380	397	-	397	410	-	-	-	-	-	-	-
Stage 2	386	409	-	353	391	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	48.76		36.73		0.22		0.06	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	41	-	-	140	130	12	-
HCM Lane V/C Ratio	0.02	-	-	0.431	0.127	0.006	-
HCM Ctrl Dly (s/v)	9.5	0	-	48.8	36.7	9.1	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.4	0	-

Valley County - Red Ridge TIS
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Evening Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	232	8	9	114	146	302
Future Vol, veh/h	232	8	9	114	146	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	255	9	10	125	160	332
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	305	160	492	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	670	864	1031	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	864	1031	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.85	0.62		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	132	-	668	-	-	
HCM Lane V/C Ratio	0.01	-	0.395	-	-	
HCM Ctrl Dly (s/v)	8.5	0	13.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	1.9	-	-	

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	25	31	22	186
Demand Flow Rate, veh/h	26	33	23	195
Vehicles Circulating, veh/h	266	313	254	116
Vehicles Exiting, veh/h	45	46	38	230
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.1	3.7	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	26	33	23	195
Cap Entry Lane, veh/h	1052	1003	1065	1226
Entry HV Adj Factor	0.962	0.952	0.957	0.954
Flow Entry, veh/h	25	31	22	186
Cap Entry, veh/h	1012	955	1019	1169
V/C Ratio	0.025	0.033	0.022	0.159
Control Delay, s/veh	3.8	4.1	3.7	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	342
Demand Flow Rate, veh/h	359
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	277
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.0
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	359
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.953
Flow Entry, veh/h	342
Cap Entry, veh/h	1315
V/C Ratio	0.260
Control Delay, s/veh	5.0
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.0		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	3	219	182
Demand Flow Rate, veh/h	3	230	191
Vehicles Circulating, veh/h	223	0	3
Vehicles Exiting, veh/h	7	194	223
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	4.1	3.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	3	230	191
Cap Entry Lane, veh/h	1099	1380	1376
Entry HV Adj Factor	1.000	0.954	0.952
Flow Entry, veh/h	3	219	182
Cap Entry, veh/h	1099	1316	1310
V/C Ratio	0.003	0.167	0.139
Control Delay, s/veh	3.3	4.1	3.9
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Valley County - Red Ridge TIS
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Saturday Peak Hour
1: West Mountain Road & South Access/Fawnlilly Drive

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	1	1	0	19	1	47	1	21	60	52
Future Vol, veh/h	44	0	1	1	0	19	1	47	1	21	60	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	46	0	1	1	0	20	1	49	1	22	63	54
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	184	185	90	158	212	49	117	0	0	50	0	0
Stage 1	133	133	-	52	52	-	-	-	-	-	-	-
Stage 2	51	52	-	106	160	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	770	704	960	790	680	997	1453	-	-	1507	-	-
Stage 1	863	780	-	941	846	-	-	-	-	-	-	-
Stage 2	954	846	-	880	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	742	692	960	777	669	997	1453	-	-	1507	-	-
Mov Cap-2 Maneuver	742	692	-	777	669	-	-	-	-	-	-	-
Stage 1	849	768	-	941	845	-	-	-	-	-	-	-
Stage 2	935	845	-	865	748	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.15		8.74		0.15		1.17					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	37	-	-	746	983	260	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.063	0.021	0.015	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	8.7	7.4	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

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

Saturday Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	466	0	18	489
Future Vol, veh/h	0	16	466	0	18	489
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	17	485	0	19	509

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1032	485	0	0	485
Stage 1	485	-	-	-	-
Stage 2	547	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	249	566	-	-	1037
Stage 1	603	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	243	566	-	-	1037
Mov Cap-2 Maneuver	243	-	-	-	-
Stage 1	603	-	-	-	-
Stage 2	550	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.56	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	566	64
HCM Lane V/C Ratio	-	-	0.029	0.018
HCM Ctrl Dly (s/v)	-	-	11.6	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

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

Saturday Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	11.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	487	5	5	38	36	502
Future Vol, veh/h	487	5	5	38	36	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	513	5	5	40	38	528

Major/Minor	Minor2	Major2		
Conflicting Flow All	25	25	-	0
Stage 1	25	25	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	990	868	-	-
Stage 1	997	874	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	990	0	-	-
Mov Cap-2 Maneuver	990	0	-	-
Stage 1	997	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	12.55	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	990	-	-
HCM Lane V/C Ratio	0.523	-	-
HCM Ctrl Dly (s/v)	12.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	3.1	-	-

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

Saturday Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	169.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	219	328	338	175	135	189
Future Vol, veh/h	219	328	338	175	135	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	228	342	352	182	141	197

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1126	239	338	0	-	0
Stage 1	239	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	~ 226	797	1216	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 160	797	1216	-	-	-
Mov Cap-2 Maneuver	~ 160	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	401	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	\$ 423.68	6.04	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1216	-	308	-	-
HCM Lane V/C Ratio	0.29	-	1.851	-	-
HCM Ctrl Dly (s/v)	9.2	-	\$ 423.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	38.3	-	-

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

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

Saturday Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	15.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	265	178	146	215	216	178
Future Vol, veh/h	265	178	146	215	216	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	276	185	152	224	225	185
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	461	0	897	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	528	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1094	-	309	675
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	260	675
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	496	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		3.57		42.83	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	675	-	-	728	-
HCM Lane V/C Ratio	0.865	0.275	-	-	0.139	-
HCM Ctrl Dly (s/v)	67.9	12.3	-	-	8.8	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	7.3	1.1	-	-	0.5	-

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	258	248	104	173	94	283	438	135	63	307	105
v/c Ratio	0.83	0.53	0.44	0.70	0.28	0.60	0.62	0.19	0.18	0.55	0.18
Control Delay (s/veh)	56.2	9.0	39.2	49.5	3.1	20.4	28.2	3.7	13.9	29.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.2	9.0	39.2	49.5	3.1	20.4	28.2	3.7	13.9	29.9	2.3
Queue Length 50th (ft)	130	0	51	89	0	87	192	0	17	137	0
Queue Length 95th (ft)	#259	63	99	154	10	160	#363	31	42	239	15
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	372	515	360	379	439	499	706	696	444	561	584
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.48	0.29	0.46	0.21	0.57	0.62	0.19	0.14	0.55	0.18

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Future Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	99	159	248	104	173	94	283	438	135	63	307	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	115	185	255	208	219	181	495	735	623	351	579	491
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.13	0.40	0.40	0.05	0.31	0.31
Sat Flow, veh/h	699	1122	1551	1767	1856	1536	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	258	0	248	104	173	94	283	438	135	63	307	105
Grp Sat Flow(s),veh/h/ln	1821	0	1551	1767	1856	1536	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.8	0.0	12.4	4.3	7.1	4.5	8.3	14.6	4.4	1.6	10.7	3.8
Cycle Q Clear(g_c), s	10.8	0.0	12.4	4.3	7.1	4.5	8.3	14.6	4.4	1.6	10.7	3.8
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	0	255	208	219	181	495	735	623	351	579	491
V/C Ratio(X)	0.86	0.00	0.97	0.50	0.79	0.52	0.57	0.60	0.22	0.18	0.53	0.21
Avail Cap(c_a), veh/h	384	0	327	373	391	324	515	735	623	497	579	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	32.5	32.3	33.6	32.4	15.4	18.7	15.6	14.0	22.2	19.8
Incr Delay (d2), s/veh	12.4	0.0	35.5	0.7	2.4	0.9	0.8	3.5	0.8	0.1	3.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	7.1	1.9	3.3	1.7	3.1	6.5	1.6	0.6	4.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	67.9	33.0	36.0	33.3	16.3	22.2	16.4	14.1	25.6	20.8
LnGrp LOS	D		E	C	D	C	B	C	B	B	C	C
Approach Vol, veh/h	506				371		856				475	
Approach Delay, s/veh	55.8				34.5		19.3				23.0	
Approach LOS	E				C		B				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.5	36.6	18.4		15.1	30.0	14.7					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		11.2	24.4	16.5					
Max Q Clear Time (g_c+I1), s	3.6	16.6	12.8		10.3	12.7	9.1					
Green Ext Time (p_c), s	0.0	0.4	0.1		0.0	0.3	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			31.0									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
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Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	0	5	10	667	0	5	683	10
Future Vol, veh/h	5	5	10	5	0	5	10	667	0	5	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	5	10	5	0	5	10	695	0	5	711	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1443	1443	717	1440	1448	695	722	0	0	695	0	0
Stage 1	727	727	-	716	716	-	-	-	-	-	-	-
Stage 2	716	716	-	724	732	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	109	132	428	110	131	441	876	-	-	896	-	-
Stage 1	414	428	-	420	433	-	-	-	-	-	-	-
Stage 2	420	433	-	415	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	128	428	100	127	441	876	-	-	896	-	-
Mov Cap-2 Maneuver	105	128	-	100	127	-	-	-	-	-	-	-
Stage 1	410	423	-	412	424	-	-	-	-	-	-	-
Stage 2	407	424	-	396	421	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	27.37		28.58		0.14		0.06	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	182	163	13	-
HCM Lane V/C Ratio	0.012	-	-	0.115	0.064	0.006	-
HCM Ctrl Dly (s/v)	9.2	0	-	27.4	28.6	9	0
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-

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

Saturday Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	356	12	12	110	131	358
Future Vol, veh/h	356	12	12	110	131	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	96	96	96	96
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	400	13	13	115	136	373
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	276	136	509	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	697	891	1016	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	891	1016	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	17.58	0.84		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	177	-	693	-	-	
HCM Lane V/C Ratio	0.012	-	0.597	-	-	
HCM Ctrl Dly (s/v)	8.6	0	17.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	4	-	-	

Intersection				
Intersection Delay, s/veh	5.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	31	39	26	292
Demand Flow Rate, veh/h	33	41	27	307
Vehicles Circulating, veh/h	377	373	381	106
Vehicles Exiting, veh/h	36	37	29	308
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.4	4.3	5.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	33	41	27	307
Cap Entry Lane, veh/h	939	943	936	1238
Entry HV Adj Factor	0.939	0.952	0.963	0.951
Flow Entry, veh/h	31	39	26	292
Cap Entry, veh/h	882	898	901	1178
V/C Ratio	0.035	0.043	0.029	0.248
Control Delay, s/veh	4.4	4.4	4.3	5.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	390
Demand Flow Rate, veh/h	410
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	408
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.4
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	410
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.950
Flow Entry, veh/h	390
Cap Entry, veh/h	1311
V/C Ratio	0.297
Control Delay, s/veh	5.4
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.6		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	4	292	287
Demand Flow Rate, veh/h	4	306	301
Vehicles Circulating, veh/h	302	0	4
Vehicles Exiting, veh/h	4	305	302
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.6	4.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	4	306	301
Cap Entry Lane, veh/h	1014	1380	1374
Entry HV Adj Factor	1.000	0.953	0.952
Flow Entry, veh/h	4	292	287
Cap Entry, veh/h	1014	1315	1309
V/C Ratio	0.004	0.222	0.219
Control Delay, s/veh	3.6	4.6	4.6
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	0	2	0	0	28	0	35	1	9	31	21
Future Vol, veh/h	58	0	2	0	0	28	0	35	1	9	31	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	89	95	89	95	89	89	89	89	95
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	61	0	2	0	0	31	0	39	1	10	35	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	105	107	46	95	117	40	57	0	0	40	0	0
Stage 1	66	66	-	40	40	-	-	-	-	-	-	-
Stage 2	39	40	-	55	77	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	867	778	1015	869	768	1009	1529	-	-	1519	-	-
Stage 1	937	834	-	955	856	-	-	-	-	-	-	-
Stage 2	968	855	-	937	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	773	1015	861	762	1009	1529	-	-	1519	-	-
Mov Cap-2 Maneuver	834	773	-	861	762	-	-	-	-	-	-	-
Stage 1	930	828	-	955	856	-	-	-	-	-	-	-
Stage 2	938	855	-	929	819	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.64		8.68			0			1.11			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1529	-	-	839	1009	252	-	-				
HCM Lane V/C Ratio	-	-	-	0.075	0.031	0.007	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.6	8.7	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

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

Morning Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	369	0	5	186
Future Vol, veh/h	0	20	369	0	5	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	22	415	0	6	209

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	635	415	0	0	415
Stage 1	415	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29
Pot Cap-1 Maneuver	430	621	-	-	1103
Stage 1	650	-	-	-	-
Stage 2	798	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	428	621	-	-	1103
Mov Cap-2 Maneuver	428	-	-	-	-
Stage 1	650	-	-	-	-
Stage 2	793	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.02	0	0.22
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	47
HCM Lane V/C Ratio	-	-	0.036	0.005
HCM Ctrl Dly (s/v)	-	-	11	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	9.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	388	5	5	71	32	182
Future Vol, veh/h	388	5	5	71	32	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	408	5	5	75	34	192

Major/Minor	Minor2		Major2	
Conflicting Flow All	43	43	-	0
Stage 1	43	43	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	968	849	-	-
Stage 1	980	859	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	968	0	-	-
Mov Cap-2 Maneuver	968	0	-	-
Stage 1	980	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	11.46	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	968	-	-
HCM Lane V/C Ratio	0.427	-	-
HCM Ctrl Dly (s/v)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.2	-	-

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

Morning Peak Hour
4: Boydston Street & Valley Road

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	176	297	131	111	260
v/c Ratio	0.43	0.51	0.25	0.13	0.54
Control Delay (s/veh)	21.6	6.4	8.0	6.7	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	6.4	8.0	6.7	19.5
Queue Length 50th (ft)	43	0	16	14	56
Queue Length 95th (ft)	106	52	46	39	136
Internal Link Dist (ft)	1165			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	1122	1086	665	1694	1221
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.27	0.20	0.07	0.21
Intersection Summary					

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

Morning Peak Hour
4: Boydston Street & Valley Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	282	124	105	170	77
Future Volume (veh/h)	167	282	124	105	170	77
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	176	297	131	111	179	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	269	239	484	916	270	122
Arrive On Green	0.15	0.15	0.10	0.50	0.23	0.23
Sat Flow, veh/h	1739	1547	1739	1826	1190	539
Grp Volume(v), veh/h	176	297	131	111	0	260
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	0	1729
Q Serve(g_s), s	3.3	5.4	1.9	1.1	0.0	4.8
Cycle Q Clear(g_c), s	3.3	5.4	1.9	1.1	0.0	4.8
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	269	239	484	916	0	393
V/C Ratio(X)	0.65	1.24	0.27	0.12	0.00	0.66
Avail Cap(c_a), veh/h	1444	1285	853	2562	0	1584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	14.8	8.8	4.6	0.0	12.3
Incr Delay (d2), s/veh	2.7	116.7	0.3	0.1	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.8	0.5	0.2	0.0	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.6	131.4	9.1	4.7	0.0	14.2
LnGrp LOS	B	F	A	A		B
Approach Vol, veh/h	473			242	260	
Approach Delay, s/veh	88.7			7.1	14.2	
Approach LOS	F			A	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	23.5			11.4	9.6	13.9
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0
Max Green Setting (Gmax), s	49.0			29.0	11.0	32.0
Max Q Clear Time (g_c+I1), s	3.1			5.3	3.9	6.8
Green Ext Time (p_c), s	0.5			0.1	0.2	1.2
Intersection Summary						
HCM 7th Control Delay, s/veh			48.6			
HCM 7th LOS			D			

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

Morning Peak Hour
5: Boydstun Street & SH-55

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	360	116	184	159	138
v/c Ratio	0.57	0.34	0.30	0.33	0.26
Control Delay (s/veh)	11.3	12.0	9.9	12.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.3	12.0	9.9	12.1	4.1
Queue Length 50th (ft)	34	13	21	21	0
Queue Length 95th (ft)	110	51	65	60	25
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1694	988	1810	1542	1365
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.12	0.10	0.10	0.10
Intersection Summary					

