

Women's Hospital
(Montgomery Blvd. / Monroe St.)
Traffic Study / Queuing Analysis

—◆—
June 1, 2007

Terry O. Brown, P.E.

Presented to:

**Transportation Development Division
City of Albuquerque**

Prepared for:

**Gregory T. Hicks & Assoc.
112 Second St. SW #204
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Monday, October 24, 2005

Tony J. Loyd

City of Albuquerque Transportation Development
600 2nd St. NW
Albuquerque, NM 87102

Re: Women's Hospital (Montgomery Blvd. / Monroe St.)

Dear Tony:

As you requested, an analysis of the queuing at the intersection of Montgomery Blvd. / Monroe St. (Women's Hospital Driveway) is provided in this report.

The methodology utilized in this report is summarized as follows:

- 1) Acquire recent traffic count from the Mid-Region Council of Governments for the signalized intersection of Montgomery Blvd. / Monroe St.
- 2) Calculate the number of trips generated by the proposed 66,000 S.F. expansion of the existing Women's Hospital based on the data provided by the Institute of Transportation Engineers' Trip Generation Manual, 7th Edition (2003).
- 3) Determine Trip Distribution of new trips based on MRCOG Socioeconomic data citywide inversely proportional to the distance of the subarea from the subject Women's Hospital Site.
- 4) Project 2008 NO BUILD and BUILD Volumes at the intersection of Montgomery Blvd. / Monroe St. (Women's Hospital Driveway).
- 5) Calculate queue lengths for the intersection of Montgomery Blvd. / Monroe St. (Women's Hospital Driveway) utilizing Poisson's ratio based on a 95% probability level of confidence.

The calculated queue length (especially for the southbound left and right turn movements) at Montgomery Blvd. / Monroe St. should be utilized as a guide in the design of the access to the newly reconfigured driveway and expansion of the existing facility.

The analysis indicated that the southbound PM Peak Hour left turn queue at the Women's Hospital Driveway is the more critical movement to consider. The southbound right turn queue should be considerably less than the left turn queue length. The analysis resulted in a southbound queue length of 125 feet for the PM Peak Hour NO BUILD Condition, and a southbound queue length of 250 feet for the PM Peak Hour BUILD Conditions.

Field observation confirmed that the existing southbound queue length is approximately 125 feet. Construction of the new 66,000 S.F. expansion results in a 250 calculated queue length. The 60,000 S.F. expansion to the existing facility represents only an approximate 40% increase in the existing building area of approximately 170,000 S.F. However, the calculated increase in trips based on the ITE Trip Generation data indicates that the new 66,000 S.F. addition will more than double the volume of southbound left turn traffic at the driveway on Montgomery Blvd. The queue

Re: Women's Hospital (Montgomery Blvd. / Monroe St.)

length calculated based on the ITE Trip Generation data may be overstated by some amount. Using an increase in volume at the driveway that is proportionate to the increase in square footage would indicate a queue length for the project BUILD condition that would be approximately 175 feet to 250 feet. However, it is also feasible to consider that the additional 66,000 S.F. will generate a disproportional volume of traffic to the Montgomery / Monroe driveway since it is located immediately west of the driveway.

This study, therefore, concludes that the design of the facility should provide for a minimum of 250 feet of clear queuing for the southbound approach of the driveway aligned with Monroe St. at Montgomery Blvd. The design of the driveway should be so that if southbound traffic is queued a distance of 250 feet north of the stop bar at the driveway, it would not block northbound traffic entering the driveway desiring to turn any direction or continue straight. This will minimize the possibility that northbound traffic that has entered the driveway will not queue back into Montgomery Blvd.

This recommended design is based on accepted methodology for determining calculated queue lengths at signalized intersections for the City of Albuquerque.

Please call me if you have questions or if you need additional information.

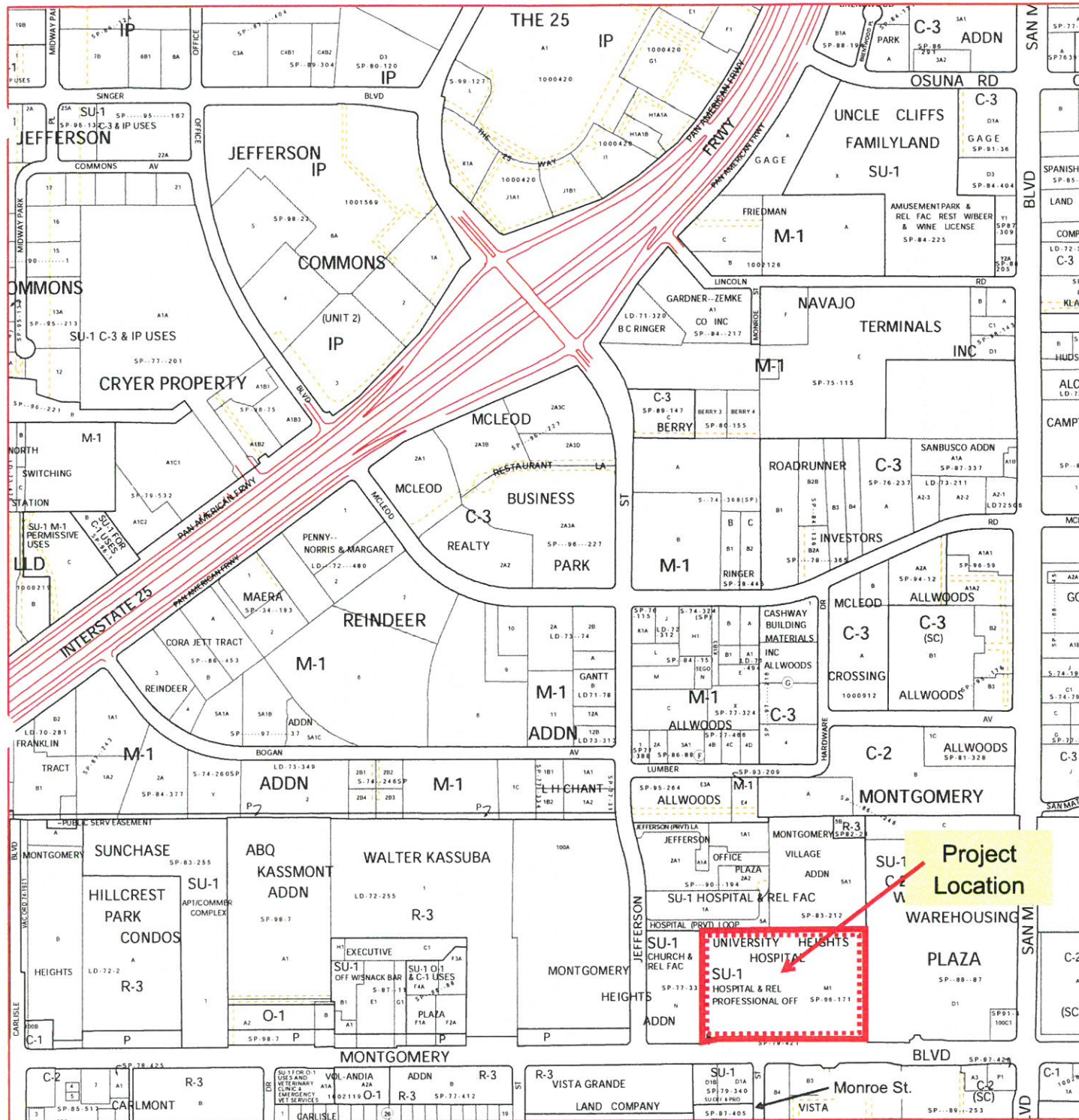
Sincerely,



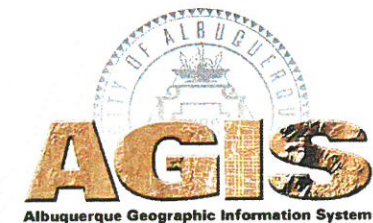
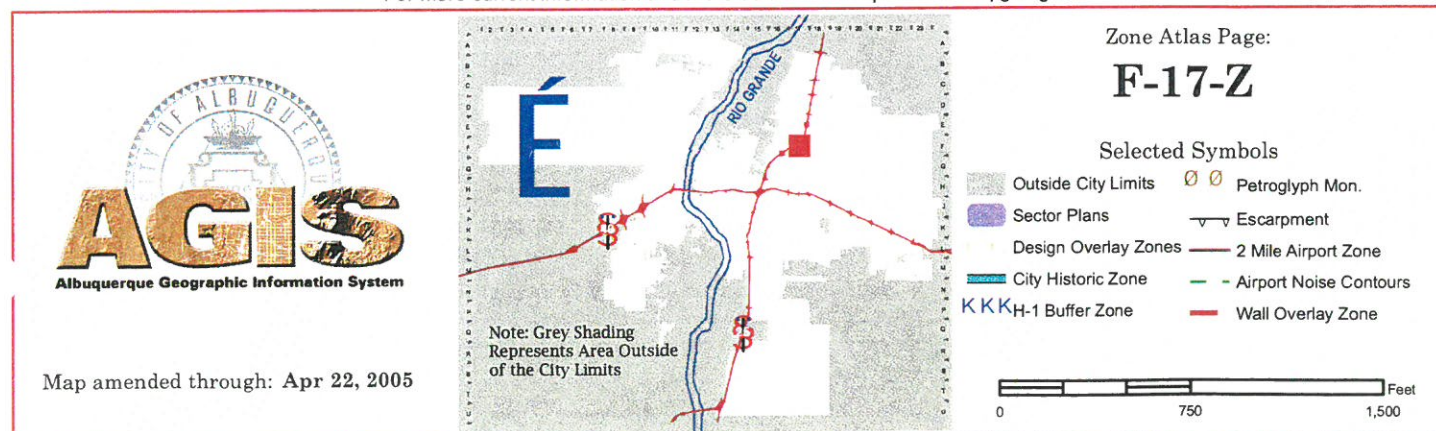
Terry O. Brown

Attachments:

- Vicinity Map
- Trip Generation Worksheet
- Trip Distribution Subarea Map
- Trip Distribution Worksheet
- Trip Distribution Map
- Trip Assignments - % Entering Trips
- Trip Assignments - % Exiting Trips
- Projected 2008 Turning Movement Volumes Summary Sheet
- Projected 2008 Turning Movement Volumes Worksheets
- Projected 2008 Turning Movement Volumes Maps (NO BUILD, Trips, BUILD)
- Queuing Analysis Summary Sheet
- Queuing Analysis Worksheets



For more current information and more details visit: <http://www.cabq.gov/gis>



Map amended through: Apr 22, 2005

Women's Hospital (Montgomery Blvd / Monroe St)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT

Units					
Hospital (610)		60.00	134	66	185
		1,000 S.F.			

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = \frac{10.01}{50\%} (X) + \frac{2209.31}{50\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

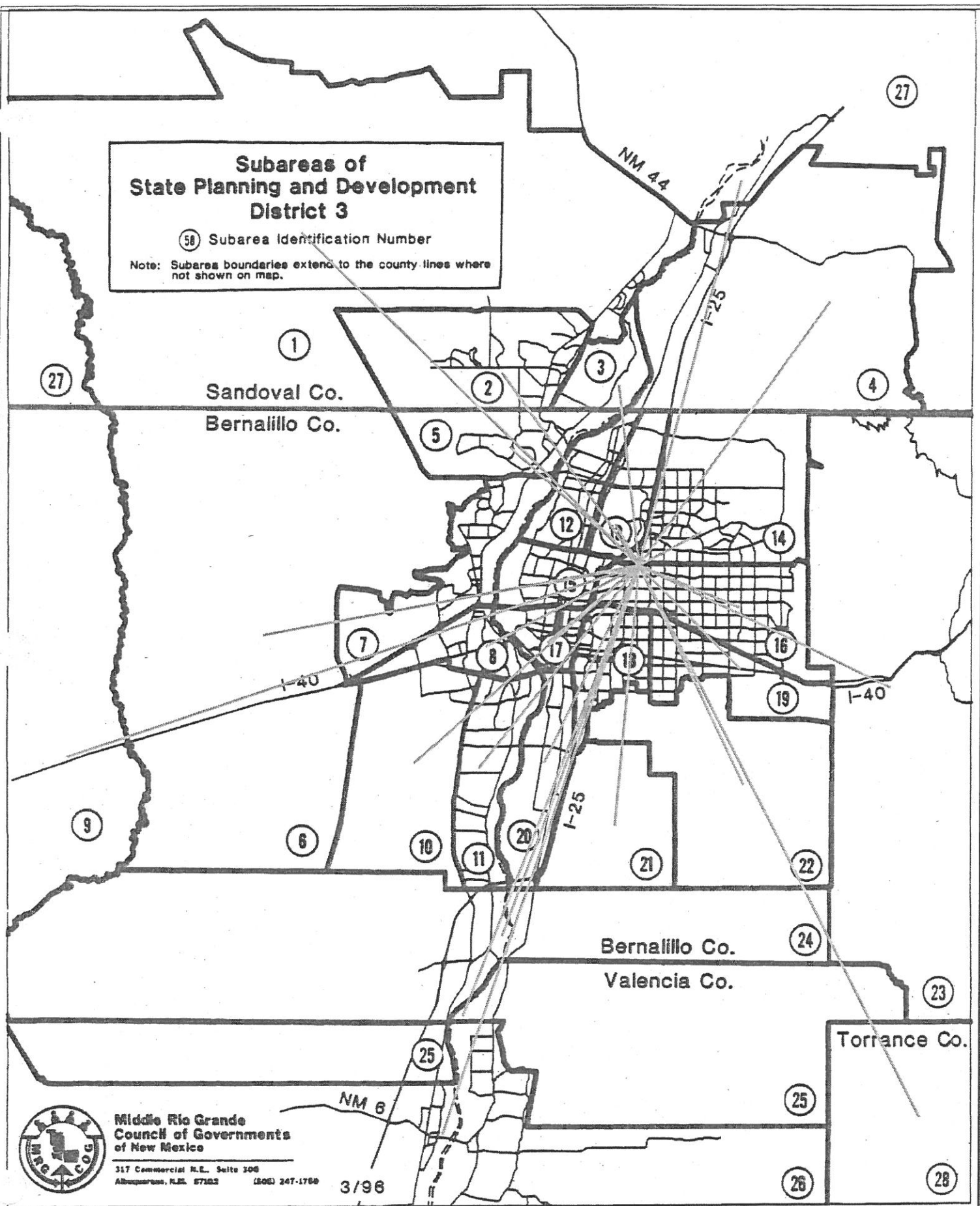
$$T = \frac{0.91}{67\%} (X) + \frac{145.24}{33\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = \frac{0.71}{33\%} (X) + \frac{233.89}{67\%} \text{ Exit}$$

