

**Table 4.5**  
**AM/PM Peak Hour C-470 Freeway Segment LOS/Density Summary**

From	To	WB C-470 Freeway Segments		EB-470 Freeway Segments	
		LOS	Density (sec)	LOS	Density (sec)
I-25	Yosemite Street	C/C	21.6/21.6	C/C	21.9/19.1
Yosemite Street	Quebec Street	C/C	23.4/27.7	D/C	27.5/23.5
Quebec Street	University Boulevard	F/F	-/-	F/E	-/43.2
University Boulevard	Broadway	F/F	-/-	F/F	-/-
Broadway	Lucent Boulevard	E/F	37.0/-	E/E	39.6/40.9
Lucent Boulevard	Santa Fe Drive	E/F	40.7/-	F/E	-/43.2
Santa Fe Drive	Platte Canyon Road	E/F	35.4/-	E/E	38.6/36.4
Platte Canyon Road	Wadsworth Boulevard	D/E	33.2/39.8	E/E	38.6/36.4
Wadsworth Boulevard	Kipling Parkway	C/D	23.3/31.1	D/D	27.9/26.1
Kipling Parkway	Ken Caryl Avenue	C/C	18.5/23.2	C/C	20.8/21.4
Ken Caryl Avenue	Bowles Avenue	C/D	26.0/26.7	C/D	22.2/29.5
Bowles Avenue	Quincy Avenue	D/D	32.3/27.3	C/E	22.0/39.3
Quincy Avenue	US 285	F/D	-/28.9	C/F	22.5/-
US 285	Morrison Road	D/C	35.0/20.8	B/D	16.1/31.2
Morrison Road	I-70	D/C	31.0/18.6	B/D	14.0/26.1

#### 4.2.6 Congestion/Queue Observations

To identify areas where the volume to capacity ratio ( $V/C$ ) was close to 1.0, or where the intersection was oversaturated, a Synchro model was developed for the arterial street network. The intersections identified in the Synchro analysis were then visited during the AM and PM peak hours to field verify queue lengths. The field-measured queue lengths were later used to calibrate the micro-simulation model.

#### 4.2.7 Speed Profiles

Travel speed measurements were collected in both directions during the AM and PM peak hour between I-25 and I-70. The travel speed ranged from 45 mph to 63 mph. Table 4.5 summarizes the recorded travel speed for each segment.