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

Morning Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	180	162	110	175	151	131
Future Volume (veh/h)	180	162	110	175	151	131
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	189	171	116	184	159	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	346	313	483	715	311	277
Arrive On Green	0.39	0.39	0.39	0.39	0.18	0.18
Sat Flow, veh/h	883	799	997	1826	1739	1547
Grp Volume(v), veh/h	0	360	116	184	159	138
Grp Sat Flow(s),veh/h/ln	0	1682	997	1826	1739	1547
Q Serve(g_s), s	0.0	4.6	2.8	1.9	2.3	2.2
Cycle Q Clear(g_c), s	0.0	4.6	7.5	1.9	2.3	2.2
Prop In Lane		0.47	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	659	483	715	311	277
V/C Ratio(X)	0.00	0.55	0.24	0.26	0.51	0.50
Avail Cap(c_a), veh/h	0	2889	1805	3136	1867	1661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.6	9.5	5.8	10.4	10.3
Incr Delay (d2), s/veh	0.0	0.7	0.3	0.2	1.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.4	0.4	0.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.3	9.7	5.9	11.7	11.7
LnGrp LOS		A	A	A	B	B
Approach Vol, veh/h	360			300	297	
Approach Delay, s/veh	7.3			7.4	11.7	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	11.0		16.9		16.9	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	30.0		48.0		48.0	
Max Q Clear Time (g_c+I1), s	4.3		6.6		9.5	
Green Ext Time (p_c), s	0.2		1.8		1.5	
Intersection Summary						
HCM 7th Control Delay, s/veh			8.7			
HCM 7th LOS			A			

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	243	58	100	89	214	337	95	58	247	74
v/c Ratio	0.76	0.52	0.31	0.51	0.30	0.39	0.42	0.12	0.12	0.41	0.12
Control Delay (s/veh)	46.1	8.6	37.4	43.1	3.3	14.1	21.0	1.3	11.9	25.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	8.6	37.4	43.1	3.3	14.1	21.0	1.3	11.9	25.1	0.4
Queue Length 50th (ft)	107	0	26	46	0	53	121	0	13	92	0
Queue Length 95th (ft)	#199	59	63	97	7	113	237	9	37	184	0
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	439	559	402	423	471	611	794	761	577	600	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.43	0.14	0.24	0.19	0.35	0.42	0.12	0.10	0.41	0.12

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Future Volume (veh/h)	101	126	231	55	95	85	203	320	90	55	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	106	133	243	58	100	89	214	337	95	58	247	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	127	159	244	143	150	124	535	726	616	433	621	526
Arrive On Green	0.16	0.16	0.16	0.08	0.08	0.08	0.11	0.40	0.40	0.05	0.34	0.34
Sat Flow, veh/h	792	994	1527	1739	1826	1509	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	239	0	243	58	100	89	214	337	95	58	247	74
Grp Sat Flow(s),veh/h/ln	1786	0	1527	1739	1826	1509	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	8.9	0.0	10.9	2.2	3.7	4.0	5.3	9.4	2.7	1.3	7.1	2.3
Cycle Q Clear(g_c), s	8.9	0.0	10.9	2.2	3.7	4.0	5.3	9.4	2.7	1.3	7.1	2.3
Prop In Lane	0.44		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	0	244	143	150	124	535	726	616	433	621	526
V/C Ratio(X)	0.84	0.00	0.99	0.40	0.66	0.72	0.40	0.46	0.15	0.13	0.40	0.14
Avail Cap(c_a), veh/h	454	0	388	417	438	362	632	726	616	607	621	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	28.9	30.0	30.7	30.8	12.5	15.3	13.3	11.6	17.3	15.7
Incr Delay (d2), s/veh	3.9	0.0	30.7	0.7	1.9	2.9	0.2	2.1	0.5	0.1	1.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	6.0	0.9	1.7	1.5	1.8	3.9	0.9	0.5	3.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	0.0	59.6	30.7	32.5	33.6	12.7	17.4	13.8	11.6	19.2	16.3
LnGrp LOS	C		E	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h	482				247		646				379	
Approach Delay, s/veh	45.9				32.5		15.3				17.5	
Approach LOS	D				C		B				B	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.2	33.0	16.5		12.1	29.0	11.2					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	24.4	17.5		11.2	23.4	16.5					
Max Q Clear Time (g_c+I1), s	3.3	11.4	10.9		7.3	9.1	5.7					
Green Ext Time (p_c), s	0.0	0.3	0.1		0.1	0.2	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			26.6									
HCM 7th LOS			C									

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

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	5	15	0	5	0	10	429	5	5	419	20
Future Vol, veh/h	25	5	15	0	5	0	10	429	5	5	419	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	26	5	16	0	5	0	11	452	5	5	441	21
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	937	940	452	929	948	454	462	0	0	457	0	0
Stage 1	462	462	-	475	475	-	-	-	-	-	-	-
Stage 2	475	478	-	454	473	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	242	261	602	245	258	600	1083	-	-	1088	-	-
Stage 1	574	560	-	565	552	-	-	-	-	-	-	-
Stage 2	565	551	-	580	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	256	602	229	253	600	1083	-	-	1088	-	-
Mov Cap-2 Maneuver	232	256	-	229	253	-	-	-	-	-	-	-
Stage 1	570	556	-	557	545	-	-	-	-	-	-	-
Stage 2	552	543	-	555	550	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	19.48		19.54		0.19		0.09					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	40	-	-	296	253	20	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.16	0.021	0.005	-	-				
HCM Ctrl Dly (s/v)	8.4	0	-	19.5	19.5	8.3	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-				

Intersection

Int Delay, s/veh 5.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 236 7 2 133 69 117

Future Vol, veh/h 236 7 2 133 69 117

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

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - 100

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

Grade, % 0 - - 0 0 -

Peak Hour Factor 89 89 89 89 89 89

Heavy Vehicles, % 10 10 10 10 10 10

Mvmt Flow 265 8 2 149 78 131

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 231 78 209 0 - 0

Stage 1 78 - - - - -

Stage 2 154 - - - - -

Critical Hdwy 6.5 6.3 4.2 - - -

Critical Hdwy Stg 1 5.5 - - - - -

Critical Hdwy Stg 2 5.5 - - - - -

Follow-up Hdwy 3.59 3.39 2.29 - - -

Pot Cap-1 Maneuver 739 961 1316 - - -

Stage 1 926 - - - - -

Stage 2 855 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 738 961 1316 - - -

Mov Cap-2 Maneuver 738 - - - - -

Stage 1 924 - - - - -

Stage 2 855 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 12.63 0.11 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 27 - 743 - -

HCM Lane V/C Ratio 0.002 - 0.367 - -

HCM Ctrl Dly (s/v) 7.7 0 12.6 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0 - 1.7 - -

Intersection				
Intersection Delay, s/veh	3.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	51	36	131
Demand Flow Rate, veh/h	41	54	38	138
Vehicles Circulating, veh/h	205	116	233	82
Vehicles Exiting, veh/h	15	17	13	88
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.4	3.8	3.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	41	54	38	138
Cap Entry Lane, veh/h	1120	1226	1088	1269
Entry HV Adj Factor	0.951	0.952	0.947	0.949
Flow Entry, veh/h	39	51	36	131
Cap Entry, veh/h	1065	1168	1031	1205
V/C Ratio	0.037	0.044	0.035	0.109
Control Delay, s/veh	3.7	3.4	3.8	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	126
Demand Flow Rate, veh/h	133
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	271
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	3.5
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	133
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.950
Flow Entry, veh/h	126
Cap Entry, veh/h	1311
V/C Ratio	0.096
Control Delay, s/veh	3.5
LOS	A
95th %tile Queue, veh	0

Intersection			
Intersection Delay, s/veh	3.4		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	5	84	125
Demand Flow Rate, veh/h	5	88	131
Vehicles Circulating, veh/h	87	0	5
Vehicles Exiting, veh/h	1	136	87
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.2	3.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	5	88	131
Cap Entry Lane, veh/h	1263	1380	1373
Entry HV Adj Factor	1.000	0.953	0.952
Flow Entry, veh/h	5	84	125
Cap Entry, veh/h	1263	1315	1307
V/C Ratio	0.004	0.064	0.095
Control Delay, s/veh	2.9	3.2	3.5
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	0	1	0	0	18	1	48	1	29	48	57
Future Vol, veh/h	34	0	1	0	0	18	1	48	1	29	48	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	95	89	89	91	91	91
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	37	0	1	0	0	20	1	54	1	32	53	63

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	204	205	84	173	236	54	115	0	0	55	0	0
Stage 1	148	148	-	57	57	-	-	-	-	-	-	-
Stage 2	56	57	-	116	179	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	748	686	967	772	660	990	1455	-	-	1500	-	-
Stage 1	848	769	-	936	842	-	-	-	-	-	-	-
Stage 2	949	841	-	869	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	715	670	967	753	644	990	1455	-	-	1500	-	-
Mov Cap-2 Maneuver	715	670	-	753	644	-	-	-	-	-	-	-
Stage 1	828	752	-	935	841	-	-	-	-	-	-	-
Stage 2	929	841	-	848	728	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.28		8.71		0.14		1.61	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	721	990	351	-
HCM Lane V/C Ratio	0.001	-	-	0.053	0.02	0.021	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.3	8.7	7.5	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-

Valley County - Red Ridge TIS
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Evening Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	346	0	21	448
Future Vol, veh/h	0	10	346	0	21	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	11	380	0	23	492
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	919	380	0	0	380	0
Stage 1	380	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	292	649	-	-	1136	-
Stage 1	674	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	649	-	-	1136	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.64	0		0.37		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	649	81	-	
HCM Lane V/C Ratio	-	-	0.017	0.02	-	
HCM Ctrl Dly (s/v)	-	-	10.6	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection						
Int Delay, s/veh	9.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	335	5	5	39	50	450
Future Vol, veh/h	335	5	5	39	50	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	353	5	5	41	53	474

Major/Minor	Minor2	Major2		
Conflicting Flow All	26	26	-	0
Stage 1	26	26	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	990	867	-	-
Stage 1	997	874	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	990	0	-	-
Mov Cap-2 Maneuver	990	0	-	-
Stage 1	997	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	10.68	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	990	-	-
HCM Lane V/C Ratio	0.362	-	-
HCM Ctrl Dly (s/v)	10.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.7	-	-

Valley County - Red Ridge TIS
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Evening Peak Hour
4: Boydston Street & Valley Road

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	165	259	354	203	408
v/c Ratio	0.51	0.52	0.66	0.19	0.74
Control Delay (s/veh)	31.0	8.3	13.4	6.0	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	8.3	13.4	6.0	24.9
Queue Length 50th (ft)	53	0	54	27	104
Queue Length 95th (ft)	137	60	118	65	240
Internal Link Dist (ft)	1201			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	531	644	725	1659	1041
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.40	0.49	0.12	0.39
Intersection Summary					

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

Evening Peak Hour
4: Boydston Street & Valley Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	236	322	185	175	197
Future Volume (veh/h)	150	236	322	185	175	197
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	165	259	354	203	192	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	233	207	556	1132	240	271
Arrive On Green	0.13	0.13	0.19	0.62	0.31	0.31
Sat Flow, veh/h	1739	1547	1739	1826	784	883
Grp Volume(v), veh/h	165	259	354	203	0	408
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	0	1667
Q Serve(g_s), s	4.4	6.5	6.3	2.3	0.0	11.0
Cycle Q Clear(g_c), s	4.4	6.5	6.3	2.3	0.0	11.0
Prop In Lane	1.00	1.00	1.00			0.53
Lane Grp Cap(c), veh/h	233	207	556	1132	0	511
V/C Ratio(X)	0.71	1.25	0.64	0.18	0.00	0.80
Avail Cap(c_a), veh/h	642	572	904	2248	0	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	21.1	9.6	4.0	0.0	15.5
Incr Delay (d2), s/veh	3.9	120.8	1.2	0.1	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.0	1.8	0.5	0.0	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.1	141.9	10.8	4.0	0.0	18.4
LnGrp LOS	C	F	B	A		B
Approach Vol, veh/h	424			557	408	
Approach Delay, s/veh	96.1			8.3	18.4	
Approach LOS	F			A	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	36.2			12.5	15.3	20.9
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0
Max Green Setting (Gmax), s	60.0			18.0	19.0	35.0
Max Q Clear Time (g_c+l1), s	4.3			6.4	8.3	13.0
Green Ext Time (p_c), s	0.9			0.1	1.1	2.0
Intersection Summary						
HCM 7th Control Delay, s/veh			38.1			
HCM 7th LOS			D			

Valley County - Red Ridge TIS
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Evening Peak Hour
 5: Boydstun Street & SH-55

	→	↙	←	↖	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	508	187	280	208	155
v/c Ratio	0.66	0.62	0.37	0.46	0.30
Control Delay (s/veh)	12.4	19.6	9.5	18.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.4	19.6	9.5	18.1	5.4
Queue Length 50th (ft)	63	29	37	36	0
Queue Length 95th (ft)	168	96	94	116	36
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1645	692	1757	1161	1066
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.27	0.16	0.18	0.15
Intersection Summary					

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

Evening Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	240	222	170	255	189	141
Future Volume (veh/h)	240	222	170	255	189	141
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	264	244	187	280	208	155
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	453	419	455	948	301	268
Arrive On Green	0.52	0.52	0.52	0.52	0.17	0.17
Sat Flow, veh/h	873	807	870	1826	1739	1547
Grp Volume(v), veh/h	0	508	187	280	208	155
Grp Sat Flow(s),veh/h/ln	0	1681	870	1826	1739	1547
Q Serve(g_s), s	0.0	8.1	7.4	3.4	4.4	3.6
Cycle Q Clear(g_c), s	0.0	8.1	15.5	3.4	4.4	3.6
Prop In Lane		0.48	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	872	455	948	301	268
V/C Ratio(X)	0.00	0.58	0.41	0.30	0.69	0.58
Avail Cap(c_a), veh/h	0	2243	1165	2437	1161	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.5	11.8	5.3	15.1	14.8
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.2	2.8	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.1	0.7	1.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.1	12.4	5.5	18.0	16.8
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	508			467	363	
Approach Delay, s/veh	7.1			8.3	17.5	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	12.7		26.2		26.2	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	26.0		52.0		52.0	
Max Q Clear Time (g_c+l1), s	6.4		10.1		17.5	
Green Ext Time (p_c), s	0.4		2.8		2.8	
Intersection Summary						
HCM 7th Control Delay, s/veh			10.3			
HCM 7th LOS			B			

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	256	321	143	181	126	297	390	121	93	434	124
v/c Ratio	0.86	0.62	0.69	0.83	0.40	0.74	0.52	0.17	0.22	0.70	0.20
Control Delay (s/veh)	63.2	9.7	55.6	68.5	7.6	26.3	24.3	2.4	12.6	33.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	9.7	55.6	68.5	7.6	26.3	24.3	2.4	12.6	33.1	3.0
Queue Length 50th (ft)	140	0	79	101	0	94	172	0	26	217	0
Queue Length 95th (ft)	#260	72	#156	#207	33	#159	276	21	51	329	24
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	340	550	229	242	336	415	748	727	491	618	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.58	0.62	0.75	0.38	0.72	0.52	0.17	0.19	0.70	0.20