Comments:
Expansion

Based on ITE Trip Generation Manual - 7th Edition



**Women's Hospital Expansion (Montgomery / Morris St)
Trip Distribution - Subarea Map**

Figure 4

Trip Distribution Table

Women's Hospital Expansion

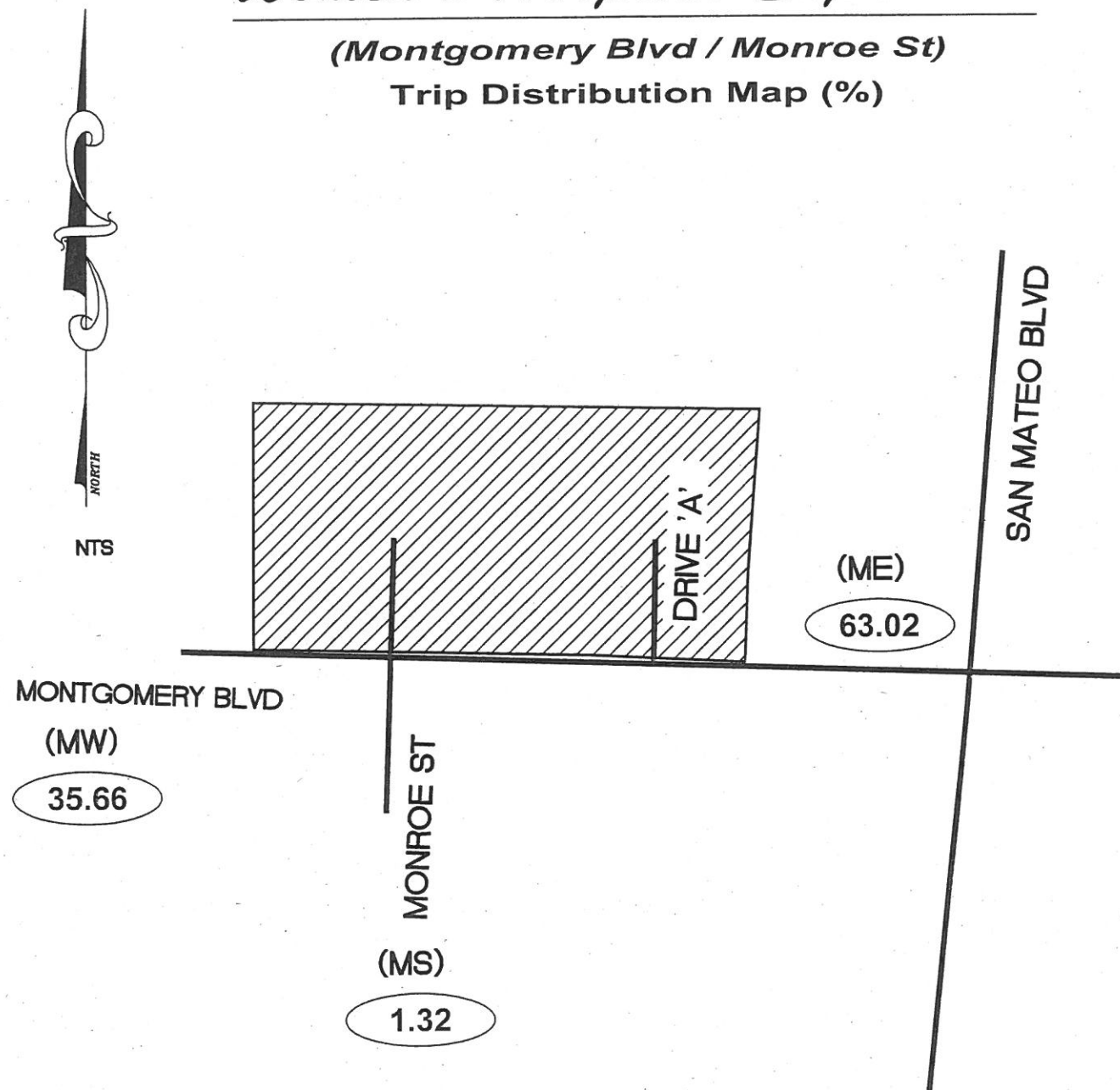
Sub Area Population Data:
For determination of Trip Distribution for Proposed Office Development
Data Taken from Middle Rio Grande Council of Governments' 2020 Socioeconomic Forecasts
for Data Analysis Subzones in State Planning and Development District 3 (TR-125) - Appendix "B"

Sub Area ID #	% Sub Area In Study	2005 Population		Interpolated Population for the Year 2008	Population in Study	Dist. (Mi.)	Population / Distance	(ME) Montgomery Blvd East			(MS) Monroe St South			(MW) Montgomery Blvd West		
		2005	2020					% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
1	100%	21,414	41,114	25,059	25,059	17.95	1,396	15%	0.10%	209	0%	0.00%	0	85%	0.56%	1,187
2	100%	45,362	58,927	48,491	48,491	8.95	5,418	15%	0.38%	813	0%	0.00%	0	85%	2.18%	4,605
3	100%	7,969	11,115	8,559	8,559	6.85	1,250	15%	0.59%	187	0%	0.00%	0	85%	0.50%	1,062
4	100%	12,216	26,841	12,799	12,799	12.25	1,045	15%	0.07%	157	0%	0.00%	0	85%	0.42%	888
5	100%	26,070	37,210	30,374	30,374	6.65	4,568	15%	0.32%	685	0%	0.00%	0	85%	1.84%	3,882
6	100%	925	9,492	1,168	1,168	14.4	81	0%	0.04%	0	0%	0.00%	0	100%	0.04%	81
7	100%	50,317	64,804	54,654	54,654	6.65	8,219	0%	0.00%	0	0%	0.00%	0	100%	3.89%	8,219
8	100%	26,367	28,114	27,114	27,114	6.55	4,140	0%	0.00%	0	0%	0.00%	0	100%	1.96%	4,140
9	100%	1,451	1,812	1,524	1,524	22.75	67	0%	0.00%	0	0%	0.00%	0	100%	0.03%	67
10	100%	30,442	40,748	34,162	34,162	11.3	3,023	0%	0.00%	0	0%	0.00%	0	100%	1.43%	3,023
11	100%	32,786	34,044	33,081	33,081	9.75	3,393	0%	0.00%	0	0%	0.00%	0	100%	1.60%	3,393
12	100%	17,154	18,712	17,478	17,478	3.45	5,066	0%	0.00%	0	0%	0.00%	0	100%	2.40%	5,066
13	100%	6,549	7,506	6,932	6,932	1.8	3,851	0%	0.00%	0	0%	0.00%	0	100%	1.82%	3,851
14*	100%	94,776	107,763	97,576	97,576	1	97,576	92%	42.43%	89,731	0%	0.00%	0	8%	3.71%	7,845
15	100%	24,857	25,919	24,985	24,985	3.5	7,139	0%	0.00%	0	0%	0.00%	0	100%	3.38%	7,139
16	100%	114,357	114,238	114,208	114,208	4.1	27,856	90%	11.86%	25,070	10%	1.32%	2,786	0%	0.00%	0
17	100%	20,667	21,915	20,544	20,544	4.55	4,515	0%	0.00%	0	0%	0.00%	0	100%	2.14%	4,515
18	100%	43,721	44,079	43,649	43,649	3.6	12,125	50%	2.87%	6,062	0%	0.00%	0	50%	2.87%	6,062
19	100%	56,890	59,508	56,926	56,926	5.5	10,350	100%	4.89%	10,350	0%	0.00%	0	0%	0.00%	0
20	100%	7,861	8,541	7,895	7,895	8.25	957	0%	0.45%	0	0%	0.00%	0	0%	0.00%	957
21	100%	367	12,060	476	476	9.9	48	0%	0.00%	0	0%	0.00%	0	100%	0.45%	48
22	100%	8,719	8,600	8,695	8,695	9.2	945	0%	0.00%	0	0%	0.00%	0	100%	0.45%	945
23	100%	19,728	30,237	21,017	21,017	10.55	1,992	0%	0.00%	0	0%	0.00%	0	100%	0.94%	1,992
24	100%	2,588	3,069	2,665	2,665	14.9	179	0%	0.00%	0	0%	0.00%	0	100%	0.08%	179
25	100%	1,122	1,647	1,198	1,198	18.25	66	0%	0.00%	0	0%	0.00%	0	100%	0.03%	66
26	100%	78,754	121,545	85,591	85,591	22.7	3,771	0%	0.00%	0	0%	0.00%	0	100%	1.78%	3,771
27	100%	23,198	31,702	24,519	24,519	15.05	1,629	0%	0.00%	0	0%	0.00%	0	100%	0.77%	1,629
28	100%	17,524	25,181	18,870	18,870	23.4	806	0%	0.00%	0	0%	0.00%	0	100%	0.38%	806
		794,151	998,443	830,209	830,209	211,469	100.00%	63.02%	133,265	2,766	1.32%	2,766	35.66%	75,418	35.66%	75,418
																36.66%
																1.32%

Women's Hospital Expansion

(Montgomery Blvd / Monroe St)

Trip Distribution Map (%)



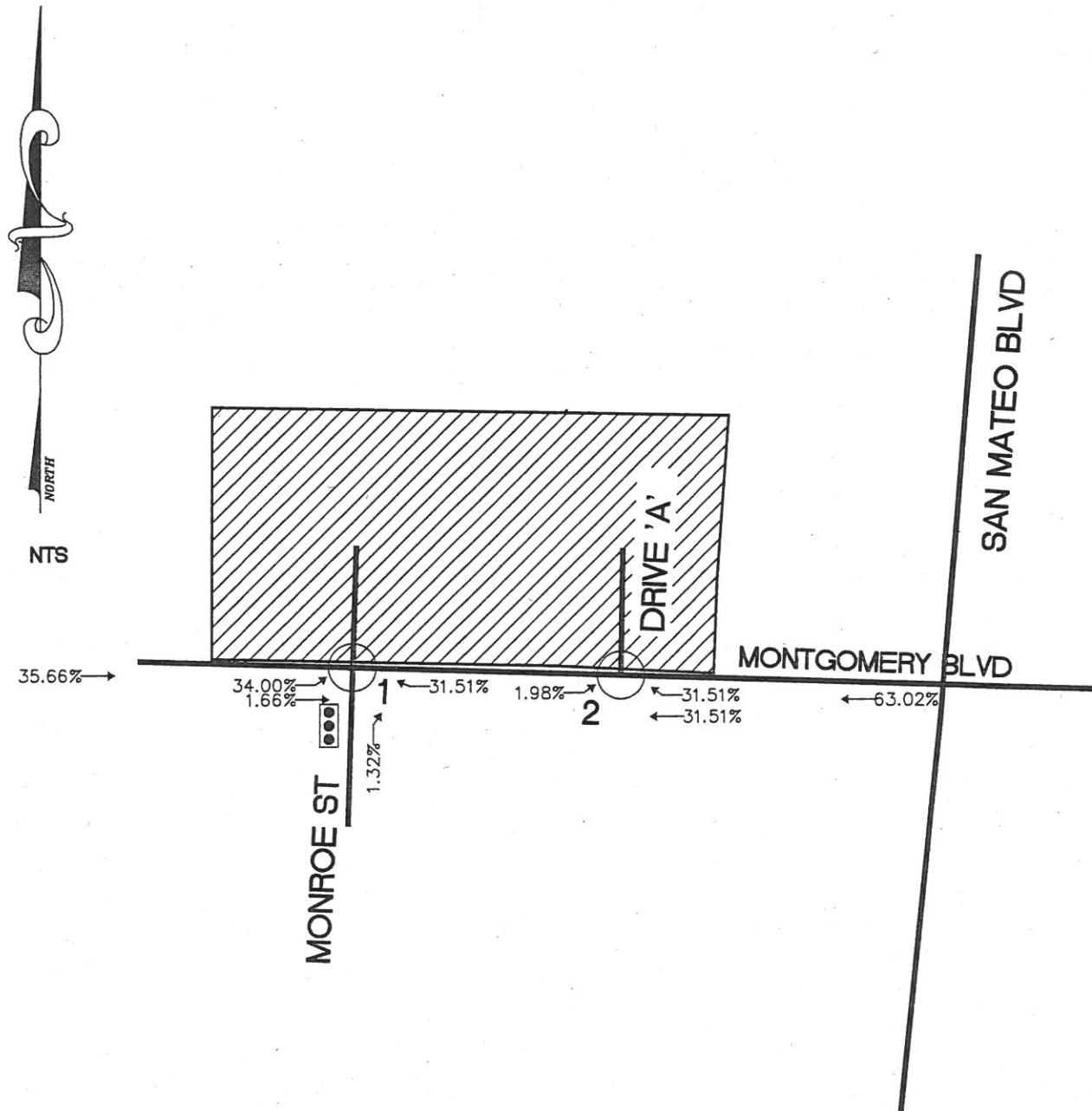
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Women's Hospital Expansion

