Maverik Convenience Store

(Interstate 25 / Jefferson St.)

Traffic Impact Study

March 18, 2019

F I N A L

Presented to:

City of Albuquerque
Transportation Development Section

NM Dept. of Transportation
District 3

Prepared for:

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Executive Summary

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Maverik Convenience Store, determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared to meet the requirements of the City of Albuquerque Transportation Development Section, Planning Department and the New Mexico Department of Transportation (NMDOT) associated with their review of the Maverik Convenience Store.

The proposed development is located at the south quadrant of Interstate 25 / Jefferson St. The study area includes the intersections of Singer Blvd. / Jefferson St., the two Interstate 25 ramps / Jefferson St., McLeod Rd. / Jefferson St., Outback Dr. / Jefferson St., as well as the existing two driveways for the project.

The proposed development is to be developed as a 28 pump Gasoline / Service Station w/ Convenience Market. Since this development will replace an existing restaurant, those trips have been subtracted from the overall trips for the purpose of quantifying the net increase (decrease) in the trip generation rate. The anticipated implementation year for this site is the year 2019. A horizon year of 2029 will also be analyzed. According to the Institute of Traffic Engineers' (ITE) trip generation rates, the weekday AM Peak Hour period is anticipated to generate approximately 222 entering trips and 213 exiting trips. During the weekday PM Peak Hour period, it is anticipated that it will generate approximately 200 entering trips and 192 exiting trips. The previous use (Quality Restaurant) generated approximately 4 entering and 4 exiting trips during the AM Peak Hour and approximately 52 entering and 26 exiting trips during the PM Peak Hour.

The development will be accessed via two existing unsignalized driveways. The northern driveway (Driveway "A") will be restricted to a right-in only driveway. The southern driveway will be full access. There are no previous developments to be included in this analysis.

Analysis results by analysis year are included in the following tables:

EXECUTIVE SUMMARY RESULTS TABLE

		2019 AM(PM) PEAK HOUR						
INTERSECTION NO. & NAME	SIGNALIZATION	NO BUILD		BUILD		MITIGATED		2019 RECOMMENDATIONS
1 - SingerBlvd. / Jefferson St.	Signalized	C- 20.1	(D- 43.0)	C- 20.2	(D- 43.0)			No recommendation.
2 - I-25 N. Ramp / Jefferson St.	Signalized	B- 13.7	(C- 30.0)	B- 14.1	(C- 33.0)			No Recommendation.
3 - I-25 S. Ramp / Jefferson St.	Signalized	B- 18.8	(C- 22.7)	B- 19.3	(C- 23.1)			No Recommendation.
4 - McLeod Rd. / Jefferson St.	Signalized	B- 17.8	(B- 16.4)	C- 21.9	(C- 21.3)			No recommendation.
5 - Outback Driveway / Jefferson St.	Unsignalized	u- 0.1	(u- 0.2)	u- 0.1	(u- 0.3)			No Recommendation.
6 - Driveway "A" / Jefferson St.	Unsignalized	u- 1.4	(u- 1.0)	u- 1.6	(u- 1.3)			No Recommendation.
7 - Driveway "B" / Jefferson St.	Unsignalized	u- 0.0	(u- 0.0)	u- 22.6	(u- 8.5)			No Recommendation.

EXECUTIVE SUMMARY RESULTS TABLE

		2029 AM(PM) PEAK HOUR						
INTERSECTION NO. & NAME	SIGNALIZATION	NO BUILD		BUILD		MITIGATED		2029 RECOMMENDATIONS
1 - SingerBlvd. / Jefferson St.	Signalized	C- 20.9	(D- 46.4)	C- 21.0	(D- 46.4)			No recommendation.
2 - I-25 N. Ramp / Jefferson St.	Signalized	B- 14.1	(D- 35.7)	B- 14.7	(D- 42.0)			No Recommendation.
3 - I-25 S. Ramp / Jefferson St.	Signalized	B- 19.3	(C- 23.6)	B- 19.9	(C- 24.1)			No Recommendation.
4 - McLeod Rd. / Jefferson St.	Signalized	B- 18.6	(B- 17.4)	C- 23.3	(C- 24.5)			No recommendation.
5 - Outback Driveway / Jefferson St.	Unsignalized	u- 0.1	(u- 0.3)	u- 0.1	(u- 0.4)			No Recommendation.
6 - Driveway "A" / Jefferson St.	Unsignalized	u- 1.7	(u- 1.2)	u- 1.9	(u- 3.2)			No Recommendation.
7 - Driveway "B" / Jefferson St.	Unsignalized	u- 0.0	(u- 0.0)	u- 33.7	(u- 1.6)			No Recommendation.

In summary, the proposed development does not have a significant adverse impact to the adjacent transportation system and the minimal impact to the transportation system can be mitigated by the recommended measures described in this report and summarized in the table above. In summary, the recommendations of this study are:

Recommendations:

Implementation Year (2019) – Design and construction of all improvements including driveway modifications should preserve adequate sight distances along Jefferson St.

Driveway “A” should be designed and constructed as a right-turn-in only driveway.

Driveway “B” should be designed and constructed as a full-access unsignalized driveway with two exiting lanes (one for left turns and one for right turns) and one entering lane minimum.

Drive design should be able to accommodate large delivery trucks.

Horizon Year (2029) – Same recommendations as Implementation Year. Also, cross access should be incorporated when the property to the south develops to provide Maverik traffic access to Outback Dr. to relieve future congestion at Driveway “B”.

Maverik Convenience Store
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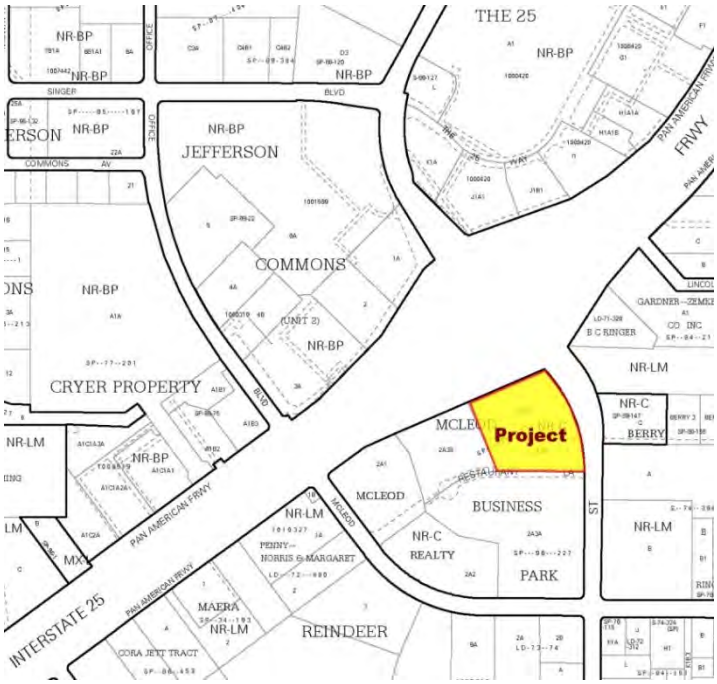
Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Maverik Convenience Store and determine the impact of the development on the adjacent transportation system. The recommendations of this study will provide measures to mitigate the impact of the development of the site plan on critical intersections and street segments. This study is prepared to meet the requirements of the City of Albuquerque Transportation Development Section, Planning Department and the New Mexico Dept. of Transportation (NMDOT), District 3 Office, associated with its review of the Maverik Convenience Store as shown on the plan on Page A-3 in the Appendix of this report.

The proposed development is located at the south quadrant of Interstate 25 / Jefferson St. in Albuquerque, New Mexico. If the property was to develop in a manner significantly different than the proposed plan considered in this report such that the number of generated trips is significantly greater, then an update to this study may be required by the City of Albuquerque Transportation Development Section, Planning Department or the New Mexico Department of Transportation.

Following is a vicinity map depicting the location of the proposed project:



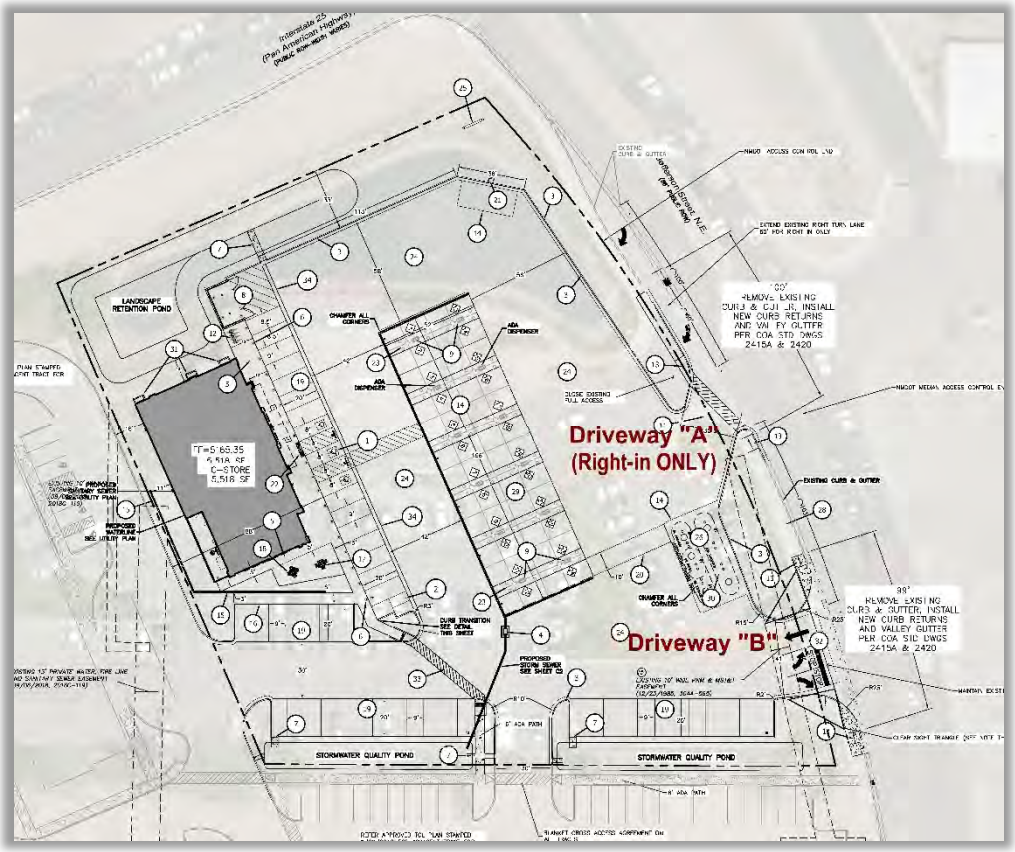
Description of Proposed Development

The proposed project is described as a 28 pump Gas station w/ Convenience Store at the south quadrant of Interstate 25 / Jefferson St. The project lies in the city limits of Albuquerque, NM. The project fronts on a Community Principal Arterial Roadway (Jefferson St.) which is maintained by the New Mexico Department of Transportation. Therefore, the project will be required to comply with the requirements of the City of Albuquerque with regard to the overall development and with the requirements of the New Mexico Department of Transportation with regard to transportation issues along State roads.

This development will be constructed in one phase. This study will analyze an implementation year of 2019 and a horizon year of 2029.

The development will be accessed via two existing driveways for this parcel of land. The north driveway (Driveway "A") is proposed as a right-in only driveway. The south driveway (Driveway "B") is proposed to be full access.

Following is the proposed site development plan depicting driveway (access) locations (also, see Appendix Page A-3 for a more complete version of the proposed site development plan):



Study Area Conditions

A Traffic Impact Study Scoping Meeting was held with the City of Albuquerque Transportation Dev. Section, Planning Dept. staff (Ernest Armijo) & NMDOT staff (Nancy Perea, Margaret Haynes, and Brad Julian). During the meeting, it was determined that the study area would include the following list of intersections to be analyzed in the Traffic Impact Study:

1. Singer Blvd. / Jefferson St.
2. I-25 N. Ramp / Jefferson St.
3. I-25 S. Ramp / Jefferson St.
4. McLeod Rd. / Jefferson St.
5. Outback Dr. / Jefferson St.
6. Driveway “A” / Jefferson St.
7. Driveway “B” / Jefferson St.

This scope of study was based on the assumption that the parcel in question would be developed as a gas station / convenience store as shown on the proposed site plan.

There are no known land development projects in the area to be incorporated into the background traffic model for this study. There are no known Transportation Improvement Program projects in the area that need to be considered in the Traffic Impact Study.

This project is served by public transit services in the area; specifically Routes #140, 251 and 551. These routes run along Jefferson St. in the vicinity of the project. See Appendix page A-118 for City of Albuquerque Transit Bus Route Map.

Jefferson St., Singer Blvd. & McLeod Rd. are designated on the Futures 2040 Metropolitan Transportation Plan (2040 Long Range Bikeway System) as either Proposed or Existing Bicycle Lanes & Routes. See Appendix Pg. A-6 for a portion of that map.

There are pedestrian facilities in the project area – curb & gutter and sidewalks along the roads, as well as some raised medians for pedestrians & bicyclists crossing against traffic.

Singer Blvd. & McLeod Rd. are classified as Major Collector Roadways on the Mid-Region Council of Government’s Futures 2040 Long Range Roadway System Map. They are two-lane urban-type roadways with no raised median and curb & gutter with sidewalks in the area. The posted speed limit along McLeod Rd. is 35 MPH and along Singer Blvd. is 30 MPH.

Jefferson St. is classified as Community Principal Arterial Roadway on the Mid-Region Council of Government's Futures 2040 Long Range Roadway System Map. It is a four-lane roadway with curb & gutter as well as sidewalks. The posted speed limit along this section is 35 MPH.

Analysis of Existing Conditions

Due to the fact that the Implementation Year is only one year in the future, an existing analysis was not requested by the City of Albuquerque. Existing traffic volumes (turning movement counts) were collected at the intersections targeted for analysis in this study in November 2018 and are included on Appendix Pages A-25 thru A-40.

Analysis of Implementation Year Conditions

Traffic Projections

Background traffic was taken from recent traffic counts (Appendix A-113 through A-117). Traffic count data (i.e., AM / PM Peak Hour turning movements volumes) were adjusted for demand based on the remnant queue on each approach of a major intersection at the end of each 15-minute period of the count interval. To accomplish this quantification of queuing at the end of each 15-minute interval, a company was hired to launch a drone with video camera to an altitude of approximately 400 feet above ground level to capture the queuing during the following time intervals:

For the AM Peak Hour count period:	For the PM Peak Hour count period:
7:13 AM to 7:17 AM	4:13 PM to 4:17 PM
7:28 AM to 7:32 AM	4:28 PM to 4:32 PM
7:43 AM to 7:47 AM	4:43 PM to 4:47 PM
7:58 AM to 8:02 AM	4:58 PM to 5:02 PM
8:13 AM to 8:17 AM	5:13 PM to 5:17 PM
8:28 AM to 8:32 AM	5:28 PM to 5:32 PM
8:43 AM to 8:47 AM	5:43 PM to 5:47 PM

The drone capture video of the queuing conditions for a four-minute interval. The video was stopped at each 15-minute interval (i.e., 7:15 AM, 7:30 AM, 7:45 AM, etc.) to estimate the number of vehicles queued for each lane group in the video. The queued vehicles were included in the previous 15-minute count interval and subtracted out from the subsequent 15-minute count interval. This count method was utilized for the intersections of Singer / Jefferson, I-25 N. Ramp / Jefferson, and I-25 S. Ramp / Jefferson. McLeod / Jefferson was not visible on the video, so the standard method of counting was utilized.

This study assumes that the development will be implemented in one phase with an implementation year of 2019 and a horizon year of 2029.

Projected trips were calculated based on the Institute of Traffic Engineers (ITE) Trip Generation Manual (10th Edition). Trips for the development were determined based on land use defined on the Conceptual Site Development Plan on Page A-3 in the Appendix of this report. The following table summarized the trip generation rate for the project:

Proposed C-Store (Jefferson St. / Interstate 25)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

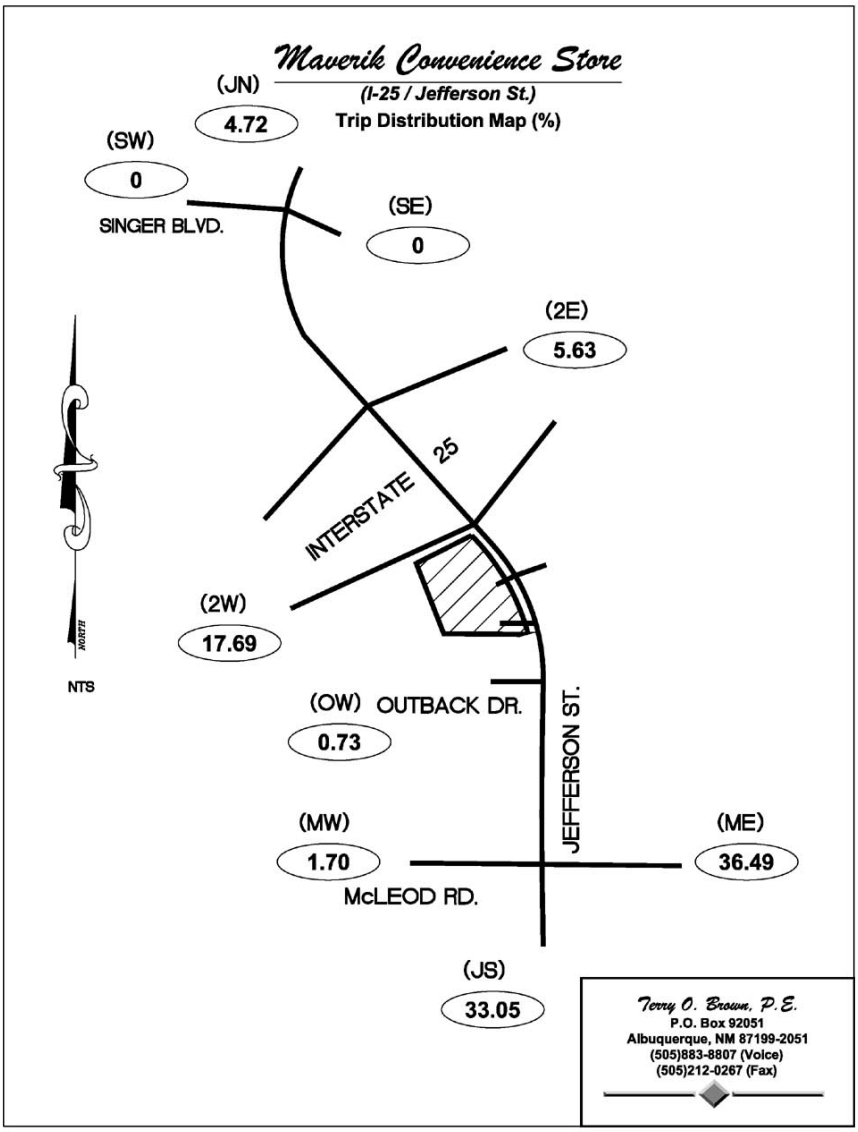
	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
COMMENT	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
	Summary Sheet	Units					
Proposed	Gasoline / Service Station w/ Convenience Market (945)	28.00	6,356	222	213	200	192
Existing	Quality Restaurant (931)	10.00	538	4	4	52	26
	Increase (Decrease) Trip Generation Rate		**5,818**	**218**	**209**	**148**	**166**

No pass-by trips were applied to this project. See Appendix Pages A-7 thru A-9 for more information regarding the trip generation.

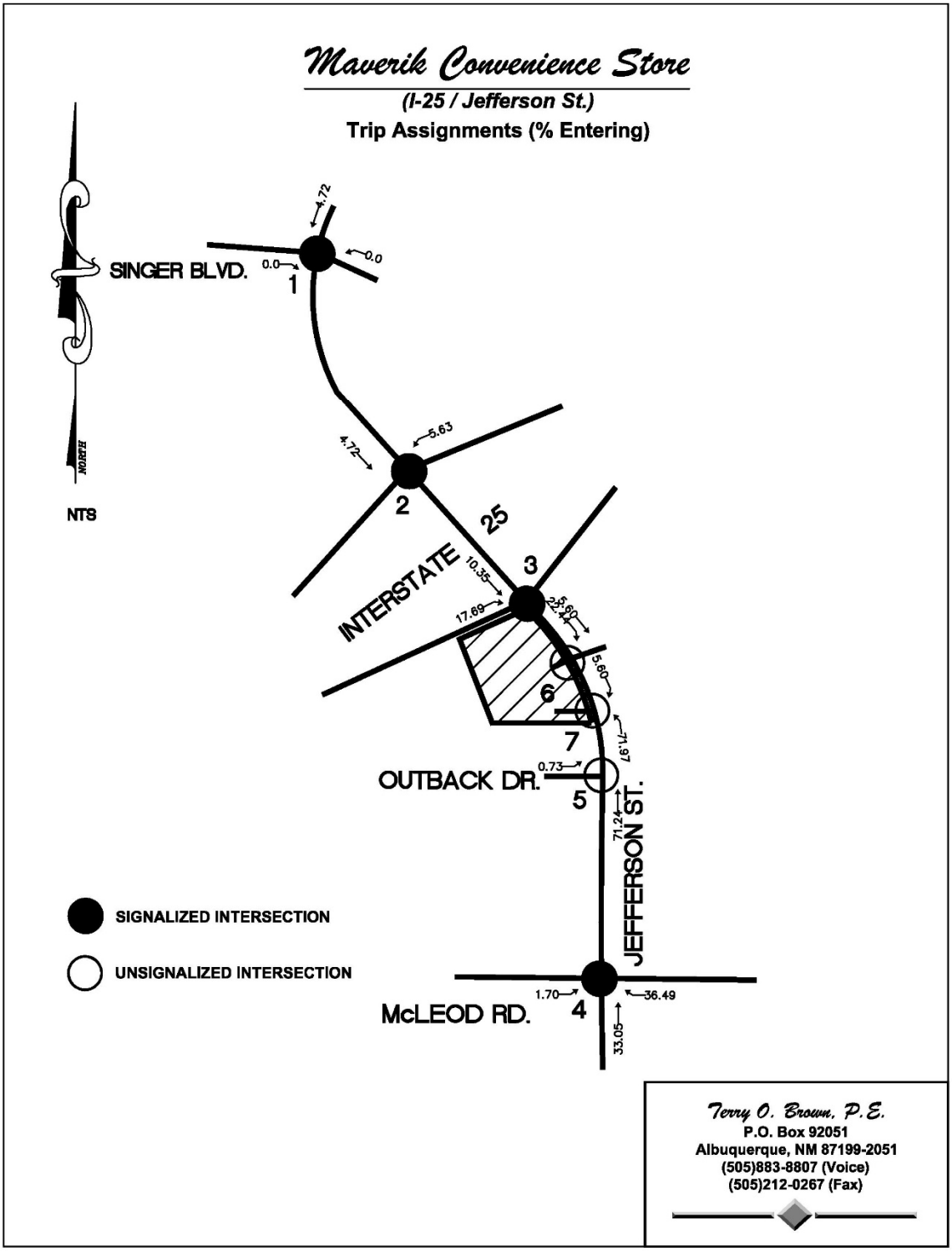
For purposes of determining how much more traffic the proposed Maverick Convenience Store generates than the previous quality restaurant that was on the parcel, the trip generation table above deducts the traffic that was generated by the previous use (restaurant). However, the traffic count (turning movements volumes) data for this project was collected in November 2018 when the restaurant had been closed and was out of business. Therefore, for the purposed of determining 2019 and 2029 BUILD volumes for this analysis, the restaurant trips were not deducted from the trip generation rate for the Maverick facility.

Commercial Trip Distribution

The Gravity Model was used to determine trip distribution where primary trips for the commercial land use development were distributed proportionally to the 2019 projected population of Data Analysis Subzones (DASZ) within a 1.5-mile radius. Population data for the years 2012 and 2040 were taken from the 2040 Socioeconomic Forecasts by Subareas for the Mid-Region of New Mexico supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2012 and 2040 was interpolated linearly to obtain 2019 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones are shown in the Appendix on Pages A-10 thru A-13. The commercial Trip Distribution map can be found below and in the Appendix on Page A-14.



Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments for commercial trips are shown below and in the Appendix on Pages A-15 thru A-16. No adjustment for pass-by trips was applied on this project.


Maverik Convenience Store
(I-25 / Jefferson St.)
Trip Assignments (% Entering)
NORTH
NTS
SINGER BLVD.
1
0.0
0.0
1.72
2
4.72
5.63
INTERSTATE
25
3
10.35
17.69
5.60
6
5.60
7
71.97
0.73
OUTBACK DR.
5
71.24
JEFFERSON ST.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
1.70
4
McLEOD RD.
36.49
33.05
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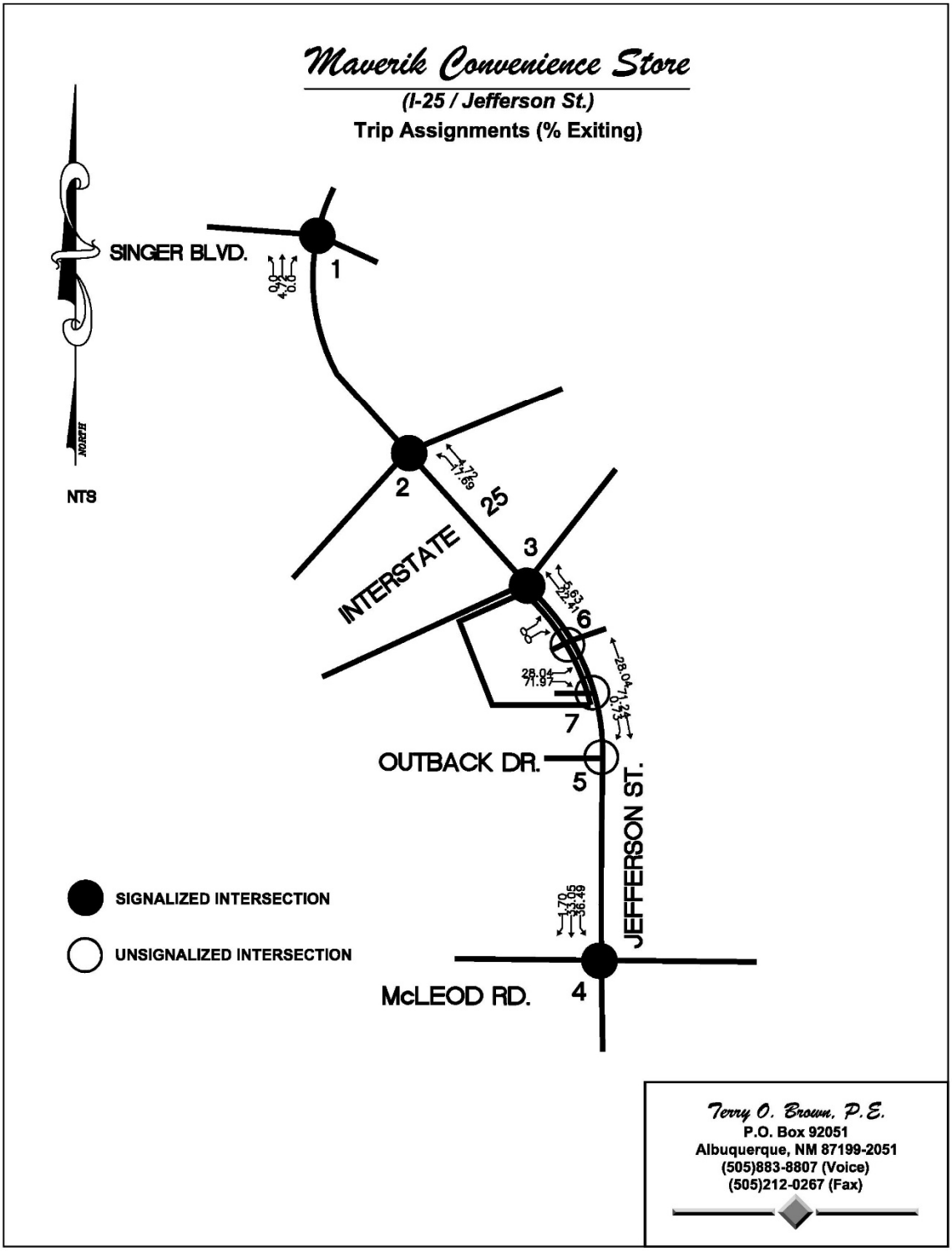
Maverik Convenience Store
(I-25 / Jefferson St.)
Trip Assignments (% Exiting)
SINGER BLVD.
NORTH
NTS
1
2
3
4
5
6
7
25
INTERSTATE
OUTBACK DR.
JEFFERSON ST.
McLEOD RD.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
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Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2008 through 2017 Traffic Flow maps prepared by the Mid-Region Council of Governments. Most of the Traffic Flow Data for those years taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format $y=mx+b$. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the annual growth rate for each approach if that calculated rate appeared feasible. However, in some roadway segments considered in this analysis, the rate indicated either an inconsistent or a negative growth trend; therefore, the growth rate was considered to be a generic 0.5%. Historical Growth Rate Graphs with linear regression trend lines are shown in the Appendix on Pages A-18 thru A-23. The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-27 thru A-40 & 43 thru 56).

The trip generation, trip distribution and trip assignments were utilized along with the existing 2018 background traffic volumes and the historical traffic growth rates to determine the Implementation year NO BUILD and BUILD volumes, see Appendix Pages A-25 thru A-40. Implementation year AM Peak Hour and PM Peak Hour NO BUILD and BUILD volumes / lane geometry / Level-of-Service results are summarized graphically on the Lanes / Volumes / Analysis Maps at the end of the front-end text of this Study:

Traffic Analysis

A capacity analysis using existing traffic signal timing settings furnished by the City of Albuquerque Traffic Operations Section of the Municipal Development Department was conducted for the Implementation Year (2019) NO BUILD and BUILD Conditions and the results are summarized as follows:

#1 – Singer Blvd. / Jefferson St. - Pages A-57 thru A-84

The results of the 2019 analyses of the signalized intersection of Singer Blvd. / Jefferson St. are summarized in the following tables:

Intersection: 1 - SingerBlvd. / Jefferson St.

		2019 AM Peak Hour (EXIST. GEOM.)					2019 PM Peak Hour (EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	D - 44.7	1	D - 44.7	L	1	E - 64.9	1	E - 64.9	
	T	1	C - 33.0	1	C - 33.0	T	1	C - 32.3	1	C - 32.3	
	R	1	C - 23.8	1	C - 23.8	R	1	E - 69.3	1	E - 69.3	
WB	L	2	D - 41.5	2	D - 41.5	L	2	D - 54.1	2	D - 54.1	
	T	2	D - 37.0	2	D - 37.0	T	2	D - 36.1	2	D - 36.1	
	R	>	D - 37.3	>	D - 37.3	R	>	D - 36.3	>	D - 36.3	
NB	L	1	B - 12.8	1	B - 13.0	L	1	C - 21.2	1	C - 21.4	
	T	2	B - 13.1	2	B - 13.2	T	2	B - 20.0	2	B - 20.0	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
SB	L	1	B - 13.6	1	B - 13.6	L	1	B - 18.2	1	B - 18.2	
	T	2	C - 20.7	2	C - 20.9	T	2	C - 32.0	2	C - 32.1	
	R	>	C - 21.1	>	C - 21.2	R	>	C - 32.0	>	C - 32.3	
Intersection:		***C - 20.1***		***C - 20.2***			***D - 43.0***		***D - 43.0***		

Note: ">" designates a shared right or left turn lane.

No recommendation.

The 2019 analysis of the intersection of Singer Blvd. / Jefferson St. demonstrates that the overall intersection level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report. The implementation of the proposed development increases the delay at the intersection by 0.1 seconds during the AM Peak Hour and by 0.0 seconds during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Singer Blvd. / Jefferson St.

#2 –I-25 N. Ramp / Jefferson St. – Pages A-57 thru A-84

The results of the analysis of the signalized intersection of the I-25 N. Ramp / Jefferson St. are summarized in the following table:

Intersection: 2 - I-25 N. Ramp / Jefferson St.

		2019 AM Peak Hour					2019 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
WB	L	2	D - 38.6	2	D - 38.6	L	2	D - 50.5	2	D - 50.6	
	T	2	D - 36.8	2	D - 36.8	T	2	D - 45.3	2	D - 45.5	
	R	1	D - 35.5	1	D - 35.1	R	1	C - 34.2	1	C - 34.0	
NB	L	1	A - 8.3	1	A - 9.9	L	1	D - 36.8	1	D - 38.4	
	T	2	A - 0.7	2	A - 0.6	T	2	A - 0.2	2	A - 0.1	
SB	T	2	B - 12.5	2	B - 13.8	T	2	C - 26.7	2	C - 30.5	
	R	1	B - 12.8	1	B - 14.0	R	1	D - 36.0	1	D - 45.0	
Intersection:		***B - 13.7***		***B - 14.1***			***C - 30.0***		***C - 33.0***		

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2019 analysis of the intersection of the I-25 N. Ramp (WB) / Jefferson St. (NB / SB) demonstrates that the delays will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of the I-25 N. Ramp / Jefferson St.

#3 –I-25 S. Ramp / Jefferson St. – Pages A-57 thru A-84

The results of the analysis of the signalized intersection of the I-25 S. Ramp / Jefferson St. are summarized in the following table:

Intersection: 3 - I-25 S. Ramp / Jefferson St.

		2019 AM Peak Hour					2019 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	2	C - 28.9	2	C - 28.7	L	2	D - 41.1	2	D - 41.0	
	T	2	C - 33.5	2	C - 33.2	T	2	D - 37.9	2	D - 37.8	
	R	1	C - 29.7	1	C - 31.2	R	1	C - 31.9	1	C - 33.0	
NB	L		A - 0.0		A - 0.0	L		A - 0.0		A - 0.0	
	T	2	B - 17.9	2	B - 19.0	T	2	C - 25.4	2	C - 26.6	
	R	>	B - 18.0	>	B - 19.1	R	>	C - 25.8	>	C - 27.0	
SB	L	1	B - 11.0	1	B - 11.9	L	1	B - 14.8	1	B - 15.9	
	T	2	A - 0.2	2	A - 0.3	T	2	A - 0.2	2	A - 0.2	
	R		A - 0.0		A - 0.0	R		A - 0.0		A - 0.0	
Intersection:		***B - 18.8***		***B - 19.3***			***C - 22.7***		***C - 23.1***		

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2019 analysis of the intersection of the I-25 S. Ramp / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of the I-25 S. Ramp / Jefferson St.

#4 –McLeod Rd. / Jefferson St. – Pages A-57 thru A-84

The results of the analysis of the signalized intersection of the McLeod Rd. / Jefferson St. are summarized in the following table:

Intersection: 4 - McLeod Rd. / Jefferson St.

		2019 AM Peak Hour					2019 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	C - 20.7	1	C - 21.3	L	1	C - 23.7	1	C - 23.8	
	T	1	C - 20.7	1	C - 21.0	T	1	C - 24.6	1	C - 24.5	
	R	>	C - 20.7	>	C - 21.0	R	>	C - 24.6	>	C - 24.5	
WB	L	1	C - 23.8	1	C - 24.1	L	1	C - 28.8	1	C - 28.6	
	T	1	C - 20.1	1	C - 20.4	T	1	C - 23.1	1	C - 23.1	
	R	1	C - 21.2	1	C - 21.9	R	1	B - 19.5	1	B - 19.1	
NB	L	1	B - 11.6	1	B - 15.9	L	1	B - 10.4	1	B - 13.2	
	T	2	B - 18.7	2	C - 26.3	T	2	B - 17.6	2	C - 22.7	
	R	>	B - 18.6	>	C - 26.2	R	>	B - 17.7	>	C - 22.7	
SB	L	1	B - 12.2	1	B - 19.7	L	1	B - 13.0	1	C - 29.1	
	T	2	B - 14.9	2	B - 18.1	T	2	B - 12.4	2	B - 14.6	
	R	>	B - 14.9	>	B - 18.0	R	>	B - 12.3	>	B - 14.6	
Intersection:		***B - 17.8***		***C - 21.9***			***B - 16.4***		***C - 21.3***		

Note: ">" designates a shared right or left turn lane.
No recommendation.

The 2019 analysis of the intersection of the McLeod Rd. / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of the McLeod Rd. / Jefferson St.

#5 – Outback Dr. / Jefferson St. – Pages A-57 thru A-84

The results of the analysis of the unsignalized intersection of Outback Dr. / Jefferson St. are summarized in the following table:

Intersection: 5 - Outback Driveway / Jefferson St.

		2019 AM Peak Hour (EXIST. GEOM.)					2019 PM Peak Hour (EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	>	B - 12.7	>	C - 19.8	L	>	C - 15.8	>	C - 22.5	
	T	1	A - 0.0	1	A - 0.0	T	1	A - 0.0	1	A - 0.0	
	R	>	B - 12.7	>	C - 19.8	R	>	C - 15.8	>	C - 22.5	
NB	L	>	A - 8.1	>	A - 8.4	L	>	A - 9.3	>	A - 9.8	
	T	2	A - 0.1	2	A - 0.1	T	2	A - 0.1	2	A - 0.2	
	R		A - 0.0	0	A - 0.0	R	0	A - 0.0	0	A - 0.0	
SB	L		A - 0.0	0	A - 0.0	L	0	A - 0.0	0	A - 0.0	
	T	2	A - 0.0	2	A - 0.0	T	2	A - 0.0	2	A - 0.0	
	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	A - 0.0	
Intersection:		***u - 0.1***		***u - 0.1***			***u - 0.2***		***u - 0.3***		

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2019 analysis of the intersection of Outback Dr. / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of Outback Dr. / Jefferson St.

#6 – Driveway "A" / Jefferson St. - Pages A-57 thru A-84

Driveway "A" is full access on the east side of Jefferson St. (existing driveway) and restricted to right-in only on the west side. Driveway "A" on the west side of Jefferson St. has been relocated approximately 35 feet to the south to slightly offset it from the existing driveway across the street on the east side of Jefferson St. The offset should not be detrimental since Driveway "A" into the Maverik Store is a right-in only access. The results of the 2019 analyses of the unsignalized intersection of Driveway "A" / Jefferson St. are summarized in the following table:

Intersection: **6 - Driveway "A" / Jefferson St.**

		2019 AM Peak Hour (EXIST. GEOM.) NO BUILD Lanes	LOS-Delay	BUILD Lanes	LOS-Delay		2019 PM Peak Hour (EXIST. GEOM.) NO BUILD Lanes	LOS-Delay	BUILD Lanes	LOS-Delay
EB	L	1	A - 0.0	1	A - 0.0	L	1	A - 0.0	1	A - 0.0
EB	T	1	A - 0.0	1	A - 0.0	T	1	A - 0.0	1	A - 0.0
EB	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	A - 0.0
WB	L	>	D - 25.9	>	D - 33.4	L	>	C - 17.5	>	D - 30.4
WB	T	1	D - 25.9	1	A - 0.0	T	1	C - 17.5	1	A - 0.0
WB	R	>	D - 25.9	>	D - 33.4	R	>	C - 17.5	>	D - 30.4
NB	L	>	A - 8.0	>	A - 0.0	L	>	A - 8.9	>	A - 0.0
NB	T	2	A - 0.0	2	A - 0.0	T	2	A - 0.0	2	A - 0.0
NB	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	A - 0.0
SB	L	>	B - 11.1	>	B - 11.5	L	>	B - 10.1	>	B - 10.4
SB	T	2	A - 0.6	2	A - 0.3	T	2	A - 0.7	2	A - 0.8
SB	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0
Intersection:		***u - 1.4***		***u - 1.6***			***u - 1.0***		***u - 1.3***	

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2019 analysis of the intersection of Driveway "A" / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report except for the eastbound (exiting) left turn movement. Therefore, no recommendations are made for the intersection of Driveway "A" / Jefferson St.

Driveway "A" is located approximately 275 feet southeast of the I-25 S. Ramp / Jefferson St. signalized intersection. It has historically been a full access unsignalized driveway since the mid-1990's. It was aligned with an existing full-access unsignalized driveway across the street that accesses an existing Holiday Inn & Suites Motel and a NAPA Truck Part and Service facility. Driveway "A" into the Maverik Store is being restricted to a right-in only driveway since the New Mexico Department of Transportation has an access control line in the middle of Jefferson St. that extends through the driveway, thus prohibiting left-in and left-out traffic.

#7 – Driveway "B" / Jefferson St. - Pages A-57 thru A-84

The results of the 2019 analyses of the full access unsignalized intersection of Driveway "B" / Jefferson St. are summarized in the following table:

Intersection: 7 - Driveway "B" / Jefferson St.

		2019 AM Peak Hour BUILD (EXIST. GEOM.)				2019 PM Peak Hour BUILD (EXIST. GEOM.)			
		NO BUILD		BUILD		NO BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay
EB	L	>	A - 0.0	>	**F** - 189	>	A - 0.0	>	**F** - 87.1
	T	1	A - 0.0	>	**F** - 189	1	A - 0.0	>	**F** - 87.1
	R	>	A - 0.0	>	**F** - 189	>	A - 0.0	>	**F** - 87.1
NB	L	>	A - 0.0	>	A - 8.8	>	A - 0.0	>	A - 9.6
	T	2	A - 0.0	>	A - 1.3	2	A - 0.0	>	A - 1.1
	R	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	A - 0.0
SB	L	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	A - 0.0
	T	2	A - 0.0	>	A - 0.0	2	A - 0.0	>	A - 0.0
	R	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	A - 0.0
Intersection:		***u - 0.0***		***u - 22.6***		***u - 0.0***		***u - 8.5***	

Note: ">" designates a shared right or left turn lane.

No Recommendation.

Driveway “B” is located approximately 150 feet south of Driveway “A” and approximately 450 feet south of the I-25 northbound off-ramp. The 2019 analysis of the intersection of Driveway “B” / Jefferson St. demonstrates that the delays will be excessive during the 2019 AM and 2019 PM Peak Hour BUILD Conditions. Restricting Driveway “A” to prevent exiting traffic (especially left-out movements) has forced all exiting traffic from this development to Driveway “B”. It is anticipated that there will be long delays and long queues for exiting traffic in Driveway “B”. To lessen the problem, it is recommended that Driveway “B” incorporate two exiting lanes – one for left turn movements and one for right turn movements.

Analysis of Horizon Year Conditions

Traffic Projections

Methodology to forecast 2029 Horizon Year background traffic volumes, trip distribution of new trips generated by the Maverik project, and trip generation calculations utilized were the same as for the Implementation Year analysis with the one exception that the

Traffic Analysis

A capacity analysis using existing traffic signal timing setting furnished by the City of Albuquerque Traffic Operations Section of the Municipal Development Department was conducted for the Horizon Year (2029) NO BUILD and BUILD Conditions and the results are summarized as follows:

#1 – Singer Blvd. / Jefferson St. - Pages A-85 thru A-112

The results of the 2029 analyses of the signalized intersection of Singer Blvd. / Jefferson St. are summarized in the following tables:

Intersection: 1 - SingerBlvd. / Jefferson St.

		2029 AM Peak Hour					2029 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	D - 44.8	1	D - 44.8	L	1	E - 66.8	1	E - 66.8	
	T	1	C - 32.9	1	C - 32.9	T	1	C - 32.6	1	C - 32.6	
	R	1	C - 23.0	1	C - 23.0	R	1	E - 80.2	1	E - 80.2	
WB	L	2	D - 42.0	2	D - 42.0	L	2	E - 55.2	2	E - 55.2	
	T	2	D - 37.3	2	D - 37.3	T	2	D - 36.6	2	D - 36.6	
	R	>	D - 37.5	>	D - 37.5	R	>	D - 36.9	>	D - 36.9	
NB	L	1	B - 14.5	1	B - 14.7	L	1	C - 22.7	1	C - 22.9	
	T	2	B - 13.5	2	B - 13.5	T	2	C - 20.3	2	C - 20.4	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
SB	L	1	B - 14.4	1	B - 14.4	L	1	B - 18.7	1	B - 18.7	
	T	2	C - 22.3	2	C - 22.4	T	2	C - 34.1	2	C - 34.4	
	R	>	C - 22.6	>	C - 22.8	R	>	C - 34.2	>	C - 34.5	
Intersection:		***C - 20.9***		***C - 21.0***			***D - 46.4***		***D - 46.4***		

Note: ">" designates a shared right or left turn lane.

No recommendation.

The 2029 analysis of the intersection of Singer Blvd. / Jefferson St. demonstrates that the overall intersection level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report. The implementation of the proposed development increases the delay at the intersection by 0.1 seconds during the AM Peak Hour and by 0.0 seconds during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Singer Blvd. / Jefferson St.

The 95th Percentile Queuing calculation (HCM 6 methodology) results based on the horizon year analysis are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Maverik Convenience Store (I-25 / Jefferson St.)
Intersection: **Singer Blvd. / Jefferson St.**

2029

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*124*	*170+*	*1*	*29*	*Cont*	*1*	*185*	*170+*
AM NO BUILD Queue	1	131	166	1	31	31	1	195	169
AM BUILD Queue	**1**	**131**	**166**	**1**	**31**	**31**	**1**	**195**	**169**
Existing Lane Length	*1*	*222*	*170+*	*1*	*37*	*Cont*	*1*	*464*	*170+*
PM NO BUILD Queue	1	234	**333**	1	39	**41**	1	490	**694**
PM BUILD Queue	**1**	**234**	**333**	**1**	**39**	**41**	**1**	**490**	**694**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*75*	*170*	*2*	*20*	*Cont*	*0*	*21*	*0*
AM NO BUILD Queue	2	79	46	2	21	23	0	22	26
AM BUILD Queue	**2**	**79**	**46**	**2**	**21**	**23**	**0**	**22**	**26**
Existing Lane Length	*2*	*295*	*170*	*2*	*45*	*Cont*	*0*	*46*	*0*
PM NO BUILD Queue	2	311	**215**	2	47	**54**	0	49	**54**
PM BUILD Queue	**2**	**311**	**215**	**2**	**47**	**54**	**0**	**49**	**54**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*389*	*115*	*2*	*535*	*Cont*	*1*	*303*	*300*
AM NO BUILD Queue	1	410	228	2	564	179	1	320	0
AM BUILD Queue	**1**	**410**	**228**	**2**	**574**	**184**	**1**	**320**	**0**
Existing Lane Length	*1*	*193*	*115*	*2*	*273*	*Cont*	*1*	*157*	*300*
PM NO BUILD Queue	1	204	**154**	2	288	**118**	1	166	**0**
PM BUILD Queue	**1**	**204**	**154**	**2**	**296**	**120**	**1**	**166**	**0**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*20*	*140*	*2*	*264*	*Cont*	*0*	*162*	*0*
AM NO BUILD Queue	1	21	13	2	279	200	0	171	195
AM BUILD Queue	**1**	**21**	**13**	**2**	**289**	**205**	**0**	**171**	**197**
Existing Lane Length	*1*	*15*	*140*	*2*	*629*	*Cont*	*0*	*133*	*0*
PM NO BUILD Queue	1	16	**13**	2	664	**397**	0	140	**394**
PM BUILD Queue	**1**	**16**	**13**	**2**	**671**	**402**	**0**	**140**	**399**

NOTE: **Queue Lengths are in feet.**
Queue Lengths are 95th percentile confidence level.
Queue Lengths are based on Synchro 10 (HCM6) methodology

The eastbound left and right turn lanes are both effectively at least 700 feet long since both lanes extend beyond the limits to which they are striped. The eastbound left turn lane extends into an existing center two-way left turn lane and the right turn lane extends into the existing outside thru lane. The eastbound thru lane queue is very short (two vehicles). When the eastbound queuing extends beyond the designated striped left and / or right turn lane, the traffic will still queue in such a manner to not block eastbound thru traffic, but it will queue through existing private driveways momentarily. Therefore, no recommendation is made for the eastbound left or right turn auxiliary lanes.