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Future Volume (veh/h)	97	136	292	130	165	115	270	355	110	85	395	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	107	149	321	143	181	126	297	390	121	93	434	124
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	122	170	250	209	220	182	419	762	646	398	620	525
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.13	0.42	0.42	0.05	0.34	0.34
Sat Flow, veh/h	748	1041	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	256	0	321	143	181	126	297	390	121	93	434	124
Grp Sat Flow(s),veh/h/ln	1789	0	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	12.1	0.0	14.2	6.8	8.4	6.9	9.5	13.7	4.3	2.6	17.8	5.0
Cycle Q Clear(g_c), s	12.1	0.0	14.2	6.8	8.4	6.9	9.5	13.7	4.3	2.6	17.8	5.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	250	209	220	182	419	762	646	398	620	525
V/C Ratio(X)	0.87	0.00	1.29	0.68	0.82	0.69	0.71	0.51	0.19	0.23	0.70	0.24
Avail Cap(c_a), veh/h	341	0	291	231	242	201	419	762	646	513	620	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	36.2	36.5	37.2	36.5	17.6	18.7	15.9	14.1	24.8	20.5
Incr Delay (d2), s/veh	17.7	0.0	155.1	5.3	16.8	6.7	4.7	2.4	0.6	0.1	6.5	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	16.0	3.2	4.7	2.9	4.0	5.9	1.5	1.0	8.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	0.0	191.3	41.8	54.0	43.2	22.3	21.1	16.6	14.2	31.2	21.6
LnGrp LOS	D		F	D	D	D	C	C	B	B	C	C
Approach Vol, veh/h	577				450		808				651	
Approach Delay, s/veh	130.0				47.1		20.9				27.0	
Approach LOS	F				D		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.3	41.7	19.7		16.0	35.0	15.9					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	30.4	16.5		11.2	29.4	11.5					
Max Q Clear Time (g_c+I1), s	4.6	15.7	14.1		11.5	19.8	10.4					
Green Ext Time (p_c), s	0.0	0.4	0.1		0.0	0.4	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh			52.6									
HCM 7th LOS			D									

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

Evening Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	5	5	5	15	630	5	5	687	25
Future Vol, veh/h	25	5	25	5	5	5	15	630	5	5	687	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	27	5	27	5	5	5	16	692	5	5	755	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1508	1510	769	1497	1521	695	782	0	0	698	0	0
Stage 1	780	780	-	728	728	-	-	-	-	-	-	-
Stage 2	728	731	-	769	793	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	98	118	396	99	117	437	822	-	-	885	-	-
Stage 1	384	402	-	410	424	-	-	-	-	-	-	-
Stage 2	410	423	-	389	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	88	113	396	84	112	437	822	-	-	885	-	-
Mov Cap-2 Maneuver	88	113	-	84	112	-	-	-	-	-	-	-
Stage 1	380	397	-	397	410	-	-	-	-	-	-	-
Stage 2	386	409	-	353	391	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	48.76		36.73		0.22		0.06	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	41	-	-	140	130	12	-
HCM Lane V/C Ratio	0.02	-	-	0.431	0.127	0.006	-
HCM Ctrl Dly (s/v)	9.5	0	-	48.8	36.7	9.1	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.4	0	-

Intersection

Int Delay, s/veh 4.2

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 232 8 9 114 146 302

Future Vol, veh/h 232 8 9 114 146 302

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

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - 100

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

Grade, % 0 - - 0 0 -

Peak Hour Factor 91 91 91 91 91 91

Heavy Vehicles, % 10 10 10 10 10 10

Mvmt Flow 255 9 10 125 160 332

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 305 160 492 0 - 0

Stage 1 160 - - - - -

Stage 2 145 - - - - -

Critical Hdwy 6.5 6.3 4.2 - - -

Critical Hdwy Stg 1 5.5 - - - - -

Critical Hdwy Stg 2 5.5 - - - - -

Follow-up Hdwy 3.59 3.39 2.29 - - -

Pot Cap-1 Maneuver 670 864 1031 - - -

Stage 1 849 - - - - -

Stage 2 863 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 663 864 1031 - - -

Mov Cap-2 Maneuver 663 - - - - -

Stage 1 840 - - - - -

Stage 2 863 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 13.85 0.62 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 132 - 668 - -

HCM Lane V/C Ratio 0.01 - 0.395 - -

HCM Ctrl Dly (s/v) 8.5 0 13.9 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0 - 1.9 - -

Future (2029) Pilot Project Readings

Future (2029) P-Hill Project Road, Mill & Spine Road (Main Access) & Spine Road & Village Center Rd

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	342
Demand Flow Rate, veh/h	359
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	277
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.0
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	359
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.953
Flow Entry, veh/h	342
Cap Entry, veh/h	1315
V/C Ratio	0.260
Control Delay, s/veh	5.0
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.0		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	3	219	182
Demand Flow Rate, veh/h	3	230	191
Vehicles Circulating, veh/h	223	0	3
Vehicles Exiting, veh/h	7	194	223
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	4.1	3.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	3	230	191
Cap Entry Lane, veh/h	1099	1380	1376
Entry HV Adj Factor	1.000	0.954	0.952
Flow Entry, veh/h	3	219	182
Cap Entry, veh/h	1099	1316	1310
V/C Ratio	0.003	0.167	0.139
Control Delay, s/veh	3.3	4.1	3.9
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	1	1	0	19	1	47	1	21	60	52
Future Vol, veh/h	44	0	1	1	0	19	1	47	1	21	60	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	46	0	1	1	0	20	1	49	1	22	63	54

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	184	185	90	158	212	49	117	0	0	50	0	0
Stage 1	133	133	-	52	52	-	-	-	-	-	-	-
Stage 2	51	52	-	106	160	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	770	704	960	790	680	997	1453	-	-	1507	-	-
Stage 1	863	780	-	941	846	-	-	-	-	-	-	-
Stage 2	954	846	-	880	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	742	692	960	777	669	997	1453	-	-	1507	-	-
Mov Cap-2 Maneuver	742	692	-	777	669	-	-	-	-	-	-	-
Stage 1	849	768	-	941	845	-	-	-	-	-	-	-
Stage 2	935	845	-	865	748	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.15		8.74		0.15		1.17	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	746	983	260	-
HCM Lane V/C Ratio	0.001	-	-	0.063	0.021	0.015	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	8.7	7.4	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

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

Saturday Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	466	0	18	489
Future Vol, veh/h	0	16	466	0	18	489
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	17	485	0	19	509
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1032	485	0	0	485	0
Stage 1	485	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	249	566	-	-	1037	-
Stage 1	603	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	566	-	-	1037	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.56	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	566	64	-
HCM Lane V/C Ratio		-	-	0.029	0.018	-
HCM Ctrl Dly (s/v)		-	-	11.6	8.5	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0.1	0.1	-

Intersection						
Int Delay, s/veh	11.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	487	5	5	38	36	502
Future Vol, veh/h	487	5	5	38	36	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	513	5	5	40	38	528

Major/Minor	Minor2	Major2		
Conflicting Flow All	25	25	-	0
Stage 1	25	25	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	990	868	-	-
Stage 1	997	874	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	990	0	-	-
Mov Cap-2 Maneuver	990	0	-	-
Stage 1	997	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	12.55	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	990	-	-
HCM Lane V/C Ratio	0.523	-	-
HCM Ctrl Dly (s/v)	12.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	3.1	-	-

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

Saturday Peak Hour
4: Boydston Street & Valley Road

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	228	342	352	182	338
v/c Ratio	0.57	0.56	0.64	0.18	0.70
Control Delay (s/veh)	27.6	6.7	14.1	7.4	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.6	6.7	14.1	7.4	25.2
Queue Length 50th (ft)	73	0	59	27	85
Queue Length 95th (ft)	154	59	133	67	186
Internal Link Dist (ft)	1284			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	1056	1061	607	1366	718
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.32	0.58	0.13	0.47
Intersection Summary					

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

Saturday Peak Hour
4: Boydston Street & Valley Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	219	328	338	175	135	189
Future Volume (veh/h)	219	328	338	175	135	189
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	228	342	352	182	141	197
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	299	267	564	1069	180	251
Arrive On Green	0.17	0.17	0.19	0.58	0.26	0.26
Sat Flow, veh/h	1767	1572	1767	1856	701	979
Grp Volume(v), veh/h	228	342	352	182	0	338
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1679
Q Serve(g_s), s	5.8	8.0	6.5	2.2	0.0	8.8
Cycle Q Clear(g_c), s	5.8	8.0	6.5	2.2	0.0	8.8
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	299	267	564	1069	0	431
V/C Ratio(X)	0.76	1.28	0.62	0.17	0.00	0.78
Avail Cap(c_a), veh/h	1311	1167	749	1691	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	19.6	10.2	4.7	0.0	16.3
Incr Delay (d2), s/veh	4.0	133.8	1.1	0.1	0.0	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	16.3	2.0	0.5	0.0	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.7	153.4	11.3	4.8	0.0	19.5
LnGrp LOS	C	F	B	A		B
Approach Vol, veh/h	570			534	338	
Approach Delay, s/veh	101.1			9.1	19.5	
Approach LOS	F			A	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	33.2		14.0		15.1	18.1
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	43.0		35.0		14.0	23.0
Max Q Clear Time (g_c+I1), s	4.2		7.8		8.5	10.8
Green Ext Time (p_c), s	0.8		0.2		0.7	1.3
Intersection Summary						
HCM 7th Control Delay, s/veh			47.9			
HCM 7th LOS			D			

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

Saturday Peak Hour
 5: Boydstun Street & SH-55

	→	↙	←	↖	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	461	152	224	225	185
v/c Ratio	0.64	0.48	0.31	0.45	0.33
Control Delay (s/veh)	13.1	15.1	9.6	16.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	15.1	9.6	16.0	4.6
Queue Length 50th (ft)	60	22	29	37	0
Queue Length 95th (ft)	159	72	78	107	35
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1704	784	1800	1393	1258
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.19	0.12	0.16	0.15
Intersection Summary					

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

Saturday Peak Hour
5: Boydston Street & SH-55

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	265	178	146	215	216	178
Future Volume (veh/h)	265	178	146	215	216	178
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	276	185	152	224	225	185
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	477	319	455	854	332	296
Arrive On Green	0.46	0.46	0.46	0.46	0.19	0.19
Sat Flow, veh/h	1036	694	924	1856	1767	1572
Grp Volume(v), veh/h	0	461	152	224	225	185
Grp Sat Flow(s),veh/h/ln	0	1731	924	1856	1767	1572
Q Serve(g_s), s	0.0	6.7	4.9	2.5	4.0	3.7
Cycle Q Clear(g_c), s	0.0	6.7	11.6	2.5	4.0	3.7
Prop In Lane		0.40	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	796	455	854	332	296
V/C Ratio(X)	0.00	0.58	0.33	0.26	0.68	0.63
Avail Cap(c_a), veh/h	0	2436	1330	2612	1555	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.8	11.1	5.7	12.9	12.7
Incr Delay (d2), s/veh	0.0	0.7	0.4	0.2	2.4	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.8	0.6	1.4	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.4	11.5	5.8	15.3	14.9
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	461			376	410	
Approach Delay, s/veh	7.4			8.1	15.1	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	12.4		21.7		21.7	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	30.0		48.0		48.0	
Max Q Clear Time (g_c+I1), s	6.0		8.7		13.6	
Green Ext Time (p_c), s	0.4		2.4		2.1	
Intersection Summary						
HCM 7th Control Delay, s/veh			10.2			
HCM 7th LOS			B			

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

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

											
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	258	248	104	173	94	283	438	135	63	307	105
v/c Ratio	0.83	0.53	0.44	0.70	0.28	0.60	0.62	0.19	0.18	0.55	0.18
Control Delay (s/veh)	56.2	9.0	39.2	49.5	3.1	20.4	28.2	3.7	13.9	29.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.2	9.0	39.2	49.5	3.1	20.4	28.2	3.7	13.9	29.9	2.3
Queue Length 50th (ft)	130	0	51	89	0	87	192	0	17	137	0
Queue Length 95th (ft)	#259	63	99	154	10	160	#363	31	42	239	15
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	372	515	360	379	439	499	706	696	444	561	584
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.48	0.29	0.46	0.21	0.57	0.62	0.19	0.14	0.55	0.18

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Future Volume (veh/h)	95	153	238	100	166	90	272	420	130	60	295	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	99	159	248	104	173	94	283	438	135	63	307	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	115	185	255	208	219	181	495	735	623	351	579	491
Arrive On Green	0.16	0.16	0.16	0.12	0.12	0.12	0.13	0.40	0.40	0.05	0.31	0.31
Sat Flow, veh/h	699	1122	1551	1767	1856	1536	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	258	0	248	104	173	94	283	438	135	63	307	105
Grp Sat Flow(s),veh/h/ln	1821	0	1551	1767	1856	1536	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.8	0.0	12.4	4.3	7.1	4.5	8.3	14.6	4.4	1.6	10.7	3.8
Cycle Q Clear(g_c), s	10.8	0.0	12.4	4.3	7.1	4.5	8.3	14.6	4.4	1.6	10.7	3.8
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	0	255	208	219	181	495	735	623	351	579	491
V/C Ratio(X)	0.86	0.00	0.97	0.50	0.79	0.52	0.57	0.60	0.22	0.18	0.53	0.21
Avail Cap(c_a), veh/h	384	0	327	373	391	324	515	735	623	497	579	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	32.5	32.3	33.6	32.4	15.4	18.7	15.6	14.0	22.2	19.8
Incr Delay (d2), s/veh	12.4	0.0	35.5	0.7	2.4	0.9	0.8	3.5	0.8	0.1	3.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	7.1	1.9	3.3	1.7	3.1	6.5	1.6	0.6	4.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	67.9	33.0	36.0	33.3	16.3	22.2	16.4	14.1	25.6	20.8
LnGrp LOS	D		E	C	D	C	B	C	B	B	C	C
Approach Vol, veh/h		506			371			856			475	
Approach Delay, s/veh		55.8			34.5			19.3			23.0	
Approach LOS		E			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	36.6		18.4	15.1	30.0		14.7				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	11.2	24.4		16.5				
Max Q Clear Time (g_c+I1), s	3.6	16.6		12.8	10.3	12.7		9.1				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.0									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
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Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	10	5	0	5	10	667	0	5	683	10
Future Vol, veh/h	5	5	10	5	0	5	10	667	0	5	683	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	5	10	5	0	5	10	695	0	5	711	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1443	1443	717	1440	1448	695	722	0	0	695	0	0
Stage 1	727	727	-	716	716	-	-	-	-	-	-	-
Stage 2	716	716	-	724	732	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	109	132	428	110	131	441	876	-	-	896	-	-
Stage 1	414	428	-	420	433	-	-	-	-	-	-	-
Stage 2	420	433	-	415	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	128	428	100	127	441	876	-	-	896	-	-
Mov Cap-2 Maneuver	105	128	-	100	127	-	-	-	-	-	-	-
Stage 1	410	423	-	412	424	-	-	-	-	-	-	-
Stage 2	407	424	-	396	421	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	27.37		28.58		0.14		0.06	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	182	163	13	-
HCM Lane V/C Ratio	0.012	-	-	0.115	0.064	0.006	-
HCM Ctrl Dly (s/v)	9.2	0	-	27.4	28.6	9	0
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-

Intersection

Int Delay, s/veh 7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 356 12 12 110 131 358

Future Vol, veh/h 356 12 12 110 131 358

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

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - 100

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

Grade, % 0 - - 0 0 -

Peak Hour Factor 89 89 96 96 96 96

Heavy Vehicles, % 10 10 10 10 10 10

Mvmt Flow 400 13 13 115 136 373

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 276 136 509 0 - 0

Stage 1 136 - - - - -

Stage 2 140 - - - - -

Critical Hdwy 6.5 6.3 4.2 - - -

Critical Hdwy Stg 1 5.5 - - - - -

Critical Hdwy Stg 2 5.5 - - - - -

Follow-up Hdwy 3.59 3.39 2.29 - - -

Pot Cap-1 Maneuver 697 891 1016 - - -

Stage 1 871 - - - - -

Stage 2 868 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 688 891 1016 - - -

Mov Cap-2 Maneuver 688 - - - - -

Stage 1 859 - - - - -

Stage 2 868 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 17.58 0.84 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 177 - 693 - -