(Montgomery Blvd / Monroe St)

Trip Assignments (% Entering)



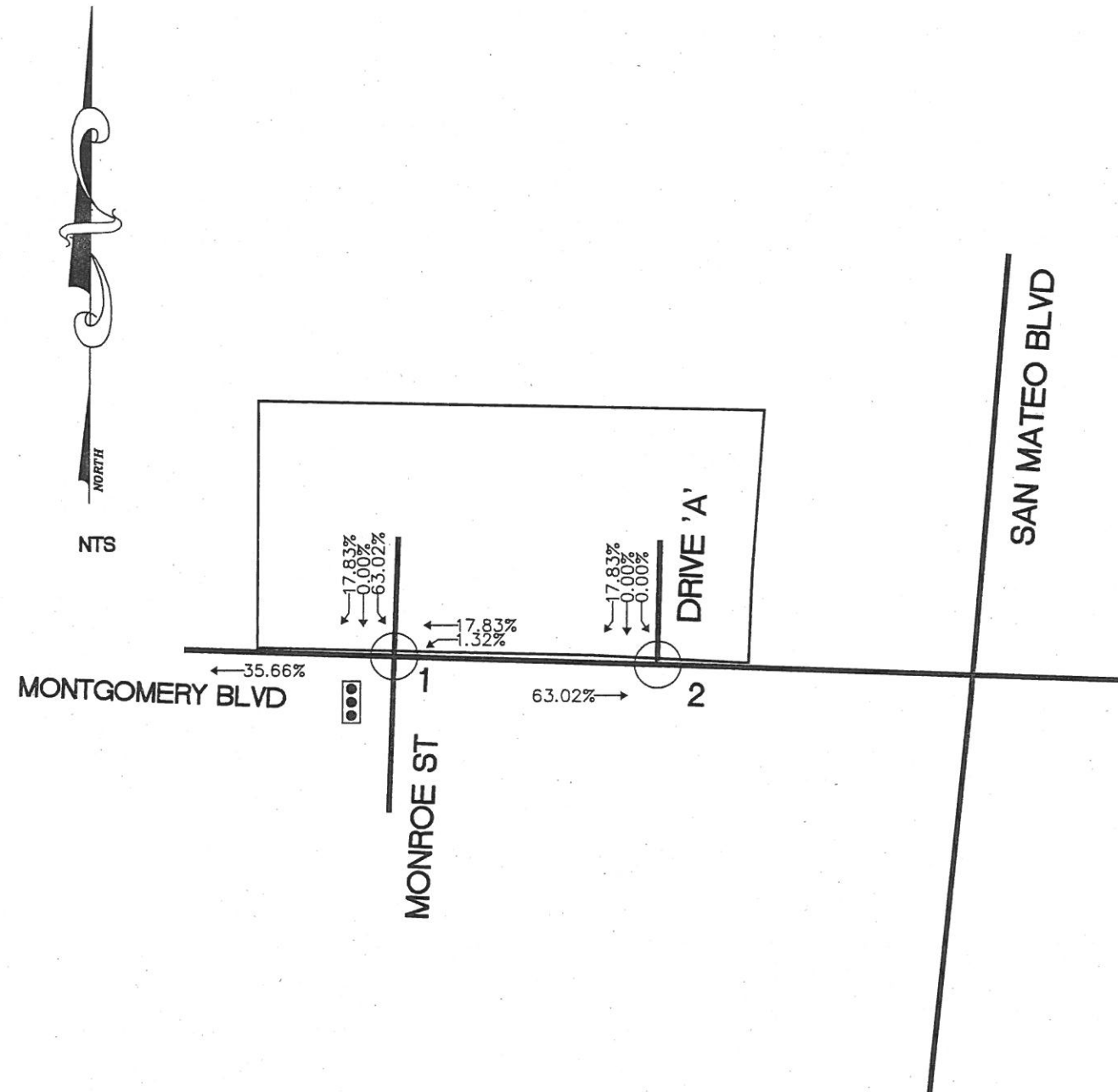
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Women's Hospital Expansion

(Montgomery Blvd / Monroe St)

Trip Assignments (% Exiting)



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Women's Hospital (Montgomery Blvd. / Monroe St.)
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2008) - 100% Development

INTERSECTION: Summary

Montgomery Blvd. / Monroe St.													0.68	0.83	0.80	0.56	PHF							
(1) 3.0% Truck Existing (2005) 2008 (NO BUILD - A.M.) 2008 (BUILD - A.M.)	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Monroe St.)			Southbound (Monroe St.)			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	38	912	49	28	2,107	13	27	2	3	5	1	3												
	39	938	51	29	2,169	14	27	2	3	5	1	3												
	85	940	51	30	2,181	56	27	2	5	47	1	15												
													0.93	0.95	0.86	0.64	PHF							
Existing (2005) 2008 (NO BUILD - P.M.) 2008 (BUILD - P.M.)	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Monroe St.)			Southbound (Monroe St.)			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	27	2,039	53	37	1,840	4	124	6	63	77	3	10												
	28	2,099	54	38	1,893	4	124	6	63	77	3	10												
	59	2,101	54	40	1,926	33	124	6	64	194	3	43												

Montgomery Blvd. / Driveway "A"													0.68	0.83	0.80	0.80	PHF							
(2) 3.0% Truck Existing (2005) 2008 (NO BUILD - A.M.) 2008 (BUILD - A.M.)	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Driveway "A")			Southbound (Driveway "A")			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	10	897	12	11	2,121	116	5	0	11	6	1	22												
	11	923	13	12	2,183	120	5	0	11	6	1	22												
	15	965	13	12	2,225	162	5	0	11	6	1	34												
													0.93	0.95	0.80	0.80	PHF							
Existing (2005) 2008 (NO BUILD - P.M.) 2008 (BUILD - P.M.)	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Driveway "A")			Southbound (Driveway "A")			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	13	2,155	15	29	1,797	31	15	0	62	33	3	66												
	14	2,218	16	30	1,850	32	15	0	62	33	3	66												
	17	2,335	16	30	1,879	61	15	0	62	33	3	99												

Women's Hospital (Montgomery Blvd. / Monroe St.)
Projected Turning Movements Worksheet
Montgomery Blvd. I Monroe St.

INTERSECTION: E-W Street: **Montgomery Blvd.** (1)
N-S Street: **Monroe St.**
Year of Existing Counts: 2002
Implementation Year: 2008
Growth Rates: 1.00% 1.00% 0.00% 0.00%

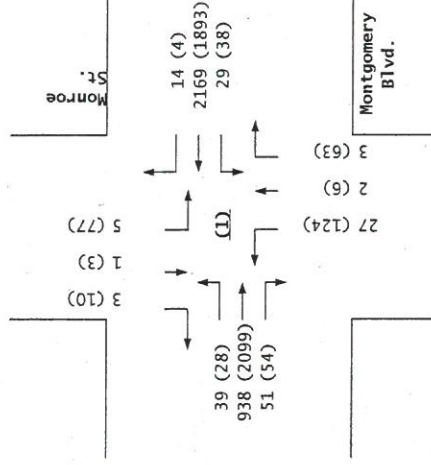
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Monroe St.)			Southbound (Monroe St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	37	885	48	27	2,046	13	27	2	3	5	1	3
Background Traffic Growth	2	53	3	2	123	1	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	39	938	51	29	2,169	14	27	2	3	5	1	3
Percent Commercial Trips Generated(Entering)	34.00%	1.66%	0.00%	0.00%	0.00%	31.51%	0.00%	0.00%	1.32%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.32%	17.83%	0.00%	0.00%	0.00%	0.00%	63.02%	0.00%	17.83%
Total Trips Generated	46	2	0	1	12	42	0	0	2	42	0	12
Total AM Peak Hour BUILD Volumes	85	940	51	30	2,181	56	27	2	5	47	1	15

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Monroe St.)			Southbound (Monroe St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	26	1,980	51	36	1,786	4	124	6	63	77	3	10
Background Traffic Growth	2	119	3	2	107	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	28	2,099	54	38	1,893	4	124	6	63	77	3	10
Percent Commercial Trips Generated(Entering)	34.00%	1.66%	0.00%	0.00%	0.00%	31.51%	0.00%	0.00%	1.32%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.32%	17.83%	0.00%	0.00%	0.00%	0.00%	63.02%	0.00%	17.83%
Total Trips Generated	31	2	0	2	33	29	0	0	1	117	0	33
Total PM Peak Hour BUILD Volumes	59	2,101	54	40	1,926	33	124	6	64	194	3	43

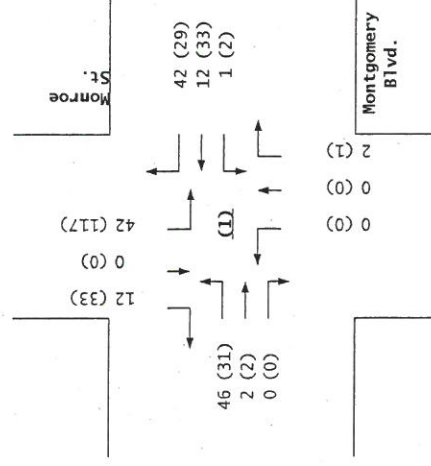
Number of Commercial Trips Generated: Entering 134, Exiting 66 A.M., 91, 185 P.M., 100% Commercial Development

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Monroe St.)			Southbound (Monroe St.)		
2005 AM Peak Hr. Volumes	38	912	49	28	2,107	13	27	2	3	5	1	3
2005 PM Peak Hr. Volumes	27	2,039	53	37	1,840	4	124	6	63	77	3	10

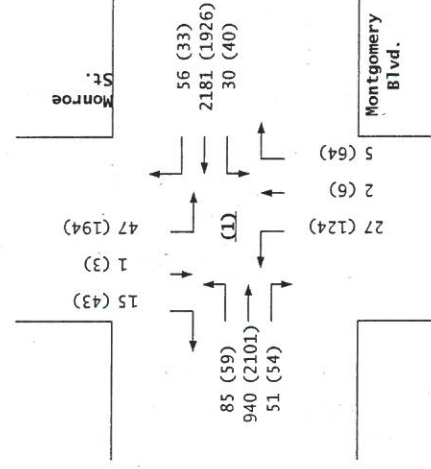
2008
NO BUILD



Trips



2008
BUILD



Montgomery Blvd. / Monroe St.

Women's Hospital (Montgomery Blvd. / Monroe St.)
Projected Turning Movements Worksheet
Montgomery Blvd. / Driveway "A"

INTERSECTION: E-W Street: Montgomery Blvd. (2)
N-S Street: Driveway "A"
Year of Existing Counts 2002
Implementation Year 2008
Growth Rates

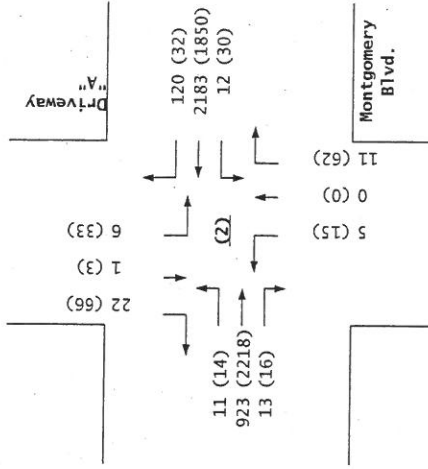
	1.00%			1.00%			0.00%			0.00%		
	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	10	871	12	11	2,059	113	5	0	11	6	1	22
Background Traffic Growth	1	52	1	1	124	7	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	11	923	13	12	2,183	120	5	0	11	6	1	22
Percent Commercial Trips Generated(Entering)	2.98%	0.00%	0.00%	0.00%	31.51%	31.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	63.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.83%
Total Trips Generated	4	42	0	0	42	42	0	0	0	0	0	12
Total AM Peak Hour BUILD Volumes	15	965	13	12	2,225	162	5	0	11	6	1	34

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	2,092	15	28	1,745	30	15	0	62	33	3	66
Background Traffic Growth	1	126	1	2	105	2	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	14	2,218	16	30	1,850	32	15	0	62	33	3	66
Percent Commercial Trips Generated(Entering)	2.98%	0.00%	0.00%	0.00%	31.51%	31.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	63.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.83%
Total Trips Generated	3	117	0	0	29	29	0	0	0	0	0	33
Total PM Peak Hour BUILD Volumes	17	2,335	16	30	1,879	61	15	0	62	33	3	99

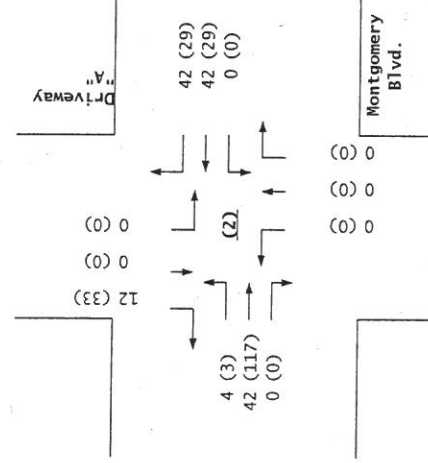
Number of Commercial Trips Generated
Entering 134 Exiting 66 A.M. 100% Commercial Development
91 185 P.M.