A similar situation exists for the dual westbound left turn lanes on Singer Blvd. The queuing a short distance beyond the striped dual left turn lanes will not block other westbound traffic.

The northbound left turn queuing is projected to spill into the northbound inside thru lane. There is an NM DOT messaging sign located in the median such that it precludes extending the existing northbound left turn lane by a substantial distance. It is positioned approximately 10 feet behind the existing median curb. Therefore, no recommendation is made.

#2 –I-25 N. Ramp / Jefferson St. – Pages A-85 thru A-112

The results of the analysis of the signalized intersection of the I-25 N. Ramp / Jefferson St. are summarized in the following table:

Intersection: 2 - I-25 N. Ramp / Jefferson St.

		2029 AM Peak Hour (EXIST. GEOM.) NO BUILD Lanes	NO BUILD LOS-Delay	BUILD Lanes	BUILD LOS-Delay		2029 PM Peak Hour (EXIST. GEOM.) NO BUILD Lanes	NO BUILD LOS-Delay	BUILD Lanes	BUILD LOS-Delay
WB	L	2	D - 38.8		D - 38.9	L		D - 51.8		D - 52.1
WB	T	2	D - 36.8		D - 36.9	T		D - 46.0		D - 46.3
WB	R	1	D - 35.2		C - 24.8	R		C - 33.7		C - 33.5
NB	L	1	A - 9.7		B - 11.9	L		D - 38.3		D - 39.2
NB	T	2	A - 0.7		A - 0.7	T		A - 0.1		A - 0.1
NB	R		A - 0.0		A - 0.0	R		A - 0.0		A - 0.0
SB	L		A - 0.0		A - 0.0	L		A - 0.0		A - 0.0
SB	T	2	B - 13.6		B - 14.9	T		C - 33.1		D - 41.9
SB	R	1	B - 13.9		B - 15.2	R		E - 55.2		E - 75.7
Intersection:			***B - 14.1***		***B - 14.7***			***D - 35.7***		***D - 42.0***

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2029 analysis of the intersection of the I-25 N. Ramp / Jefferson St. demonstrates that the overall intersection delays will be acceptable for all conditions analyzed in this report. The implementation of the proposed development increases the delay at the intersection by 0.6 seconds during the AM Peak Hour and by 6.3 seconds during the PM Peak Hour. Therefore, no recommendations are made for the intersection of the I-25 N. Ramp / Jefferson St.

The 95th Percentile Queuing calculation (HCM 6 methodology) results based on the horizon year analysis are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Maverik Convenience Store (I-25 / Jefferson St.)

Intersection: **I-25 N. Ramp / Jefferson St.**

2029

Approach	Left Turns			Thru Movements			Right Turns		
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*258*	*400*	*2*	*323*	*Cont*	*1*	*140*	*320*
AM NO BUILD Queue	2	272	236	2	341	241	1	148	166
AM BUILD Queue	**2**	**284**	**241**	**2**	**341**	**246**	**1**	**148**	**166**
Existing Lane Length	*2*	*362*	*400*	*2*	*491*	*Cont*	*1*	*47*	*320*
PM NO BUILD Queue	2	382	**356**	2	518	**351**	1	50	51
PM BUILD Queue	**2**	**390**	**361**	**2**	**518**	**358**	**1**	**50**	**51**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*277*	*140*	*2*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	295	108	2	1,227	10	0	0	0
AM BUILD Queue	**1**	**332**	**125**	**2**	**1,237**	**10**	**0**	**0**	**0**
Existing Lane Length	*1*	*383*	*140*	*2*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	408	**335**	2	607	3	0	0	0
PM BUILD Queue	**1**	**437**	**346**	**2**	**615**	**3**	**0**	**0**	**0**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*0*	*2*	*0*	*Cont*	*1*	*235*	*370*
AM NO BUILD Queue	0	0	0	2	603	195	1	248	166
AM BUILD Queue	**0**	**0**	**0**	**2**	**613**	**207**	**1**	**248**	**177**
Existing Lane Length	*0*	*0*	*0*	*2*	*0*	*Cont*	*1*	*615*	*370*
PM NO BUILD Queue	0	0	0	2	1,318	**550**	1	649	**684**
PM BUILD Queue	**0**	**0**	**0**	**2**	**1,325**	**614**	**1**	**649**	**783**

NOTE: Queue Lengths are in feet.
Queue Lengths are 95th percentile confidence level.
Queue Lengths are based on Synchro 10 (HCM6) methodology.

The northbound left turn queuing and the southbound right turn queuing are projected to spill into the adjacent thru lanes and, in fact, currently experience the spill-over, especially during the PM Peak Hour period. Neither the northbound left turn lane nor the southbound right turn lane can be extended due to existing field constraints. The northbound left turn lane length cannot be extended in that it would shorten the existing length of the complimentary southbound left turn lane at the I-25 S. Ramp. The southbound right turn lane length cannot be extended due to the presence of an existing private driveway located approximately 550 feet north of the signalized intersection of the I-25 N. Ramp / Jefferson St. (centerline to centerline). Therefore, no recommendation is made.

#3 –I-25 S. Ramp / Jefferson St. – Pages A-85 thru A-112

The results of the analysis of the signalized intersection of the I-25 S. Ramp / Jefferson St. are summarized in the following table:

Intersection: 3 - I-25 S. Ramp / Jefferson St.

		2029 AM Peak Hour					2029 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	2	C - 28.2	2	C - 28.1	L	2	D - 41.8	2	D - 41.6	
	T	2	C - 32.9	2	C - 32.7	T	2	D - 38.1	2	D - 38.0	
	R	1	C - 29.1	1	C - 30.5	R	1	C - 31.4	1	C - 32.6	
NB	L		A - 0.0	0	A - 0.0	L	0	A - 0.0	0	A - 0.0	
	T	2	B - 19.6	2	C - 20.9	T	2	C - 28.5	2	C - 30.0	
	R	>	B - 19.8	>	C - 21.1	R	>	C - 29.0	>	C - 30.6	
SB	L	1	B - 12.3	1	B - 13.4	L	1	B - 16.4	1	B - 16.9	
	T	2	A - 0.3	2	A - 0.3	T	2	A - 0.2	2	A - 0.1	
	R		A - 0.0	0	A - 0.0	R	0	A - 0.0	0	A - 0.0	
Intersection:		***B - 19.3***		***B - 19.9***			***C - 23.6***		***C - 24.1***		

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2029 analysis of the intersection of the I-25 S. Ramp / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of the I-25 S. Ramp / Jefferson St.

The 95th Percentile Queuing calculation (HCM 6 methodology) results based on the horizon year analysis are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Maverik Convenience Store (I-25 / Jefferson St.)

Intersection: **I-25 S. Ramp / Jefferson St.**

2029

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*760*	*300+*	*2*	*304*	*Cont*	*1*	*177*	*340*
AM NO BUILD Queue	2	802	200	2	321	317	1	187	192
AM BUILD Queue	**2**	**802**	**200**	**2**	**321**	**317**	**1**	**226**	**230**
Existing Lane Length	*2*	*480*	*300+*	*2*	*654*	*Cont*	*1*	*208*	*340*
PM NO BUILD Queue	2	506	**420**	2	690	420	1	219	**220**
PM BUILD Queue	**2**	**506**	**417**	**2**	**690**	**420**	**1**	**245**	**253**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*0*	*2*	*682*	*Cont*	*0*	*203*	*0*
AM NO BUILD Queue	0	0	0	2	720	351	0	214	343
AM BUILD Queue	**0**	**0**	**0**	**2**	**767**	**381**	**0**	**226**	**376**
Existing Lane Length	*0*	*0*	*0*	*2*	*482*	*Cont*	*0*	*356*	*0*
PM NO BUILD Queue	0	0	0	2	509	**402**	0	376	**374**
PM BUILD Queue	**0**	**0**	**0**	**2**	**546**	**435**	**0**	**385**	**404**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*101*	*190*	*2*	*464*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	108	49	2	495	3	0	0	0
AM BUILD Queue	**1**	**108**	**49**	**2**	**518**	**5**	**0**	**0**	**0**
Existing Lane Length	*1*	*301*	*190*	*2*	*935*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	321	**120**	2	997	**3**	0	0	0
PM BUILD Queue	**1**	**321**	**110**	**2**	**1,012**	**0**	**0**	**0**	**0**

NOTE: Queue Lengths are in feet.

Queue Lengths are 95th percentile confidence level.

Queue Lengths are based on Synchro 10 (HCM6) methodology.

The eastbound left turn lanes' queuing is calculated to extend beyond the limits to which the lanes are striped. However, the extended queue will be contained in the upstream thru lanes without blocking thru traffic since the gore point of the ramp is located approximately 800+ feet west of the eastbound stop bar for the I-25 S. Ramp. Therefore, no recommendation is made.

#4 –McLeod Rd. / Jefferson St. – Pages A-85 thru A-112

The results of the analysis of the signalized intersection of the McLeod Rd. / Jefferson St. are summarized in the following table:

Intersection: 4 - McLeod Rd. / Jefferson St.

		2029 AM Peak Hour					2029 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	C - 20.7	1	C - 21.4	L	1	C - 23.9	1	C - 23.5	
	T	1	C - 20.6	1	C - 21.1	T	1	C - 24.8	1	C - 24.3	
	R	>	C - 20.6	>	C - 21.1	R	>	C - 24.8	>	C - 24.3	
WB	L	1	C - 23.9	1	C - 24.4	L	1	C - 29.3	1	C - 28.6	
	T	1	B - 20.0	1	C - 20.5	T	1	C - 23.3	1	C - 22.9	
	R	1	C - 21.4	1	C - 22.2	R	1	B - 19.3	1	B - 19.2	
NB	L	1	B - 12.4	1	B - 17.0	L	1	B - 11.1	1	B - 13.6	
	T	2	C - 20.1	2	C - 28.5	T	2	B - 19.0	2	C - 23.8	
	R	>	C - 20.1	>	C - 28.4	R	>	B - 19.1	>	C - 23.9	
SB	L	1	B - 13.0	1	C - 23.2	L	1	B - 15.8	1	D - 42.8	
	T	2	B - 15.7	2	B - 18.9	T	2	B - 12.9	2	B - 15.4	
	R	>	B - 15.7	>	B - 18.9	R	>	B - 12.9	>	B - 15.4	
Intersection:		***B - 18.6***		***C - 23.3***			***B - 17.4***		***C - 24.5***		

Note: ">" designates a shared right or left turn lane.
No recommendation.

The 2029 analysis of the intersection of the McLeod Rd. / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of the McLeod Rd. / Jefferson St.

The 95th Percentile Queuing calculation (HCM 6 methodology) results based on the horizon year analysis are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Maverik Convenience Store (I-25 / Jefferson St.)

Intersection: **McLeod Rd. / Jefferson St.**

2029

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*10*	*75*	*1*	*46*	*Cont*	*0*	*17*	*0*
AM NO BUILD Queue	1	11	5	1	49	0	0	18	51
AM BUILD Queue	**1**	**15**	**13**	**1**	**49**	**0**	**0**	**18**	**56**
Existing Lane Length	*1*	*13*	*75*	*1*	*66*	*Cont*	*0*	*25*	*0*
PM NO BUILD Queue	1	14	**10**	1	70	0	0	26	**72**
PM BUILD Queue	**1**	**17**	**13**	**1**	**70**	**0**	**0**	**26**	**74**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*88*	*150*	*1*	*29*	*Cont*	*1*	*367*	*250*
AM NO BUILD Queue	1	93	82	1	31	23	1	387	305
AM BUILD Queue	**1**	**93**	**90**	**1**	**31**	**26**	**1**	**467**	**394**
Existing Lane Length	*1*	*102*	*150*	*1*	*12*	*Cont*	*1*	*327*	*250*
PM NO BUILD Queue	1	108	**90**	1	13	10	1	345	**225**
PM BUILD Queue	**1**	**108**	**92**	**1**	**13**	**10**	**1**	**399**	**276**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*17*	*75*	*2*	*442*	*Cont*	*0*	*25*	*0*
AM NO BUILD Queue	1	18	10	2	466	197	0	26	202
AM BUILD Queue	**1**	**18**	**13**	**2**	**538**	**279**	**0**	**26**	**287**
Existing Lane Length	*1*	*10*	*75*	*2*	*468*	*Cont*	*0*	*106*	*0*
PM NO BUILD Queue	1	11	5	2	494	**202**	0	112	**202**
PM BUILD Queue	**1**	**11**	**5**	**2**	**543**	**253**	**0**	**112**	**253**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*205*	*400*	*2*	*372*	*Cont*	*0*	*25*	*0*
AM NO BUILD Queue	1	216	120	2	392	146	0	26	148
AM BUILD Queue	**1**	**292**	**230**	**2**	**461**	**205**	**0**	**30**	**210**
Existing Lane Length	*1*	*401*	*400*	*2*	*626*	*Cont*	*0*	*8*	*0*
PM NO BUILD Queue	1	423	**197**	2	660	**172**	0	8	**179**
PM BUILD Queue	**1**	**484**	**374**	**2**	**715**	**215**	**0**	**11**	**223**

NOTE: **Queue Lengths are in feet.**

Queue Lengths are 95th percentile confidence level.

Queue Lengths are based on Synchro 10 (HCM6) methodology.

All of the existing auxiliary left and right turn lanes at this intersection are demonstrated to be of adequate length to contain the calculated 95th Percentile queue lengths. Therefore, no recommendation is made.

#5 – Outback Dr. / Jefferson St. – Pages A-85 thru A-112

The results of the analysis of the unsignalized intersection of Outback Dr. / Jefferson St. are summarized in the following table:

Intersection: 5 - Outback Driveway / Jefferson St.

		2029 AM Peak Hour					2029 PM Peak Hour				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	>	B - 13.4	>	C - 21.7	L	>	C - 16.8	>	D - 25.1	
	T	1	A - 0.0	1	A - 0.0	T	1	A - 0.0	1	A - 0.0	
	R	>	B - 13.4	>	C - 21.7	R	>	C - 16.8	>	D - 25.1	
NB	L	>	A - 8.3	>	A - 8.6	L	>	A - 9.4	>	A - 9.9	
	T	2	A - 0.1	2	A - 0.1	T	2	A - 0.2	2	A - 0.3	
	R		A - 0.0	0	A - 0.0	R	0	A - 0.0	0	A - 0.0	
SB	L		A - 0.0	0	A - 0.0	L	0	A - 0.0	0	A - 0.0	
	T	2	A - 0.0	2	A - 0.0	T	2	A - 0.0	2	A - 0.0	
	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	A - 0.0	
Intersection:		***u - 0.1***		***u - 0.1***			***u - 0.3***		***u - 0.4***		

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2029 analysis of the intersection of Outback Dr. / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. Also, calculated 95th Percentile Queuing at this intersection is not projected to 1 vehicle for any turning movement. (See Appendix Pages A-96 and A-110). Therefore, no recommendations are made for the intersection of Outback Dr. / Jefferson St.

#6 – Driveway "A" / Jefferson St. - Pages A-85 thru A-112

The results of the 2029 analyses of the unsignalized intersection of Driveway "A" / Jefferson St. are summarized in the following table:

Intersection: **6 - Driveway "A" / Jefferson St.**

		2029 AM Peak Hour (EXIST. GEOM.)					2029 PM Peak Hour (EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	A - 0.0	1	A - 0.0	L	1	A - 0.0	1	**F** - 79.2	
	T	1	A - 0.0	1	A - 0.0	T	1	A - 0.0	1	C - 16.3	
	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	C - 16.3	
WB	L	>	D - 31.5	>	E - 40.3	L	>	C - 19.4	>	C - 23.4	
	T	1	D - 31.5	1	A - 0.0	T	1	C - 19.4	1	C - 23.4	
	R	>	D - 31.5	>	E - 40.3	R	>	C - 19.4	>	C - 23.4	
NB	L	>	A - 8.2	>	A - 0.0	L	>	A - 9.0	>	A - 9.4	
	T	2	A - 0.0	2	A - 0.0	T	2	A - 0.0	2	A - 0.4	
	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	A - 0.0	
SB	L	>	B - 11.5	>	B - 11.9	L	>	B - 10.4	>	B - 10.4	
	T	2	A - 0.7	2	A - 0.8	T	2	A - 0.9	2	A - 1.0	
	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	
Intersection:		***u - 1.7***		***u - 1.9***			***u - 1.2***		***u - 3.2***		

Note: ">" designates a shared right or left turn lane.

No Recommendation.

The 2029 analysis of the intersection of Driveway "A" / Jefferson St. demonstrates that the delays will be acceptable for all conditions analyzed in this report except for the eastbound (exiting) left turn movement. Therefore, no recommendations are made for the intersection of Driveway "A" / Jefferson St.

Driveway "A" is located approximately 275 feet southeast of the I-25 S. Ramp / Jefferson St. signalized intersection. It has historically been a full access unsignalized driveway since the mid-1990's. It was aligned with an existing full-access unsignalized driveway across the street that accesses an existing Holiday Inn & Suites Motel and a NAPA Truck Part and Service facility. Driveway "A" into the Maverik Store is being restricted to a right-in only driveway since the New Mexico Department of Transportation has an access control line in the middle of Jefferson St. that extends through the driveway, thus prohibiting left-in and left-out traffic.

#7 – Driveway "B" / Jefferson St. - Pages A-85 thru A-112

The results of the 2029 analyses of the full access unsignalized intersection of Driveway "B" / Jefferson St. are summarized in the following table:

Intersection: **7 - Driveway "B" / Jefferson St.**

		2029 AM Peak Hour BUILD (EXIST. GEOM.) NO BUILD Lanes	NO BUILD LOS-Delay	BUILD Lanes	BUILD LOS-Delay	2029 PM Peak Hour BUILD (EXIST. GEOM.) NO BUILD Lanes	NO BUILD LOS-Delay	BUILD Lanes	BUILD LOS-Delay
EB	L	>	A - 0.0	>	**F** - 299	>	A - 0.0	>	A - 0.0
EB	T	1	A - 0.0	>	**F** - 299	1	A - 0.0	>	A - 0.0
EB	R	>	A - 0.0	>	**F** - 299	>	A - 0.0	>	A - 0.0
NB	L	>	A - 0.0	>	A - 9.0	>	A - 0.0	>	E - 36.9
NB	T	2	A - 0.0	>	A - 1.5	2	A - 0.0	>	A - 0.0
NB	R	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	E - 36.9
SB	L	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	B - 10.7
SB	T	2	A - 0.0	>	A - 0.0	2	A - 0.0	>	A - 1.0
SB	R	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	A - 0.0
Intersection:			***u - 0.0***		***u - 33.7***		***u - 0.0***		***u - 1.6***

Note: ">" designates a shared right or left turn lane.

No Recommendation.

Driveway "B" is located approximately 150 feet south of Driveway "A" and approximately 450 feet south of the I-25 northbound off-ramp. The 2029 analysis of the intersection of Driveway "B" / Jefferson St. demonstrates that the delays will be excessive during the 2019 AM and 2019 PM Peak Hour BUILD Conditions. Restricting Driveway "A" to prevent exiting traffic (especially left-out movements) has forced all exiting traffic from this development to Driveway "B". It is anticipated that there will be long delays and long queues for exiting traffic in Driveway "B". To lessen the problem, it is recommended that Driveway "B" incorporate two exiting lanes – one for left turn movements and one for right turn movements. As the property to the south develops, it would be beneficial to plan for cross-access so that Maverik traffic can access Outback Dr. to relieve congestion at Driveway "B".

Impact Assessment

Generally speaking, the Jefferson / I-25 Interchange area is congested during the AM Peak Hour and PM Peak Hour periods. The calculated and actual delays are significant, but not as bad as expected. Some of the queuing for certain turning movements at the ramps spill into the thru lanes, thus making the delays seem worse than the calculated values would seem to indicate. The queuing capacity, especially for the northbound left turn movement at the I-25 N. Ramp and the complementary southbound left turn movement at the I-25 S. Ramp are substandard and cannot be lengthened as a result of the inherent design of the tight diamond interchange. The proposed development will have minimal adverse impact on the adjacent

transportation system. All the levels-of-service were determined to be acceptable for the overall intersections.

Access Design Specifications

Sight distance at Driveway "A" and at Driveway "B" are adequate. The Maverik driveways are both along the inside of a horizontal curve in Jefferson St. but considering the posted speed limit of 35 MPH in this area, the sight distances are sufficient.

There is an existing southbound right turn deceleration lane (about 60 feet long plus transition) on Jefferson St. at Driveway "A". The right turn deceleration lane will be extended a bit when the driveway is relocated approximately 35 feet to the south.

Driveway "B" is located on Jefferson St. outside of the I-25 / Jefferson interchange access control area. Driveway "A" is located within the I-25 / Jefferson interchange access control area (with the access control line located in the center of Jefferson St.) so that left turns in and out are prohibited. The detailed design and construction of driveways should comply with the Development Process Manual and the City design policy for driveways consistent with the Traffic Engineer in the Transportation Development Section of the City of Albuquerque Planning Department.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

Neither the 2019 (Implementation Year) nor the 2029 (Horizon Year) analyses determined any significant deficiencies in the adjacent transportation system. The Jefferson St. / I-25 Interchange was studied as a part of the North I-25 Phase 1A Final Report w/Appendix. With regard to the Jefferson / I-25 Interchange, the Report states:

> **Jefferson Street**
> The existing interchange at Jefferson Street consists of a standard diamond. Notable aspects of the existing interchange to consider in the development of improvement alternatives include:
> - The existing bridge is relatively new, but is too narrow to provide the capacity that is needed. There is insufficient left-turn storage on the bridge.
> - The bridge span is not wide enough to build continuous frontage roads along with providing an additional mainline lane on I-25.
> - This interchange serves large retail developments in the southwest and northwest quadrants and provides the southern access to the North I-25 Business Center, which is one of the major activity centers in the Albuquerque region.

The New Mexico Department of Transportation is in the initial stages of considering options to solve existing traffic issues at the interchange. Under the North I-25 Phase 1A Report (Sheet 5-18), there are four options being considered:

- Alternative 1 - The standard diamond configuration is maintained, but the bridge would be widened to accommodate dual left turn bays in each direction
- Alternative 2 – Similar to Alternative 1.
- Alternative 3 - The standard diamond configuration is maintained, but the existing bridge is replaced with a new structure able to accommodate dual left turn bays and Texas U-turns for both northbound and southbound traffic. The new bridge structure would also accommodate continuous frontage roads which would provide a route to bypass the signalized intersections of Jefferson Street and the northbound and southbound frontage roads.
- Alternative 4 - A Diverging Diamond Interchange (DDI) layout was considered (see Sheet INT-3 in Appendix G), but without substantial right-of-way impacts, the geometry of a DDI would be undesirable.

The queuing issues at the Jefferson / I-25 Interchange are existing regional issues that should be addressed in the foreseeable future by constructing the recommended improvements as defined in the North I-25 Phase 1A Report.

The proposed Maverik Convenience Store does not contribute any additional traffic to the southbound left turn movement on Jefferson St. at the I-25 South Ramp nor to the southbound right turn movement on Jefferson St. at the I-25 North Ramp, two of the turning movements with the longest calculated queue lengths. The Maverik Convenience Store will only generate a small percentage of trips to the northbound left turn movement on Jefferson St. at the I-25 North Ramp.

Recommendations:

Implementation Year (2019) – Design and construction of all improvements including driveway modifications should preserve adequate sight distances along Jefferson St.

Driveway “A” should be designed and constructed as a right-turn-in only driveway.

Driveway “B” should be designed and constructed as a full-access unsignalized driveway with two exiting lanes (one for left turns and one for right turns) and one entering lane minimum.