HCM Lane V/C Ratio 0.012 - 0.597 - -

HCM Ctrl Dly (s/v) 8.6 0 17.6 - -

HCM Lane LOS A A C - -

HCM 95th %tile Q(veh) 0 - 4 - -

Intersection				
Intersection Delay, s/veh	5.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	31	39	26	292
Demand Flow Rate, veh/h	33	41	27	307
Vehicles Circulating, veh/h	377	373	381	106
Vehicles Exiting, veh/h	36	37	29	308
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.4	4.3	5.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	33	41	27	307
Cap Entry Lane, veh/h	939	943	936	1238
Entry HV Adj Factor	0.939	0.952	0.963	0.951
Flow Entry, veh/h	31	39	26	292
Cap Entry, veh/h	882	898	901	1178
V/C Ratio	0.035	0.043	0.029	0.248
Control Delay, s/veh	4.4	4.4	4.3	5.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	390
Demand Flow Rate, veh/h	410
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	408
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.4
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	410
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.950
Flow Entry, veh/h	390
Cap Entry, veh/h	1311
V/C Ratio	0.297
Control Delay, s/veh	5.4
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.6		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	4	292	287
Demand Flow Rate, veh/h	4	306	301
Vehicles Circulating, veh/h	302	0	4
Vehicles Exiting, veh/h	4	305	302
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.6	4.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	4	306	301
Cap Entry Lane, veh/h	1014	1380	1374
Entry HV Adj Factor	1.000	0.953	0.952
Flow Entry, veh/h	4	292	287
Cap Entry, veh/h	1014	1315	1309
V/C Ratio	0.004	0.222	0.219
Control Delay, s/veh	3.6	4.6	4.6
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Valley County - Red Ridge TIS
Future (2036) Background

Morning Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	45	5	15	30
Future Vol, veh/h	0	35	45	5	15	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	39	51	6	17	34
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	121	53	0	0	56	0
Stage 1	53	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	856	992	-	-	1499	-
Stage 1	949	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	992	-	-	1499	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.78	0		2.48		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	992	600	-	
HCM Lane V/C Ratio	-	-	0.04	0.011	-	
HCM Ctrl Dly (s/v)	-	-	8.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Valley County - Red Ridge TIS
Future (2036) Background

Morning Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	95	5	10	60
Future Vol, veh/h	0	25	95	5	10	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	28	107	6	11	67
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	199	110	0	0	112	0
Stage 1	110	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	771	923	-	-	1429	-
Stage 1	895	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	923	-	-	1429	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.02	0		1.08		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	923	257	-	
HCM Lane V/C Ratio	-	-	0.03	0.008	-	
HCM Ctrl Dly (s/v)	-	-	9	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	120	10	10	90	40	55
Future Vol, veh/h	120	10	10	90	40	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	0	32	14
Mvmt Flow	126	11	11	95	42	58

Major/Minor	Minor2	Major2		
Conflicting Flow All	58	58	-	0
Stage 1	58	58	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.46	6.5	-	-
Critical Hdwy Stg 1	5.46	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.554	4	-	-
Pot Cap-1 Maneuver	939	837	-	-
Stage 1	955	851	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	939	0	-	-
Mov Cap-2 Maneuver	939	0	-	-
Stage 1	955	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.48	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	939	-	-
HCM Lane V/C Ratio	0.146	-	-
HCM Ctrl Dly (s/v)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Valley County - Red Ridge TIS
Future (2036) Background

Morning Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	120	45	185	265	35
Future Vol, veh/h	75	120	45	185	265	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	84	135	51	208	298	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	626	317	337	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	435	705	1179	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	705	1179	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.6	1.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1179	-	557	-	-	
HCM Lane V/C Ratio	0.043	-	0.394	-	-	
HCM Ctrl Dly (s/v)	8.2	-	15.6	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-	

Valley County - Red Ridge TIS
Future (2036) Background

Morning Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	7.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	225	110	165	170	105
Future Vol, veh/h	170	225	110	165	170	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	191	253	124	185	191	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	444	0	750	317
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	1075	-	368	705
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1075	-	321	705
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	556	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		3.51		23.73	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	705	-	-	720	-
HCM Lane V/C Ratio	0.596	0.167	-	-	0.115	-
HCM Ctrl Dly (s/v)	31.5	11.1	-	-	8.8	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	3.6	0.6	-	-	0.4	-

Valley County - Red Ridge TIS
Future (2036) Background

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		300	225		225	200		400	150		150
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99			0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.977		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	1468	1641	1727	1468	1641	1727	1468	1641	1727	1468
Flt Permitted		0.977		0.950			0.524			0.413		
Satd. Flow (perm)	0	1688	1449	1641	1727	1436	905	1727	1468	713	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258			156			155			155
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		818			1658			872			1245	
Travel Time (s)		22.3			45.2			17.0			24.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	101	112	258	79	101	118	287	382	129	79	264	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	258	79	101	118	287	382	129	79	264	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		6			0			0			0	
Crosswalk Width(ft)		35			18			25			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
v/c Ratio		0.77	0.57	0.46	0.56	0.41	0.57	0.55	0.19	0.19	0.46	0.13
Control Delay (s/veh)		50.6	9.7	42.7	46.3	7.2	17.7	24.5	3.3	12.2	25.5	0.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		50.6	9.7	42.7	46.3	7.2	17.7	24.5	3.3	12.2	25.5	0.5
Queue Length 50th (ft)		100	0	37	48	0	75	145	0	18	102	0
Queue Length 95th (ft)		#181	60	80	97	25	150	276	26	46	190	0
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)			300	225		225	200		400	150		150
Base Capacity (vph)		363	514	353	371	431	527	694	683	489	572	590

Valley County - Red Ridge TIS
Future (2036) Background

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.59	0.50	0.22	0.27	0.27	0.54	0.55	0.19	0.16	0.46	0.13

Intersection Summary

Area Type: Other

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
Future (2036) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	101	112	258	79	101	118	287	382	129	79	264	79
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	121	134	218	140	147	121	543	743	629	407	601	509
Arrive On Green	0.15	0.15	0.15	0.08	0.08	0.08	0.14	0.42	0.42	0.05	0.34	0.34
Sat Flow, veh/h	811	900	1465	1668	1752	1448	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	213	0	258	79	101	118	287	382	129	79	264	79
Grp Sat Flow(s),veh/h/ln	1711	0	1465	1668	1752	1448	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	9.0	0.0	11.0	3.4	4.2	6.0	8.0	11.9	4.1	1.9	8.6	2.7
Cycle Q Clear(g_c), s	9.0	0.0	11.0	3.4	4.2	6.0	8.0	11.9	4.1	1.9	8.6	2.7
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	0	218	140	147	121	543	743	629	407	601	509
V/C Ratio(X)	0.83	0.00	1.18	0.57	0.69	0.97	0.53	0.51	0.20	0.19	0.44	0.16
Avail Cap(c_a), veh/h	381	0	326	372	390	323	547	743	629	546	601	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	31.5	32.6	33.0	33.8	12.9	15.7	13.5	11.6	18.8	16.9
Incr Delay (d2), s/veh	6.2	0.0	106.9	1.3	2.1	17.6	0.5	2.5	0.7	0.1	2.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	10.3	1.4	1.8	2.7	2.7	4.8	1.4	0.6	3.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	0.0	138.4	34.0	35.1	51.4	13.4	18.2	14.2	11.7	21.1	17.5
LnGrp LOS	D		F	C	D	D	B	B	B	B	C	B
Approach Vol, veh/h	471		298				798				422	
Approach Delay, s/veh	92.4		41.3				15.8				18.7	
Approach LOS	F		D				B				B	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.8	37.0	16.5		14.8	31.0	11.7					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		10.2	25.4	16.5					
Max Q Clear Time (g_c+I1), s	3.9	13.9	11.0		10.0	10.6	6.2					
Green Ext Time (p_c), s	0.0	0.4	0.1		0.0	0.3	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	38.4											
HCM 7th LOS	D											

Valley County - Red Ridge TIS
Future (2036) Background

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	20	0	10	0	15	475	10	10	410	25
Future Vol, veh/h	35	10	20	0	10	0	15	475	10	10	410	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	39	11	22	0	11	0	17	534	11	11	461	28
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1070	1076	475	1062	1084	539	489	0	0	545	0	0
Stage 1	497	497	-	573	573	-	-	-	-	-	-	-
Stage 2	573	579	-	489	511	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.2	6.6	6.3	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	192	212	574	194	210	527	1034	-	-	985	-	-
Stage 1	540	532	-	491	491	-	-	-	-	-	-	-
Stage 2	491	488	-	546	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	204	574	170	202	527	1034	-	-	985	-	-
Mov Cap-2 Maneuver	175	204	-	170	202	-	-	-	-	-	-	-
Stage 1	532	523	-	479	480	-	-	-	-	-	-	-
Stage 2	468	477	-	505	516	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	27.98		23.91		0.26		0.2					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	54	-	-	229	202	40	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.32	0.056	0.011	-	-				
HCM Ctrl Dly (s/v)	8.5	0	-	28	23.9	8.7	0	-				
HCM Lane LOS	A	A	-	D	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.3	0.2	0	-	-				

Valley County - Red Ridge TIS
Future (2036) Background

Evening Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	25	50	5	40	50
Future Vol, veh/h	5	25	50	5	40	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	27	55	5	44	55
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	201	58	0	0	60	0
Stage 1	58	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	781	1000	-	-	1524	-
Stage 1	957	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	1000	-	-	1524	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.93	0	3.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	949	800	-	
HCM Lane V/C Ratio	-	-	0.035	0.029	-	
HCM Ctrl Dly (s/v)	-	-	8.9	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Valley County - Red Ridge TIS
Future (2036) Background

Evening Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	100	5	30	110
Future Vol, veh/h	5	15	100	5	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	16	110	5	33	121
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	299	113	0	0	115	0
Stage 1	113	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	686	932	-	-	1455	-
Stage 1	905	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	669	932	-	-	1455	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.35	0		1.61		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	849	386	-	
HCM Lane V/C Ratio	-	-	0.026	0.023	-	
HCM Ctrl Dly (s/v)	-	-	9.4	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	10	10	50	65	115
Future Vol, veh/h	85	10	10	50	65	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	0	2	12	7	19
Mvmt Flow	90	11	11	53	69	122

Major/Minor	Minor2	Major2		
Conflicting Flow All	37	37	-	0
Stage 1	37	37	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.57	6.5	-	-
Critical Hdwy Stg 1	5.57	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.653	4	-	-
Pot Cap-1 Maneuver	938	859	-	-
Stage 1	948	868	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	938	0	-	-
Mov Cap-2 Maneuver	938	0	-	-
Stage 1	948	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	938	-	-
HCM Lane V/C Ratio	0.108	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Valley County - Red Ridge TIS
Future (2036) Background

Evening Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	85	115	310	290	85
Future Vol, veh/h	65	85	115	310	290	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	71	93	126	341	319	93

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	959	365	412
Stage 1	365	-	-
Stage 2	593	-	-
Critical Hdwy	6.45	6.25	4.15
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	2.245
Pot Cap-1 Maneuver	282	673	1131
Stage 1	695	-	-
Stage 2	546	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	250	673	1131
Mov Cap-2 Maneuver	250	-	-
Stage 1	618	-	-
Stage 2	546	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.93	2.32	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1131	-	388	-	-
HCM Lane V/C Ratio	0.112	-	0.424	-	-
HCM Ctrl Dly (s/v)	8.6	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	2.1	-	-

Valley County - Red Ridge TIS
Future (2036) Background

Evening Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	34.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	260	145	235	245	125
Future Vol, veh/h	225	260	145	235	245	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	247	286	159	258	269	137

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	533	0	967	390
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1020	-	278	652
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1020	-	~ 228	652
Mov Cap-2 Maneuver	-	-	-	-	~ 228	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.5	111.63
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	652	-	-	687	-
HCM Lane V/C Ratio	1.183	0.211	-	-	0.156	-
HCM Ctrl Dly (s/v)	162.5	12	-	-	9.2	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	13	0.8	-	-	0.6	-

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

Valley County - Red Ridge TIS
Future (2036) Background

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

											
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	231	368	176	148	159	302	396	154	115	456	104
v/c Ratio	0.81	0.67	0.74	0.59	0.46	0.84	0.58	0.23	0.29	0.81	0.18
Control Delay (s/veh)	56.0	10.3	52.7	43.4	10.3	39.6	28.6	5.3	14.8	41.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.0	10.3	52.7	43.4	10.3	39.6	28.6	5.3	14.8	41.0	2.2
Queue Length 50th (ft)	116	0	89	73	0	92	172	0	31	220	0
Queue Length 95th (ft)	#224	78	159	135	51	#242	#344	44	69	#424	14
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	358	600	348	366	431	358	682	676	457	564	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.61	0.51	0.40	0.37	0.84	0.58	0.23	0.25	0.81	0.18

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Future Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	99	132	368	176	148	159	302	396	154	115	456	104
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	117	156	233	218	229	190	396	715	606	381	588	498
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.13	0.39	0.39	0.06	0.32	0.32
Sat Flow, veh/h	766	1021	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	231	0	368	176	148	159	302	396	154	115	456	104
Grp Sat Flow(s),veh/h/ln	1788	0	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	9.9	0.0	12.0	7.8	6.1	8.1	9.1	13.3	5.3	3.1	17.8	3.9
Cycle Q Clear(g_c), s	9.9	0.0	12.0	7.8	6.1	8.1	9.1	13.3	5.3	3.1	17.8	3.9
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	0	233	218	229	190	396	715	606	381	588	498
V/C Ratio(X)	0.85	0.00	1.58	0.81	0.65	0.84	0.76	0.55	0.25	0.30	0.78	0.21
Avail Cap(c_a), veh/h	374	0	319	364	382	316	396	715	606	502	588	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	33.5	33.6	32.8	33.7	17.5	18.7	16.2	14.0	24.2	19.5
Incr Delay (d2), s/veh	9.6	0.0	281.2	2.7	1.1	4.0	7.7	3.1	1.0	0.2	9.7	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	22.5	3.4	2.7	3.1	4.1	5.8	1.9	1.1	8.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	0.0	314.6	36.3	34.0	37.7	25.2	21.8	17.2	14.2	33.9	20.4
LnGrp LOS	D		F	D	C	D	C	C	B	B	C	C
Approach Vol, veh/h		599			483			852			675	
Approach Delay, s/veh		209.5			36.1			22.2			28.5	
Approach LOS		F			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	36.5		17.5	15.0	31.0		15.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	5.1	15.3		11.9	11.1	19.8		9.8				
Green Ext Time (p_c), s	0.1	0.3		0.1	0.0	0.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			69.4									
HCM 7th LOS			E									

Valley County - Red Ridge TIS
Future (2036) Background

Evening Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	35	10	10	10	20	640	10	10	750	35
Future Vol, veh/h	35	10	35	10	10	10	20	640	10	10	750	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	38	11	38	11	11	11	22	703	11	11	824	38
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1618	1624	843	1604	1637	709	863	0	0	714	0	0
Stage 1	865	865	-	753	753	-	-	-	-	-	-	-
Stage 2	753	758	-	852	885	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	82	101	359	83	99	429	767	-	-	872	-	-
Stage 1	344	367	-	397	413	-	-	-	-	-	-	-
Stage 2	397	411	-	350	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	94	359	62	92	429	767	-	-	872	-	-
Mov Cap-2 Maneuver	66	94	-	62	92	-	-	-	-	-	-	-
Stage 1	336	358	-	379	394	-	-	-	-	-	-	-
Stage 2	359	391	-	296	350	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	113.47		56.34		0.29		0.12					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	54	-	-	109	102	22	-	-				
HCM Lane V/C Ratio	0.029	-	-	0.81	0.323	0.013	-	-				
HCM Ctrl Dly (s/v)	9.8	0	-	113.5	56.3	9.2	0	-				
HCM Lane LOS	A	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	4.6	1.3	0	-	-				