	Eastbound (Montgomery Blvd.)			Westbound (Montgomery Blvd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
2005 AM Peak Hr. Volumes	10	897	12	11	2,121	116	5	0	11	6	1	22
2005 PM Peak Hr. Volumes	13	2,155	15	29	1,797	31	15	0	62	33	3	66

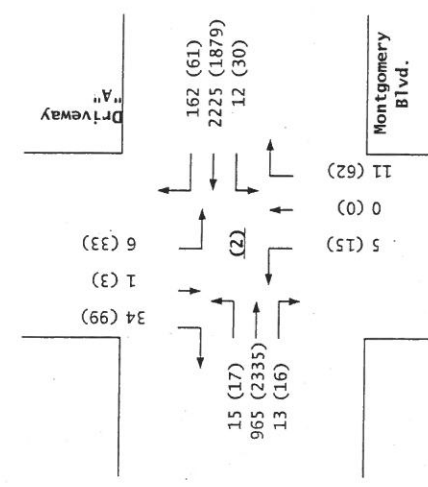
2008
NO BUILD



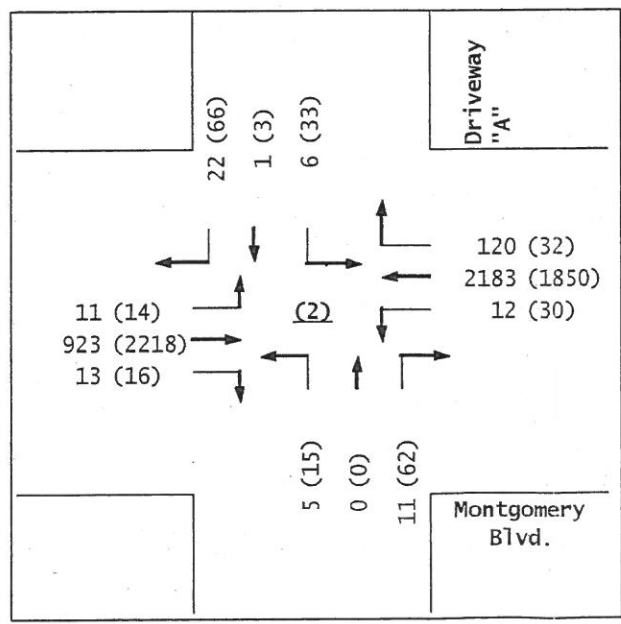
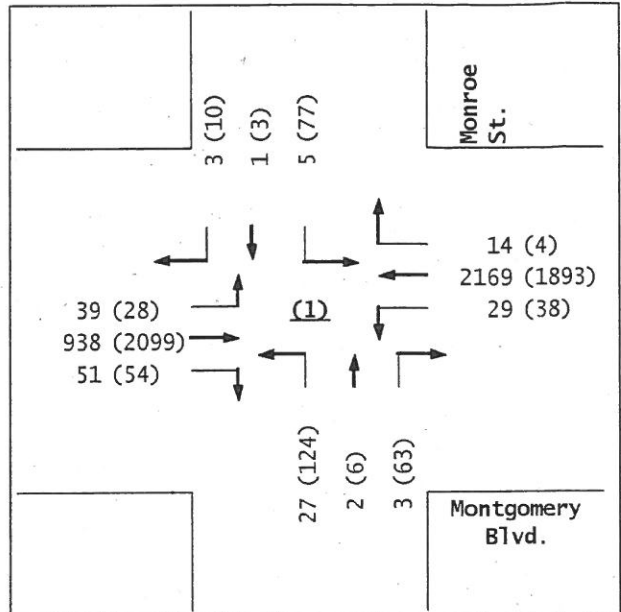
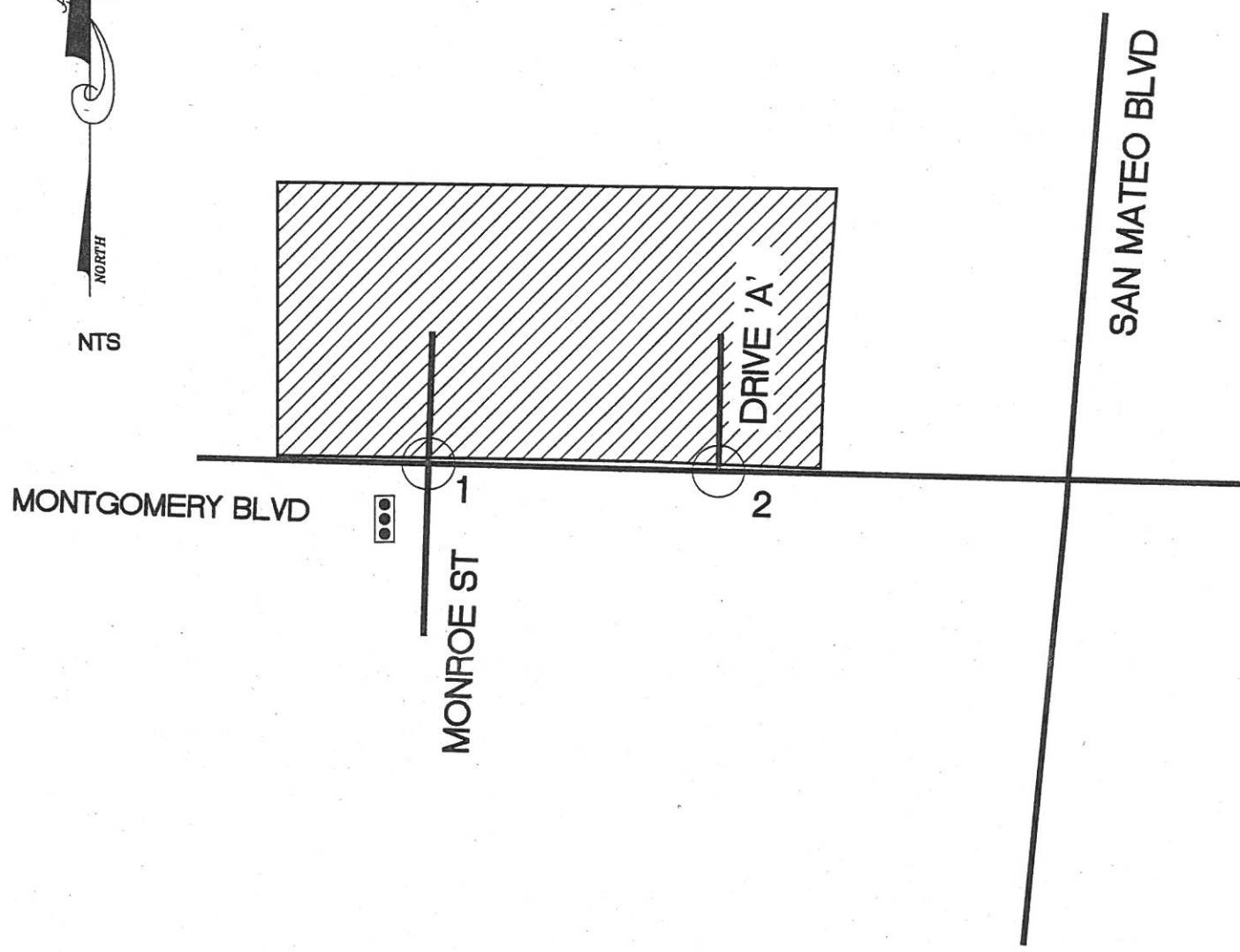
Trips



2008
BUILD



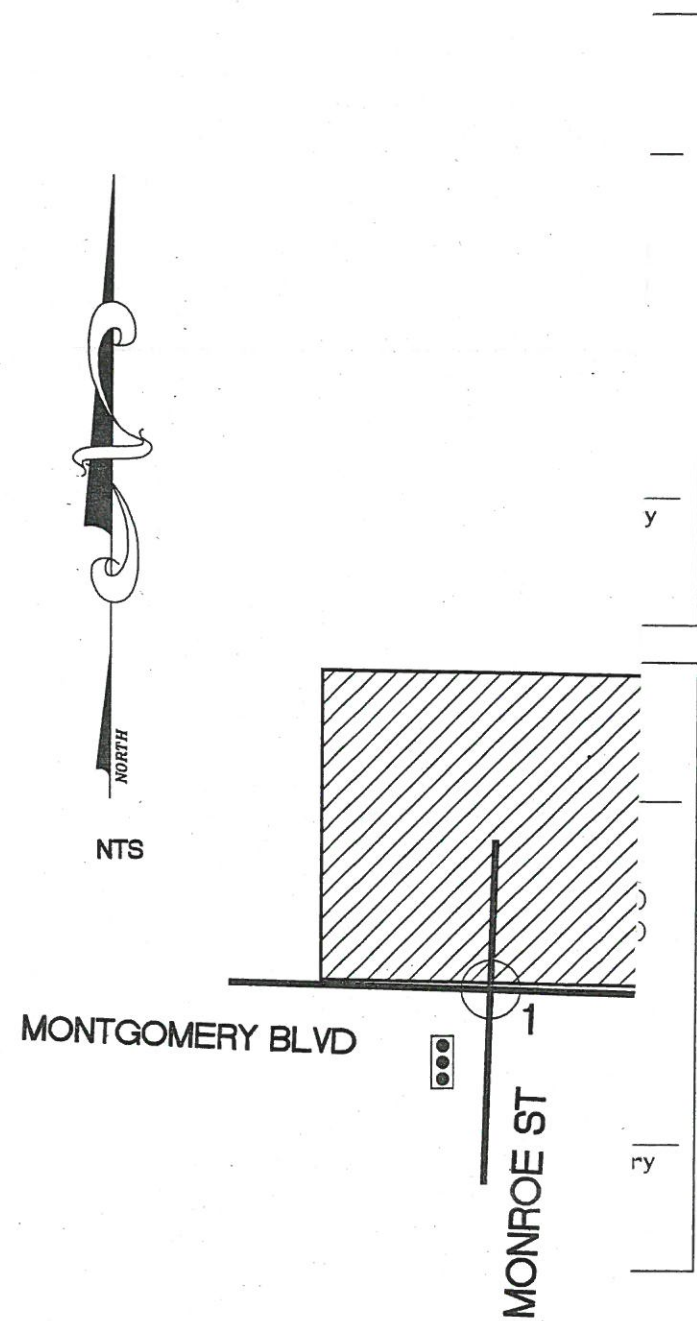
Montgomery Blvd. / Driveway "A"



Women's Hospital Expansion

(Montgomery Blvd / Monroe St)
 2008 NO BUILD Volumes - AM(PM)

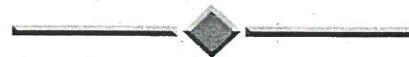
Terry O. Brown, P.E.
 P.O. Box 92051
 Albuquerque, NM 87199-2051
 (505)883-8807 (Voice)



Women's Hospital Expansion

(Montgomery Blvd / Monroe St)
Trips Generated Volumes - AM(PM)

Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)





NTS

MONTGOMERY BLVD



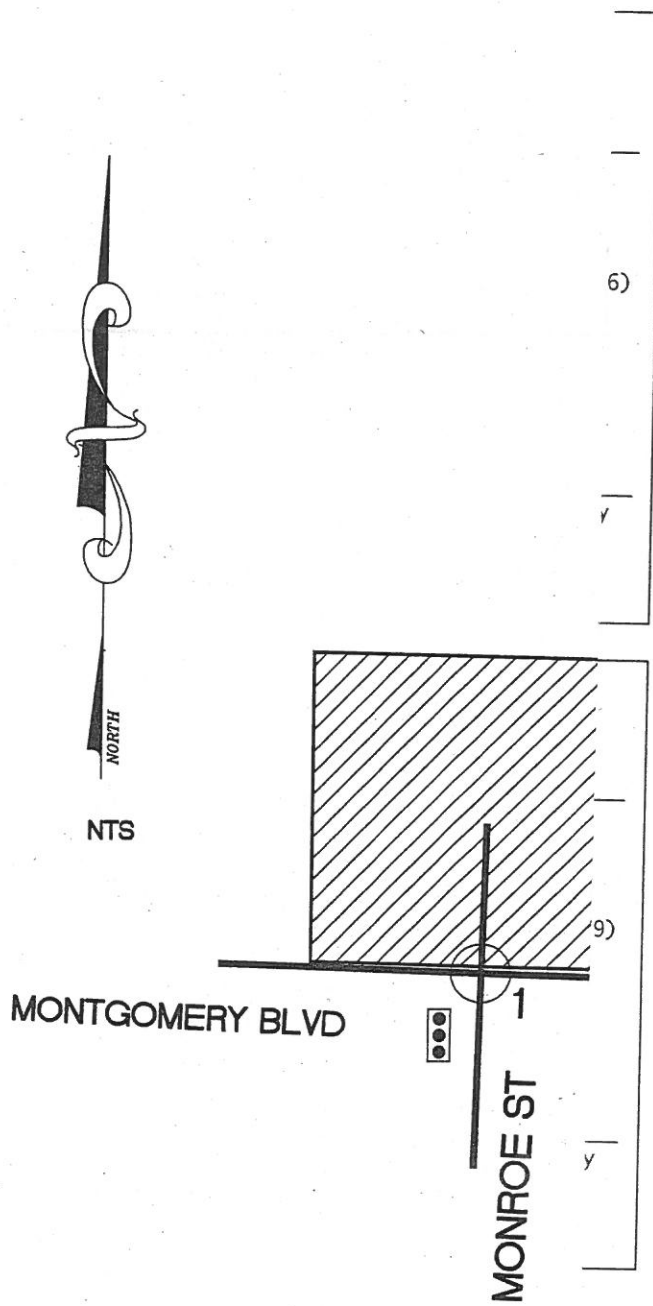
MONROE ST

1

2

DRIVE 'A'

SAN MATEO BLVD



Women's Hospital Expansion

(Montgomery Blvd / Monroe St)
2008 BUILD Volumes - AM(PM)

Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)

Queueing Analysis Summary Sheet

Project:

Women's Hospital (Montgomery Blvd. / Monroe St.)