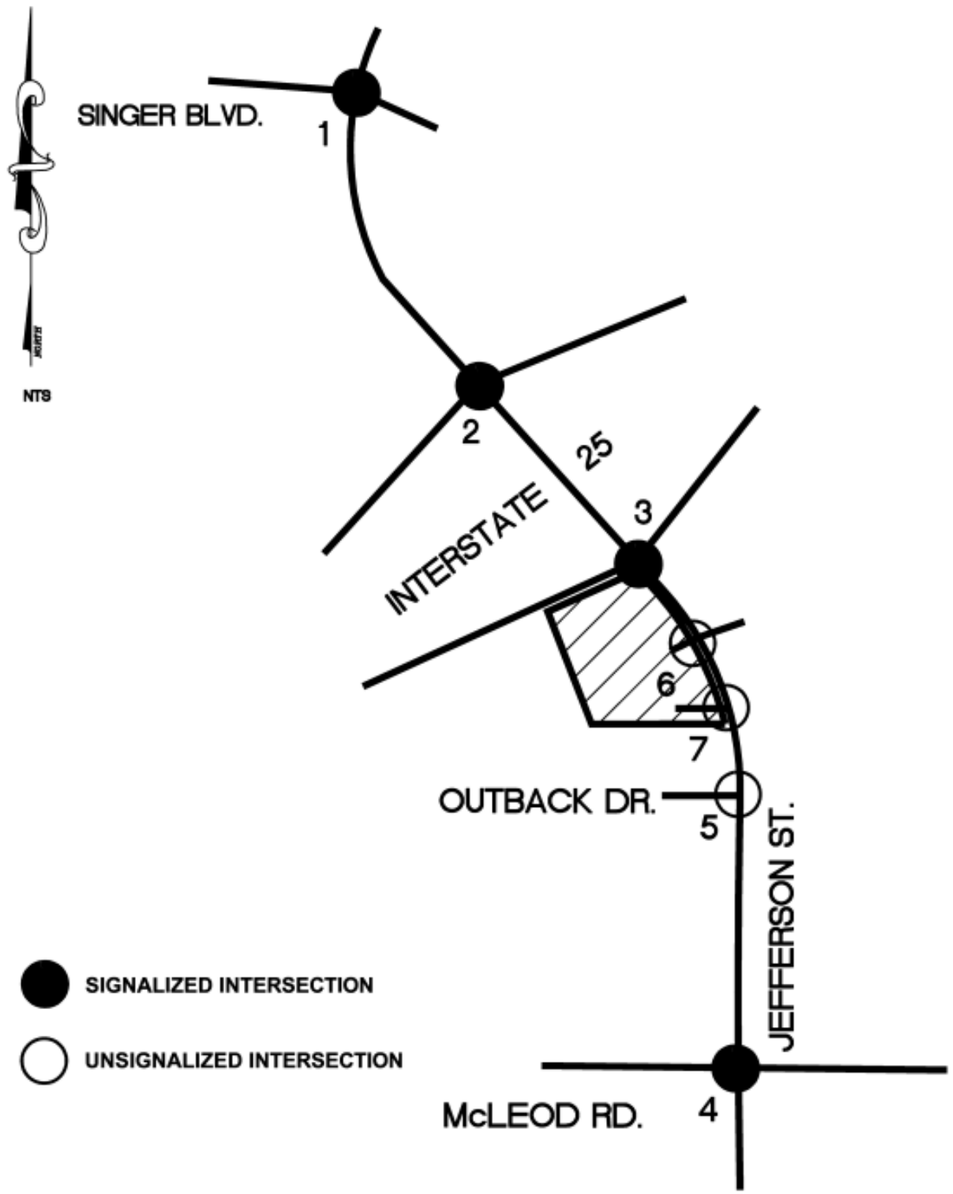
Drive design should be able to accommodate large delivery trucks.

Horizon Year (2029) – Same recommendations as Implementation Year. Also, cross access should be incorporated when the property to the south develops to provide Maverik traffic access to Outback Dr. to relieve future congestion at Driveway “B”.

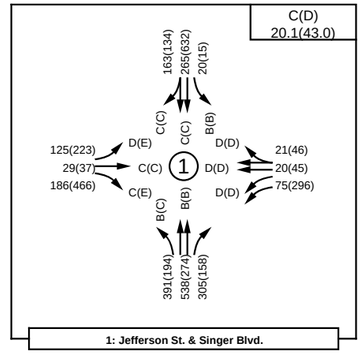
Maverik Convenience Store

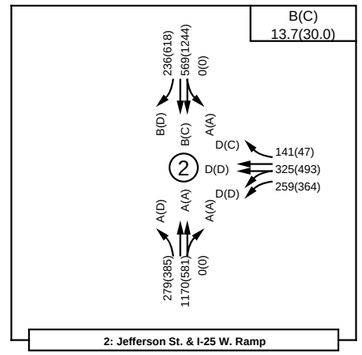
(I-25 / Jefferson St.)

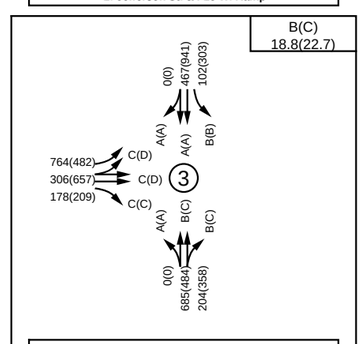
Roadway Network

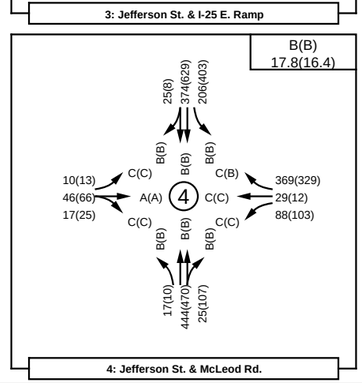


2019 NO BUILD Conditions









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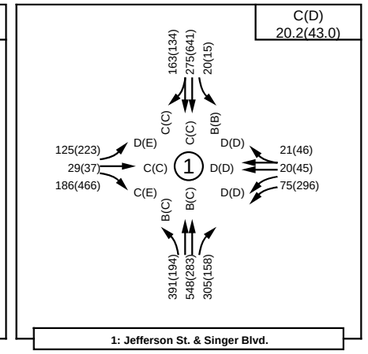
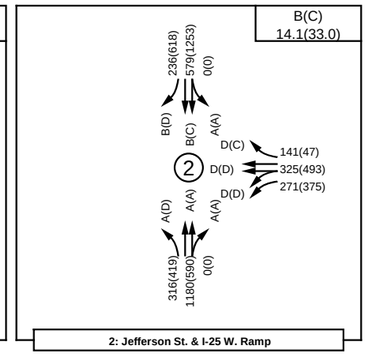
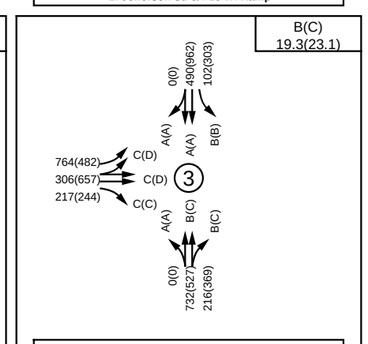
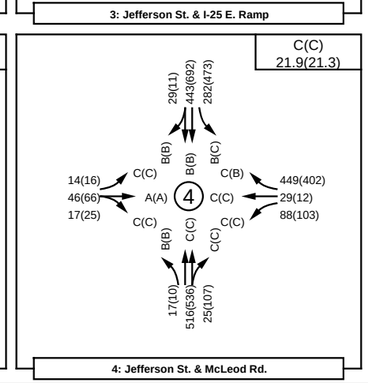








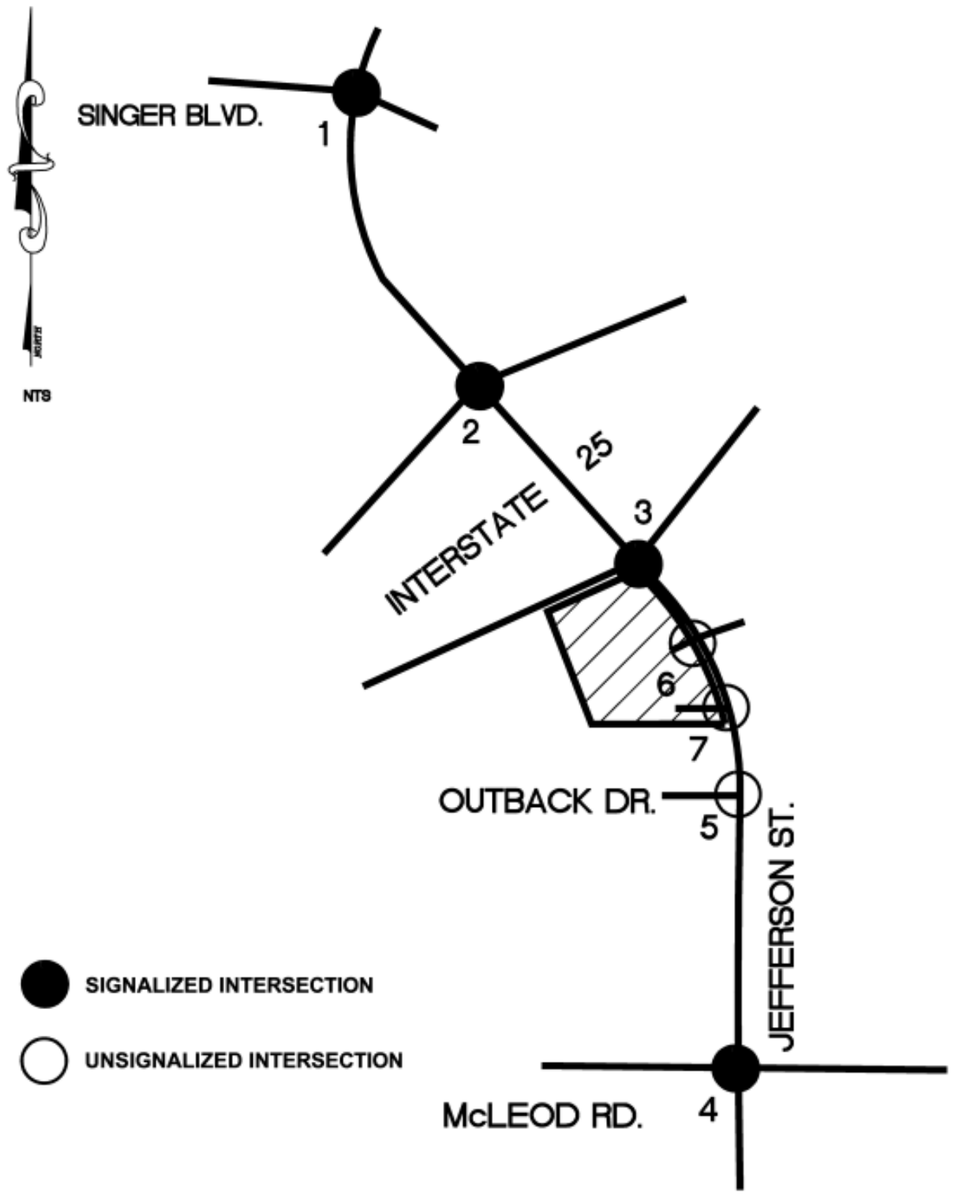
Maverik Convenience Store
(Jefferson St. / I-25)
LOS / Volume Analysis Map

AM(PM)

Maverik Convenience Store

(I-25 / Jefferson St.)

Roadway Network



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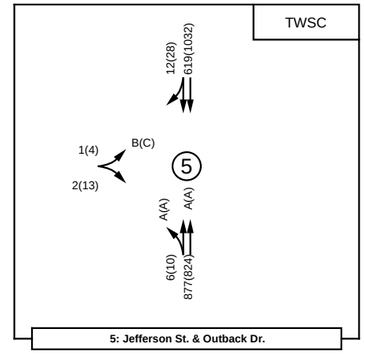
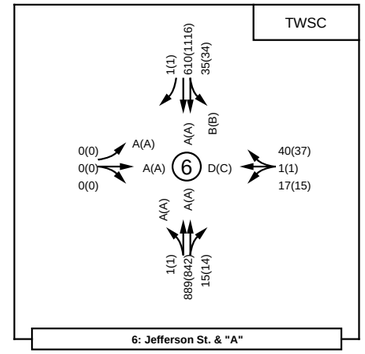
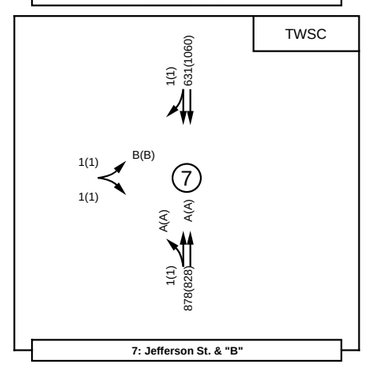
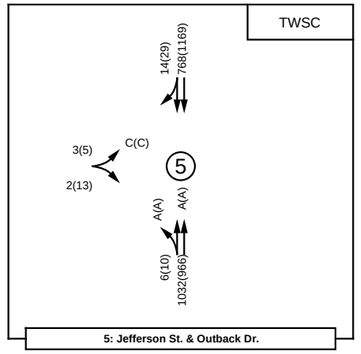
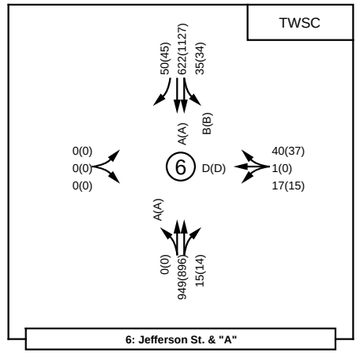


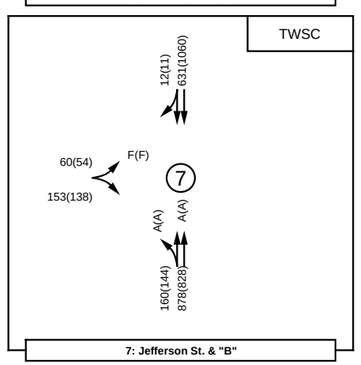




2019 BUILD Conditions







Maverik Convenience Store

Jefferson St. / I-25

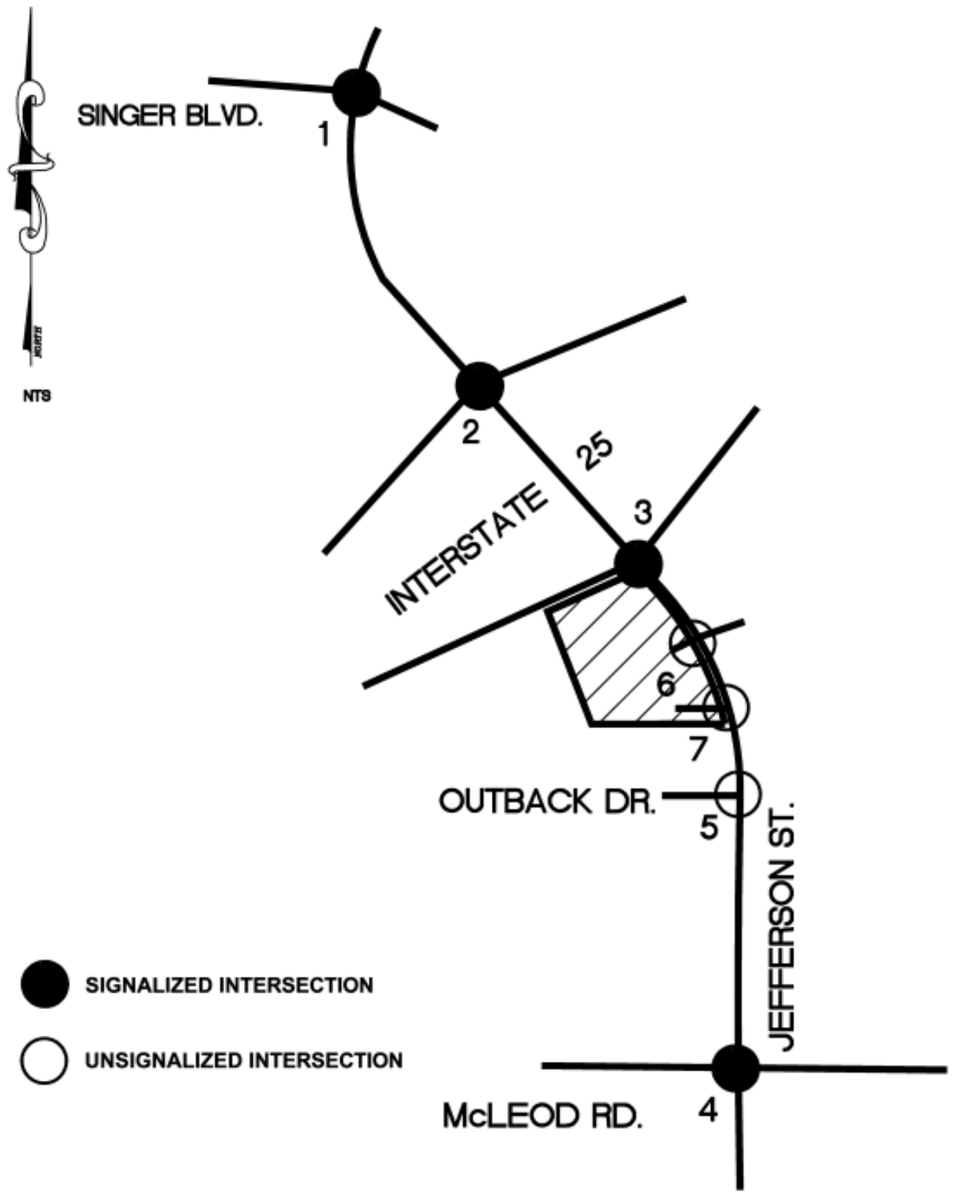
LOS / Volume Analysis Map

AM(PM)

Maverik Convenience Store

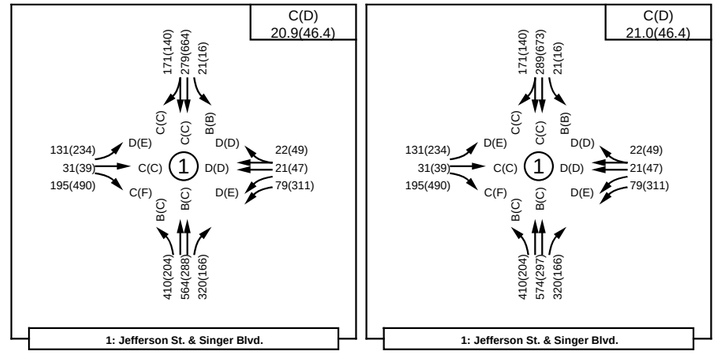
(I-25 / Jefferson St.)

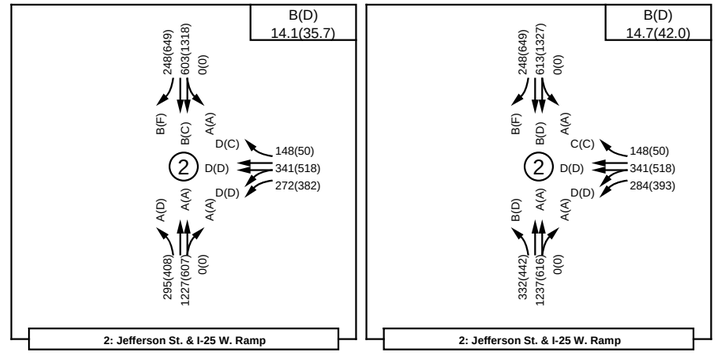
Roadway Network

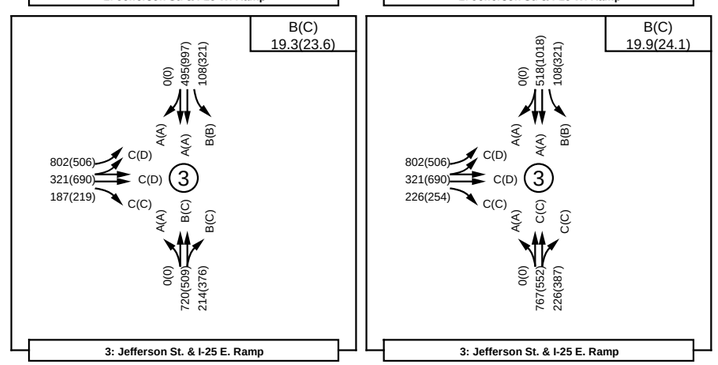


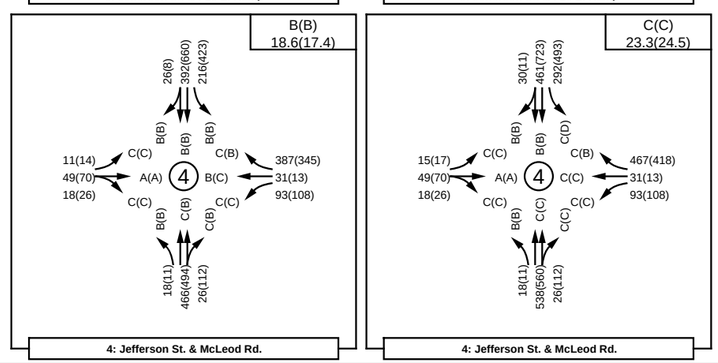
2029 NO BUILD Conditions

2029 BUILD Conditions









Maverik Convenience Store

(Jefferson St. / I-25)

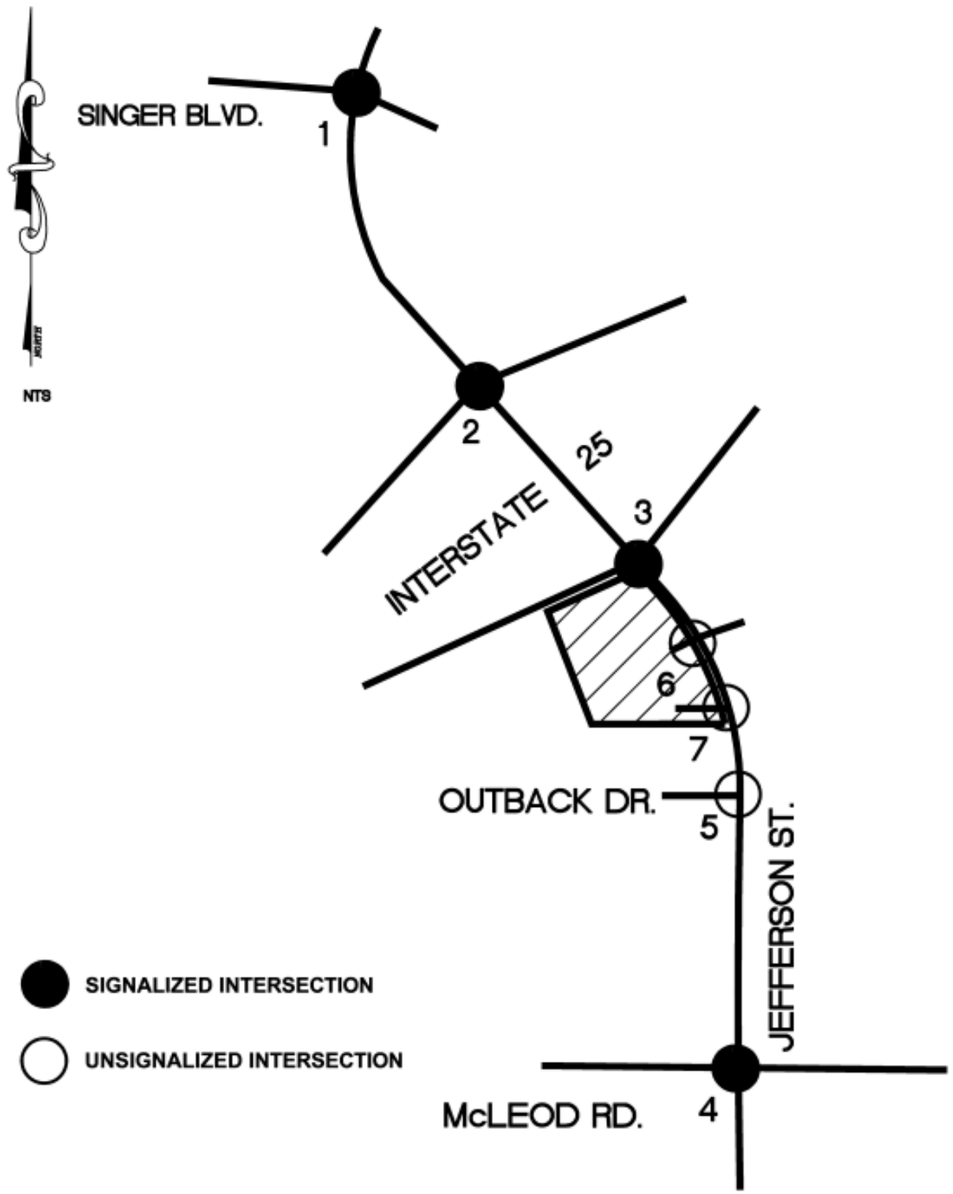
LOS / Volume Analysis Map

AM(PM)

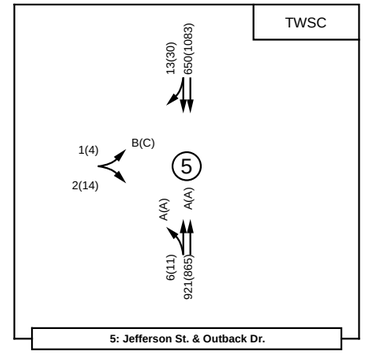
Maverik Convenience Store

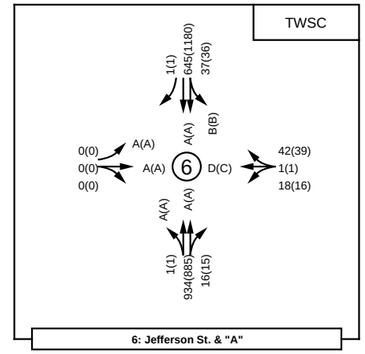
(I-25 / Jefferson St.)