Valley County - Red Ridge TIS
Future (2036) Background

Saturday Peak Hour
1: West Mountain Road & Fawnlilly Drive

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	25	45	5	30	30
Future Vol, veh/h	5	25	45	5	30	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	26	47	5	31	31

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	143	49	0
Stage 1	49	-	-
Stage 2	94	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	847	1016	-
Stage 1	970	-	-
Stage 2	927	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	830	1016	-
Mov Cap-2 Maneuver	830	-	-
Stage 1	970	-	-
Stage 2	908	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.8	0	3.69
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	979	900
HCM Lane V/C Ratio	-	-	0.032	0.02
HCM Ctrl Dly (s/v)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Valley County - Red Ridge TIS
Future (2036) Background

Saturday Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	20	85	5	25	100
Future Vol, veh/h	5	20	85	5	25	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	21	89	5	26	104
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	247	91	0	0	94	0
Stage 1	91	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	739	964	-	-	1494	-
Stage 1	930	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	964	-	-	1494	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.1	0		1.49		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 904		360	-	
HCM Lane V/C Ratio	-	- 0.029		0.017	-	
HCM Ctrl Dly (s/v)	-	- 9.1		7.5	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0.1	-	

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	10	10	50	45	115
Future Vol, veh/h	110	10	10	50	45	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	7	0	0	0	3	0
Mvmt Flow	159	14	14	72	65	167

Major/Minor	Minor2	Major2		
Conflicting Flow All	51	51	-	0
Stage 1	51	51	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.47	6.5	-	-
Critical Hdwy Stg 1	5.47	5.5	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.563	4	-	-
Pot Cap-1 Maneuver	946	845	-	-
Stage 1	959	857	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	946	0	-	-
Mov Cap-2 Maneuver	946	0	-	-
Stage 1	959	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	9.66	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	946	-	-
HCM Lane V/C Ratio	0.184	-	-
HCM Ctrl Dly (s/v)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Valley County - Red Ridge TIS
Future (2036) Background

Saturday Peak Hour
4: Boydston Street & Valley Road

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	90	95	285	250	55
Future Vol, veh/h	95	90	95	285	250	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	99	94	99	297	260	57

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	784	289	318
Stage 1	289	-	-
Stage 2	495	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	361	748	1237
Stage 1	758	-	-
Stage 2	611	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	332	748	1237
Mov Cap-2 Maneuver	332	-	-
Stage 1	697	-	-
Stage 2	611	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.61	2.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1237	-	455	-	-
HCM Lane V/C Ratio	0.08	-	0.424	-	-
HCM Ctrl Dly (s/v)	8.2	-	18.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

Valley County - Red Ridge TIS
Future (2036) Background

Saturday Peak Hour
5: Boydstun Street & SH-55

Intersection						
Int Delay, s/veh	11.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	200	105	200	230	145
Future Vol, veh/h	245	200	105	200	230	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	255	208	109	208	240	151
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	464	0	786	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1092	-	359	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1092	-	319	683
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	582	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.98		31.4		
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	319	683	-	-	620	-
HCM Lane V/C Ratio	0.752	0.221	-	-	0.1	-
HCM Ctrl Dly (s/v)	43.8	11.8	-	-	8.7	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	5.7	0.8	-	-	0.3	-

Valley County - Red Ridge TIS
Future (2036) Background

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	193	240	130	135	120	255	474	167	78	297	78
v/c Ratio	0.73	0.56	0.63	0.61	0.38	0.50	0.64	0.23	0.21	0.48	0.12
Control Delay (s/veh)	48.2	9.9	46.7	45.6	6.4	15.9	26.9	4.7	12.6	25.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.2	9.9	46.7	45.6	6.4	15.9	26.9	4.7	12.6	25.5	0.4
Queue Length 50th (ft)	90	0	61	63	0	63	185	0	17	114	0
Queue Length 95th (ft)	167	61	121	124	27	138	#403	43	48	220	0
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	394	524	381	401	456	543	744	717	458	618	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.46	0.34	0.34	0.26	0.47	0.64	0.23	0.17	0.48	0.12

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Background

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Future Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	120	240	130	135	120	255	474	167	78	297	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	91	149	204	178	187	155	537	771	639	365	655	555
Arrive On Green	0.13	0.13	0.13	0.10	0.10	0.10	0.12	0.42	0.42	0.05	0.35	0.35
Sat Flow, veh/h	689	1132	1551	1767	1856	1535	1767	1856	1538	1767	1856	1572
Grp Volume(v), veh/h	193	0	240	130	135	120	255	474	167	78	297	78
Grp Sat Flow(s),veh/h/ln	1821	0	1551	1767	1856	1535	1767	1856	1538	1767	1856	1572
Q Serve(g_s), s	7.4	0.0	9.5	5.1	5.1	5.5	6.4	14.4	5.1	1.8	8.9	2.4
Cycle Q Clear(g_c), s	7.4	0.0	9.5	5.1	5.1	5.5	6.4	14.4	5.1	1.8	8.9	2.4
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	0	204	178	187	155	537	771	639	365	655	555
V/C Ratio(X)	0.80	0.00	1.17	0.73	0.72	0.78	0.48	0.62	0.26	0.21	0.45	0.14
Avail Cap(c_a), veh/h	417	0	355	405	425	352	580	771	639	518	655	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	31.3	31.4	31.4	31.6	12.5	16.5	13.8	12.2	18.0	15.9
Incr Delay (d2), s/veh	2.4	0.0	97.4	2.1	2.0	3.1	0.2	3.7	1.0	0.1	2.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	9.0	2.3	2.3	2.1	2.3	6.2	1.8	0.6	3.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.7	0.0	128.7	33.6	33.4	34.7	12.8	20.2	14.8	12.3	20.2	16.4
LnGrp LOS	C		F	C	C	C	B	C	B	B	C	B
Approach Vol, veh/h		433			385			896			453	
Approach Delay, s/veh		85.9			33.9			17.1			18.2	
Approach LOS		F			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	35.5		15.0	13.3	31.0		12.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.8	16.4		9.4	8.4	10.9		7.1				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.0									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
Future (2036) Background

Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	15	10	5	10	15	665	5	10	695	15
Future Vol, veh/h	10	10	15	10	5	10	15	665	5	10	695	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	10	16	10	5	10	16	693	5	10	724	16
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1479	1482	732	1477	1487	695	740	0	0	698	0	0
Stage 1	753	753	-	727	727	-	-	-	-	-	-	-
Stage 2	727	729	-	750	760	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	103	125	420	104	124	440	862	-	-	894	-	-
Stage 1	401	416	-	414	428	-	-	-	-	-	-	-
Stage 2	414	427	-	402	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	118	420	87	118	440	862	-	-	894	-	-
Mov Cap-2 Maneuver	92	118	-	87	118	-	-	-	-	-	-	-
Stage 1	393	408	-	402	415	-	-	-	-	-	-	-
Stage 2	387	414	-	370	405	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	35.79		36.85			0.2			0.13			
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	39	-	-	153	139	25	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.239	0.188	0.012	-	-				
HCM Ctrl Dly (s/v)	9.3	0	-	35.8	36.9	9.1	0	-				
HCM Lane LOS	A	A	-	E	E	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.7	0	-	-				

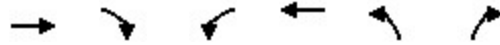
Valley County - Red Ridge TIS
Future (2036) Background - Mitigation

Morning Peak Hour
5: Boydstun Street & SH-55

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (vph)	170	225	110	165	170	105
Future Volume (vph)	170	225	110	165	170	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	250		250	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98
Frt	0.923					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1594	0	1641	1727	1641	1468
Flt Permitted			0.459		0.950	
Satd. Flow (perm)	1594	0	793	1727	1641	1437
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	116					118
Link Speed (mph)	35			35	35	
Link Distance (ft)	1063			1373	1112	
Travel Time (s)	20.7			26.7	21.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	191	253	124	185	191	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	444	0	124	185	191	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
v/c Ratio	0.65		0.41	0.28	0.42	0.24
Control Delay (s/veh)	12.0		13.3	9.3	15.4	4.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.0		13.3	9.3	15.4	4.9
Queue Length 50th (ft)	45		16	23	29	0
Queue Length 95th (ft)	131		55	62	88	27
Internal Link Dist (ft)	983			1293	1032	
Turn Bay Length (ft)			250		250	
Base Capacity (vph)	1577		784	1708	1322	1181

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

Morning Peak Hour
 5: Boydstun Street & SH-55



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.28		0.16	0.11	0.14	0.10

Intersection Summary

Area Type: Other

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

Morning Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	225	110	165	170	105
Future Volume (veh/h)	170	225	110	165	170	105
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	191	253	124	185	191	118
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	308	409	433	790	299	266
Arrive On Green	0.45	0.45	0.45	0.45	0.18	0.18
Sat Flow, veh/h	683	905	886	1752	1668	1485
Grp Volume(v), veh/h	0	444	124	185	191	118
Grp Sat Flow(s),veh/h/ln	0	1589	886	1752	1668	1485
Q Serve(g_s), s	0.0	6.9	4.0	2.1	3.4	2.3
Cycle Q Clear(g_c), s	0.0	6.9	10.9	2.1	3.4	2.3
Prop In Lane		0.57	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	717	433	790	299	266
V/C Ratio(X)	0.00	0.62	0.29	0.23	0.64	0.44
Avail Cap(c_a), veh/h	0	2397	1369	2642	1489	1325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.8	11.0	5.5	12.4	11.9
Incr Delay (d2), s/veh	0.0	0.9	0.4	0.2	2.3	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.6	0.4	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.7	11.3	5.6	14.6	13.0
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	444			309	309	
Approach Delay, s/veh	7.7			7.9	14.0	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	11.8		20.7		20.7	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	29.0		49.0		49.0	
Max Q Clear Time (g_c+I1), s	5.4		8.9		12.9	
Green Ext Time (p_c), s	0.4		2.4		1.7	
Intersection Summary						
HCM 7th Control Delay, s/veh			9.6			
HCM 7th LOS			A			

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

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (vph)	90	100	230	70	90	105	255	340	115	70	235	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		300	225		225	200		400	150		150
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99			0.98						
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.977		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	1468	1641	1727	1468	1641	1727	1468	1641	1727	1468
Flt Permitted		0.977		0.950			0.488			0.369		
Satd. Flow (perm)	0	1688	1449	1641	1727	1436	843	1727	1468	637	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258			156			155			155
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		818			1658			872			1245	
Travel Time (s)		22.3			45.2			17.0			24.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	101	112	258	79	101	118	287	382	129	79	264	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	258	79	101	118	287	382	129	79	264	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		6			0			0			0	
Crosswalk Width(ft)		35			18			25			16	
Two way Left Turn Lane					Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
v/c Ratio		0.71	0.40	0.41	0.51	0.39	0.65	0.68	0.22	0.22	0.65	0.17
Control Delay (s/veh)		42.0	3.4	37.6	40.1	6.8	21.5	29.9	3.7	13.2	32.5	0.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		42.0	3.4	37.6	40.1	6.8	21.5	29.9	3.7	13.2	32.5	0.8
Queue Length 50th (ft)		82	0	31	40	0	73	141	0	17	99	0
Queue Length 95th (ft)		174	27	79	95	25	150	#281	26	46	190	0
Internal Link Dist (ft)		738			1578			792			1165	
Turn Bay Length (ft)			300	225		225	200		400	150		150
Base Capacity (vph)		429	672	417	439	481	466	675	668	445	675	668

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

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.50	0.38	0.19	0.23	0.25	0.62	0.57	0.19	0.18	0.39	0.12

Intersection Summary

Area Type: Other

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

Queue shown is maximum after two cycles.

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Future Volume (veh/h)	90	100	230	70	90	105	255	340	115	70	235	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	101	112	258	79	101	118	287	382	129	79	264	79
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	128	142	483	154	162	134	456	510	432	317	326	276
Arrive On Green	0.16	0.16	0.16	0.09	0.09	0.09	0.17	0.29	0.29	0.06	0.19	0.19
Sat Flow, veh/h	811	900	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Grp Volume(v), veh/h	213	0	258	79	101	118	287	382	129	79	264	79
Grp Sat Flow(s),veh/h/ln	1711	0	1465	1668	1752	1449	1668	1752	1485	1668	1752	1485
Q Serve(g_s), s	6.5	0.0	7.8	2.5	3.0	4.4	7.3	10.7	3.7	1.7	7.8	2.5
Cycle Q Clear(g_c), s	6.5	0.0	7.8	2.5	3.0	4.4	7.3	10.7	3.7	1.7	7.8	2.5
Prop In Lane	0.47		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	483	154	162	134	456	510	432	317	326	276
V/C Ratio(X)	0.79	0.00	0.53	0.51	0.62	0.88	0.63	0.75	0.30	0.25	0.81	0.29
Avail Cap(c_a), veh/h	520	0	696	507	532	440	486	819	694	524	819	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	14.9	23.5	23.7	24.4	14.4	17.4	14.9	13.0	21.2	19.0
Incr Delay (d2), s/veh	1.9	0.0	0.3	1.0	1.5	7.0	1.6	0.8	0.1	0.2	1.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.4	1.0	1.2	1.7	2.5	3.8	1.1	0.6	3.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	0.0	15.2	24.5	25.2	31.4	16.0	18.3	15.1	13.2	23.0	19.2
LnGrp LOS	C		B	C	C	C	B	B	B	B	C	B
Approach Vol, veh/h		471			298			798			422	
Approach Delay, s/veh		19.2			27.4			17.0			20.5	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	21.4		14.1	14.0	15.7		10.5				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+l1), s	3.7	12.7		8.5	9.3	9.8		5.0				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.8									
HCM 7th LOS			B									

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

Evening Peak Hour
5: Boydstun Street & SH-55

	→	↙	←	↖	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	533	159	258	269	137
v/c Ratio	0.70	0.60	0.34	0.53	0.25
Control Delay (s/veh)	14.4	21.3	10.4	19.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	21.3	10.4	19.3	5.0
Queue Length 50th (ft)	75	27	38	52	0
Queue Length 95th (ft)	210	97	102	154	34
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1572	594	1687	1233	1119
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.27	0.15	0.22	0.12
Intersection Summary					

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

Evening Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	225	260	145	235	245	125
Future Volume (veh/h)	225	260	145	235	245	125
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	247	286	159	258	269	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	390	451	404	922	361	321
Arrive On Green	0.51	0.51	0.51	0.51	0.21	0.21
Sat Flow, veh/h	772	893	850	1826	1739	1547
Grp Volume(v), veh/h	0	533	159	258	269	137
Grp Sat Flow(s),veh/h/ln	0	1665	850	1826	1739	1547
Q Serve(g_s), s	0.0	9.7	7.0	3.4	6.1	3.2
Cycle Q Clear(g_c), s	0.0	9.7	16.7	3.4	6.1	3.2
Prop In Lane		0.54	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	841	404	922	361	321
V/C Ratio(X)	0.00	0.63	0.39	0.28	0.75	0.43
Avail Cap(c_a), veh/h	0	1914	952	2098	1249	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.5	13.6	6.0	15.5	14.4
Incr Delay (d2), s/veh	0.0	0.8	0.6	0.2	3.1	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	1.1	0.8	2.3	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.3	14.2	6.1	18.6	15.3
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	533			417	406	
Approach Delay, s/veh	8.3			9.2	17.5	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	14.7		27.1		27.1	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	30.0		48.0		48.0	
Max Q Clear Time (g_c+I1), s	8.1		11.7		18.7	
Green Ext Time (p_c), s	0.6		3.0		2.4	
Intersection Summary						
HCM 7th Control Delay, s/veh			11.3			
HCM 7th LOS			B			