Intersection:

Montgomery Blvd. / Monroe St.

Eastbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	37	0	3	885	N/A	3	938	375	0	48	0
AM NO BUILD Queue	1	39	75	3	940	375	3	940	375	0	51	100
AM BUILD Queue	1	85	125	3	1,980	N/A	3	1,980	N/A	0	51	100
Existing Lane Length	1	26	0	3	2,099	825	3	2,099	825	0	54	100
PM NO BUILD Queue	1	28	75	3	2,101	825	3	2,101	825	0	54	100
PM BUILD Queue	1	59	100									
Westbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	27	0	3	2,046	N/A	3	2,169	775	0	13	0
AM NO BUILD Queue	1	29	50	3	2,181	775	3	2,181	775	0	14	50
AM BUILD Queue	1	30	75	3	1,786	N/A	3	1,786	N/A	0	56	100
Existing Lane Length	1	36	0	3	1,893	750	3	1,893	750	0	4	0
PM NO BUILD Queue	1	38	75	3	1,926	775	3	1,926	775	0	4	25
PM BUILD Queue	1	40	75							0	33	75
Northbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	27	0	1	2	N/A	1	2	N/A	0	3	0
AM NO BUILD Queue	1	27	50	1	2	0	1	2	0	0	3	0
AM BUILD Queue	1	27	50	1	2	0	1	2	0	0	5	25
Existing Lane Length	1	124	0	1	6	N/A	1	6	N/A	0	63	0
PM NO BUILD Queue	1	124	175	1	6	25	1	6	25	0	63	100
PM BUILD Queue	1	124	175	1	6	25	1	6	25	0	64	100
Southbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	5	0	1	1	N/A	1	1	N/A	0	3	0
AM NO BUILD Queue	1	5	25	1	1	0	1	1	0	0	3	0
AM BUILD Queue	1	47	75	1	1	0	1	1	0	0	15	50
Existing Lane Length	1	77	0	1	3	N/A	1	3	N/A	0	10	0
PM NO BUILD Queue	1	77	125	1	3	0	1	3	0	0	10	25
PM BUILD Queue	1	194	250	1	3	0	1	3	0	0	43	75

AM PM
 Cycle Length: 100 110

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Montgomery Blvd. / Monroe St.
 Analyst: TOB
 Project: Women's Hospital (Montgomery Blvd. / Monroe St.)
 Condition: 2008 NO BUILD

Date: 22-Oct-05
 Time Period Analyzed: AM Peak Hr.
 City / State: Albuquerque, NM

SB TOTAL 9 3 RIGHT 1 THRU 5 LEFT	Monroe St. N-S STREET Y TR? <table style="margin: 0 auto;"> <tr> <td style="text-align: center;">R</td> <td style="text-align: center;">T</td> <td style="text-align: center;">L</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </table>	R	T	L	0	1	1	14 RIGHT 2,169 2,212 THRU 29 LEFT WB TOTAL
R	T	L						
0	1	1						

NO. LANES

1	L
3	T
0	R

TR?

Y

0	R
3	T
1	L

TR?

Y

1,028	39
EB TOTAL	LEFT
	938
	THRU
	51
	RIGHT

1	1	0
L	T	R

TR?

Y

Montgomery Blvd.
E-W STREET

27
LEFT

2
THRU

3
RIGHT

32

NB TOTAL

EB LT =	39
WB TH =	728
	767*
WB LT =	29
EB TH =	330
	359

MAXIMUM SUM
OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
LEVEL

UNDER
 NEAR
 OVER

NB LT =	27
SB TH =	4
	31*
SB LT =	5
NB TH =	5
	10

767	+	31	=	798	STATUS? <u>UNDER</u>
E-W CRITICAL		N-S CRITICAL			

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Montgomery Blvd. / Monroe St.
 Analyst: TOB
 Project: Women's Hospital (Montgomery Blvd. / Monroe St.)
 Condition: 2008 BUILD

Date: 22-Oct-05
 Time Period Analyzed: AM Peak Hr.
 City / State: Albuquerque, NM

SB TOTAL 63		Monroe St. N-S STREET		56	
15	47	Y	RIGHT	2,181	2,267
1	LEFT	TR?	THRU	30	WB TOTAL
RIGHT	THRU	R	T	L	LEFT
		0	1	1	

NO. LANES

1	L
3	T
0	R

TR?

Y

0	R
3	T
1	L

NO. LANES

TR?

Y

85
LEFT
940
THRU
51
RIGHT

1,076

 EB TOTAL

1	1	0
L	T	R

TR?

Y

Montgomery Blvd.		
E-W STREET		
27	2	5
LEFT	THRU	RIGHT
34		
NB TOTAL		

EB LT =	85
WB TH =	746
	831 *
WB LT =	30
EB TH =	330
	360

MAXIMUM SUM
OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
LEVEL

UNDER
 NEAR
 OVER

NB LT =	27
SB TH =	16
	43
SB LT =	47
NB TH =	7
	54 *

831	+	54	=	885	STATUS? <u>UNDER</u>
E-W CRITICAL		N-S CRITICAL			

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Montgomery Blvd. / Monroe St.
 Analyst: TOB
 Project: Women's Hospital (Montgomery Blvd. / Monroe St.)
 Condition: 2008 NO BUILD

Date: 22-Oct-05
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

<u>SB TOTAL</u> 90 10 RIGHT 3 THRU 77 LEFT	<u>Monroe St.</u> N-S STREET Y TR? <table border="1" style="margin: 0 auto; text-align: center;"> <tr> <td>R</td> <td>T</td> <td>L</td> </tr> <tr> <td>0</td> <td>1</td> <td>1</td> </tr> </table>	R	T	L	0	1	1	4 RIGHT 1,893 1,935 THRU 38 LEFT WB TOTAL														
R	T	L																				
0	1	1																				
NO. LANES <table border="1" style="width: 100%; text-align: center;"> <tr><td>1</td><td>L</td></tr> <tr><td> </td><td> </td></tr> <tr><td>3</td><td>T</td></tr> <tr><td> </td><td> </td></tr> <tr><td>0</td><td>R</td></tr> </table> TR? Y	1	L			3	T			0	R	<table border="1" style="width: 100%; text-align: center;"> <tr><td>0</td><td>R</td></tr> <tr><td> </td><td> </td></tr> <tr><td>3</td><td>T</td></tr> <tr><td> </td><td> </td></tr> <tr><td>1</td><td>L</td></tr> </table> NO. LANES TR? Y	0	R			3	T			1	L	<u>EB TOTAL</u> 2,181 28 LEFT 2,099 THRU 54 RIGHT
1	L																					
3	T																					
0	R																					
0	R																					
3	T																					
1	L																					
<table border="1" style="margin: 0 auto; text-align: center;"> <tr> <td>1</td> <td> </td> <td>1</td> <td> </td> <td>0</td> </tr> <tr> <td>L</td> <td> </td> <td>T</td> <td> </td> <td>R</td> </tr> </table> TR? Y			1		1		0	L		T		R	<u>Montgomery Blvd.</u> E-W STREET 124 LEFT 6 THRU 63 RIGHT 193 NB TOTAL									
1		1		0																		
L		T		R																		

EB LT = 28
 WB TH = 632

660

WB LT = 38
 EB TH = 718

756*

MAXIMUM SUM
OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 124
 SB TH = 13

137

SB LT = 77
 NB TH = 69

146*

756 + 146 = 902 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Montgomery Blvd. / Monroe St.
 Analyst: TOB
 Project: Women's Hospital (Montgomery Blvd. / Monroe St.)
 Condition: 2008 BUILD

Date: 22-Oct-05
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

<u>SB TOTAL</u> 240 <table style="width: 100%;"> <tr> <td style="text-align: center;">43</td> <td style="width: 20%;"></td> <td style="text-align: center;">194</td> </tr> <tr> <td style="text-align: center;">RIGHT</td> <td style="text-align: center;">3</td> <td style="text-align: center;">LEFT</td> </tr> <tr> <td colspan="3" style="text-align: center;">THRU</td> </tr> </table>	43		194	RIGHT	3	LEFT	THRU			<u>Monroe St.</u> N-S STREET Y TR? <table style="width: 100%; text-align: center;"> <tr> <td>R</td> <td>T</td> <td>L</td> </tr> <tr> <td>0</td> <td>1</td> <td>1</td> </tr> </table>	R	T	L	0	1	1	33 <table style="width: 100%;"> <tr> <td style="text-align: center;">RIGHT</td> <td style="width: 20%;"></td> <td style="text-align: center;">1,999</td> </tr> <tr> <td style="text-align: center;">1,926</td> <td></td> <td style="text-align: center;">WB TOTAL</td> </tr> <tr> <td style="text-align: center;">THRU</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">40</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">LEFT</td> <td></td> <td></td> </tr> </table>	RIGHT		1,999	1,926		WB TOTAL	THRU			40			LEFT					
43		194																																	
RIGHT	3	LEFT																																	
THRU																																			
R	T	L																																	
0	1	1																																	
RIGHT		1,999																																	
1,926		WB TOTAL																																	
THRU																																			
40																																			
LEFT																																			
NO. LANES <table style="width: 100%;"> <tr> <td style="text-align: center;">1</td> <td style="width: 20%;"></td> <td style="text-align: center;">L</td> </tr> <tr> <td style="text-align: center;">3</td> <td></td> <td style="text-align: center;">T</td> </tr> <tr> <td style="text-align: center;">0</td> <td></td> <td style="text-align: center;">R</td> </tr> </table> TR? Y	1		L	3		T	0		R	<table style="width: 100%;"> <tr> <td style="text-align: center;">0</td> <td style="width: 20%;"></td> <td style="text-align: center;">R</td> </tr> <tr> <td style="text-align: center;">3</td> <td></td> <td style="text-align: center;">T</td> </tr> <tr> <td style="text-align: center;">1</td> <td></td> <td style="text-align: center;">L</td> </tr> </table> NO. LANES TR? Y	0		R	3		T	1		L	<u>Montgomery Blvd.</u> E-W STREET <table style="width: 100%;"> <tr> <td style="text-align: center;">124</td> <td style="width: 20%;"></td> <td style="text-align: center;">64</td> </tr> <tr> <td style="text-align: center;">LEFT</td> <td style="text-align: center;">6</td> <td style="text-align: center;">RIGHT</td> </tr> <tr> <td colspan="3" style="text-align: center;">THRU</td> </tr> <tr> <td colspan="3" style="text-align: center;">194</td> </tr> <tr> <td colspan="3" style="text-align: center;">NB TOTAL</td> </tr> </table>	124		64	LEFT	6	RIGHT	THRU			194			NB TOTAL		
1		L																																	
3		T																																	
0		R																																	
0		R																																	
3		T																																	
1		L																																	
124		64																																	
LEFT	6	RIGHT																																	
THRU																																			
194																																			
NB TOTAL																																			

EB LT = <u>59</u> WB TH = <u>653</u> 712 WB LT = <u>40</u> EB TH = <u>718</u> 758*	MAXIMUM SUM OF CRITICAL VALUES <table style="width: 100%;"> <tr> <td style="text-align: center;">0 TO 1,200</td> <td style="width: 20%;"></td> <td style="text-align: center;">CAPACITY LEVEL</td> </tr> <tr> <td style="text-align: center;">1,201 TO 1,400</td> <td></td> <td style="text-align: center;">UNDER</td> </tr> <tr> <td style="text-align: center;">>1,400</td> <td></td> <td style="text-align: center;">NEAR</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">OVER</td> </tr> </table>	0 TO 1,200		CAPACITY LEVEL	1,201 TO 1,400		UNDER	>1,400		NEAR			OVER	NB LT = <u>124</u> SB TH = <u>46</u> 170 SB LT = <u>194</u> NB TH = <u>70</u> 264*
0 TO 1,200		CAPACITY LEVEL												
1,201 TO 1,400		UNDER												
>1,400		NEAR												
		OVER												

758
+
264
=
1,022
STATUS? UNDER

E-W CRITICAL
N-S CRITICAL

NOTES: Existing Geometry

<u>Women's Hospital (Montgomery Blvd. / Monroe St.)</u> <u>Montgomery Blvd. / Monroe St.</u>		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
<u>EASTBOUND Left Turn</u>		EB LT	AM NO BLD.	1	39	100	1	25	1.1
		EB LT	AM BUILD	1	85	100	1	25	2.4
		EB LT	PM NO BLD.	1	28	110	1	25	0.9
		EB LT	PM BUILD	1	59	110	1	25	1.8