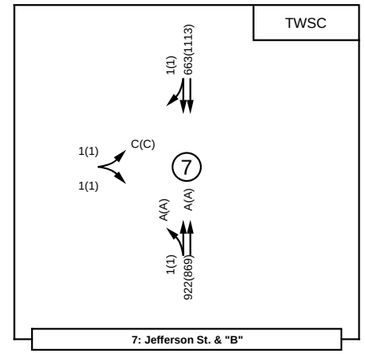
Roadway Network



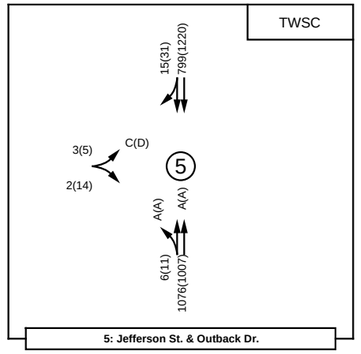
2029 NO BUILD Conditions

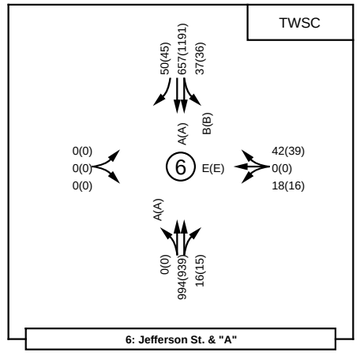


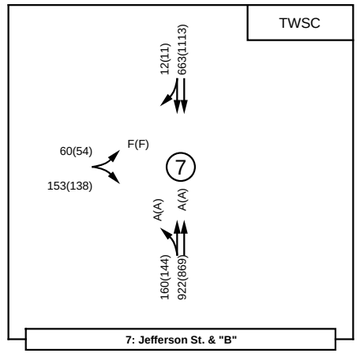




2029 BUILD Conditions







Maverik Convenience Store

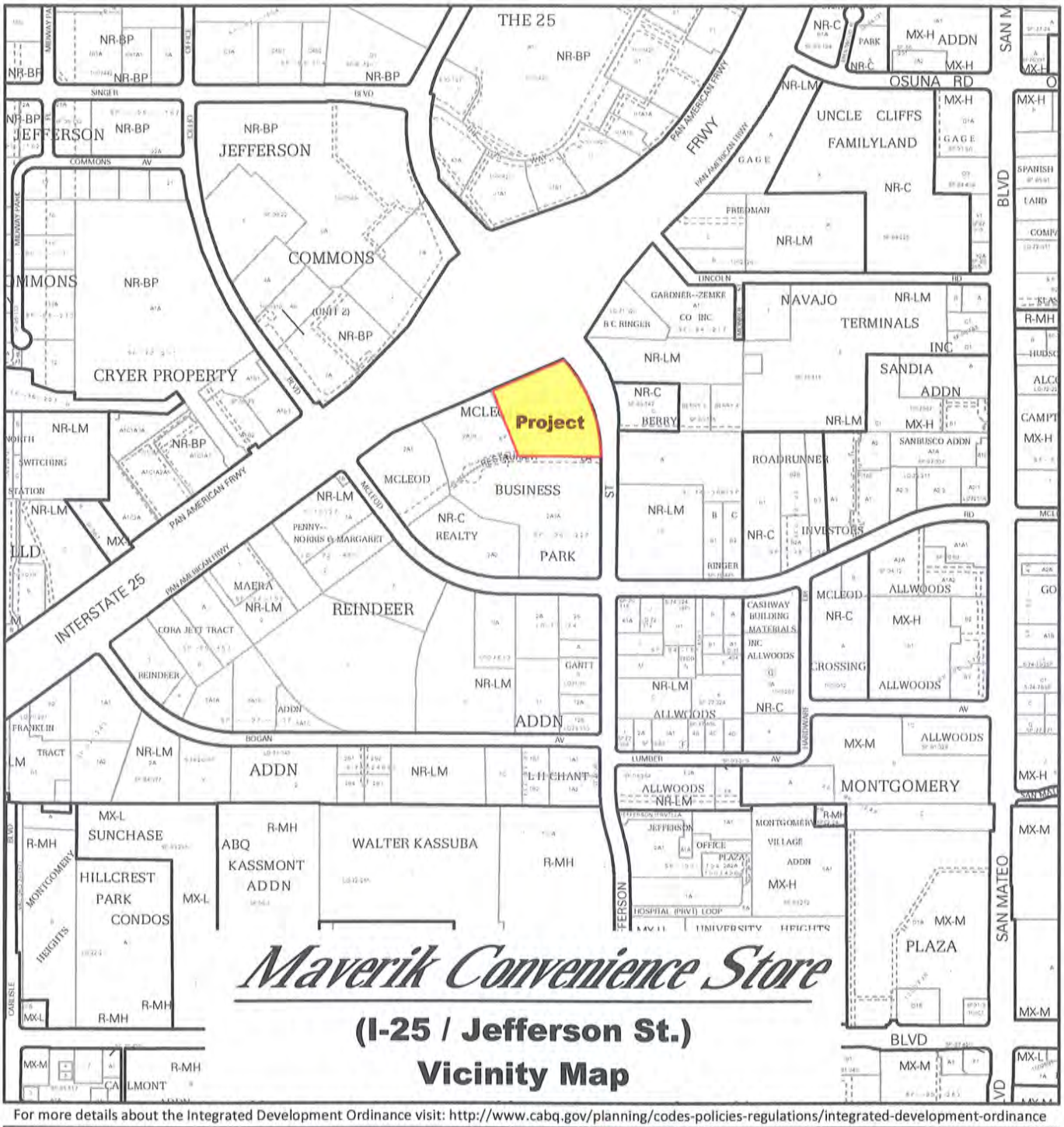
(Jefferson St. / I-25)

LOS / Volume Analysis Map

AM(PM)

Appendix

APPENDIX



For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

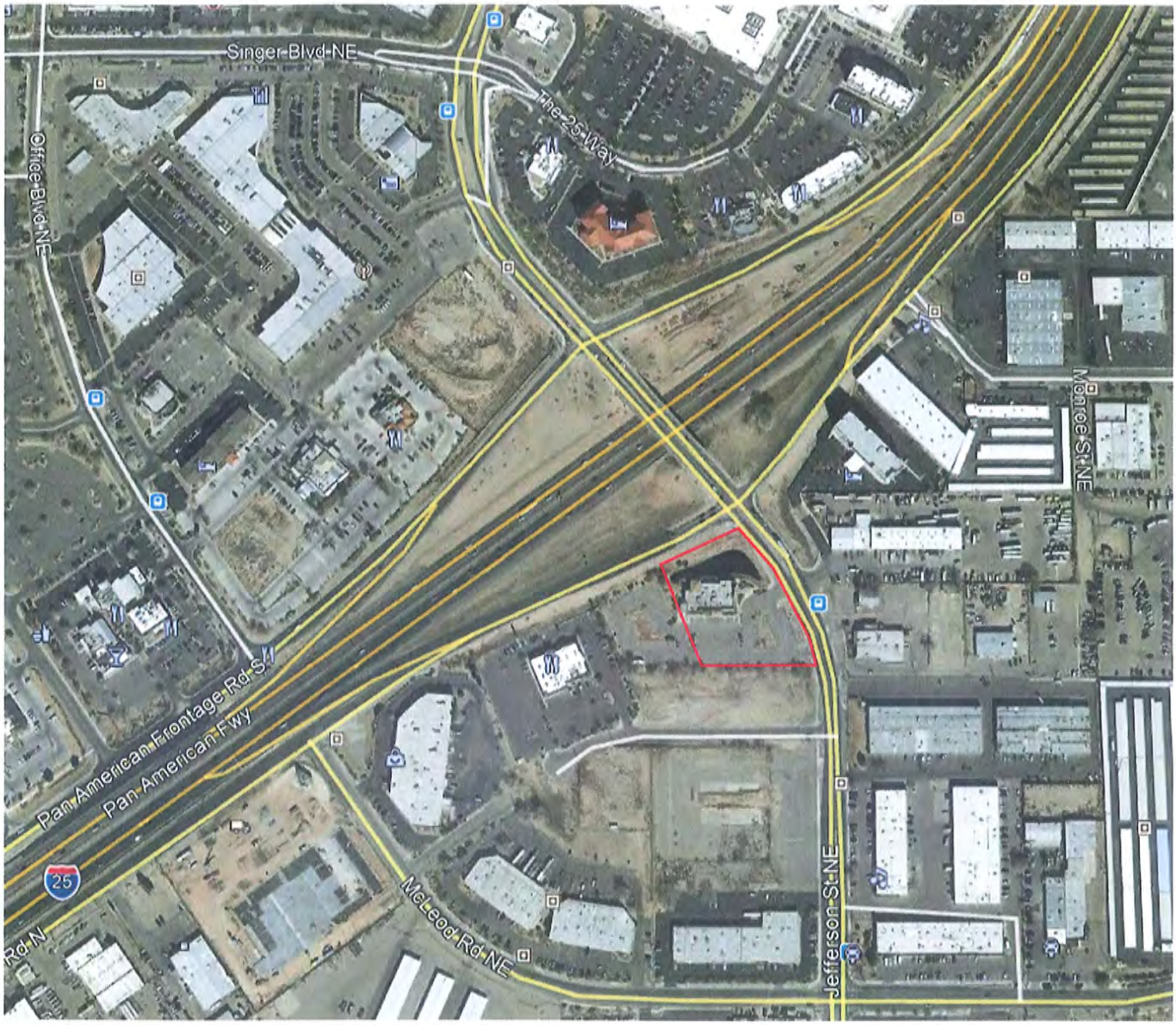
The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).

Zone Atlas Page:

F-17-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

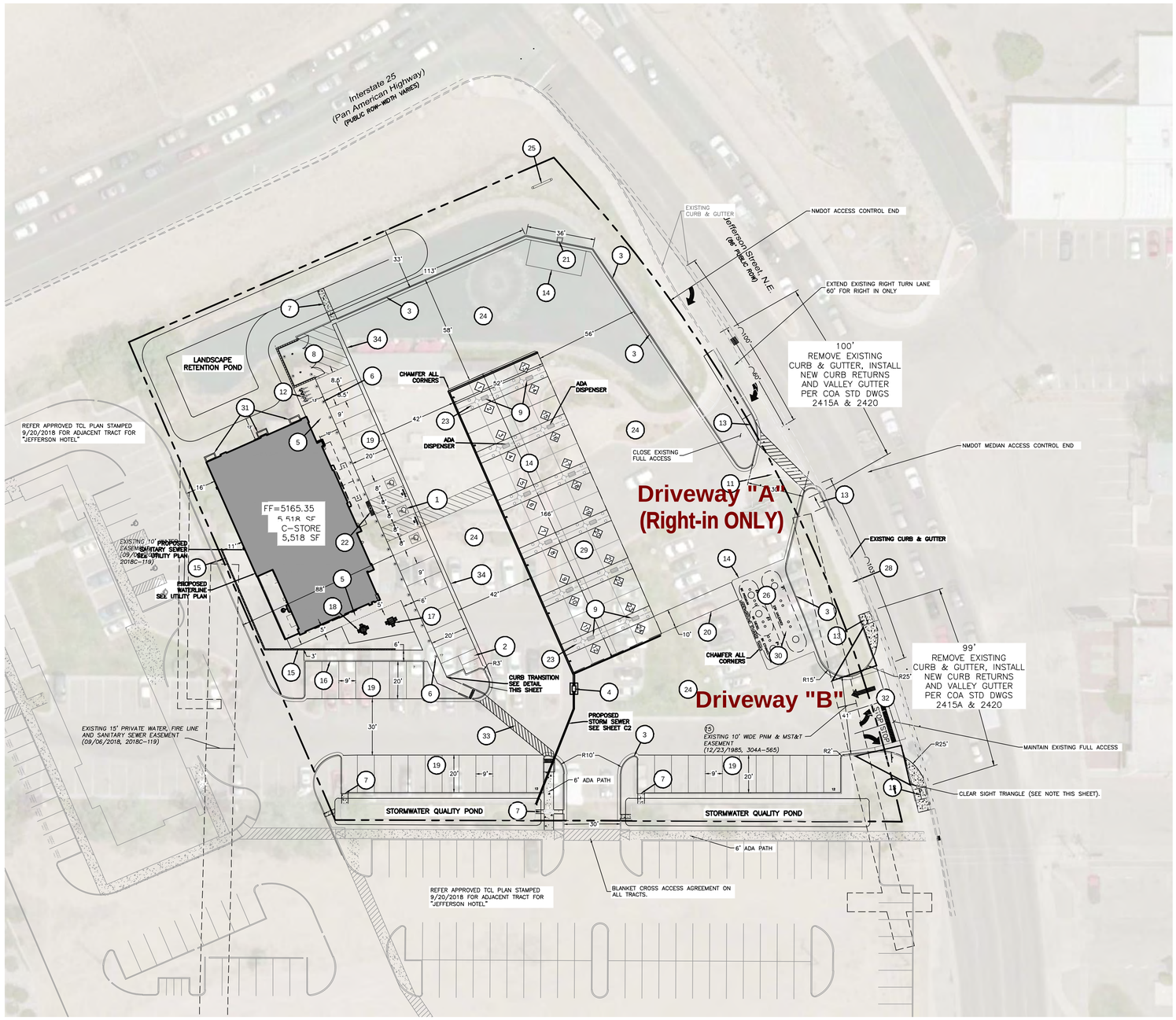
Feet: 0 250 500 1,000



Maverik Convenience Store

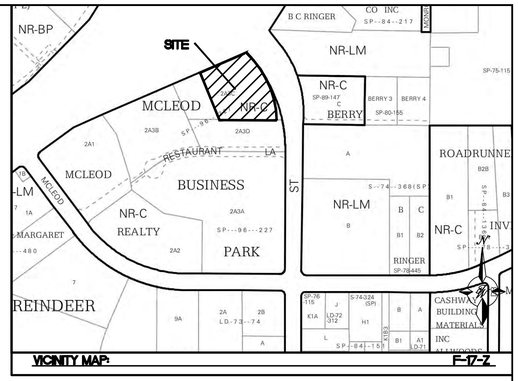
(I-25 / Jefferson St.)

Vicinity Map



LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- CENTERLINE
- BUILDING
- SIDEWALK
- RETAINING WALL
- EXISTING STREET LIGHTS
- STRIPING
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING SIDEWALK
- CONCRETE PAVERS



LEGAL DESCRIPTION:

TRACT 2-A-3-C-1 MCLEOD BUSINESS PARK

KEYED NOTES

1. ACCESSIBLE PARKING PER ADA STANDARDS WITH SIGN (SEE DETAIL SHT. C6)
2. MOTORCYCLE PARKING WITH SIGN (SEE DETAIL SHT. C6)
3. ON-SITE CURB & GUTTER (SEE DETAIL SHT. C6)
4. OIL WATER SEPARATOR (SEE DTAIL SHT. C8)
5. CONCRETE SIDEWALK (SEE DETAIL SHT. C7)
6. BOLLARDS (SEE DETAIL SHT. C7)
7. CONCRETE RUNDOWN
8. DUMPSTER (SEE DETAIL SHT. C8)
9. GAS PUMP ISLAND (TYP)
10. MAVERIK MONUMENT SIGN (SEE ARCH. PLANS)
11. NEW 30'-0 RIGHT-IN DRIVEWAY ENTRANCE
12. BICYCLE RACKS (SEE DETAIL SHT. C7)
13. UNIDIRECTIONAL ACCESSIBLE RAMP (SEE DETAIL SHT. C8)
14. CONCRETE SLAB W/CHAMFERED CORNERS
15. RETAINING WALL (SEE GRADING SHT C2, MAX HEIGHT 2.0')
16. HEADER CURB (SEE DETAIL SHT. C6)
17. ADA PICNIC TABLE (SEE ARCH. PLANS)
18. PICNIC TABLE (SEE ARCH. PLANS)
19. CONCRETE PARKING STALL (SEE DETAIL SHT. C7)
20. PETROLEUM TRENCH CAP SECTION (SEE DETAIL SHT. C6)
21. XACTAIR AIR STATION (SEE DETAIL SHT. C6)
22. TRUNCATED DOMES (SEE DETAIL SHT. C8)
23. "HOOP" BOLLARD (SEE DETAIL SHT. C7)
24. ASPHALT PAVING (SEE GEOTECH REPORT)
25. MAVERIK D/F ILLUMINATED PYLON SIGN (SEE ARCH. PLANS)
26. UNDERGROUND STORAGE FUEL TANKS (REFER MECH. PLANS)
27. SIDEWALK CULVERT COA STD DWG 2236
28. EXISTING 6' PUBLIC SIDEWALK
29. ALL UNDER CANOPY LIGHTING TO BE RECESSED
30. TANK PIT WALL TO BE LINED WITH GEOTEXTILE FILTER FABRIC PER XERXES TANK SPEC.
31. 6', 28" HIGH LANDSCAPE PLANTER BOX
32. MODIFIED EXISTING FULL ACCESS DRIVEWAY
33. 5' PEDESTRIAN CROSS WALK
34. 2' CONCRETE WATERWAY (SEE DETAIL SHT. C6)

CLEAR SIGHT TRIANGLE NOTE:

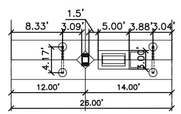
1. LANDSCAPING AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS , TREES, AND SHRUBBERY BETWEEN 3 AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.

GENERAL NOTES:

1. ALL BROKEN OR CRACKED SIDEWALK MUST BE REPLACED WITH SIDEWALK, CURB AND GUTTER AS REQUIRED PER COA STD DWG 2430 AND 2415A.
2. REFER ATTACHED DETAIL SHEETS FOR STD DWGS REFERENCED THIS PAGE.
3. REFER SITE SPECIFIC GRADING PLAN SHEET FOR ADA RAMP DETAILS AND ELEVATIONS.

SITE DATA:

PROPOSED USAGE:	GAS & CONVENIENCE STORE
IDO CLASSIFICATION:	LIGHT VEHICLE FUELING STATION
LOT AREA:	94,950 SF (2.17 ACRES)
BUILDING AREA:	5,518 SF
STACK:	2X7x2 (28 UNITS)
ASPHALT AREA:	41,350 SF
PARKING REQUIRED:	22 SPACES (4 SPACES PER 1,000 SF)
PARKING PROVIDED:	48 SPACES
HC PARKING REQUIRED:	3 SPACES
HC PARKING PROVIDED:	3 SPACES (1 VAN ACCESSIBLE)
MC PARKING REQUIRED:	2 SPACES
MC PARKING PROVIDED:	2 SPACES
BICYCLE PARKING REQUIRED:	2 SPACES
BICYCLE PARKING PROVIDED:	4 SPACES
LANDSCAPE AREA REQUIRED:	13,405 SF
LANDSCAPE AREA PROVIDED:	24,201 SF



FUEL ISLAND LAYOUT
SCALE: NONE

CURB TRANSITION
SCALE: NONE

GRAPHIC SCALE
30 15 0 15 30
SCALE: 1"=30'

MAVERIK

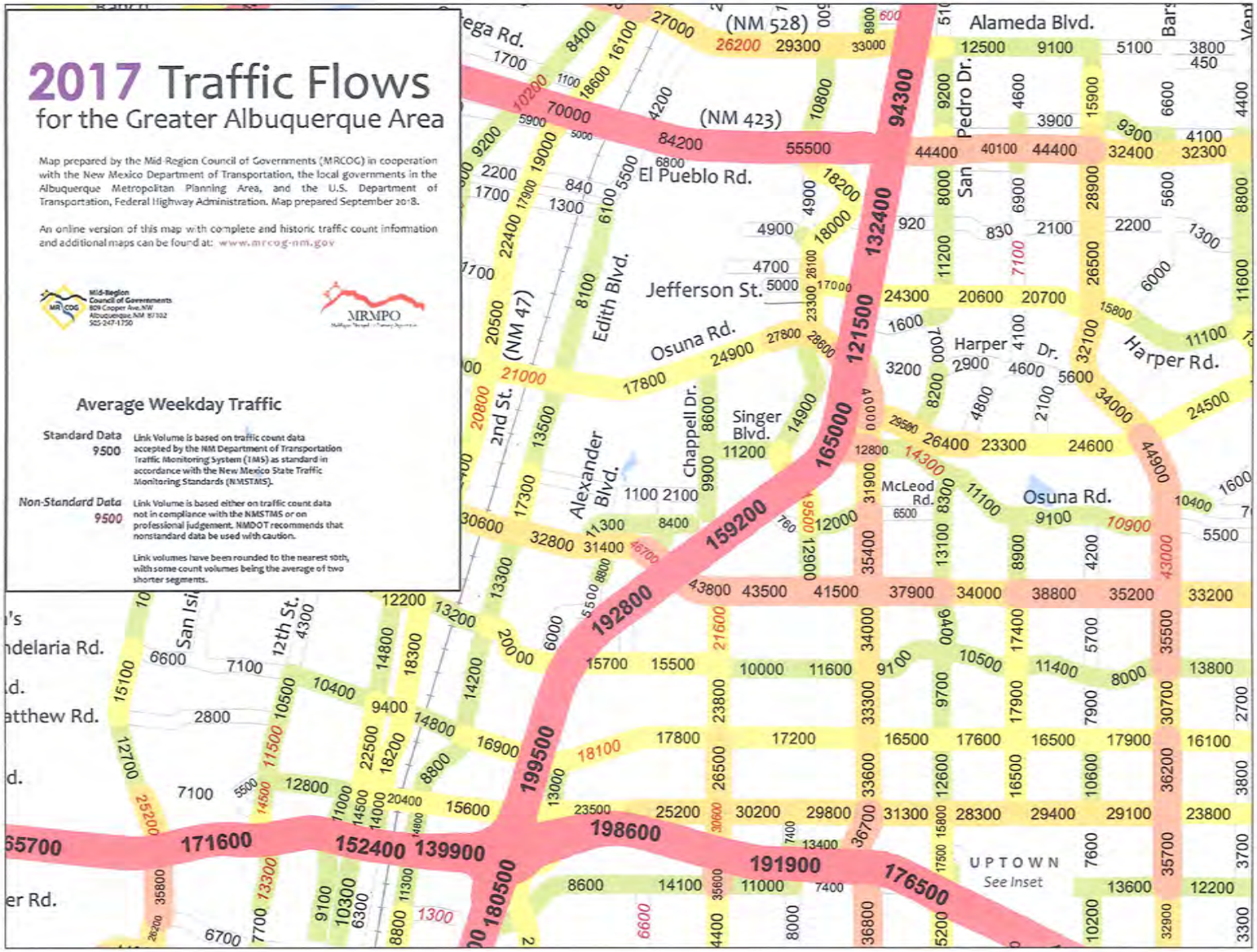
ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
3/12/2019
RONALD R. BOHANNAN P.E. #7868