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

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

											
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	231	368	176	148	159	302	396	154	115	456	104
v/c Ratio	0.80	0.60	0.73	0.58	0.46	0.85	0.60	0.23	0.29	0.89	0.19
Control Delay (s/veh)	54.5	10.2	51.7	42.9	10.3	40.5	29.1	5.3	15.0	50.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.5	10.2	51.7	42.9	10.3	40.5	29.1	5.3	15.0	50.3	2.3
Queue Length 50th (ft)	116	39	89	73	0	92	172	0	31	224	0
Queue Length 95th (ft)	#224	82	159	135	51	#264	#344	44	69	#436	14
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	368	614	357	376	439	355	665	663	450	557	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.60	0.49	0.39	0.36	0.85	0.60	0.23	0.26	0.82	0.18

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Future Volume (veh/h)	90	120	335	160	135	145	275	360	140	105	415	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	99	132	368	176	148	159	302	396	154	115	456	104
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	118	158	466	222	233	193	385	658	558	361	500	424
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.15	0.36	0.36	0.06	0.27	0.27
Sat Flow, veh/h	766	1021	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	231	0	368	176	148	159	302	396	154	115	456	104
Grp Sat Flow(s),veh/h/ln	1788	0	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	9.1	0.0	11.2	7.1	5.6	7.4	8.8	12.9	5.1	3.0	17.5	3.8
Cycle Q Clear(g_c), s	9.1	0.0	11.2	7.1	5.6	7.4	8.8	12.9	5.1	3.0	17.5	3.8
Prop In Lane	0.43		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	466	222	233	193	385	658	558	361	500	424
V/C Ratio(X)	0.84	0.00	0.79	0.79	0.64	0.82	0.78	0.60	0.28	0.32	0.91	0.25
Avail Cap(c_a), veh/h	406	0	577	395	415	344	395	658	558	497	614	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	23.2	30.7	30.0	30.9	17.2	18.9	16.5	14.3	25.5	20.5
Incr Delay (d2), s/veh	6.3	0.0	4.6	2.4	1.1	3.4	8.9	1.1	0.1	0.2	14.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	6.1	3.1	2.5	2.8	4.1	5.1	1.7	1.1	9.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	0.0	27.8	33.1	31.1	34.2	26.1	20.0	16.6	14.4	39.8	20.6
LnGrp LOS	D		C	C	C	C	C	C	B	B	D	C
Approach Vol, veh/h		599			483			852			675	
Approach Delay, s/veh		31.0			32.9			21.6			32.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	31.8		16.7	15.6	25.5		14.8				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	11.2	24.4		16.5				
Max Q Clear Time (g_c+I1), s	5.0	14.9		11.1	10.8	19.5		9.1				
Green Ext Time (p_c), s	0.1	0.3		0.1	0.0	0.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.7									
HCM 7th LOS			C									

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

Saturday Peak Hour
5: Boydston Street & SH-55

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	463	109	208	240	151
v/c Ratio	0.64	0.35	0.29	0.48	0.28
Control Delay (s/veh)	13.1	12.4	9.6	16.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	12.4	9.6	16.3	4.6
Queue Length 50th (ft)	60	15	28	40	0
Queue Length 95th (ft)	156	50	73	114	32
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1686	771	1794	1418	1269
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.14	0.12	0.17	0.12
Intersection Summary					

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

Saturday Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	245	200	105	200	230	145
Future Volume (veh/h)	245	200	105	200	230	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	255	208	109	208	240	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	405	330	422	795	357	317
Arrive On Green	0.43	0.43	0.43	0.43	0.20	0.20
Sat Flow, veh/h	945	771	922	1856	1767	1572
Grp Volume(v), veh/h	0	463	109	208	240	151
Grp Sat Flow(s),veh/h/ln	0	1717	922	1856	1767	1572
Q Serve(g_s), s	0.0	6.9	3.4	2.3	4.1	2.8
Cycle Q Clear(g_c), s	0.0	6.9	10.3	2.3	4.1	2.8
Prop In Lane		0.45	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	735	422	795	357	317
V/C Ratio(X)	0.00	0.63	0.26	0.26	0.67	0.48
Avail Cap(c_a), veh/h	0	2486	1362	2687	1688	1502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.3	11.3	6.0	12.0	11.4
Incr Delay (d2), s/veh	0.0	0.9	0.3	0.2	2.2	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.5	0.5	1.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	8.2	11.6	6.1	14.2	12.5
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	463			317	391	
Approach Delay, s/veh	8.2			8.0	13.5	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	12.6		19.9		19.9	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	31.0		47.0		47.0	
Max Q Clear Time (g_c+l1), s	6.1		8.9		12.3	
Green Ext Time (p_c), s	0.5		2.5		1.7	
Intersection Summary						
HCM 7th Control Delay, s/veh			9.9			
HCM 7th LOS			A			

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

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	193	240	130	135	120	255	474	167	78	297	78
v/c Ratio	0.69	0.38	0.58	0.57	0.36	0.56	0.74	0.26	0.24	0.61	0.15
Control Delay (s/veh)	43.1	3.5	42.0	41.0	6.2	17.9	31.6	5.1	13.4	29.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	3.5	42.0	41.0	6.2	17.9	31.6	5.1	13.4	29.6	0.6
Queue Length 50th (ft)	83	0	56	58	0	62	181	0	17	112	0
Queue Length 95th (ft)	164	27	119	122	27	138	#409	44	48	221	0
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	448	660	434	457	497	500	706	689	426	704	694
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.36	0.30	0.30	0.24	0.51	0.67	0.24	0.18	0.42	0.11

Intersection Summary

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

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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Future Volume (veh/h)	70	115	230	125	130	115	245	455	160	75	285	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	120	240	130	135	120	255	474	167	78	297	78
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	97	159	445	194	204	168	447	537	444	282	387	328
Arrive On Green	0.14	0.14	0.14	0.11	0.11	0.11	0.14	0.29	0.29	0.06	0.21	0.21
Sat Flow, veh/h	689	1132	1551	1767	1856	1536	1767	1856	1537	1767	1856	1572
Grp Volume(v), veh/h	193	0	240	130	135	120	255	474	167	78	297	78
Grp Sat Flow(s),veh/h/ln	1821	0	1551	1767	1856	1536	1767	1856	1537	1767	1856	1572
Q Serve(g_s), s	5.5	0.0	7.1	3.8	3.8	4.1	5.9	13.2	4.7	1.6	8.1	2.2
Cycle Q Clear(g_c), s	5.5	0.0	7.1	3.8	3.8	4.1	5.9	13.2	4.7	1.6	8.1	2.2
Prop In Lane	0.38		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	0	445	194	204	168	447	537	444	282	387	328
V/C Ratio(X)	0.75	0.00	0.54	0.67	0.66	0.71	0.57	0.88	0.38	0.28	0.77	0.24
Avail Cap(c_a), veh/h	557	0	702	541	568	470	525	874	724	503	874	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	16.3	23.1	23.0	23.2	14.0	18.3	15.3	13.6	20.1	17.8
Incr Delay (d2), s/veh	1.7	0.0	0.4	1.5	1.4	2.1	0.4	3.7	0.2	0.2	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.3	1.6	1.6	1.5	2.0	5.4	1.4	0.5	3.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	0.0	16.7	24.6	24.4	25.3	14.4	22.0	15.5	13.8	21.3	17.9
LnGrp LOS	C		B	C	C	C	B	C	B	B	C	B
Approach Vol, veh/h		433			385			896			453	
Approach Delay, s/veh		19.9			24.7			18.7			19.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	21.2		13.1	12.6	16.8		11.4				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	25.4		16.5	10.2	25.4		16.5				
Max Q Clear Time (g_c+I1), s	3.6	15.2		7.5	7.9	10.1		5.8				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.1	0.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.2									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
1: West Mountain Road & South Access/Fawnlilly Drive

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	0	2	5	0	35	0	47	5	15	37	21
Future Vol, veh/h	58	0	2	5	0	35	0	47	5	15	37	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	89	95	89	95	89	89	89	89	95
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	61	0	2	6	0	39	0	53	6	17	42	22
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	139	145	53	131	153	56	64	0	0	58	0	0
Stage 1	86	86	-	56	56	-	-	-	-	-	-	-
Stage 2	53	58	-	75	97	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	824	741	1006	823	733	989	1520	-	-	1496	-	-
Stage 1	914	817	-	937	843	-	-	-	-	-	-	-
Stage 2	952	840	-	914	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	782	732	1006	812	725	989	1520	-	-	1496	-	-
Mov Cap-2 Maneuver	782	732	-	812	725	-	-	-	-	-	-	-
Stage 1	903	808	-	937	843	-	-	-	-	-	-	-
Stage 2	914	840	-	902	799	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	9.97		8.92		0			1.56				
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1520	-	-	788	963	352	-	-				
HCM Lane V/C Ratio	-	-	-	0.08	0.047	0.011	-	-				
HCM Ctrl Dly (s/v)	0	-	-	10	8.9	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-				

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	5	25	389	5	10	198
Future Vol, veh/h	5	25	389	5	10	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	6	28	437	6	11	222
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	685	440	0	0	443	0
Stage 1	440	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	402	601	-	-	1076	-
Stage 1	633	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	397	601	-	-	1076	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	11.93	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	553	87	-	
HCM Lane V/C Ratio	-	-	0.061	0.01	-	
HCM Ctrl Dly (s/v)	-	-	11.9	8.4	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	9.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	414	10	10	90	40	193
Future Vol, veh/h	414	10	10	90	40	193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	436	11	11	95	42	203

Major/Minor	Minor2		Major2	
Conflicting Flow All	58	58	-	0
Stage 1	58	58	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	949	833	-	-
Stage 1	965	847	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	949	0	-	-
Mov Cap-2 Maneuver	949	0	-	-
Stage 1	965	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	12.11	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	949	-	-
HCM Lane V/C Ratio	0.47	-	-
HCM Ctrl Dly (s/v)	12.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	2.6	-	-

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
4: Boydston Street & Valley Road

					
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	192	323	140	195	368
v/c Ratio	0.48	0.54	0.29	0.21	0.64
Control Delay (s/veh)	24.8	6.8	8.5	7.3	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.8	6.8	8.5	7.3	21.9
Queue Length 50th (ft)	54	0	19	27	94
Queue Length 95th (ft)	130	58	51	68	207
Internal Link Dist (ft)	1165			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	924	958	555	1634	1229
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.34	0.25	0.12	0.30
Intersection Summary					

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
4: Boydston Street & Valley Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	182	307	133	185	265	85
Future Volume (veh/h)	182	307	133	185	265	85
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	192	323	140	195	279	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	275	245	450	981	378	121
Arrive On Green	0.16	0.16	0.10	0.54	0.29	0.29
Sat Flow, veh/h	1739	1547	1739	1826	1327	423
Grp Volume(v), veh/h	192	323	140	195	0	368
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	0	1750
Q Serve(g_s), s	4.1	6.2	2.1	2.2	0.0	7.5
Cycle Q Clear(g_c), s	4.1	6.2	2.1	2.2	0.0	7.5
Prop In Lane	1.00	1.00	1.00			0.24
Lane Grp Cap(c), veh/h	275	245	450	981	0	499
V/C Ratio(X)	0.70	1.32	0.31	0.20	0.00	0.74
Avail Cap(c_a), veh/h	1148	1021	718	2411	0	1599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	16.6	8.9	4.7	0.0	12.7
Incr Delay (d2), s/veh	3.2	150.0	0.4	0.1	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	15.1	0.6	0.5	0.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.9	166.6	9.3	4.8	0.0	14.9
LnGrp LOS	B	F	A	A		B
Approach Vol, veh/h	515			335	368	
Approach Delay, s/veh	111.5			6.7	14.9	
Approach LOS	F			A	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	27.2		12.2		9.9	17.2
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	52.0		26.0		10.0	36.0
Max Q Clear Time (g_c+I1), s	4.2		6.1		4.1	9.5
Green Ext Time (p_c), s	0.9		0.1		0.2	1.7
Intersection Summary						
HCM 7th Control Delay, s/veh			53.5			
HCM 7th LOS			D			

	→	↙	←	↖	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	445	139	174	242	160
v/c Ratio	0.64	0.46	0.26	0.48	0.29
Control Delay (s/veh)	11.8	15.3	9.7	15.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	15.3	9.7	15.6	4.4
Queue Length 50th (ft)	45	19	22	38	0
Queue Length 95th (ft)	136	66	64	112	32
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1663	807	1810	1396	1253
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.17	0.10	0.17	0.13
Intersection Summary					

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	170	253	132	165	230	152
Future Volume (veh/h)	170	253	132	165	230	152
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	179	266	139	174	242	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	297	441	435	817	350	312
Arrive On Green	0.45	0.45	0.45	0.45	0.20	0.20
Sat Flow, veh/h	663	985	922	1826	1739	1547
Grp Volume(v), veh/h	0	445	139	174	242	160
Grp Sat Flow(s),veh/h/ln	0	1649	922	1826	1739	1547
Q Serve(g_s), s	0.0	7.0	4.6	2.0	4.4	3.1
Cycle Q Clear(g_c), s	0.0	7.0	11.6	2.0	4.4	3.1
Prop In Lane		0.60	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	737	435	817	350	312
V/C Ratio(X)	0.00	0.60	0.32	0.21	0.69	0.51
Avail Cap(c_a), veh/h	0	2317	1318	2566	1527	1359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.1	11.5	5.8	12.7	12.1
Incr Delay (d2), s/veh	0.0	0.8	0.4	0.1	2.4	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.7	0.4	1.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	7.9	11.9	5.9	15.1	13.5
LnGrp LOS		A	B	A	B	B
Approach Vol, veh/h	445			313	402	
Approach Delay, s/veh	7.9			8.6	14.4	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	12.9		21.3		21.3	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	30.0		48.0		48.0	
Max Q Clear Time (g_c+I1), s	6.4		9.0		13.6	
Green Ext Time (p_c), s	0.5		2.4		1.7	
Intersection Summary						
HCM 7th Control Delay, s/veh			10.4			
HCM 7th LOS			B			

Valley County - Red Ridge TIS
Future (2036) Plus Project

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	336	74	118	111	314	358	121	74	247	88
v/c Ratio	0.78	0.43	0.36	0.55	0.35	0.68	0.63	0.21	0.20	0.67	0.20
Control Delay (s/veh)	44.0	3.0	36.5	42.0	5.6	23.6	29.5	3.2	14.3	36.8	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.0	3.0	36.5	42.0	5.6	23.6	29.5	3.2	14.3	36.8	1.7
Queue Length 50th (ft)	116	0	31	50	0	90	139	0	18	102	0
Queue Length 95th (ft)	#258	28	76	111	22	177	267	24	47	193	5
Internal Link Dist (ft)	982			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	480	806	416	438	482	497	630	636	454	568	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.42	0.18	0.27	0.23	0.63	0.57	0.19	0.16	0.43	0.15