EB LT			AM NO BLD.			1 Lane(s)			EB LT			AM BUILD			1 Lane(s)			EB LT			PM NO BLD.			1 Lane(s)			EB LT			PM BUILD			1 Lane(s)		
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)				
0	.3385	33.8%		0	.0943	9.4%		0	.4250	42.5%		0	.1648	16.5%		0	.1648	16.5%		0	.1648	16.5%		0	.1648	16.5%		0	.1648	16.5%					
1	.3667	70.5%	25	1	.2227	31.7%		1	.3637	78.9%	25	1	.2672	46.2%		1	.2672	46.2%		1	.2672	46.2%		1	.2672	46.2%		1	.2672	46.2%					
2	.1986	90.4%	50	2	.2629	58.0%		2	.1556	94.4%	50	2	.0444	98.9%	75	2	.0444	98.9%		2	.0444	98.9%		2	.0444	98.9%		2	.0444	98.9%					
3	.0717	97.5%	75	3	.2069	78.7%		3	.0095	99.8%	100	3	.0016	100.0%		3	.0016	100.0%		3	.0016	100.0%		3	.0016	100.0%		3	.0016	100.0%					
4	.0194	99.5%	100	4	.1221	90.9%		4	.0002	99.9%	125	4	.0002	99.9%		4	.0002	99.9%		4	.0002	99.9%		4	.0002	99.9%		4	.0002	99.9%					
5	.0042	99.9%		5	.0577	96.7%		5	.0000	100.0%	150	5	.0000	100.0%		5	.0000	100.0%		5	.0000	100.0%		5	.0000	100.0%		5	.0000	100.0%					
6	.0008	100.0%		6	.0227	98.9%		6	.0000	100.0%		6	.0000	100.0%		6	.0000	100.0%		6	.0000	100.0%		6	.0000	100.0%		6	.0000	100.0%					
7	.0001			7	.0077	99.7%		7	.0000	100.0%		7	.0000	100.0%		7	.0000	100.0%		7	.0000	100.0%		7	.0000	100.0%		7	.0000	100.0%					
8	.0000			8	.0023	99.9%		8	.0000	100.0%		8	.0000	100.0%		8	.0000	100.0%		8	.0000	100.0%		8	.0000	100.0%		8	.0000	100.0%					
9	.0000			9	.0006	100.0%		9	.0000	100.0%		9	.0000	100.0%		9	.0000	100.0%		9	.0000	100.0%		9	.0000	100.0%		9	.0000	100.0%					
10	.0000			10	.0001			10	.0000	100.0%		10	.0000	100.0%		10	.0000	100.0%		10	.0000	100.0%		10	.0000	100.0%		10	.0000	100.0%					
11	.0000			11	.0000			11	.0000	100.0%		11	.0000	100.0%		11	.0000	100.0%		11	.0000	100.0%		11	.0000	100.0%		11	.0000	100.0%					
12	.0000			12	.0000			12	.0000	100.0%		12	.0000	100.0%		12	.0000	100.0%		12	.0000	100.0%		12	.0000	100.0%		12	.0000	100.0%					
13	.0000			13	.0000			13	.0000	100.0%		13	.0000	100.0%		13	.0000	100.0%		13	.0000	100.0%		13	.0000	100.0%		13	.0000	100.0%					
14	.0000			14	.0000			14	.0000	100.0%		14	.0000	100.0%		14	.0000	100.0%		14	.0000	100.0%		14	.0000	100.0%		14	.0000	100.0%					
15	.0000			15	.0000			15	.0000	100.0%		15	.0000	100.0%		15	.0000	100.0%		15	.0000	100.0%		15	.0000	100.0%		15	.0000	100.0%					
16	.0000			16	.0000			16	.0000	100.0%		16	.0000	100.0%		16	.0000	100.0%		16	.0000	100.0%		16	.0000	100.0%		16	.0000	100.0%					
17	.0000			17	.0000			17	.0000	100.0%		17	.0000	100.0%		17	.0000	100.0%		17	.0000	100.0%		17	.0000	100.0%		17	.0000	100.0%					
18	.0000			18	.0000			18	.0000	100.0%		18	.0000	100.0%		18	.0000	100.0%		18	.0000	100.0%		18	.0000	100.0%		18	.0000	100.0%					
19	.0000			19	.0000			19	.0000	100.0%		19	.0000	100.0%		19	.0000	100.0%		19	.0000	100.0%		19	.0000	100.0%		19	.0000	100.0%					
20	.0000			20	.0000			20	.0000	100.0%		20	.0000	100.0%		20	.0000	100.0%		20	.0000	100.0%		20	.0000	100.0%		20	.0000	100.0%					
21	.0000			21	.0000			21	.0000	100.0%		21	.0000	100.0%		21	.0000	100.0%		21	.0000	100.0%		21	.0000	100.0%		21	.0000	100.0%					
22	.0000			22	.0000			22	.0000	100.0%		22	.0000	100.0%		22	.0000	100.0%		22	.0000	100.0%		22	.0000	100.0%		22	.0000	100.0%					
23	.0000			23	.0000			23	.0000	100.0%		23	.0000	100.0%		23	.0000	100.0%		23	.0000	100.0%		23	.0000	100.0%		23	.0000	100.0%					
24	.0000			24	.0000			24	.0000	100.0%		24	.0000	100.0%		24	.0000	100.0%		24	.0000	100.0%		24	.0000	100.0%		24	.0000	100.0%					
25	.0000			25	.0000			25	.0000	100.0%		25	.0000	100.0%		25	.0000	100.0%		25	.0000	100.0%		25	.0000	100.0%		25	.0000	100.0%					
26	.0000			26	.0000			26	.0000	100.0%		26	.0000	100.0%		26	.0000	100.0%		26	.0000	100.0%		26	.0000	100.0%		26	.0000	100.0%					
27	.0000			27	.0000			27	.0000	100.0%		27	.0000	100.0%		27	.0000	100.0%		27	.0000	100.0%		27	.0000	100.0%		27	.0000	100.0%					
28	.0000			28	.0000			28	.0000	100.0%		28	.0000	100.0%		28	.0000	100.0%		28	.0000	100.0%		28	.0000	100.0%		28	.0000	100.0%					
29	.0000			29	.0000			29	.0000	100.0%		29	.0000	100.0%		29	.0000	100.0%		29	.0000	100.0%		29	.0000	100.0%		29	.0000	100.0%					
30	.0000			30	.0000			30	.0000	100.0%		30	.0000	100.0%		30	.0000	100.0%		30	.0000	100.0%		30	.0000	100.0%		30	.0000	100.0%					
31	.0000			31	.0000			31	.0000	100.0%		31	.0000	100.0%		31	.0000	100.0%		31	.0000	100.0%		31	.0000	100.0%		31	.0000	100.0%					
32	.0000			32	.0000			32	.0000	100.0%		32	.0000	100.0%		32	.0000	100.0%		32	.0000	100.0%		32	.0000	100.0%		32	.0000	100.0%					
33	.0000			33	.0000			33	.0000	100.0%		33	.0000	100.0%		33	.0000	100.0%		33	.0000	100.0%		33	.0000	100.0%		33	.0000	100.0%					
34	.0000			34	.0000			34	.0000	100.0%		34	.0000	100.0%		34	.0000	100.0%		34	.0000	100.0%		34	.0000	100.0%		34	.0000	100.0%					
35	.0000			35	.0000			35	.0000	100.0%		35	.0000	100.0%		35	.0000	100.0%		35	.0000	100.0%		35	.0000	100.0%		35	.0000	100.0%					
36	.0000			36	.0000			36	.0000	100.0%		36	.0000	100.0%		36	.0000	100.0%		36	.0000	100.0%		36	.0000	100.0%		36	.0000	100.0%					

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

WESTBOUND Left Turn

WB LT				AM NO BLD.				1 Lane(s)				WB LT				AM BUILD				1 Lane(s)				WB LT				PM NO BLD.				WB LT				PM BUILD				1 Lane(s)			
Vehicles in Queue		Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)									
0		.4468	44.7%	25	0	.4346	43.5%	25		0	.3131	31.3%	25		0	.2946	29.5%	25		0	.3600	65.5%	25		0	.3600	65.5%	25		0	.3600	65.5%	25										
1		.3600	80.7%	50	1	.3622	79.7%	50		1	.3636	67.7%	50		1	.3600	65.5%	50		1	.2111	88.8%	50		1	.2200	87.5%	50		1	.2200	87.5%	50										
2		.1450	95.2%	75	2	.1509	94.8%	75		2	.0817	97.0%	75		2	.0896	96.4%	75		2	.0237	99.3%	75		2	.0274	99.2%	75		2	.0274	99.2%	75										
3		.0389	99.1%		3	.0419	99.0%			3	.0055	99.9%			3	.0067	99.8%			3	.0011	100.0%			3	.0014	100.0%			3	.0014	100.0%											
4		.0078	99.9%		4	.0087	99.8%			4	.0002				4	.0000				4	.0000				4	.0000				4	.0000												
5		.0013	100.0%		5	.0015	100.0%			5	.0000				5	.0000				5	.0000				5	.0000				5	.0000												
6		.0002			6	.0002				6	.0000				6	.0000				6	.0000				6	.0000				6	.0000												
7		.0000			7	.0000				7	.0000				7	.0000				7	.0000				7	.0000				7	.0000												
8		.0000			8	.0000				8	.0000				8	.0000				8	.0000				8	.0000				8	.0000												
9		.0000			9	.0000				9	.0000				9	.0000				9	.0000				9	.0000				9	.0000												
10		.0000			10	.0000				10	.0000				10	.0000				10	.0000				10	.0000				10	.0000												
11		.0000			11	.0000				11	.0000				11	.0000				11	.0000				11	.0000				11	.0000												
12		.0000			12	.0000				12	.0000				12	.0000				12	.0000				12	.0000				12	.0000												
13		.0000			13	.0000				13	.0000				13	.0000				13	.0000				13	.0000				13	.0000												
14		.0000			14	.0000				14	.0000				14	.0000				14	.0000				14	.0000				14	.0000												
15		.0000			15	.0000				15	.0000				15	.0000				15	.0000				15	.0000				15	.0000												
16		.0000			16	.0000				16	.0000				16	.0000				16	.0000				16	.0000				16	.0000												
17		.0000			17	.0000				17	.0000				17	.0000				17	.0000				17	.0000				17	.0000												
18		.0000			18	.0000				18	.0000				18	.0000				18	.0000				18	.0000				18	.0000												
19		.0000			19	.0000				19	.0000				19	.0000				19	.0000				19	.0000				19	.0000												
20		.0000			20	.0000				20	.0000				20	.0000				20	.0000				20	.0000				20	.0000												
21		.0000			21	.0000				21	.0000				21	.0000				21	.0000				21	.0000				21	.0000												
22		.0000			22	.0000				22	.0000				22	.0000				22	.0000				22	.0000				22	.0000												
23		.0000			23	.0000				23	.0000				23	.0000				23	.0000				23	.0000				23	.0000												
24		.0000			24	.0000				24	.0000				24	.0000				24	.0000				24	.0000				24	.0000												
25		.0000			25	.0000				25	.0000				25	.0000				25	.0000				25	.0000				25	.0000												
26		.0000			26	.0000				26	.0000				26	.0000				26	.0000				26	.0000				26	.0000												
27		.0000			27	.0000				27	.0000				27	.0000				27	.0000				27	.0000				27	.0000												
28		.0000			28	.0000				28	.0000				28	.0000				28	.0000				28	.0000				28	.0000												
29		.0000			29	.0000				29	.0000				29	.0000				29	.0000				29	.0000				29	.0000												
30		.0000			30	.0000				30	.0000				30	.0000				30	.0000				30	.0000				30	.0000												
31		.0000			31	.0000				31	.0000				31	.0000				31	.0000				31	.0000				31	.0000												
32		.0000			32	.0000				32	.0000				32	.0000				32	.0000				32	.0000				32	.0000												
33		.0000			33	.0000				33	.0000				33	.0000				33	.0000				33	.0000				33	.0000												
34		.0000			34	.0000				34	.0000				34	.0000				34	.0000				34	.0000				34	.0000												
35		.0000			35	.0000				35	.0000				35	.0000				35	.0000				35	.0000				35	.0000												
36		.0000			36	.0000				36	.0000				36	.0000				36	.0000				36	.0000				36	.0000												

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

NORTHBOUND Left Turn

Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
NB LT	AM NO BLD.	1	27	100	1	25	0.8
NB LT	AM BUILD	1	27	100	1	25	0.8
NB LT	PM NO BLD.	1	124	110	1	25	3.8
NB LT	PM BUILD	1	124	110	1	25	3.8