MAVERIK
5001 JEFFERSON ST. NE 87109

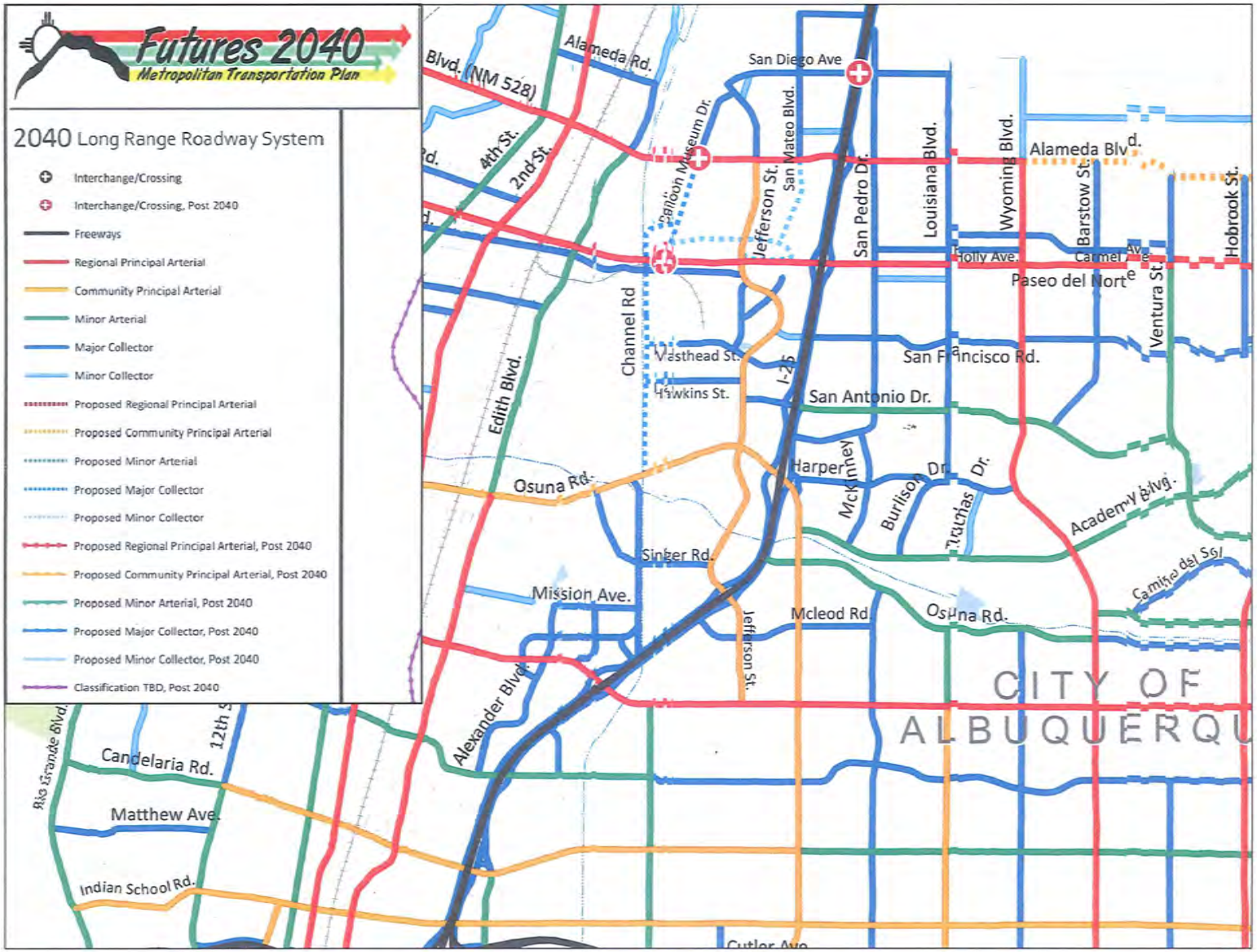
TRAFFIC CIRCULATION LAYOUT

TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NM 87109
(505) 858-3100
www.tierrawestllc.com

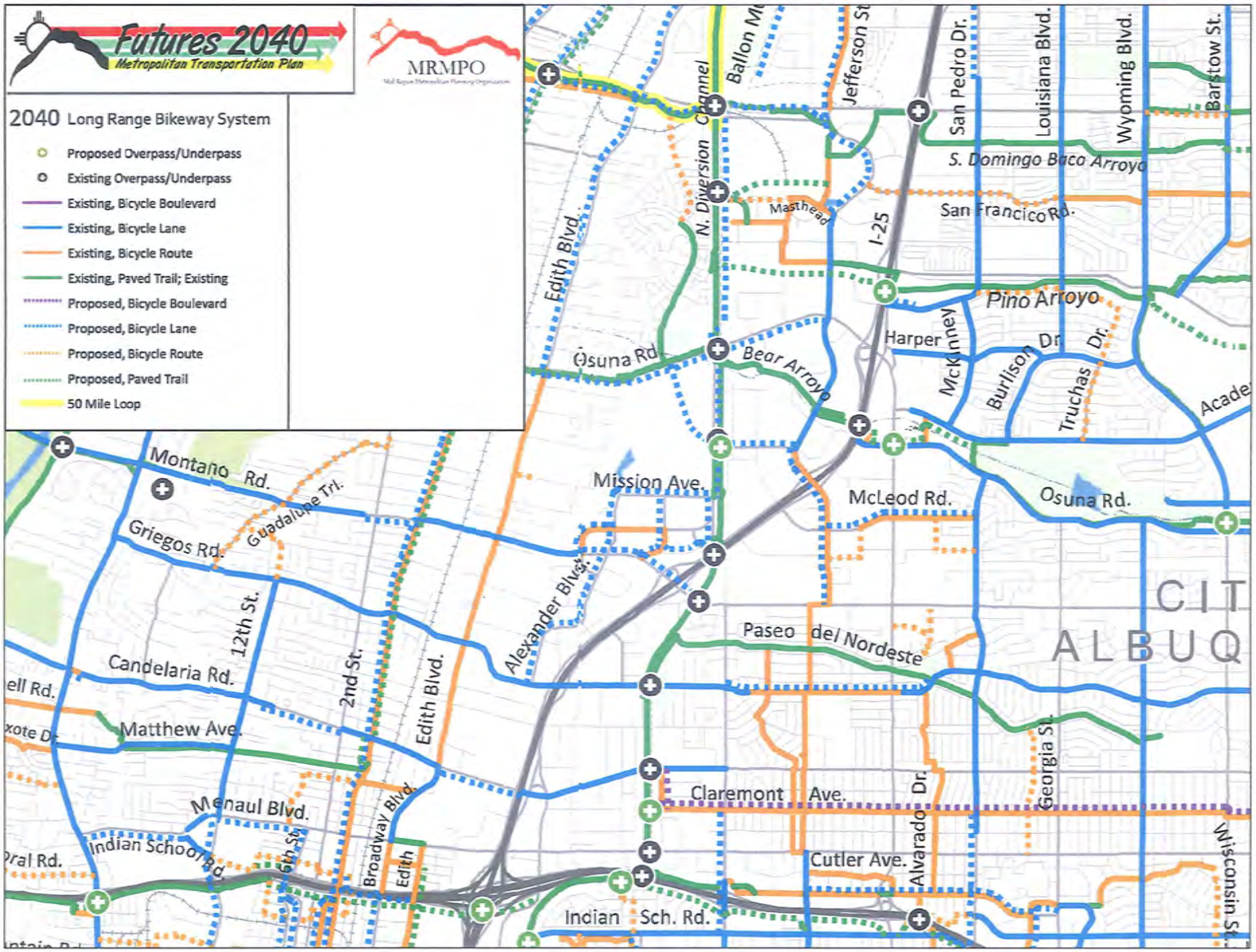
DRAWN BY: LA
DATE: 3/12/19
2018056-TCL
SHEET # TCL 1
JOB # 2018056



Portion of 2017 Traffic Flow Map
(from Mid-Region Council of Governments)



Portion of Futures 2040 Long Range Roadway System
(from Mid-Region Council of Governments)



Portion of Futures 2040 Long Range Bikeway System
(from Mid-Region Council of Governments)

Proposed C-Store (Jefferson St. / Interstate 25)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
COMMENT	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
	Summary Sheet	Units					
Proposed	Gasoline / Service Station w/ Convenience Market (945)	28.00	6,356	222	213	200	192
Existing	Quality Restaurant (931)	10.00	538	4	4	52	26
	Increase (Decrease) Trip Generation Rate		**5,818**	**218**	**209**	**148**	**166**

Proposed C-Store (Jefferson St. / Interstate 25)
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Gasoline / Service Station w/ Convenience Market (945)	*28*	6,356	222	213	200	192
	Fueling Positions					

ITE Trip Generation Equations:

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

T = *268.46* (X) + *-1161*

50% Enter, *50%* 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 = *19* (X) + *-96.53*

51% Enter, *49%* 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 = *13.99* (X) + *0*

51% Enter, *49%* Exit

Comments:
Proposed

Based on ITE Trip Generation Manual - 10th Edition

Proposed C-Store (Jefferson St. / Interstate 25)
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Quality Restaurant (931)	*10.00* 1,000 S.F.	538	4	4	52	26

ITE Trip Generation Equations:

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

T = *53.84* (X) ÷ *0*
50% Enter, *50%* Exit

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

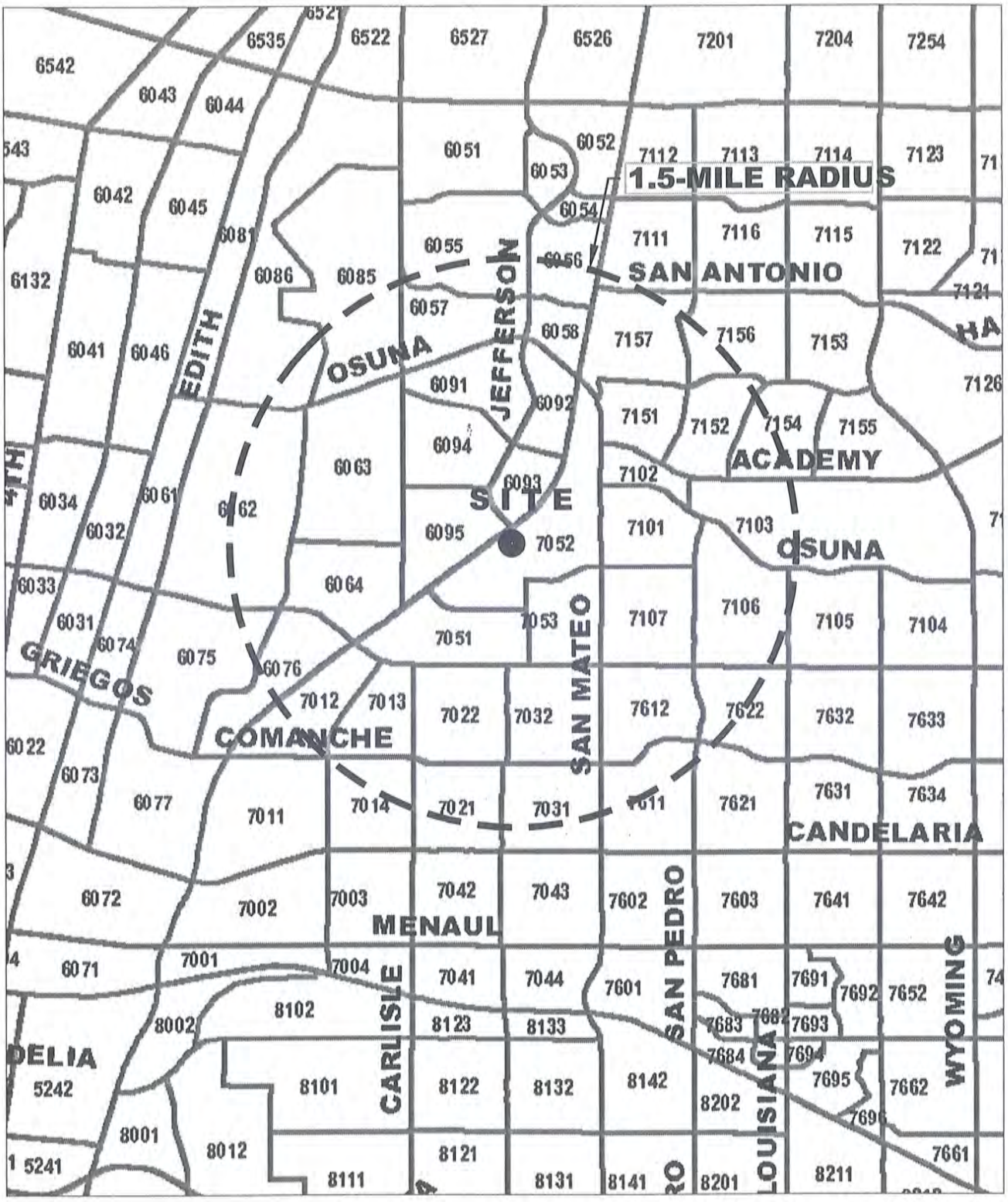
T = *0.73* (X) ÷ *0*
50% Enter, *50%* Exit

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

T = *7.8* (X) ÷ *0*
67% Enter, *33%* Exit

Comments:
Existing

Based on ITE Trip Generation Manual - 10th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Maverik Convenience Store (I-25 / Jefferson St.)

Trip Distribution Table

Maverik Convenience Store (Interstate 25 / Jefferson St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(JN) Jefferson St. North			(SE) Singer Blvd. East			(2E) Interstate 25 East		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2019**											
Boundary Specified on DASZ Map															
6055	30%	0	362	91	27	**0.09%**	100%	0.09%	27	0%	0.00%	0	0%	0.00%	0
6056	45%	0	0	0	0	**0.00%**	50%	0.00%	0	0%	0.00%	0	50%	0.00%	0
6057	100%	0	0	0	0	**0.00%**	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6058	100%	50	50	50	50	**0.17%**	50%	0.08%	25	0%	0.00%	0	50%	0.08%	25
6062	45%	1323	1733	1,426	642	**2.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6064	100%	0	1967	492	492	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6075	10%	82	101	87	9	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	55%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6085	30%	3984	4428	4,095	1,229	**4.17%**	100%	4.17%	1,229	0%	0.00%	0	0%	0.00%	0
6086	10%	1024	1262	1,084	108	**0.37%**	100%	0.37%	108	0%	0.00%	0	0%	0.00%	0
6091	100%	0	0	0	0	**0.00%**	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	**0.00%**	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6093	100%	0	0	0	0	**0.00%**	25%	0.00%	0	25%	0.00%	0	50%	0.00%	0
6094	100%	0	0	0	0	**0.00%**	25%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	**0.00%**	75%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	70%	582	799	636	445	**1.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1198	1230	1,206	1,206	**4.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	30%	2145	2460	2,224	667	**2.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	80%	1285	1217	1,268	1,014	**3.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1668	1742	1,687	1,687	**5.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	80%	1976	2439	2,092	1,674	**5.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	100%	1649	2056	1,751	1,751	**5.95%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	100%	3374	3860	3,496	3,496	**11.87%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7052	100%	0	3	1	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7053	100%	120	257	154	154	**0.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7101	100%	2375	3067	2,548	2,548	**8.65%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7102	100%	810	1029	865	865	**2.94%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7103	30%	1044	1083	1,054	316	**1.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7106	95%	2011	2240	2,068	1,965	**6.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	100%	2629	3860	2,937	2,937	**9.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7111	5%	1249	1135	1,221	61	**0.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7151	100%	1081	1233	1,119	1,119	**3.80%**	0%	0.00%	0	0%	0.00%	0	50%	1.90%	560
7152	100%	1422	1450	1,429	1,429	**4.85%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7154	35%	1125	1175	1,138	398	**1.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7156	25%	1511	1503	1,509	377	**1.28%**	0%	0.00%	0	0%	0.00%	0	100%	1.28%	377
7157	95%	703	819	732	695	**2.36%**	0%	0.00%	0	0%	0.00%	0	100%	2.36%	695
7611	35%	1797	1772	1,791	627	**2.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7612	100%	936	1054	966	966	**3.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7622	45%	1036	1232	1,085	488	**1.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				42,302	29,443	100.00%			**1,389**			**-**			**1,657**
									4.72%			0.00%			5.63%

Trip Distribution Table
Maverik Convenience Store (Interstate 25 / Jefferson St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial** 1

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(ME) McLeod Rd. East			(JS) Jefferson St. South			(MW) McLeod Rd. West		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	2040	2019											
Boundary Specified on DASZ Map															
6055	30%	0	362	91	27	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	45%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6057	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6058	100%	50	50	50	50	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6062	45%	1323	1733	1,426	642	2.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6064	100%	0	1967	492	492	1.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6075	10%	82	101	87	9	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	55%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6085	30%	3984	4428	4,095	1,229	4.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6086	10%	1024	1262	1,084	108	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6093	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6094	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	70%	582	799	636	445	1.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1198	1230	1,206	1,206	4.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	30%	2145	2460	2,224	667	2.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	80%	1285	1217	1,268	1,014	3.44%	0%	0.00%	0	100%	3.44%	1,014	0%	0.00%	0
7022	100%	1668	1742	1,687	1,687	5.73%	0%	0.00%	0	100%	5.73%	1,687	0%	0.00%	0
7031	80%	1976	2439	2,092	1,674	5.69%	50%	2.84%	837	50%	2.84%	837	0%	0.00%	0
7032	100%	1649	2056	1,751	1,751	5.95%	50%	2.97%	876	50%	2.97%	876	0%	0.00%	0
7051	100%	3374	3860	3,496	3,496	11.87%	0%	0.00%	0	50%	5.94%	1,748	0%	0.00%	0
7052	100%	0	3	1	1	0.00%	100%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7053	100%	120	257	154	154	0.52%	50%	0.26%	77	50%	0.26%	77	0%	0.00%	0
7101	100%	2375	3067	2,548	2,548	8.65%	100%	8.65%	2,548	0%	0.00%	0	0%	0.00%	0
7102	100%	810	1029	865	865	2.94%	100%	2.94%	865	0%	0.00%	0	0%	0.00%	0
7103	30%	1044	1083	1,054	316	1.07%	100%	1.07%	316	0%	0.00%	0	0%	0.00%	0
7106	95%	2011	2240	2,068	1,965	6.67%	50%	3.34%	983	50%	3.34%	983	0%	0.00%	0
7107	100%	2629	3860	2,937	2,937	9.98%	50%	4.99%	1,469	50%	4.99%	1,469	0%	0.00%	0
7111	5%	1249	1135	1,221	61	0.21%	100%	0.21%	61	0%	0.00%	0	0%	0.00%	0
7151	100%	1081	1233	1,119	1,119	3.80%	50%	1.90%	560	0%	0.00%	0	0%	0.00%	0
7152	100%	1422	1450	1,429	1,429	4.85%	50%	2.43%	715	0%	0.00%	0	35%	1.70%	500
7154	35%	1125	1175	1,138	398	1.35%	100%	1.35%	398	0%	0.00%	0	0%	0.00%	0
7156	25%	1511	1503	1,509	377	1.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7157	95%	703	819	732	695	2.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7611	35%	1797	1772	1,791	627	2.13%	50%	1.06%	314	50%	1.06%	314	0%	0.00%	0
7612	100%	936	1054	966	966	3.28%	50%	1.64%	483	50%	1.64%	483	0%	0.00%	0
7622	45%	1036	1232	1,085	488	1.66%	50%	0.83%	244	50%	0.83%	244	0%	0.00%	0
				42,302	29,443	100.00%			10,744			9,730			500
									36.49%			33.05%			1.70%

Trip Distribution Table

Maverik Convenience Store (Interstate 25 / Jefferson St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial 1**

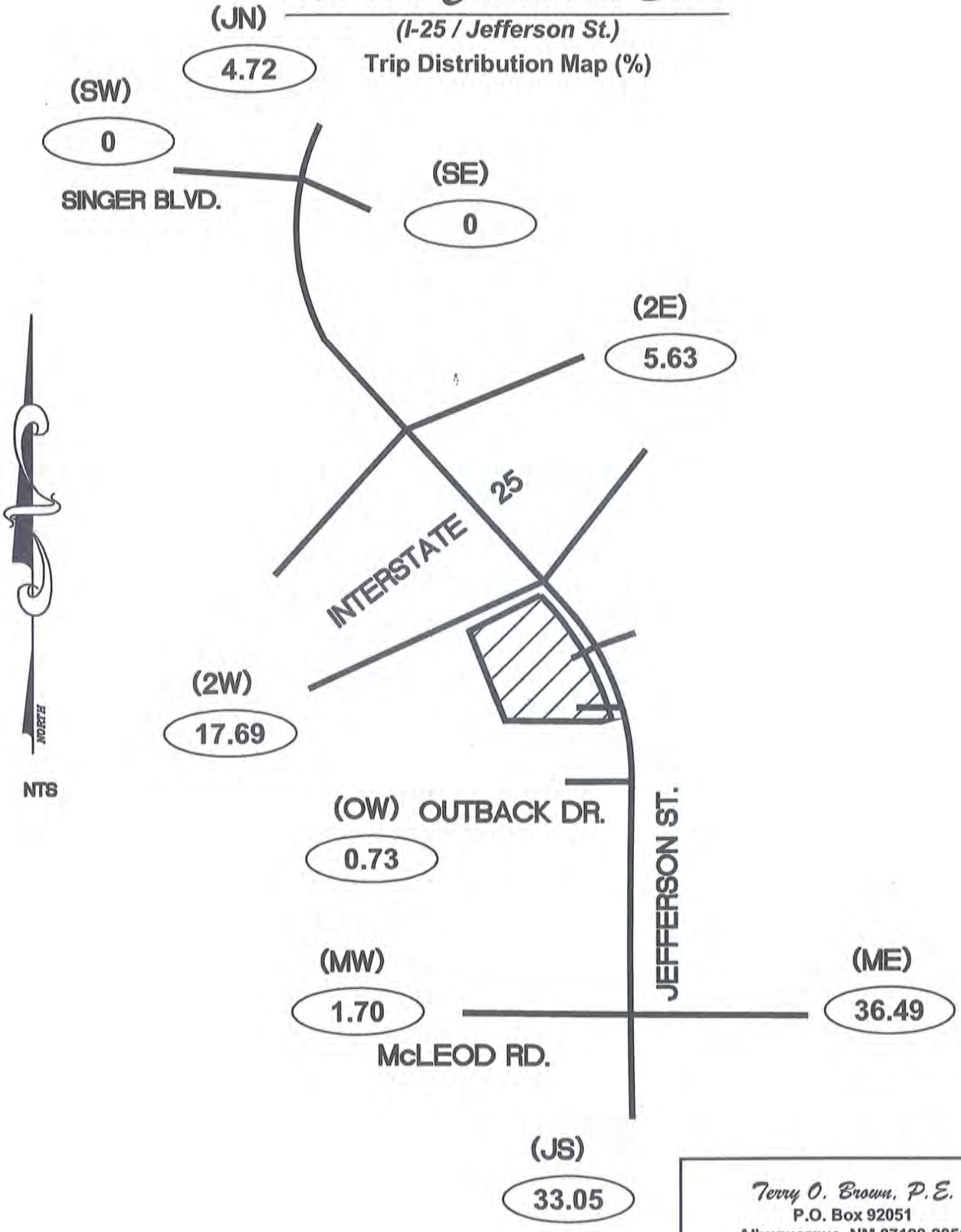
2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(2W) Interstate 25 West			(SW) Singer Blvd. West			(OW) Outback Dr. West		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	2040	2019											
Boundary Specified on DASZ Map															
6055	30%	0	362	91	27	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	45%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6057	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6058	100%	50	50	50	50	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6062	45%	1323	1733	1,426	642	2.18%	100%	2.18%	642	0%	0.00%	0	0%	0.00%	0
6063	100%	0	0	0	0	0.00%	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
6064	100%	0	1967	492	492	1.67%	100%	1.67%	492	0%	0.00%	0	0%	0.00%	0
6075	10%	82	101	87	9	0.03%	100%	0.03%	9	0%	0.00%	0	0%	0.00%	0
6076	55%	0	0	0	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6085	30%	3984	4428	4,095	1,229	4.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6086	10%	1024	1262	1,084	108	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6093	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6094	100%	0	0	0	0	0.00%	0%	0.00%	0	75%	0.00%	0	0%	0.00%	0
6095	100%	0	0	0	0	0.00%	25%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	70%	582	799	636	445	1.51%	100%	1.51%	445	0%	0.00%	0	0%	0.00%	0
7013	100%	1198	1230	1,206	1,206	4.10%	100%	4.10%	1,206	0%	0.00%	0	0%	0.00%	0
7014	30%	2145	2460	2,224	667	2.27%	100%	2.27%	667	0%	0.00%	0	0%	0.00%	0
7021	80%	1285	1217	1,268	1,014	3.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1668	1742	1,687	1,687	5.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	80%	1976	2439	2,092	1,674	5.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	100%	1649	2056	1,751	1,751	5.95%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	100%	3374	3860	3,496	3,496	11.87%	50%	5.94%	1,748	0%	0.00%	0	0%	0.00%	0
7052	100%	0	3	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7053	100%	120	257	154	154	0.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7101	100%	2375	3067	2,548	2,548	8.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7102	100%	810	1029	865	865	2.94%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7103	30%	1044	1083	1,054	316	1.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7106	95%	2011	2240	2,068	1,965	6.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	100%	2629	3860	2,937	2,937	9.98%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7111	5%	1249	1135	1,221	61	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7151	100%	1081	1233	1,119	1,119	3.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7152	100%	1422	1450	1,429	1,429	4.85%	0%	0.00%	0	0%	0.00%	0	15%	0.73%	214
7154	35%	1125	1175	1,138	398	1.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7156	25%	1511	1503	1,509	377	1.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7157	95%	703	819	732	695	2.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7611	35%	1797	1772	1,791	627	2.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7612	100%	936	1054	966	966	3.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7622	45%	1036	1232	1,085	488	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				42,302	29,443	100.00%			5,209			-			214
									17.69%			0.00%			0.73%

Maverik Convenience Store

(I-25 / Jefferson St.)