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Plus Project

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	147	319	70	112	105	298	340	115	70	235	84
Future Volume (veh/h)	121	147	319	70	112	105	298	340	115	70	235	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	127	155	336	74	118	111	314	358	121	74	247	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	152	185	564	169	177	147	475	528	448	330	312	264
Arrive On Green	0.19	0.19	0.19	0.10	0.10	0.10	0.18	0.29	0.29	0.06	0.17	0.17
Sat Flow, veh/h	804	981	1527	1739	1826	1511	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	282	0	336	74	118	111	314	358	121	74	247	88
Grp Sat Flow(s),veh/h/ln	1786	0	1527	1739	1826	1511	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	8.9	0.0	10.5	2.4	3.7	4.2	8.4	10.2	3.5	1.7	7.6	2.9
Cycle Q Clear(g_c), s	8.9	0.0	10.5	2.4	3.7	4.2	8.4	10.2	3.5	1.7	7.6	2.9
Prop In Lane	0.45		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	0	564	169	177	147	475	528	448	330	312	264
V/C Ratio(X)	0.84	0.00	0.60	0.44	0.67	0.76	0.66	0.68	0.27	0.22	0.79	0.33
Avail Cap(c_a), veh/h	564	0	758	490	514	426	527	730	618	529	667	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	15.1	24.9	25.5	25.8	15.8	18.4	16.0	13.9	23.3	21.4
Incr Delay (d2), s/veh	2.1	0.0	0.4	0.7	1.6	3.0	1.9	0.6	0.1	0.1	1.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.3	1.0	1.6	1.6	3.1	3.9	1.1	0.6	3.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	0.0	15.4	25.6	27.1	28.7	17.7	19.0	16.2	14.0	25.0	21.6
LnGrp LOS	C		B	C	C	C	B	B	B	B	C	C
Approach Vol, veh/h		618			303			793			409	
Approach Delay, s/veh		19.8			27.3			18.0			22.3	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	22.5		16.5	15.2	15.6		11.2				
Change Period (Y+Rc), s	4.8	5.6		5.5	4.8	5.6		5.5				
Max Green Setting (Gmax), s	10.2	23.4		18.5	12.2	21.4		16.5				
Max Q Clear Time (g_c+l1), s	3.7	12.2		10.9	10.4	9.6		5.7				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.1	0.2		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.7									
HCM 7th LOS			C									

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	20	5	10	5	15	518	10	10	499	25
Future Vol, veh/h	35	10	20	5	10	5	15	518	10	10	499	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	37	11	21	5	11	5	16	545	11	11	525	26
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1142	1147	538	1134	1155	551	552	0	0	556	0	0
Stage 1	559	559	-	582	582	-	-	-	-	-	-	-
Stage 2	582	587	-	552	573	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	175	196	537	177	194	529	1003	-	-	1000	-	-
Stage 1	508	506	-	494	494	-	-	-	-	-	-	-
Stage 2	494	492	-	513	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	189	537	155	187	529	1003	-	-	1000	-	-
Mov Cap-2 Maneuver	158	189	-	155	187	-	-	-	-	-	-	-
Stage 1	500	498	-	482	483	-	-	-	-	-	-	-
Stage 2	467	480	-	475	492	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	30.49		24.02			0.24			0.16			
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	50	-	-	208	210	33	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.328	0.1	0.011	-	-				
HCM Ctrl Dly (s/v)	8.6	0	-	30.5	24	8.6	0	-				
HCM Lane LOS	A	A	-	D	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.4	0.3	0	-	-				

Valley County - Red Ridge TIS
Future (2036) Plus Project

Morning Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	236	7	2	158	86	117
Future Vol, veh/h	236	7	2	158	86	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	265	8	2	178	97	131
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	279	97	228	0	-	0
Stage 1	97	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	694	938	1294	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	938	1294	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.42	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	23	-	698	-	-	
HCM Lane V/C Ratio	0.002	-	0.391	-	-	
HCM Ctrl Dly (s/v)	7.8	0	13.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	1.9	-	-	

Intersection				
Intersection Delay, s/veh	3.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	51	36	131
Demand Flow Rate, veh/h	41	54	38	138
Vehicles Circulating, veh/h	205	116	233	82
Vehicles Exiting, veh/h	15	17	13	88
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.4	3.8	3.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	41	54	38	138
Cap Entry Lane, veh/h	1120	1226	1088	1269
Entry HV Adj Factor	0.951	0.952	0.947	0.949
Flow Entry, veh/h	39	51	36	131
Cap Entry, veh/h	1065	1168	1031	1205
V/C Ratio	0.037	0.044	0.035	0.109
Control Delay, s/veh	3.7	3.4	3.8	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	126
Demand Flow Rate, veh/h	133
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	271
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	3.5
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	133
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.950
Flow Entry, veh/h	126
Cap Entry, veh/h	1311
V/C Ratio	0.096
Control Delay, s/veh	3.5
LOS	A
95th %tile Queue, veh	0

Intersection			
Intersection Delay, s/veh	3.4		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	5	84	125
Demand Flow Rate, veh/h	5	88	131
Vehicles Circulating, veh/h	87	0	5
Vehicles Exiting, veh/h	1	136	87
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.2	3.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	5	88	131
Cap Entry Lane, veh/h	1263	1380	1373
Entry HV Adj Factor	1.000	0.953	0.952
Flow Entry, veh/h	5	84	125
Cap Entry, veh/h	1263	1315	1307
V/C Ratio	0.004	0.064	0.095
Control Delay, s/veh	2.9	3.2	3.5
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
1: West Mountain Road & South Access/Fawnlilly Drive

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	0	1	5	0	25	1	59	5	40	58	57
Future Vol, veh/h	34	0	1	5	0	25	1	59	5	40	58	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	95	89	89	91	91	91
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	37	0	1	5	0	27	1	66	6	44	64	63
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	251	257	95	223	285	69	126	0	0	72	0	0
Stage 1	183	183	-	71	71	-	-	-	-	-	-	-
Stage 2	68	74	-	152	214	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	696	642	953	716	619	972	1442	-	-	1479	-	-
Stage 1	812	743	-	919	830	-	-	-	-	-	-	-
Stage 2	934	827	-	832	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	654	621	953	692	598	972	1442	-	-	1479	-	-
Mov Cap-2 Maneuver	654	621	-	692	598	-	-	-	-	-	-	-
Stage 1	786	719	-	918	829	-	-	-	-	-	-	-
Stage 2	907	827	-	804	697	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.79		9.1		0.11		1.94					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	26	-	-	660	910	423	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.058	0.036	0.03	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10.8	9.1	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-				

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	15	366	5	30	469
Future Vol, veh/h	5	15	366	5	30	469
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	5	16	402	5	33	515
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	986	405	0	0	408	0
Stage 1	405	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	265	629	-	-	1109	-
Stage 1	657	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	254	629	-	-	1109	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	13.22	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	460	108	-	
HCM Lane V/C Ratio	-	-	0.048	0.03	-	
HCM Ctrl Dly (s/v)	-	-	13.2	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	9.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	351	10	10	50	65	474
Future Vol, veh/h	351	10	10	50	65	474
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	369	11	11	53	68	499

Major/Minor	Minor2	Major2		
Conflicting Flow All	37	37	-	0
Stage 1	37	37	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	976	855	-	-
Stage 1	986	864	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	976	0	-	-
Mov Cap-2 Maneuver	976	0	-	-
Stage 1	986	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	11.02	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	976	-	-
HCM Lane V/C Ratio	0.39	-	-
HCM Ctrl Dly (s/v)	11	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.9	-	-

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
4: Boydstun Street & Valley Road



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	179	278	378	341	555
v/c Ratio	0.60	0.57	0.79	0.29	0.84
Control Delay (s/veh)	39.6	9.5	24.9	6.1	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.6	9.5	24.9	6.1	31.3
Queue Length 50th (ft)	73	0	74	55	196
Queue Length 95th (ft)	162	67	#195	100	366
Internal Link Dist (ft)	1201			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	406	567	600	1544	979
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.49	0.63	0.22	0.57

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
4: Boydstun Street & Valley Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	253	344	310	290	215
Future Volume (veh/h)	163	253	344	310	290	215
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	179	278	378	341	319	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	236	210	495	1204	372	275
Arrive On Green	0.14	0.14	0.17	0.66	0.38	0.38
Sat Flow, veh/h	1739	1547	1739	1826	975	721
Grp Volume(v), veh/h	179	278	378	341	0	555
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1826	0	1696
Q Serve(g_s), s	5.8	7.9	7.2	4.6	0.0	17.6
Cycle Q Clear(g_c), s	5.8	7.9	7.2	4.6	0.0	17.6
Prop In Lane	1.00	1.00	1.00			0.43
Lane Grp Cap(c), veh/h	236	210	495	1204	0	648
V/C Ratio(X)	0.76	1.33	0.76	0.28	0.00	0.86
Avail Cap(c_a), veh/h	476	423	726	1936	0	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	25.3	11.2	4.2	0.0	16.6
Incr Delay (d2), s/veh	5.0	161.1	2.8	0.1	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	15.7	2.3	1.1	0.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.3	186.4	14.0	4.3	0.0	20.1
LnGrp LOS	C	F	B	A		C
Approach Vol, veh/h	457			719	555	
Approach Delay, s/veh	124.9			9.4	20.1	
Approach LOS	F			A	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	44.6		13.9		16.2	28.3
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0
Max Green Setting (Gmax), s	62.0		16.0		18.0	38.0
Max Q Clear Time (g_c+I1), s	6.6		7.8		9.2	19.6
Green Ext Time (p_c), s	1.6		0.1		1.0	2.7
Intersection Summary						
HCM 7th Control Delay, s/veh			43.3			
HCM 7th LOS			D			

	→	↖	←	↙	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	614	221	258	332	182
v/c Ratio	0.70	0.84	0.29	0.68	0.33
Control Delay (s/veh)	13.3	42.8	9.8	29.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.3	42.8	9.8	29.9	5.9
Queue Length 50th (ft)	108	58	47	99	0
Queue Length 95th (ft)	260	#218	108	261	47
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1410	449	1509	847	834
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.49	0.17	0.39	0.22

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
5: Boydstun Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	225	334	201	235	302	166
Future Volume (veh/h)	225	334	201	235	302	166
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	247	367	221	258	332	182
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	386	574	379	1064	392	349
Arrive On Green	0.58	0.58	0.58	0.58	0.23	0.23
Sat Flow, veh/h	663	985	789	1826	1739	1547
Grp Volume(v), veh/h	0	614	221	258	332	182
Grp Sat Flow(s),veh/h/ln	0	1649	789	1826	1739	1547
Q Serve(g_s), s	0.0	15.5	16.2	4.3	11.4	6.5
Cycle Q Clear(g_c), s	0.0	15.5	31.7	4.3	11.4	6.5
Prop In Lane		0.60	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	960	379	1064	392	349
V/C Ratio(X)	0.00	0.64	0.58	0.24	0.85	0.52
Avail Cap(c_a), veh/h	0	1370	575	1518	723	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	19.2	6.3	23.2	21.3
Incr Delay (d2), s/veh	0.0	0.7	1.4	0.1	5.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	2.7	1.3	4.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.4	20.6	6.5	28.3	22.5
LnGrp LOS		A	C	A	C	C
Approach Vol, veh/h	614			479	514	
Approach Delay, s/veh	9.4			13.0	26.2	
Approach LOS	A			B	C	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	20.1		42.4		42.4	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	26.0		52.0		52.0	
Max Q Clear Time (g_c+I1), s	13.4		17.5		33.7	
Green Ext Time (p_c), s	0.7		3.7		2.8	
Intersection Summary						
HCM 7th Control Delay, s/veh			15.9			
HCM 7th LOS			B			

Valley County - Red Ridge TIS
Future (2036) Plus Project

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

	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	306	457	176	210	159	424	396	154	115	456	145
v/c Ratio	0.95	0.70	0.86	0.97	0.43	1.05	0.55	0.22	0.28	0.93	0.25
Control Delay (s/veh)	76.4	15.4	76.0	97.0	5.8	82.7	25.3	4.3	13.0	59.5	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.4	15.4	76.0	97.0	5.8	82.7	25.3	4.3	13.0	59.5	2.1
Queue Length 50th (ft)	174	87	100	121	0	~210	173	0	32	248	0
Queue Length 95th (ft)	#331	154	#218	#262	24	#393	280	39	59	#424	12
Internal Link Dist (ft)	738			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	332	657	205	216	368	405	722	707	465	522	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.70	0.86	0.97	0.43	1.05	0.55	0.22	0.25	0.87	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Valley County - Red Ridge TIS
Future (2036) Plus Project

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	161	416	160	191	145	386	360	140	105	415	132
Future Volume (veh/h)	117	161	416	160	191	145	386	360	140	105	415	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	129	177	457	176	210	159	424	396	154	115	456	145
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	141	193	569	207	217	180	420	718	609	372	490	415
Arrive On Green	0.19	0.19	0.19	0.12	0.12	0.12	0.18	0.39	0.39	0.06	0.27	0.27
Sat Flow, veh/h	754	1034	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Grp Volume(v), veh/h	306	0	457	176	210	159	424	396	154	115	456	145
Grp Sat Flow(s),veh/h/ln	1788	0	1527	1739	1826	1512	1739	1826	1547	1739	1826	1547
Q Serve(g_s), s	14.8	0.0	16.5	8.8	10.1	9.1	16.2	14.8	5.9	3.4	21.5	6.7
Cycle Q Clear(g_c), s	14.8	0.0	16.5	8.8	10.1	9.1	16.2	14.8	5.9	3.4	21.5	6.7
Prop In Lane	0.42		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	0	569	207	217	180	420	718	609	372	490	415
V/C Ratio(X)	0.92	0.00	0.80	0.85	0.97	0.88	1.01	0.55	0.25	0.31	0.93	0.35
Avail Cap(c_a), veh/h	334	0	569	207	217	180	420	718	609	471	525	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	25.0	38.1	38.7	38.3	22.4	20.7	18.0	15.7	31.5	26.1
Incr Delay (d2), s/veh	28.3	0.0	7.5	26.0	51.2	35.7	46.1	0.5	0.1	0.2	22.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	9.5	5.2	7.6	5.1	11.5	6.1	2.0	1.3	12.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.5	0.0	32.5	64.1	89.9	74.0	68.5	21.3	18.1	15.8	53.5	26.3
LnGrp LOS	E		C	E	F	E	F	C	B	B	D	C
Approach Vol, veh/h	763				545		974				716	
Approach Delay, s/veh	44.9				77.0		41.3				41.9	
Approach LOS	D				E		D				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	10.0	40.3	22.0		21.0	29.3	16.0					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	31.4	16.5		16.2	25.4	10.5					
Max Q Clear Time (g_c+I1), s	5.4	16.8	16.8		18.2	23.5	12.1					
Green Ext Time (p_c), s	0.0	0.4	0.0		0.0	0.2	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh			48.9									
HCM 7th LOS			D									

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	35	10	35	10	10	10	20	751	10	10	831	35
Future Vol, veh/h	35	10	35	10	10	10	20	751	10	10	831	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	38	11	38	11	11	11	22	825	11	11	913	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1829	1835	932	1815	1848	831	952	0	0	836	0	0
Stage 1	954	954	-	875	875	-	-	-	-	-	-	-
Stage 2	875	880	-	941	974	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	58	75	319	59	73	365	710	-	-	785	-	-
Stage 1	307	333	-	340	363	-	-	-	-	-	-	-
Stage 2	340	361	-	312	326	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	44	68	319	40	67	365	710	-	-	785	-	-
Mov Cap-2 Maneuver	44	68	-	40	67	-	-	-	-	-	-	-
Stage 1	298	323	-	320	342	-	-	-	-	-	-	-
Stage 2	301	340	-	257	317	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	252.5		94.12		0.26		0.11	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	75	71	20	-
HCM Lane V/C Ratio	0.031	-	-	1.165	0.466	0.014	-
HCM Ctrl Dly (s/v)	10.2	0	-	252.5	94.1	9.7	0
HCM Lane LOS	B	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	6.6	1.9	0	-

Valley County - Red Ridge TIS
Future (2036) Plus Project

Evening Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	232	8	9	139	172	302
Future Vol, veh/h	232	8	9	139	172	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	255	9	10	153	189	332
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	362	189	521	0	-	0
Stage 1	189	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	622	833	1006	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	833	1006	-	-	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.02	0.52		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	109	-	621	-	-	
HCM Lane V/C Ratio	0.01	-	0.425	-	-	
HCM Ctrl Dly (s/v)	8.6	0	15	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	2.1	-	-	