NB LT		AM NO BLD.		1 Lane(s)		AM BUILD		1 Lane(s)		NB LT		PM NO BLD.		1 Lane(s)		PM BUILD		NB LT		1 Lane(s)	
Veh. in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)			Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)		Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)			Poisson Ind. Terms	Cum. Poisson	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.4724	47.2%				.4724	47.2%			0	.0226	2.3%				.0226	2.3%	0	.0226	2.3%	
1	.3543	82.7%	25			.3543	82.7%	25		1	.0857	10.8%				.0857	10.8%	1	.0857	10.8%	
2	.1329	95.9%	50			.1329	95.9%	50		2	.1624	27.1%				.1624	27.1%	2	.1624	27.1%	
3	.0332	99.3%	75			.0332	99.3%	75		3	.2051	47.6%				.2051	47.6%	3	.2051	47.6%	
4	.0062	99.9%				.0062	99.9%			4	.1942	67.0%		100		.1942	67.0%	4	.1942	67.0%	100
5	.0009	100.0%				.0009	100.0%			5	.1472	81.7%		125		.1472	81.7%	5	.1472	81.7%	125
6	.0001					.0001				6	.0929	91.0%		150		.0929	91.0%	6	.0929	91.0%	150
7	.0000					.0000				7	.0503	96.0%		175		.0503	96.0%	7	.0503	96.0%	175
8	.0000					.0000				8	.0238	98.4%		200		.0238	98.4%	8	.0238	98.4%	200
9	.0000					.0000				9	.0100	99.4%		225		.0100	99.4%	9	.0100	99.4%	225
10	.0000					.0000				10	.0038	99.8%				.0038	99.8%	10	.0038	99.8%	
11	.0000					.0000				11	.0013	99.9%				.0013	99.9%	11	.0013	99.9%	
12	.0000					.0000				12	.0004					.0004		12	.0004		
13	.0000					.0000				13	.0001					.0001		13	.0001		
14	.0000					.0000				14	.0000					.0000		14	.0000		
15	.0000					.0000				15	.0000					.0000		15	.0000		
16	.0000					.0000				16	.0000					.0000		16	.0000		
17	.0000					.0000				17	.0000					.0000		17	.0000		
18	.0000					.0000				18	.0000					.0000		18	.0000		
19	.0000					.0000				19	.0000					.0000		19	.0000		
20	.0000					.0000				20	.0000					.0000		20	.0000		
21	.0000					.0000				21	.0000					.0000		21	.0000		
22	.0000					.0000				22	.0000					.0000		22	.0000		
23	.0000					.0000				23	.0000					.0000		23	.0000		
24	.0000					.0000				24	.0000					.0000		24	.0000		
25	.0000					.0000				25	.0000					.0000		25	.0000		
26	.0000					.0000				26	.0000					.0000		26	.0000		
27	.0000					.0000				27	.0000					.0000		27	.0000		
28	.0000					.0000				28	.0000					.0000		28	.0000		
29	.0000					.0000				29	.0000					.0000		29	.0000		
30	.0000					.0000				30	.0000					.0000		30	.0000		
31	.0000					.0000				31	.0000					.0000		31	.0000		
32	.0000					.0000				32	.0000					.0000		32	.0000		
33	.0000					.0000				33	.0000					.0000		33	.0000		
34	.0000					.0000				34	.0000					.0000		34	.0000		
35	.0000					.0000				35	.0000					.0000		35	.0000		
36	.0000					.0000				36	.0000					.0000		36	.0000		

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

SOUTHBOUND Left Turn

SB LT		AM NO BLD.		1 Lane(s)		SB LT		AM BUILD		1 Lane(s)		SB LT		PM NO BLD.		PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.8703	87.0%	0	0	.2710	27.1%		0	.0951	9.5%		0	.0951	9.5%		0	.0027	0.3%	
1	.1209	99.1%	25	1	.3538	62.5%		1	.2238	31.9%		1	.2238	31.9%		1	.0158	1.8%	
2	.0084	100.0%		2	.2310	85.6%	50	2	.2632	58.2%		2	.2632	58.2%		2	.0468	6.5%	
3	.0004			3	.1005	95.6%	75	3	.2064	78.9%		3	.2064	78.9%	75	3	.0925	15.8%	
4	.0000			4	.0328	98.9%	100	4	.1214	91.0%		4	.1214	91.0%	100	4	.1371	29.5%	
5	.0000			5	.0086	99.8%		5	.0571	96.7%		5	.0571	96.7%	125	5	.1625	45.7%	
6	.0000			6	.0019	100.0%		6	.0224	99.0%		6	.0224	99.0%	150	6	.1606	61.8%	
7	.0000			7	.0003			7	.0075	99.7%		7	.0075	99.7%		7	.1360	75.4%	175
8	.0000			8	.0001			8	.0022	99.9%		8	.0022	99.9%		8	.1007	85.5%	200
9	.0000			9	.0000			9	.0006	100.0%		9	.0006	100.0%		9	.0664	92.1%	225
10	.0000			10	.0000			10	.0001			10	.0001			10	.0393	96.0%	250
11	.0000			11	.0000			11	.0000			11	.0000			11	.0212	98.1%	275
12	.0000			12	.0000			12	.0000			12	.0000			12	.0105	99.2%	300
13	.0000			13	.0000			13	.0000			13	.0000			13	.0048	99.7%	
14	.0000			14	.0000			14	.0000			14	.0000			14	.0020	99.9%	
15	.0000			15	.0000			15	.0000			15	.0000			15	.0008	100.0%	
16	.0000			16	.0000			16	.0000			16	.0000			16	.0003		
17	.0000			17	.0000			17	.0000			17	.0000			17	.0001		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

EASTBOUND Right Turn

EB RT		AM NO BLD.		AM BUILD		EB RT		PM NO BLD.		PM BUILD		0 Lane(s)		0 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.2425	24.3%		0	.2425	24.3%		0	.1920	19.2%		0	.1920	19.2%	
1	.3436	58.6%	50	1	.3436	58.6%		1	.3169	50.9%		1	.3169	50.9%	
2	.2434	82.9%	75	2	.2434	82.9%	50	2	.2614	77.0%	50	2	.2614	77.0%	50
3	.1149	94.4%		3	.1149	94.4%	75	3	.1438	91.4%	75	3	.1438	91.4%	75
4	.0407	98.5%	100	4	.0407	98.5%	100	4	.0593	97.3%	100	4	.0593	97.3%	100
5	.0115	99.7%		5	.0115	99.7%		5	.0196	99.3%	125	5	.0196	99.3%	125
6	.0027	99.9%		6	.0027	99.9%		6	.0054	99.8%		6	.0054	99.8%	
7	.0006	100.0%		7	.0006	100.0%		7	.0013	100.0%		7	.0013	100.0%	
8	.0001			8	.0001			8	.0003			8	.0003		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

WESTBOUND Right Turn

Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
WB RT	AM NO BLD.	0	14	100	1	25	0.4
WB RT	AM BUILD	0	56	100	1	25	1.6
WB RT	PM NO BLD.	0	4	110	1	25	0.1
WB RT	PM BUILD	0	33	110	1	25	1.0

WB RT AM NO BLD.				WB RT AM BUILD				WB RT PM NO BLD.				WB RT PM BUILD			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.6778	67.8%	0	0	.2111	21.1%	0	0	.8850	88.5%	0	0	.3648	36.5%	25
1	.2636	94.1%	25	1	.3283	53.9%	25	1	1.1082	99.3%	25	1	.3679	73.3%	50
2	.0513	99.3%	50	2	.2554	79.5%	50	2	.0066	100.0%		2	.1855	91.8%	75
3	.0066	99.9%		3	.1324	92.7%	75	3	.0003			3	.0623	98.0%	
4	.0006	100.0%		4	.0515	97.9%	100	4	.0000			4	.0157	99.6%	
5	.0001			5	.0160	99.5%	125	5	.0000			5	.0032	99.9%	
6	.0000			6	.0042	99.9%		6	.0000			6	.0005	100.0%	
7	.0000			7	.0009	100.0%		7	.0000			7	.0001		
8	.0000			8	.0002			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Women's Hospital (Montgomery Blvd. / Monroe St.)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
<i>Montgomery Blvd. / Monroe St.</i>		NB RT	AM NO BLD.	0	3	100	1	25	0.1
		NB RT	AM BUILD	0	5	100	1	25	0.1
		NB RT	PM NO BLD.	0	63	110	1	25	1.9
		NB RT	PM BUILD	0	64	110	1	25	2.0

NORTHBOUND Right Turn

NB RT		AM NO BLD.	0 Lane(s)		AM BUILD	0 Lane(s)		NB RT	PM NO BLD.	0 Lane(s)		NB RT	PM BUILD	0 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)		Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson
0	.9200	92.0%	0		0	.8703	87.0%	0	0	.1459	14.6%		0	.1415	14.1%
1	.0767	99.7%			1	.1209	99.1%	25	1	.2808	42.7%	50	1	.2767	41.8%
2	.0032	100.0%			2	.0084	100.0%		2	.2703	69.7%	75	2	.2705	68.9%
3	.0001				3	.0004			3	.1734	87.0%	100	3	.1763	86.5%
4	.0000				4	.0000			4	.0835	95.4%	125	4	.0862	95.1%
5	.0000				5	.0000			5	.0321	98.6%		5	.0337	98.5%
6	.0000				6	.0000			6	.0103	99.6%		6	.0110	99.6%
7	.0000				7	.0000			7	.0028	99.9%		7	.0031	99.9%
8	.0000				8	.0000			8	.0007	100.0%		8	.0008	100.0%
9	.0000				9	.0000			9	.0001			9	.0002	
10	.0000				10	.0000			10	.0000			10	.0000	
11	.0000				11	.0000			11	.0000			11	.0000	
12	.0000				12	.0000			12	.0000			12	.0000	
13	.0000				13	.0000			13	.0000			13	.0000	
14	.0000				14	.0000			14	.0000			14	.0000	
15	.0000				15	.0000			15	.0000			15	.0000	
16	.0000				16	.0000			16	.0000			16	.0000	
17	.0000				17	.0000			17	.0000			17	.0000	
18	.0000				18	.0000			18	.0000			18	.0000	
19	.0000				19	.0000			19	.0000			19	.0000	
20	.0000				20	.0000			20	.0000			20	.0000	
21	.0000				21	.0000			21	.0000			21	.0000	
22	.0000				22	.0000			22	.0000			22	.0000	
23	.0000				23	.0000			23	.0000			23	.0000	
24	.0000				24	.0000			24	.0000			24	.0000	
25	.0000				25	.0000			25	.0000			25	.0000	
26	.0000				26	.0000			26	.0000			26	.0000	
27	.0000				27	.0000			27	.0000			27	.0000	
28	.0000				28	.0000			28	.0000			28	.0000	
29	.0000				29	.0000			29	.0000			29	.0000	
30	.0000				30	.0000			30	.0000			30	.0000	
31	.0000				31	.0000			31	.0000			31	.0000	
32	.0000				32	.0000			32	.0000			32	.0000	
33	.0000				33	.0000			33	.0000			33	.0000	
34	.0000				34	.0000			34	.0000			34	.0000	
35	.0000				35	.0000			35	.0000			35	.0000	
36	.0000				36	.0000			36	.0000			36	.0000	

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

SOUTHBOUND Right Turn

SB RT				AM NO BLD.				0 Lane(s)				SB RT				AM BUILD				0 Lane(s)				SB RT				PM NO BLD.				PM BUILD				0 Lane(s)			
Vehicles in Queue		Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)										
0		.9200	92.0%	0	0	.6592	65.9%	0	0	0	0	.7367	73.7%	0	0	.2688	26.9%	0	0	0	0	.2688	26.9%	0	0	0	.2688	26.9%	0	0									
1		.0767	99.7%		1	.2747	93.4%	25	1	1	1	.2251	96.2%	25	1	1	.3531	62.2%	25	1	1	.3531	62.2%	25	1	1	.3531	62.2%	25	1									
2		.0032	100.0%		2	.0572	99.1%	50	2	2	2	.0344	99.6%		2	2	.2320	85.4%		2	2	.2320	85.4%		2	2	.2320	85.4%		2									
3		.0001			3	.0079	99.9%		3	3	3	.0035	100.0%		3	3	.1016	95.6%		3	3	.1016	95.6%		3	3	.1016	95.6%		3									
4		.0000			4	.0008	100.0%		4	4	4	.0003			4	4	.0334	98.9%		4	4	.0334	98.9%		4	4	.0334	98.9%		4									
5		.0000			5	.0001			5	5	5	.0000			5	5	.0088	99.8%		5	5	.0088	99.8%		5	5	.0088	99.8%		5									
6		.0000			6	.0000			6	6	6	.0000			6	6	.0019	100.0%		6	6	.0019	100.0%		6	6	.0019	100.0%		6									
7		.0000			7	.0000			7	7	7	.0000			7	7	.0004			7	7	.0004			7	7	.0004			7									
8		.0000			8	.0000			8	8	8	.0000			8	8	.0001			8	8	.0001			8	8	.0001			8									
9		.0000			9	.0000			9	9	9	.0000			9	9	.0000			9	9	.0000			9	9	.0000			9									
10		.0000			10	.0000			10	10	10	.0000			10	10	.0000			10	10	.0000			10	10	.0000			10									
11		.0000			11	.0000			11	11	11	.0000			11	11	.0000			11	11	.0000			11	11	.0000			11									
12		.0000			12	.0000			12	12	12	.0000			12	12	.0000			12	12	.0000			12	12	.0000			12									
13		.0000			13	.0000			13	13	13	.0000			13	13	.0000			13	13	.0000			13	13	.0000			13									
14		.0000			14	.0000			14	14	14	.0000			14	14	.0000			14	14	.0000			14	14	.0000			14									
15		.0000			15	.0000			15	15	15	.0000			15	15	.0000			15	15	.0000			15	15	.0000			15									
16		.0000			16	.0000			16	16	16	.0000			16	16	.0000			16	16	.0000			16	16	.0000			16									
17		.0000			17	.0000			17	17	17	.0000			17	17	.0000			17	17	.0000			17	17	.0000			17									
18		.0000			18	.0000			18	18	18	.0000			18	18	.0000			18	18	.0000			18	18	.0000			18									
19		.0000			19	.0000			19	19	19	.0000			19	19	.0000			19	19	.0000			19	19	.0000			19									
20		.0000			20	.0000			20	20	20	.0000			20	20	.0000			20	20	.0000			20	20	.0000			20									
21		.0000			21	.0000			21	21	21	.0000			21	21	.0000			21	21	.0000			21	21	.0000			21									
22		.0000			22	.0000			22	22	22	.0000			22	22	.0000			22	22	.0000			22	22	.0000			22									
23		.0000			23	.0000			23	23	23	.0000			23	23	.0000			23	23	.0000			23	23	.0000			23									
24		.0000			24	.0000			24	24	24	.0000			24	24	.0000			24	24	.0000			24	24	.0000			24									
25		.0000			25	.0000			25	25	25	.0000			25	25	.0000			25	25	.0000			25	25	.0000			25									
26		.0000			26	.0000			26	26	26	.0000			26	26	.0000			26	26	.0000			26	26	.0000			26									
27		.0000			27	.0000			27	27	27	.0000			27	27	.0000			27	27	.0000			27	27	.0000			27									
28		.0000			28	.0000			28	28	28	.0000			28	28	.0000			28	28	.0000			28	28	.0000			28									
29		.0000			29	.0000			29	29	29	.0000			29	29	.0000			29	29	.0000			29	29	.0000			29									
30		.0000			30	.0000			30	30	30	.0000			30	30	.0000			30	30	.0000			30	30	.0000			30									
31		.0000			31	.0000			31	31	31	.0000			31	31	.0000			31	31	.0000			31	31	.0000			31									
32		.0000			32	.0000			32	32	32	.0000			32	32	.0000			32	32	.0000			32	32	.0000			32									
33		.0000			33	.0000			33	33	33	.0000			33	33	.0000			33	33	.0000			33	33	.0000			33									
34		.0000			34	.0000			34	34	34	.0000			34	34	.0000			34	34	.0000			34	34	.0000			34									
35		.0000			35	.0000			35	35	35	.0000			35	35	.0000			35	35	.0000			35	35	.0000			35									
36		.0000			36	.0000			36	36	36	.0000			36	36	.0000			36	36	.0000			36	36	.0000			36									

