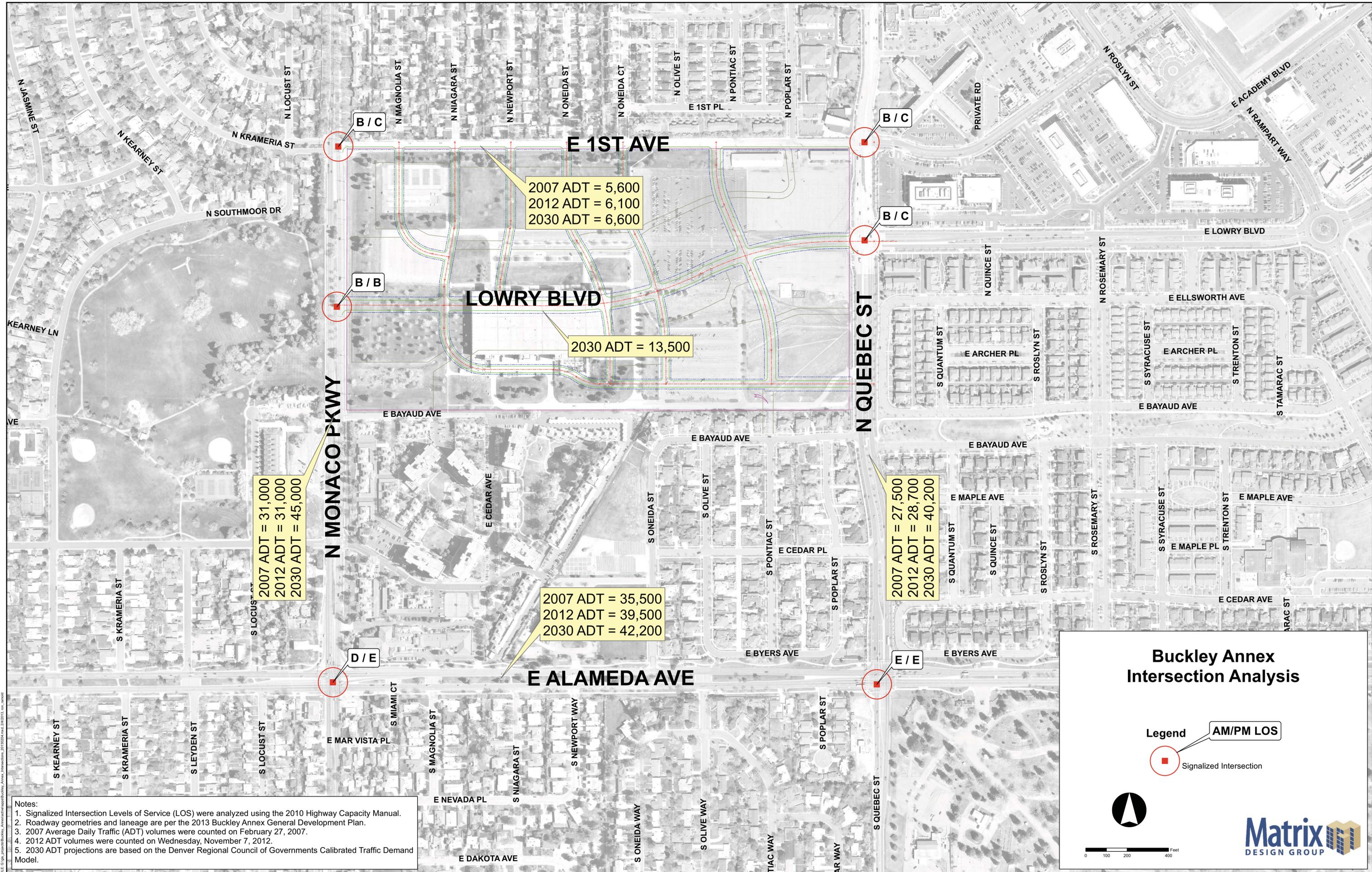


SCREEN LINE ANALYSIS								
Major East/West Streets	2007 Traffic Counts ¹	2012 Traffic Counts ²	K-Factor ³	D-Factor ⁴	2030 No-Build		Screen Line Summary w/ Proposed Development	
					2030 ADT ⁵	Capacity ⁶	2030 ADT ⁵	Capacity ⁶
1 st Avenue	5,600	6,100	0.11	0.55	7,500	12,600	6,600	12,600
Lowry Boulevard	----	----	0.09	0.55	----	----	13,500	15,400
Alameda Avenue	35,500	39,500	0.09	0.55	45,300	46,400	42,200	46,400
Screenline Volume	41,100	45,600			52,800		62,300	
Screenline Capacity	59,000	59,000			59,000		74,400	
V/C Ratio ⁷	0.70	0.77			0.89		0.84	

Notes:

1. 2007 traffic counts were conducted on February 27, 2007 per the Buckley Annex Redevelopment Plan dated February 2008
2. 2012 traffic counts were conducted on November 7, 2012
3. K-Factor is the proportion of average daily traffic occurring in the peak hour
4. D-Factor is the proportion of peak-hour traffic in the peak direction
5. 2030 Average Daily Traffic (ADT) based on Denver Regional Council of Governments Calibrated Traffic Model
6. Capacities were derived using Exhibit 16-14 in the HCM2010, and LOS D or better for the roadway segment
7. V/C Ratio is the Volume to Capacity Ratio.



Notes:
 1. Signalized Intersection Levels of Service (LOS) were analyzed using the 2010 Highway Capacity Manual.
 2. Roadway geometries and laneage are per the 2013 Buckley Annex General Development Plan.
 3. 2007 Average Daily Traffic (ADT) volumes were counted on February 27, 2007.
 4. 2012 ADT volumes were counted on Wednesday, November 7, 2012.
 5. 2030 ADT projections are based on the Denver Regional Council of Governments Calibrated Traffic Demand Model.

Buckley Annex Intersection Analysis

Legend AM/PM LOS

Signalized Intersection




Matrix
DESIGN GROUP