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	25	31	22	186
Demand Flow Rate, veh/h	26	33	23	195
Vehicles Circulating, veh/h	266	313	254	116
Vehicles Exiting, veh/h	45	46	38	230
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.8	4.1	3.7	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	26	33	23	195
Cap Entry Lane, veh/h	1052	1003	1065	1226
Entry HV Adj Factor	0.962	0.952	0.957	0.954
Flow Entry, veh/h	25	31	22	186
Cap Entry, veh/h	1012	955	1019	1169
V/C Ratio	0.025	0.033	0.022	0.159
Control Delay, s/veh	3.8	4.1	3.7	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	342
Demand Flow Rate, veh/h	359
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	277
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.0
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	359
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.953
Flow Entry, veh/h	342
Cap Entry, veh/h	1315
V/C Ratio	0.260
Control Delay, s/veh	5.0
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.0		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	3	219	182
Demand Flow Rate, veh/h	3	230	191
Vehicles Circulating, veh/h	223	0	3
Vehicles Exiting, veh/h	7	194	223
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.3	4.1	3.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	3	230	191
Cap Entry Lane, veh/h	1099	1380	1376
Entry HV Adj Factor	1.000	0.954	0.952
Flow Entry, veh/h	3	219	182
Cap Entry, veh/h	1099	1316	1310
V/C Ratio	0.003	0.167	0.139
Control Delay, s/veh	3.3	4.1	3.9
LOS	A	A	A
95th %tile Queue, veh	0	1	0

Valley County - Red Ridge TIS
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Saturday Peak Hour
1: West Mountain Road & South Access/Fawnlilly Drive

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	1	5	0	25	1	65	5	30	77	52
Future Vol, veh/h	44	0	1	5	0	25	1	65	5	30	77	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	10	5	10	5	10	10	10	10	5
Mvmt Flow	46	0	1	5	0	26	1	68	5	31	80	54
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	240	245	107	215	269	70	134	0	0	73	0	0
Stage 1	170	170	-	72	72	-	-	-	-	-	-	-
Stage 2	70	75	-	143	197	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.2	6.55	6.3	4.15	-	-	4.2	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.59	4.045	3.39	2.245	-	-	2.29	-	-
Pot Cap-1 Maneuver	708	652	939	725	632	970	1432	-	-	1478	-	-
Stage 1	825	752	-	918	829	-	-	-	-	-	-	-
Stage 2	933	827	-	841	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	673	637	939	707	617	970	1432	-	-	1478	-	-
Mov Cap-2 Maneuver	673	637	-	707	617	-	-	-	-	-	-	-
Stage 1	806	735	-	917	828	-	-	-	-	-	-	-
Stage 2	907	826	-	821	716	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.71		9.08		0.11		1.41					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	25	-	-	677	914	314	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.069	0.034	0.021	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10.7	9.1	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-				

Valley County - Red Ridge TIS
Future (2036) Plus Project

Saturday Peak Hour
2: West Mountain Road & Sundance Drive

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	20	485	5	25	510
Future Vol, veh/h	5	20	485	5	25	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	5	21	505	5	26	531
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1091	508	0	0	510	0
Stage 1	508	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.2	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	229	549	-	-	1015	-
Stage 1	588	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	549	-	-	1015	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	14.06	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	424	84	-	
HCM Lane V/C Ratio	-	-	0.061	0.026	-	
HCM Ctrl Dly (s/v)	-	-	14.1	8.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Valley County - Red Ridge TIS
Future (2036) Plus Project

Saturday Peak Hour
3: West Mountain Rd/Chad Drive & Wisdom Road

Intersection						
Int Delay, s/veh	11.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	510	10	10	50	45	525
Future Vol, veh/h	510	10	10	50	45	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	537	11	11	53	47	553

Major/Minor	Minor2	Major2		
Conflicting Flow All	37	37	-	0
Stage 1	37	37	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	976	855	-	-
Stage 1	986	864	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	976	0	-	-
Mov Cap-2 Maneuver	976	0	-	-
Stage 1	986	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	13.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	976	-	-
HCM Lane V/C Ratio	0.561	-	-
HCM Ctrl Dly (s/v)	13.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	3.6	-	-

Valley County - Red Ridge TIS
Future (2036) Plus Project

Saturday Peak Hour
4: Boydston Street & Valley Road



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	250	359	372	297	471
v/c Ratio	0.67	0.59	0.75	0.27	0.78
Control Delay (s/veh)	37.6	8.0	20.2	7.2	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	8.0	20.2	7.2	29.1
Queue Length 50th (ft)	98	0	70	53	159
Queue Length 95th (ft)	#216	72	162	97	296
Internal Link Dist (ft)	1284			396	613
Turn Bay Length (ft)	250		250		
Base Capacity (vph)	502	696	609	1561	968
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.52	0.61	0.19	0.49

Intersection Summary

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

Valley County - Red Ridge TIS
Future (2036) Plus Project

Saturday Peak Hour
4: Boydston Street & Valley Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	345	357	285	250	203
Future Volume (veh/h)	240	345	357	285	250	203
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	250	359	372	297	260	211
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	309	275	515	1141	311	253
Arrive On Green	0.17	0.17	0.18	0.62	0.33	0.33
Sat Flow, veh/h	1767	1572	1767	1856	948	769
Grp Volume(v), veh/h	250	359	372	297	0	471
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1856	0	1717
Q Serve(g_s), s	7.8	10.0	7.5	4.2	0.0	14.5
Cycle Q Clear(g_c), s	7.8	10.0	7.5	4.2	0.0	14.5
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	309	275	515	1141	0	564
V/C Ratio(X)	0.81	1.31	0.72	0.26	0.00	0.84
Avail Cap(c_a), veh/h	588	523	721	1918	0	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	23.6	11.4	5.0	0.0	17.7
Incr Delay (d2), s/veh	5.1	150.9	2.2	0.1	0.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	19.5	2.5	1.1	0.0	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.7	174.5	13.5	5.2	0.0	21.1
LnGrp LOS	C	F	B	A		C
Approach Vol, veh/h	609			669	471	
Approach Delay, s/veh	114.2			9.8	21.1	
Approach LOS	F			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	41.1			16.0	16.4	24.8
Change Period (Y+Rc), s	6.0			6.0	6.0	6.0
Max Green Setting (Gmax), s	59.0			19.0	17.0	36.0
Max Q Clear Time (g_c+I1), s	6.2			9.8	9.5	16.5
Green Ext Time (p_c), s	1.4			0.2	0.9	2.3
Intersection Summary						
HCM 7th Control Delay, s/veh			49.2			
HCM 7th LOS			D			

	→	↙	←	↖	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	551	176	208	326	216
v/c Ratio	0.70	0.69	0.26	0.60	0.34
Control Delay (s/veh)	15.3	28.2	10.7	22.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	28.2	10.7	22.0	4.8
Queue Length 50th (ft)	88	35	33	70	0
Queue Length 95th (ft)	254	132	95	222	45
Internal Link Dist (ft)	983		1293	1032	
Turn Bay Length (ft)		250		250	
Base Capacity (vph)	1504	523	1609	1181	1105
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.34	0.13	0.28	0.20
Intersection Summary					

Valley County - Red Ridge TIS
Future (2036) Plus Project

Saturday Peak Hour
5: Boydston Street & SH-55

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	245	284	169	200	313	207
Future Volume (veh/h)	245	284	169	200	313	207
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	255	296	176	208	326	216
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	402	466	390	952	407	363
Arrive On Green	0.51	0.51	0.51	0.51	0.23	0.23
Sat Flow, veh/h	783	909	850	1856	1767	1572
Grp Volume(v), veh/h	0	551	176	208	326	216
Grp Sat Flow(s),veh/h/ln	0	1692	850	1856	1767	1572
Q Serve(g_s), s	0.0	11.0	8.8	2.9	8.2	5.7
Cycle Q Clear(g_c), s	0.0	11.0	19.8	2.9	8.2	5.7
Prop In Lane		0.54	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	868	390	952	407	363
V/C Ratio(X)	0.00	0.63	0.45	0.22	0.80	0.60
Avail Cap(c_a), veh/h	0	1698	807	1862	1170	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.2	15.4	6.2	17.0	16.1
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.1	3.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	1.5	0.8	3.2	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.0	16.2	6.4	20.7	17.6
LnGrp LOS		A	B	A	C	B
Approach Vol, veh/h	551			384	542	
Approach Delay, s/veh	9.0			10.9	19.5	
Approach LOS	A			B	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	16.8		30.0		30.0	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	31.0		47.0		47.0	
Max Q Clear Time (g_c+I1), s	10.2		13.0		21.8	
Green Ext Time (p_c), s	0.6		3.1		2.2	
Intersection Summary						
HCM 7th Control Delay, s/veh			13.3			
HCM 7th LOS			B			

Valley County - Red Ridge TIS
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Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

											
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	301	366	130	202	120	388	474	167	78	297	122
v/c Ratio	0.85	0.47	0.50	0.74	0.33	0.87	0.77	0.26	0.28	0.79	0.27
Control Delay (s/veh)	55.8	4.3	39.4	50.2	5.4	39.5	36.4	5.2	16.2	46.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.8	4.3	39.4	50.2	5.4	39.5	36.4	5.2	16.2	46.1	4.3
Queue Length 50th (ft)	148	9	62	100	0	133	221	0	22	143	0
Queue Length 95th (ft)	#320	41	120	178	27	#274	#421	44	50	242	26
Internal Link Dist (ft)	987			1578			792			1165	
Turn Bay Length (ft)		300	225		225	200		400	150		150
Base Capacity (vph)	383	794	372	391	448	461	626	643	366	508	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.46	0.35	0.52	0.27	0.84	0.76	0.26	0.21	0.58	0.22

Intersection Summary

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

Valley County - Red Ridge TIS
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Saturday Peak Hour
6: 3rd Street (SH-55) & Deinhard Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	177	351	125	194	115	372	455	160	75	285	117
Future Volume (veh/h)	112	177	351	125	194	115	372	455	160	75	285	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	117	184	366	130	202	120	388	474	167	78	297	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	134	211	601	239	251	208	473	606	513	270	344	292
Arrive On Green	0.19	0.19	0.19	0.14	0.14	0.14	0.20	0.33	0.33	0.05	0.19	0.19
Sat Flow, veh/h	708	1113	1552	1767	1856	1537	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	301	0	366	130	202	120	388	474	167	78	297	122
Grp Sat Flow(s),veh/h/ln	1820	0	1552	1767	1856	1537	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	11.7	0.0	13.8	5.0	7.7	5.3	12.7	16.8	5.8	2.1	11.3	5.0
Cycle Q Clear(g_c), s	11.7	0.0	13.8	5.0	7.7	5.3	12.7	16.8	5.8	2.1	11.3	5.0
Prop In Lane	0.39		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	0	601	239	251	208	473	606	513	270	344	292
V/C Ratio(X)	0.87	0.00	0.61	0.54	0.80	0.58	0.82	0.78	0.33	0.29	0.86	0.42
Avail Cap(c_a), veh/h	413	0	659	401	421	349	473	648	549	421	546	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	18.0	29.3	30.5	29.5	19.0	22.2	18.5	16.7	28.7	26.1
Incr Delay (d2), s/veh	14.4	0.0	0.8	0.7	2.3	0.9	10.2	5.1	0.1	0.2	4.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	4.8	2.1	3.5	2.0	6.0	7.5	2.0	0.8	5.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.0	0.0	18.9	30.1	32.8	30.4	29.3	27.3	18.6	16.9	33.6	26.5
LnGrp LOS	D		B	C	C	C	C	C	B	B	C	C
Approach Vol, veh/h	667				452		1029				497	
Approach Delay, s/veh	29.7				31.4		26.6				29.2	
Approach LOS	C				C		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.8	29.3	19.3		19.0	19.1	15.3					
Change Period (Y+Rc), s	4.8	5.6	5.5		4.8	5.6	5.5					
Max Green Setting (Gmax), s	10.2	25.4	16.5		14.2	21.4	16.5					
Max Q Clear Time (g_c+I1), s	4.1	18.8	13.7		14.7	13.3	9.7					
Green Ext Time (p_c), s	0.0	0.4	0.1		0.0	0.2	0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			28.7									
HCM 7th LOS			C									

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Saturday Peak Hour
7: SH-55 & Johnson Lane/Burr Lane

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	15	10	5	10	15	792	5	10	816	15
Future Vol, veh/h	10	10	15	10	5	10	15	792	5	10	816	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	10	16	10	5	10	16	825	5	10	850	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1738	1740	858	1735	1745	828	866	0	0	830	0	0
Stage 1	879	879	-	859	859	-	-	-	-	-	-	-
Stage 2	859	861	-	876	886	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	68	86	355	68	86	370	773	-	-	797	-	-
Stage 1	341	364	-	350	372	-	-	-	-	-	-	-
Stage 2	350	371	-	342	361	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	58	81	355	54	80	370	773	-	-	797	-	-
Mov Cap-2 Maneuver	58	81	-	54	80	-	-	-	-	-	-	-
Stage 1	332	355	-	337	358	-	-	-	-	-	-	-
Stage 2	322	357	-	309	352	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	57.39		59.75		0.18		0.11	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	104	91	21	-
HCM Lane V/C Ratio	0.02	-	-	0.351	0.286	0.013	-
HCM Ctrl Dly (s/v)	9.8	0	-	57.4	59.8	9.6	0
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1.1	0	-

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Saturday Peak Hour
8: West Mountain Road & Spine Road (Main Access)

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	356	12	12	134	157	358
Future Vol, veh/h	356	12	12	134	157	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	96	96	96	96
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	400	13	13	140	164	373

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	328	164	536	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	650	861	992	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	641	861	992	-	-	-
Mov Cap-2 Maneuver	641	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.9	0.71	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	148	-	647	-	-
HCM Lane V/C Ratio	0.013	-	0.639	-	-
HCM Ctrl Dly (s/v)	8.7	0	19.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	4.6	-	-

Intersection				
Intersection Delay, s/veh	5.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	31	39	26	292
Demand Flow Rate, veh/h	33	41	27	307
Vehicles Circulating, veh/h	377	373	381	106
Vehicles Exiting, veh/h	36	37	29	308
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.4	4.3	5.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	L	LTR	LTR
Assumed Moves	LTR	L	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	33	41	27	307
Cap Entry Lane, veh/h	939	943	936	1238
Entry HV Adj Factor	0.939	0.952	0.963	0.951
Flow Entry, veh/h	31	39	26	292
Cap Entry, veh/h	882	898	901	1178
V/C Ratio	0.035	0.043	0.029	0.248
Control Delay, s/veh	4.4	4.4	4.3	5.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	390
Demand Flow Rate, veh/h	410
Vehicles Circulating, veh/h	0
Vehicles Exiting, veh/h	408
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	5.4
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Follow-Up Headway, s	2.609
Critical Headway, s	4.976
A (Intercept)	1380
B (Slope)	1.02e-3
Entry Flow, veh/h	410
Cap Entry Lane, veh/h	1380
Entry HV Adj Factor	0.950
Flow Entry, veh/h	390
Cap Entry, veh/h	1311
V/C Ratio	0.297
Control Delay, s/veh	5.4
LOS	A
95th %tile Queue, veh	1

Intersection			
Intersection Delay, s/veh	4.6		
Intersection LOS	A		
Approach	NW	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	4	292	287
Demand Flow Rate, veh/h	4	306	301
Vehicles Circulating, veh/h	302	0	4
Vehicles Exiting, veh/h	4	305	302
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.6	4.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	4	306	301
Cap Entry Lane, veh/h	1014	1380	1374
Entry HV Adj Factor	1.000	0.953	0.952
Flow Entry, veh/h	4	292	287
Cap Entry, veh/h	1014	1315	1309
V/C Ratio	0.004	0.222	0.219
Control Delay, s/veh	3.6	4.6	4.6
LOS	A	A	A
95th %tile Queue, veh	0	1	1