Trip Distribution Map (%)



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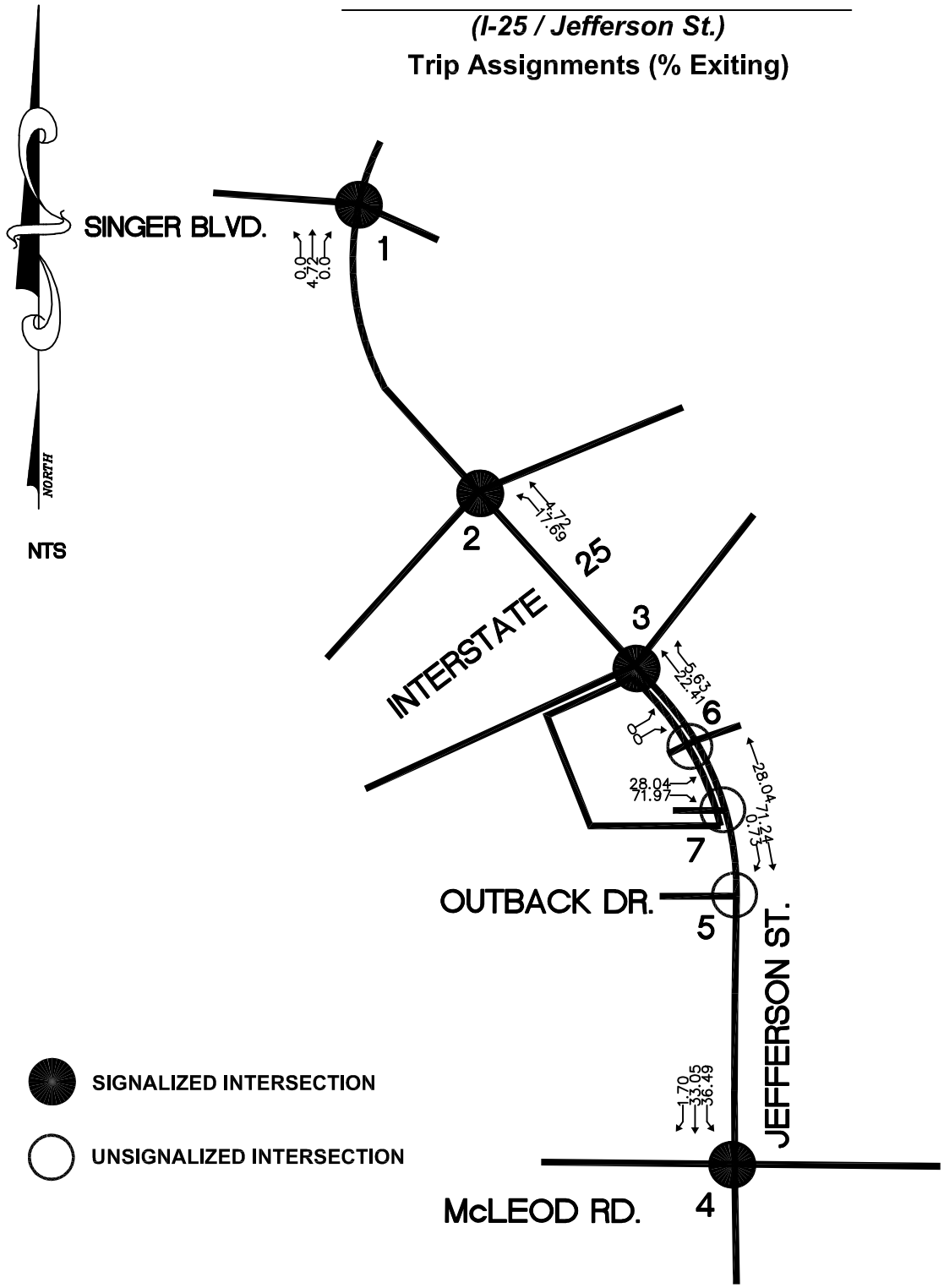
Maverik Convenience Store

(I-25 / Jefferson St.)

Trip Assignments (% Exiting)



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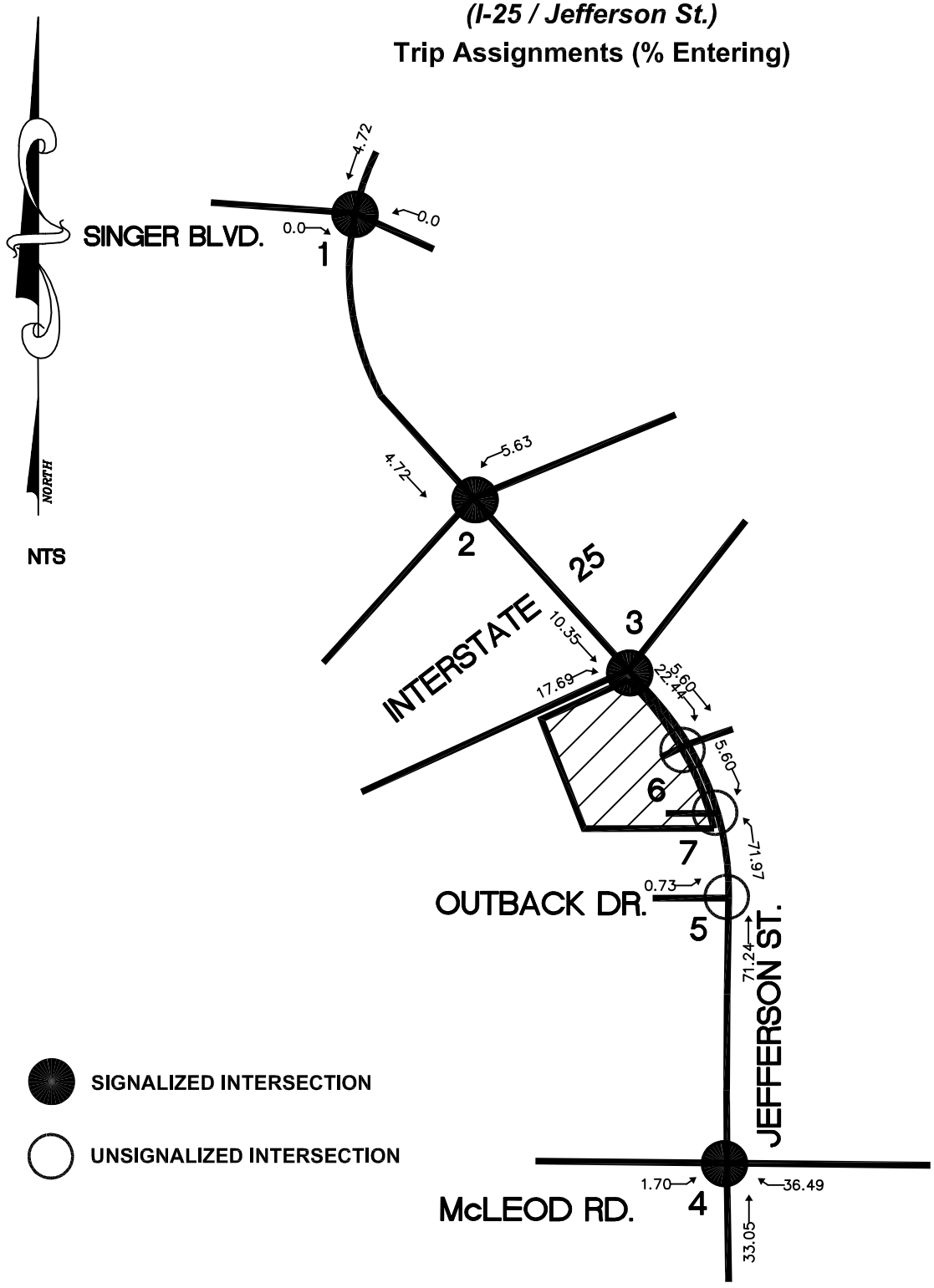
Maverik Convenience Store

(I-25 / Jefferson St.)

Trip Assignments (% Entering)



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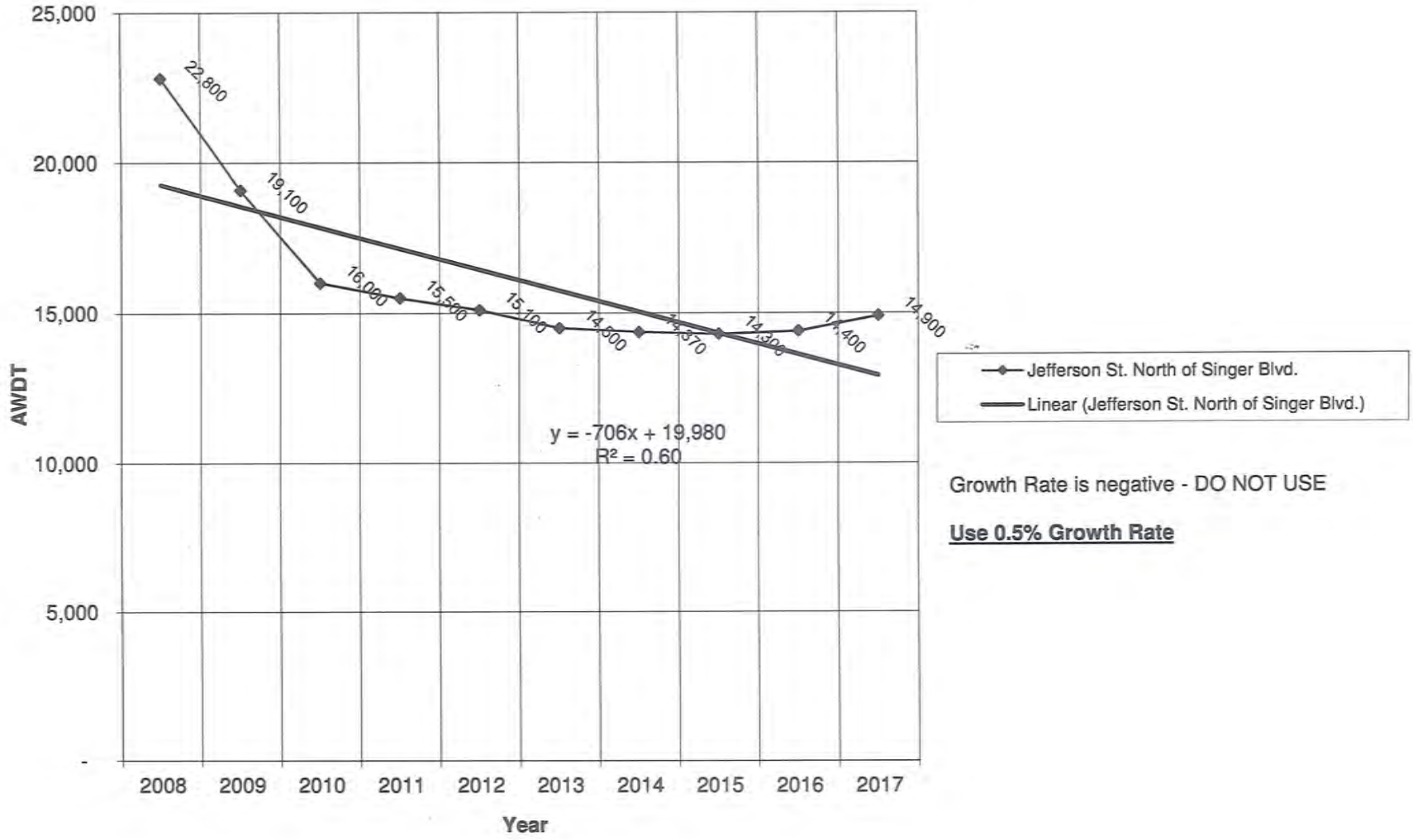
Maverik Convenience Store (I-25 / Jefferson St.)

Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Jefferson St. North of Singer Blvd.	22,800	19,100	16,000	15,500	15,100	14,500	14,370	14,300	14,400	14,900
Interstate 25 at Jefferson St.	153,900	154,000	149,400	155,300	153,600	151,600	157,300	158,100	158,200	165,000
McLeod Rd. East of Jefferson St.	11,900	11,800	10,900	10,700	10,700	11,800	11,700	11,600	12,000	12,000
Jefferson St. South of McLeod Rd.	15,500	15,300	15,100	11,500	11,500	11,500	12,750	12,700	12,700	12,900
McLeod Rd. West of Jefferson St.	1,300	1,300	1,200	1,000	1,000	1,000	900	900	910	760
Singer Blvd. West of Jefferson St.	13,000	13,000	11,500	10,100	9,900	10,400	11,240	11,300	11,400	11,200

Historic Growth Chart Jefferson St. North of Singer Blvd. (2008-2017)

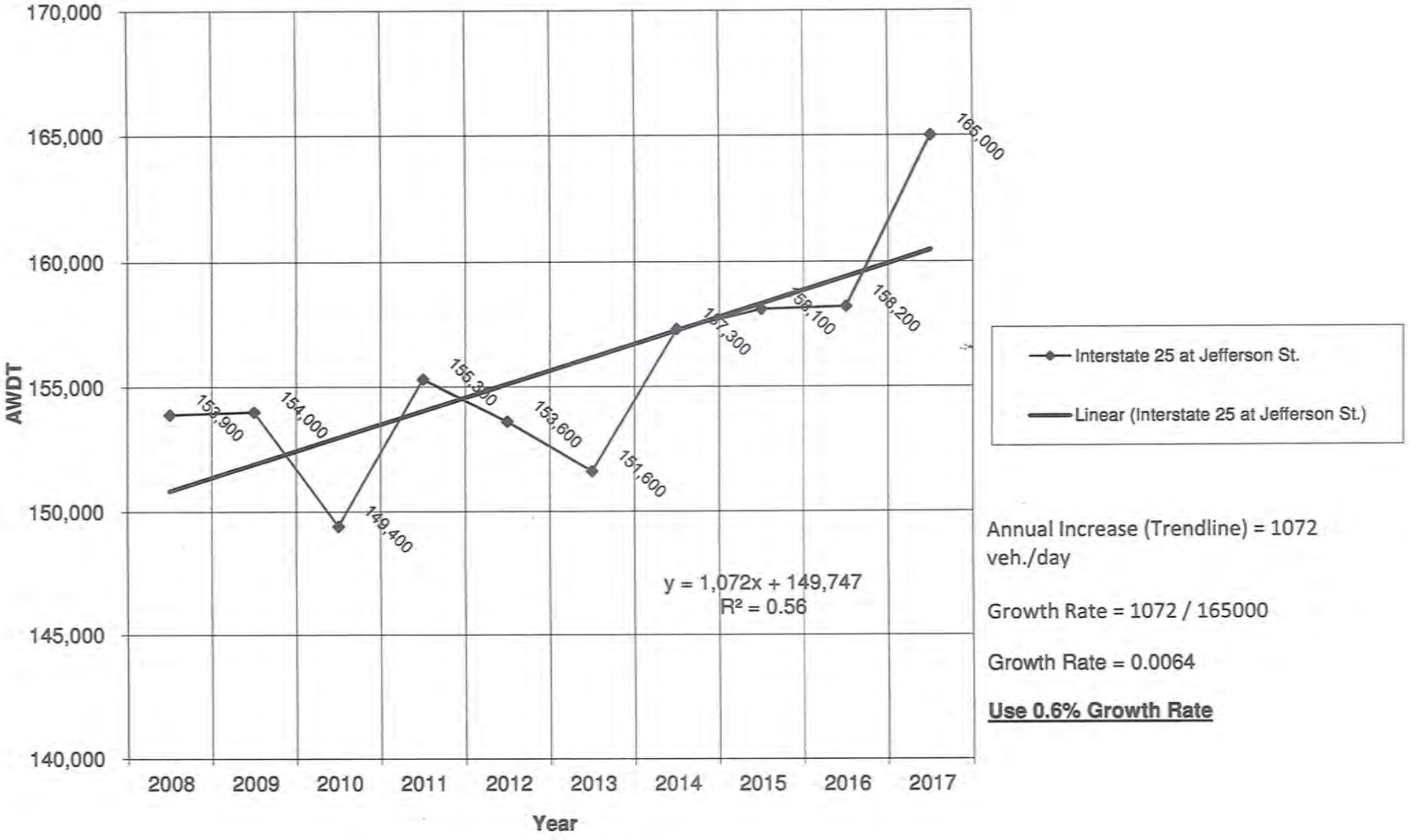


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Mav_Jefferson_Growth.xlsx

Historic Growth Chart Interstate 25 at Jefferson St. (2008-2017)



Annual Increase (Trendline) = 1072 veh./day

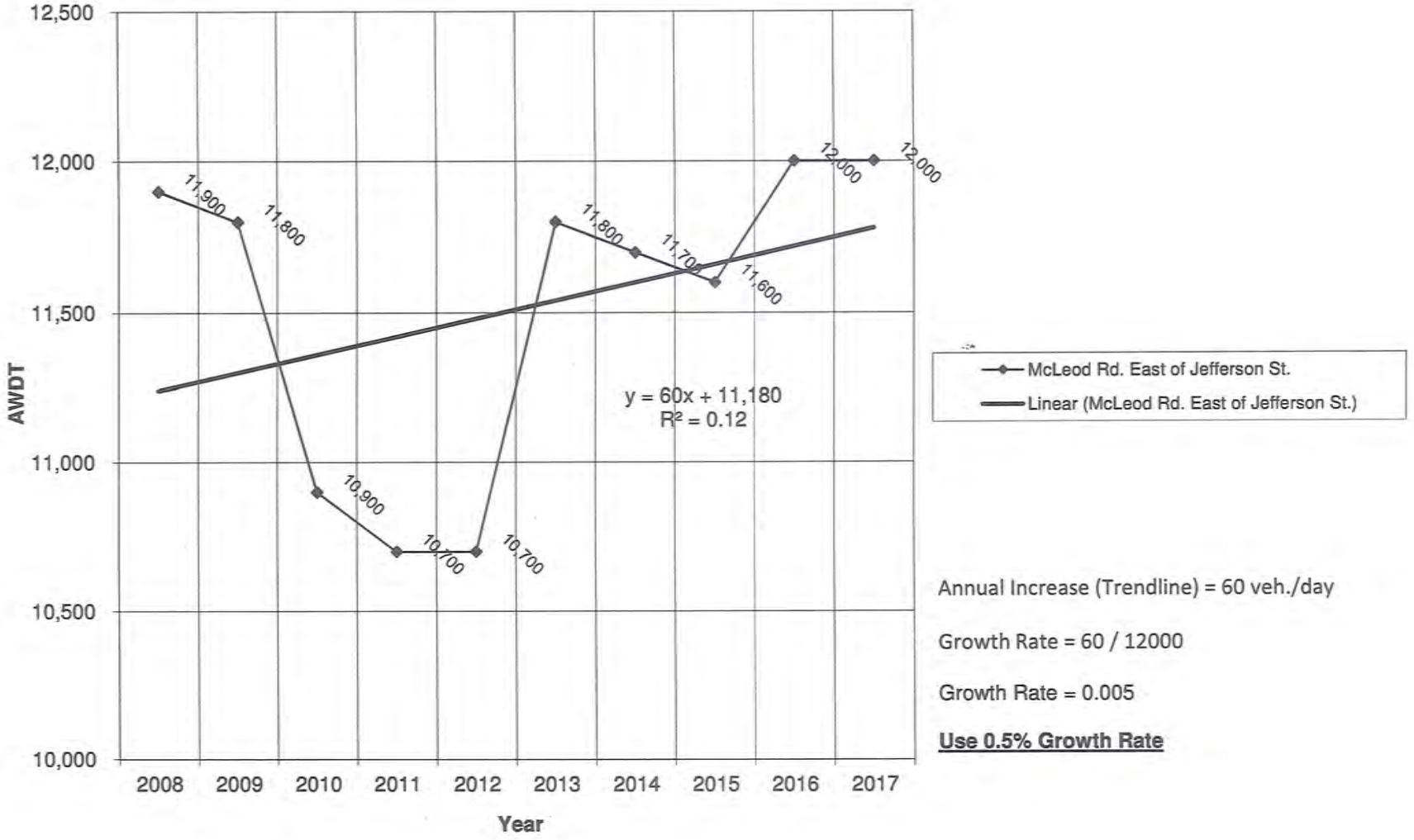
Growth Rate = 1072 / 165000

Growth Rate = 0.0064

Use 0.6% Growth Rate

Mav_Jefferson_Growth.xlsx

Historic Growth Chart McLeod Rd. East of Jefferson St. (2008-2017)