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

EASTBOUND Thru Movements

EB THRU AM NO BLD.		3 Lane(s)		EB THRU AM BUILD		3 Lane(s)		EB THRU PM NO BLD.		3 Lane(s)		EB THRU PM BUILD		3 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%	
1	.0005	0.1%		1	.0005	0.0%		1	.0000	0.0%		1	.0000	0.0%	
2	.0023	0.3%		2	.0023	0.3%		2	.0000	0.0%		2	.0000	0.0%	
3	.0076	1.0%		3	.0075	1.0%		3	.0000	0.0%		3	.0000	0.0%	
4	.0191	2.9%		4	.0188	2.9%		4	.0000	0.0%		4	.0000	0.0%	
5	.0381	6.8%		5	.0377	6.7%		5	.0000	0.0%		5	.0000	0.0%	
6	.0634	13.1%		6	.0628	13.0%		6	.0000	0.0%		6	.0000	0.0%	
7	.0904	22.1%		7	.0898	21.9%		7	.0000	0.0%		7	.0000	0.0%	
8	.1129	33.4%		8	.1124	33.2%		8	.0001	0.0%		8	.0001	0.0%	
9	.1253	45.9%		9	.1250	45.7%		9	.0002	0.0%		9	.0002	0.0%	
10	.1251	58.5%		10	.1251	58.2%		10	.0005	0.1%		10	.0005	0.1%	
11	.1136	69.8%	275	11	.1138	69.6%	275	11	.0010	0.2%		11	.0010	0.2%	
12	.0946	79.3%	300	12	.0950	79.1%	300	12	.0021	0.4%		12	.0021	0.4%	
13	.0726	86.5%	325	13	.0731	86.4%	325	13	.0040	0.8%		13	.0040	0.8%	
14	.0518	91.7%	350	14	.0523	91.6%	350	14	.0071	1.5%		14	.0070	1.5%	
15	.0345	95.2%	375	15	.0349	95.1%	375	15	.0117	2.7%		15	.0115	2.6%	
16	.0215	97.3%	400	16	.0218	97.3%	400	16	.0179	4.5%		16	.0178	4.4%	
17	.0127	98.6%	425	17	.0128	98.6%	425	17	.0259	7.1%		17	.0257	7.0%	
18	.0070	99.3%	450	18	.0071	99.3%	450	18	.0354	10.6%		18	.0351	10.5%	
19	.0037	99.7%		19	.0038	99.7%		19	.0458	15.2%		19	.0455	15.1%	
20	.0018	99.8%		20	.0019	99.8%		20	.0562	20.8%		20	.0560	20.7%	
21	.0009	99.9%		21	.0009	99.9%		21	.0659	27.4%		21	.0656	27.2%	
22	.0004			22	.0004			22	.0736	34.7%		22	.0734	34.6%	
23	.0002			23	.0002			23	.0787	42.6%		23	.0785	42.4%	
24	.0001			24	.0001			24	.0806	50.7%		24	.0805	50.5%	
25	.0000			25	.0000			25	.0792	58.6%		25	.0793	58.4%	
26	.0000			26	.0000			26	.0749	66.1%	650	26	.0750	65.9%	650
27	.0000			27	.0000			27	.0682	72.9%	675	27	.0684	72.7%	675
28	.0000			28	.0000			28	.0599	78.9%	700	28	.0601	78.8%	700
29	.0000			29	.0000			29	.0508	84.0%	725	29	.0510	83.9%	725
30	.0000			30	.0000			30	.0416	88.1%	750	30	.0418	88.0%	750
31	.0000			31	.0000			31	.0330	91.4%	775	31	.0332	91.4%	775
32	.0000			32	.0000			32	.0254	94.0%	800	32	.0255	93.9%	800
33	.0000			33	.0000			33	.0189	95.9%	825	33	.0190	95.8%	825
34	.0000			34	.0000			34	.0137	97.2%	850	34	.0138	97.2%	850
35	.0000			35	.0000			35	.0096	98.2%	875	35	.0097	98.2%	875
36	.0000			36	.0000			36	.0066	98.8%	900	36	.0066	98.8%	900

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

WESTBOUND Thru Movements

WB RT			AM NO BLD			3 Lane(s)			WB RT			AM BUILD			3 Lane(s)			WB RT			PM NO BLD			3 Lane(s)			WB RT			PM BUILD			3 Lane(s)		
Vehicles in Queue			Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)				Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)				Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)				Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)				Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)		
0		.0000		0.0%				0	.0000	0.0%					0	.0000	0.0%					0	.0000	0.0%				0	.0000	0.0%					
1		.0000		0.0%				1	.0000	0.0%					1	.0000	0.0%					1	.0000	0.0%				1	.0000	0.0%					
2		.0000		0.0%				2	.0000	0.0%					2	.0000	0.0%					2	.0000	0.0%				2	.0000	0.0%					
3		.0000		0.0%				3	.0000	0.0%					3	.0000	0.0%					3	.0000	0.0%				3	.0000	0.0%					
4		.0000		0.0%				4	.0000	0.0%					4	.0000	0.0%					4	.0000	0.0%				4	.0000	0.0%					
5		.0000		0.0%				5	.0000	0.0%					5	.0000	0.0%					5	.0000	0.0%				5	.0000	0.0%					
6		.0000		0.0%				6	.0000	0.0%					6	.0000	0.0%					6	.0000	0.0%				6	.0000	0.0%					
7		.0001		0.0%				7	.0001	0.0%					7	.0001	0.0%					7	.0001	0.0%				7	.0001	0.0%					
8		.0002		0.0%				8	.0002	0.0%					8	.0002	0.0%					8	.0003	0.1%				8	.0003	0.0%					
9		.0005		0.1%				9	.0004	0.1%					9	.0004	0.1%					9	.0008	0.1%				9	.0007	0.1%					
10		.0011		0.2%				10	.0010	0.2%					10	.0010	0.2%					10	.0019	0.3%				10	.0015	0.3%					
11		.0023		0.4%				11	.0022	0.4%					11	.0022	0.4%					11	.0037	0.7%				11	.0031	0.6%					
12		.0045		0.9%				12	.0042	0.8%					12	.0042	0.8%					12	.0069	1.4%				12	.0058	1.1%					
13		.0080		1.7%				13	.0075	1.6%					13	.0075	1.6%					13	.0118	2.6%				13	.0100	2.1%					
14		.0131		3.0%				14	.0125	2.8%					14	.0125	2.8%					14	.0187	4.4%				14	.0162	3.8%					
15		.0202		5.0%				15	.0193	4.7%					15	.0193	4.7%					15	.0276	7.2%				15	.0243	6.2%					
16		.0292		7.9%				16	.0281	7.6%					16	.0281	7.6%					16	.0383	11.0%				16	.0343	9.6%					
17		.0397		11.9%				17	.0384	11.4%					17	.0384	11.4%					17	.0499	16.0%				17	.0455	14.2%					
18		.0509		17.0%				18	.0495	16.3%					18	.0495	16.3%					18	.0615	22.2%				18	.0570	19.9%					
19		.0619		23.2%				19	.0605	22.4%					19	.0605	22.4%					19	.0718	29.3%				19	.0677	26.7%					
20		.0715		30.3%				20	.0702	29.4%					20	.0702	29.4%					20	.0796	37.3%				20	.0764	34.3%					
21		.0786		38.2%				21	.0777	37.2%					21	.0777	37.2%					21	.0840	45.7%				21	.0821	42.5%					
22		.0825		46.4%				22	.0820	45.4%					22	.0820	45.4%					22	.0847	54.2%				22	.0841	50.9%					
23		.0829		54.7%				23	.0828	53.7%					23	.0828	53.7%					23	.0816	62.3%				23	.0825	59.2%					
24		.0797		62.7%				24	.0801	61.7%					24	.0801	61.7%					24	.0754	69.9%				24	.0776	66.9%			600		
25		.0737		70.1%				25	.0744	69.1%					25	.0744	69.1%					25	.0669	76.6%				25	.0700	73.9%			625		
26		.0654		76.6%				26	.0665	75.8%					26	.0665	75.8%					26	.0570	82.3%				26	.0607	80.0%			650		
27		.0560		82.2%				27	.0572	81.5%					27	.0572	81.5%					27	.0468	87.0%				27	.0507	85.1%			675		
28		.0462		86.8%				28	.0474	86.2%					28	.0474	86.2%					28	.0371	90.7%				28	.0409	89.2%			700		
29		.0368		90.5%				29	.0380	90.0%					29	.0380	90.0%					29	.0284	93.5%				29	.0318	92.3%			725		
30		.0283		93.3%				30	.0294	93.0%					30	.0294	93.0%					30	.0210	95.6%				30	.0239	94.7%			750		
31		.0211		95.4%				31	.0220	95.2%					31	.0220	95.2%					31	.0150	97.1%				31	.0174	96.5%			775		
32		.0152		97.0%				32	.0160	96.8%					32	.0160	96.8%					32	.0104	98.1%				32	.0123	97.7%			800		
33		.0107		98.0%				33	.0112	97.9%					33	.0112	97.9%					33	.0070	98.8%				33	.0084	98.5%			825		
34		.0072		98.8%				34	.0077	98.7%					34	.0077	98.7%					34	.0046	99.3%				34	.0056	99.1%			850		
35		.0048		99.2%				35	.0051	99.2%					35	.0051	99.2%					35	.0029	99.6%				35	.0036	99.5%			875		
36		.0031		99.5%				36	.0033	99.5%					36	.0033	99.5%					36	.0018	99.8%				36	.0022	99.7%			900		

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

NORTHBOUND Thru Movements

Turn Direction		Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Veh. Length	Ave. Veh. per Cycle
NB RT		AM NO BLD.	1	2	100	1	25	0.1
NB RT		AM BUILD	1	2	100	1	25	0.1
NB RT		PM NO BLD.	1	6	110	1	25	0.2
NB RT		PM BUILD	1	6	110	1	25	0.2

NB RT		AM BUILD		PM NO BLD.		PM BUILD	
Vehicles in Queue		1 Lane(s)		1 Lane(s)		1 Lane(s)	
0	.9460	94.6%	0	0	.8325	83.2%	0
1	.0526	99.9%	1	1	.1526	98.5%	1
2	.0015	100.0%	2	2	.0140	99.9%	2
3	.0000		3	3	.0009	100.0%	3
4	.0000		4	4	.0000		4
5	.0000		5	5	.0000		5
6	.0000		6	6	.0000		6
7	.0000		7	7	.0000		7
8	.0000		8	8	.0000		8
9	.0000		9	9	.0000		9
10	.0000		10	10	.0000		10
11	.0000		11	11	.0000		11
12	.0000		12	12	.0000		12
13	.0000		13	13	.0000		13
14	.0000		14	14	.0000		14
15	.0000		15	15	.0000		15
16	.0000		16	16	.0000		16
17	.0000		17	17	.0000		17
18	.0000		18	18	.0000		18
19	.0000		19	19	.0000		19
20	.0000		20	20	.0000		20
21	.0000		21	21	.0000		21
22	.0000		22	22	.0000		22
23	.0000		23	23	.0000		23
24	.0000		24	24	.0000		24
25	.0000		25	25	.0000		25
26	.0000		26	26	.0000		26
27	.0000		27	27	.0000		27
28	.0000		28	28	.0000		28
29	.0000		29	29	.0000		29
30	.0000		30	30	.0000		30
31	.0000		31	31	.0000		31
32	.0000		32	32	.0000		32
33	.0000		33	33	.0000		33
34	.0000		34	34	.0000		34
35	.0000		35	35	.0000		35
36	.0000		36	36	.0000		36

Women's Hospital (Montgomery Blvd. / Monroe St.)
Montgomery Blvd. / Monroe St.

SOUTHBOUND Thru Movements

SB RT				AM NO BLD.				1 Lane(s)				AM BUILD				1 Lane(s)				SB RT				PM NO BLD.				1 Lane(s)				PM BUILD				1 Lane(s)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Vehicles in Queue				Poisson Ind. Terms				Cumulative Poisson				Turnbay Length(ft)				Veh. in Queue				Poisson Ind. Terms				Cum. Poisson				Turnbay Length(ft)				Veh. in Queue				Poisson Ind. Terms				Cum. Poisson				Turnbay Length(ft)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
0				.9726				97.3%				0				.9726				97.3%			0				.9124				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0				.9124				91.2%			0	</