Annual Increase (Trendline) = 60 veh./day

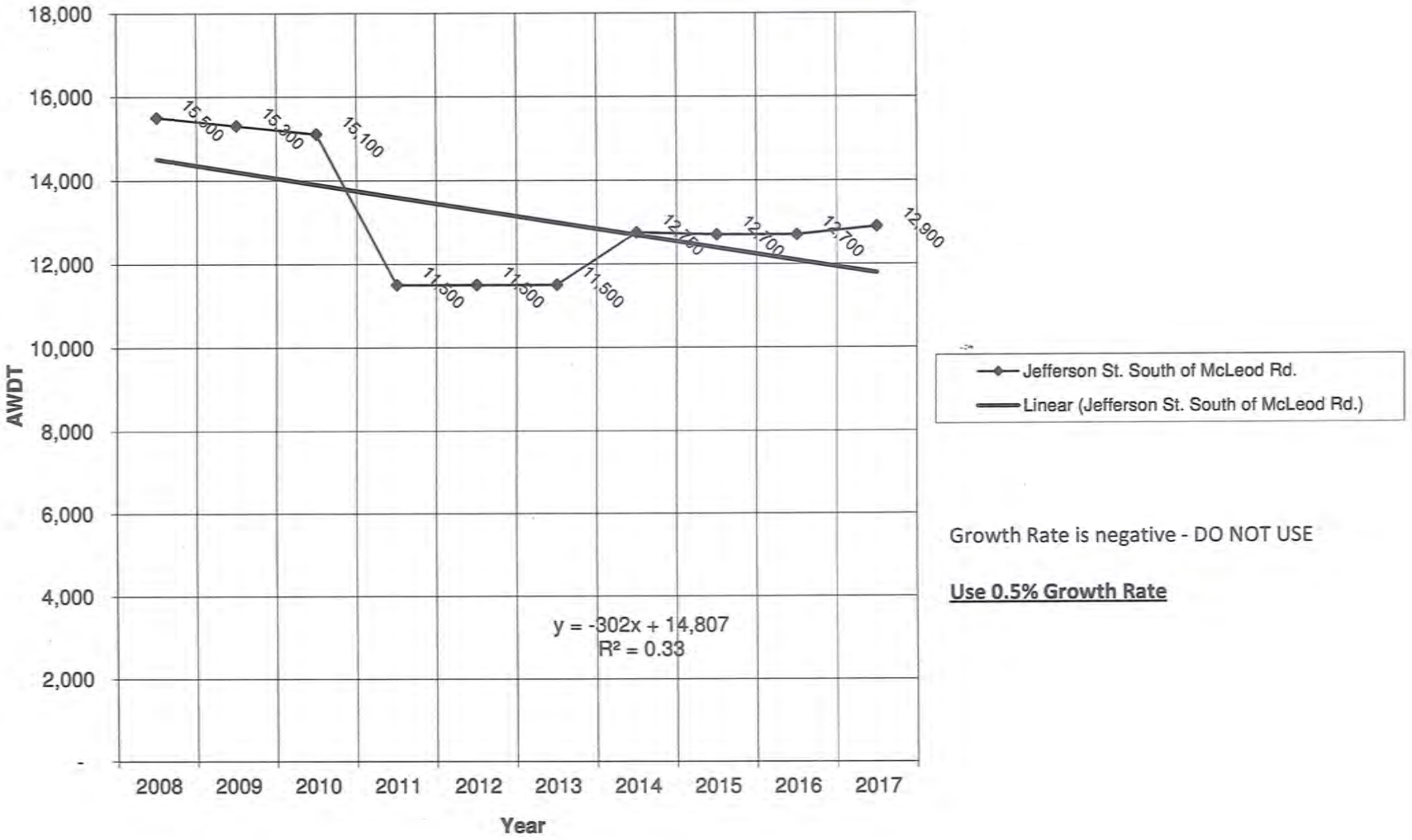
Growth Rate = 60 / 12000

Growth Rate = 0.005

Use 0.5% Growth Rate

Mav_Jefferson_Growth.xlsx

Historic Growth Chart Jefferson St. South of McLeod Rd. (2008-2017)

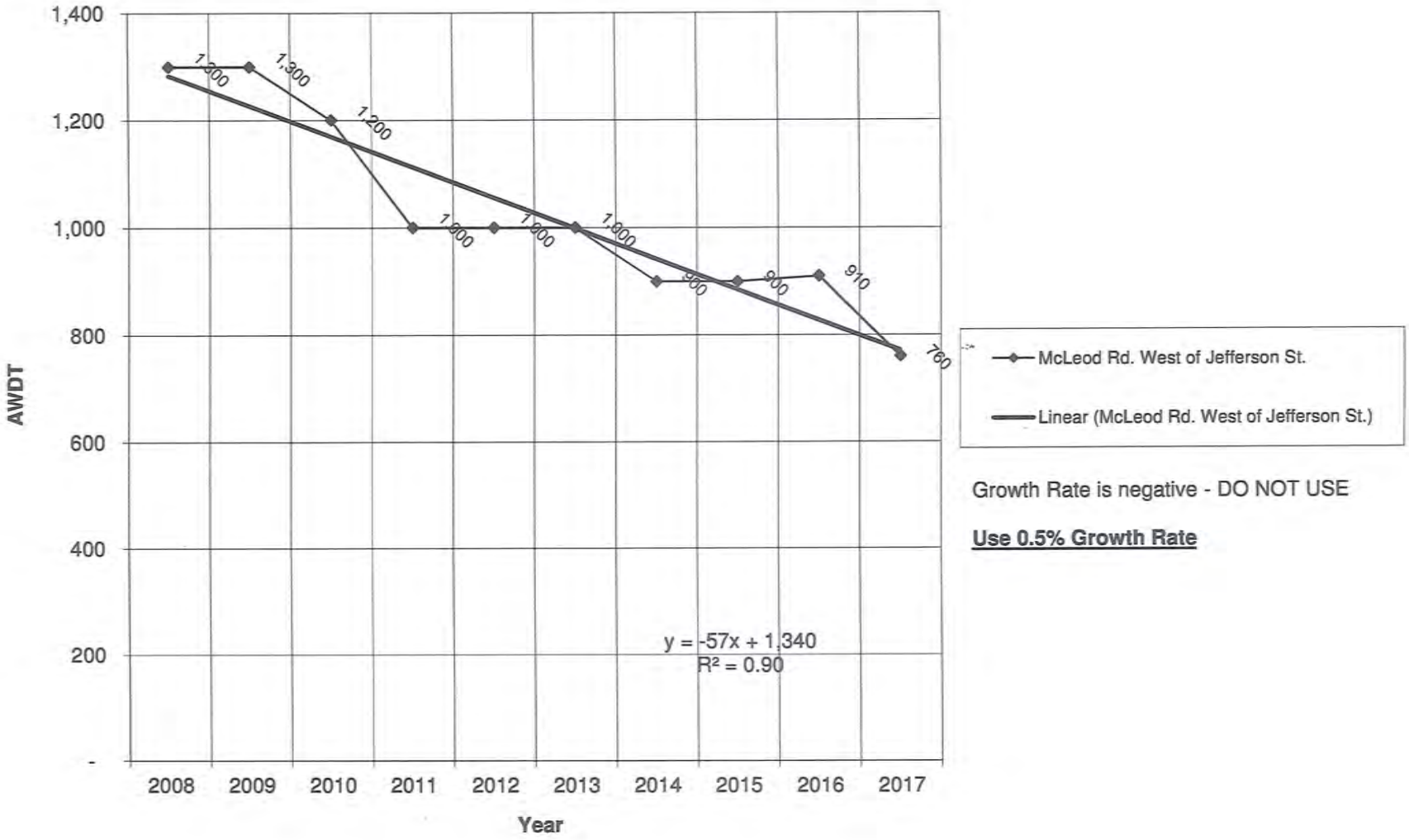


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Mav_Jefferson_Growth.xlsx

Historic Growth Chart McLeod Rd. West of Jefferson St. (2008-2017)

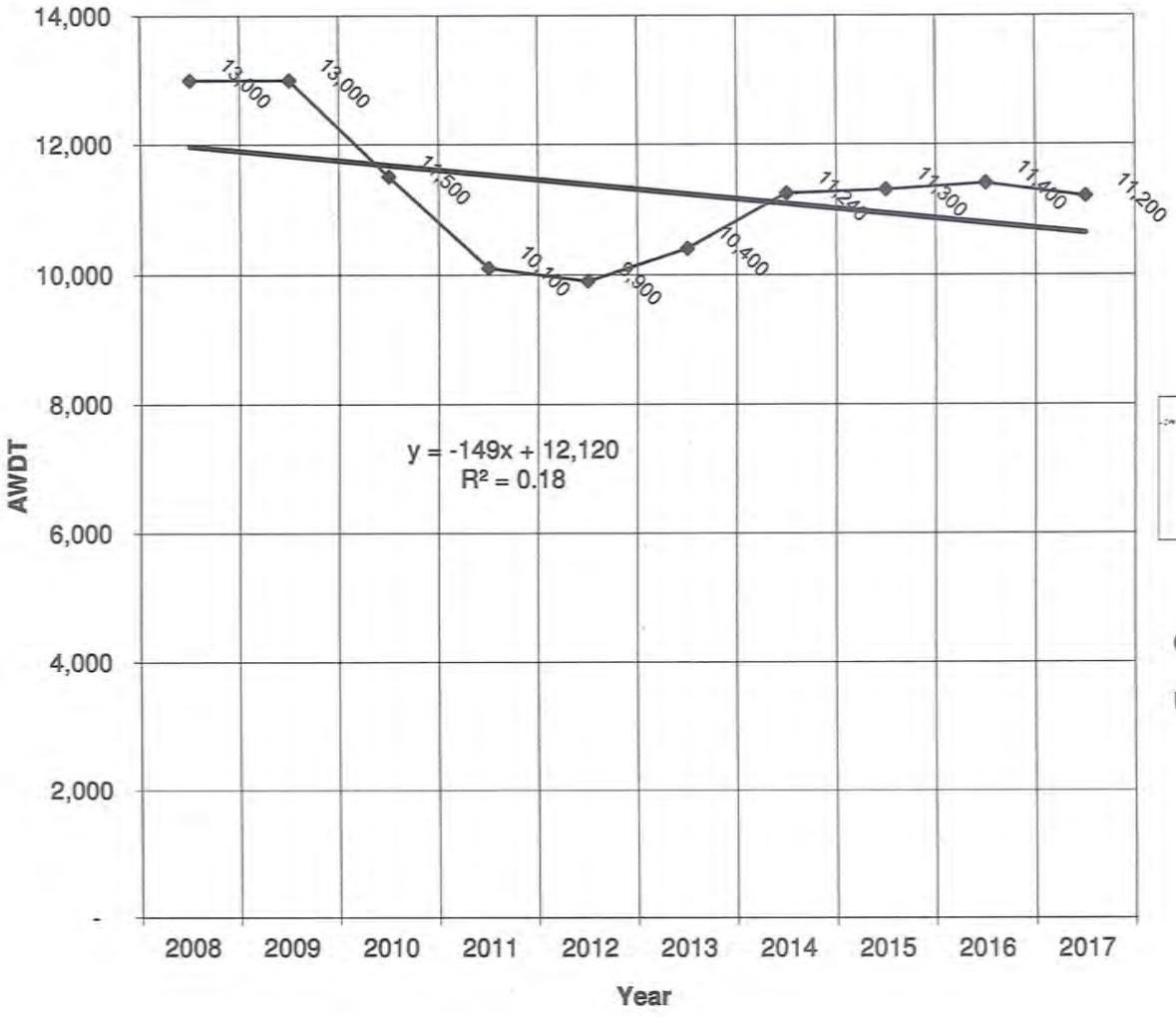


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Mav_Jefferson_Growth.xlsx

Historic Growth Chart Singer B
lvd. West of Jefferson St. (2008-2017)



Growth Rate is negative - DO NOT USE

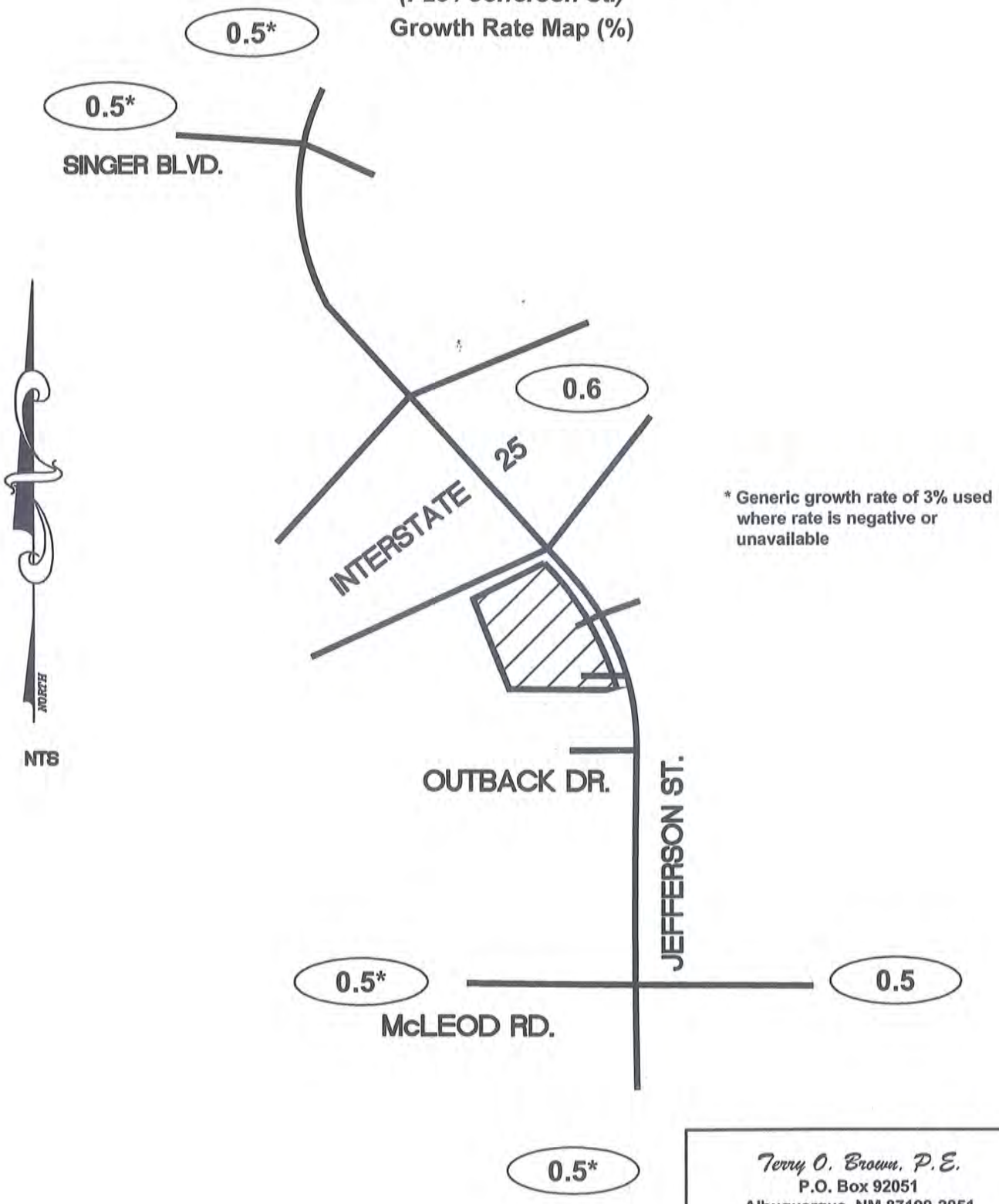
Use 0.5% Growth Rate

Mav_Jefferson_Growth.xlsx

Maverik Convenience Store

(I-25 / Jefferson St.)

Growth Rate Map (%)



* Generic growth rate of 3% used where rate is negative or unavailable

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Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2019) - 100% Development

INTERSECTION: **Summary**

Singer Blvd. / Jefferson St. (1) 3.0% Truck

	0.84			0.84			0.84			0.84			PHF
	Eastbound (Singer Blvd.)			Westbound (Singer Blvd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	125	29	186	75	20	21	391	538	305	20	265	163	
2019 (NO BUILD - A.M.)	*125*	*29*	*186*	*75*	*20*	*21*	*391*	*538*	*305*	*20*	*265*	*163*	
2019 (BUILD - A.M.)	***125***	***29***	***186***	***75***	***20***	***21***	***391***	***548***	***305***	***20***	***275***	***163***	
	0.93			0.93			0.93			0.93			PHF
	Eastbound (Singer Blvd.)			Westbound (Singer Blvd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	223	37	466	296	45	46	194	274	158	15	632	134	
2019 (NO BUILD - P.M.)	*223*	*37*	*466*	*296*	*45*	*46*	*194*	*274*	*158*	*15*	*632*	*134*	
2019 (BUILD - P.M.)	***223***	***37***	***466***	***296***	***45***	***46***	***194***	***283***	***158***	***15***	***641***	***134***	

I-25 N. Ramp / Jefferson St. (2) 3.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	259	325	141	279	0	0	0	0	236	
2019 (NO BUILD - A.M.)	*0*	*0*	*0*	*259*	*325*	*141*	*279*	*1,170*	*0*	*0*	*569*	*236*	
2019 (BUILD - A.M.)	***0***	***0***	***0***	***271***	***325***	***141***	***317***	***1,180***	***0***	***0***	***579***	***236***	
	0.95			0.95			0.95			0.95			PHF
	Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	364	493	47	385	0	0	0	0	618	
2019 (NO BUILD - P.M.)	*0*	*0*	*0*	*364*	*493*	*47*	*385*	*581*	*0*	*0*	*1,244*	*618*	
2019 (BUILD - P.M.)	***0***	***0***	***0***	***375***	***493***	***47***	***419***	***590***	***0***	***0***	***1,253***	***618***	

I-25 S. Ramp / Jefferson St. (3) 3.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (I-25 S. Ramp)			Westbound (I-25 S. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	764	306	178	0	0	0	0	685	204	102	467	0	
2019 (NO BUILD - A.M.)	*764*	*306*	*178*	*0*	*0*	*0*	*0*	*685*	*204*	*102*	*467*	*0*	
2019 (BUILD - A.M.)	***764***	***306***	***217***	***0***	***0***	***0***	***0***	***733***	***216***	***102***	***490***	***0***	
	0.94			0.94			0.94			0.94			PHF
	Eastbound (I-25 S. Ramp)			Westbound (I-25 S. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	482	657	209	0	0	0	0	484	358	303	941	0	
2019 (NO BUILD - P.M.)	*482*	*657*	*209*	*0*	*0*	*0*	*0*	*484*	*358*	*303*	*941*	*0*	
2019 (BUILD - P.M.)	***482***	***657***	***244***	***0***	***0***	***0***	***0***	***527***	***369***	***303***	***962***	***0***	

McLeod Rd. / Jefferson St. (4) 3.0% Truck

	0.80			0.80			0.80			0.80			PHF
	Eastbound (McLeod Rd.)			Westbound (McLeod Rd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	10	46	17	88	29	369	17	444	25	206	374	25	
2019 (NO BUILD - A.M.)	*10*	*46*	*17*	*88*	*29*	*369*	*17*	*444*	*25*	*206*	*374*	*25*	
2019 (BUILD - A.M.)	***14***	***46***	***17***	***88***	***29***	***450***	***17***	***517***	***25***	***284***	***444***	***29***	
	0.93			0.93			0.93			0.93			PHF
	Eastbound (McLeod Rd.)			Westbound (McLeod Rd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	13	66	25	103	12	329	10	470	107	403	629	8	
2019 (NO BUILD - P.M.)	*13*	*66*	*25*	*103*	*12*	*329*	*10*	*470*	*107*	*403*	*629*	*8*	
2019 (BUILD - P.M.)	***16***	***66***	***25***	***103***	***12***	***402***	***10***	***536***	***107***	***473***	***692***	***11***	

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2019) - 100% Development

INTERSECTION: **Summary**

Outback Dr. / Jefferson St.
(5)
3.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (Outback Dr.)			Westbound (Outback Dr.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	1	0	2	0	0	0	6	877	0	0	619	12	
2019 (NO BUILD - A.M.)	*1*	*0*	*2*	*0*	*0*	*0*	*6*	*877*	*0*	*0*	*619*	*12*	
2019 (BUILD - A.M.)	***3***	***0***	***2***	***0***	***0***	***0***	***6***	***1,035***	***0***	***0***	***771***	***14***	

	0.97			0.97			0.97			0.97			PHF
	Eastbound (Outback Dr.)			Westbound (Outback Dr.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	4	0	13	0	0	0	10	824	0	0	1,032	28	
2019 (NO BUILD - P.M.)	*4*	*0*	*13*	*0*	*0*	*0*	*10*	*824*	*0*	*0*	*1,032*	*28*	
2019 (BUILD - P.M.)	***5***	***0***	***13***	***0***	***0***	***0***	***10***	***966***	***0***	***0***	***1,169***	***29***	

Driveway "A" / Jefferson St.
(6)
3.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	17	0	40	0	0	15	35	0	0	
2019 (NO BUILD - A.M.)	*0*	*0*	*0*	*17*	*0*	*40*	*0*	*889*	*15*	*35*	*610*	*0*	
2019 (BUILD - A.M.)	***0***	***0***	***0***	***17***	***0***	***40***	***0***	***949***	***15***	***35***	***622***	***50***	

	0.94			0.94			0.94			0.94			PHF
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	15	0	37	0	0	14	34	0	0	
2019 (NO BUILD - P.M.)	*0*	*0*	*0*	*15*	*0*	*37*	*0*	*842*	*14*	*34*	*1,116*	*0*	
2019 (BUILD - P.M.)	***0***	***0***	***0***	***15***	***0***	***37***	***0***	***896***	***14***	***34***	***1,127***	***45***	

Driveway "B" / Jefferson St.
(7)
3.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2019 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*878*	*0*	*0*	*631*	*0*	
2019 (BUILD - A.M.)	***60***	***0***	***153***	***0***	***0***	***0***	***160***	***878***	***0***	***0***	***631***	***12***	

	0.94			0.94			0.94			0.94			PHF
	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Jefferson St.)			Southbound (Jefferson St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2019 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*828*	*0*	*0*	*1,060*	*0*	
2019 (BUILD - P.M.)	***54***	***0***	***138***	***0***	***0***	***0***	***144***	***828***	***0***	***0***	***1,060***	***11***	

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Singer Blvd. / Jefferson St.

INTERSECTION: E-W Street: **Singer Blvd.** (1)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Implementation Year **2019**

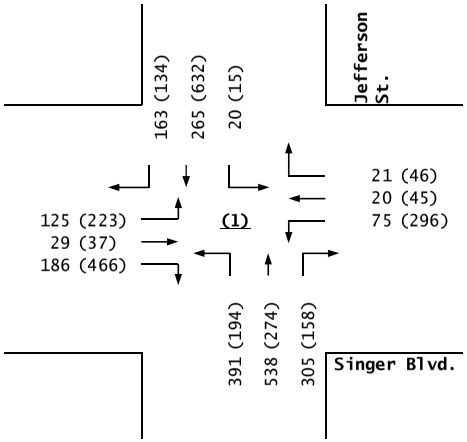
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Singer Blvd.)			**Westbound (Singer Blvd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	124	29	185	75	20	21	389	535	303	20	264	162
Background Traffic Growth	1	0	1	0	0	0	2	3	2	0	1	1
Subtotal (NO BUILD - A.M.)	***125***	***29***	***186***	***75***	***20***	***21***	***391***	***538***	***305***	***20***	***265***	***163***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	10	0	0	10	0
Total AM Peak Hour BUILD Volumes	**125**	**29**	**186**	**75**	**20**	**21**	**391**	**548**	**305**	**20**	**275**	**163**

	Eastbound (Singer Blvd.)			**Westbound (Singer Blvd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	222	37	464	295	45	46	193	273	157	15	629	133
Background Traffic Growth	1	0	2	1	0	0	1	1	1	0	3	1
Subtotal (NO BUILD - P.M.)	***223***	***37***	***466***	***296***	***45***	***46***	***194***	***274***	***158***	***15***	***632***	***134***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	9	0	0	9	0
Total PM Peak Hour BUILD Volumes	**223**	**37**	**466**	**296**	**45**	**46**	**194**	**283**	**158**	**15**	**641**	**134**

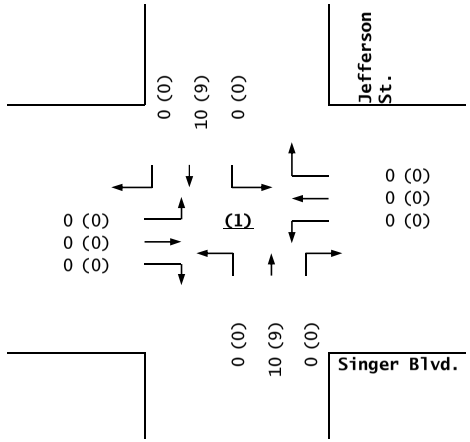
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Singer Blvd.)			**Westbound (Singer Blvd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	125	29	186	75	20	21	391	538	305	20	265	163
2019 PM Peak Hr. Volumes	223	37	466	296	45	46	194	274	158	15	632	134

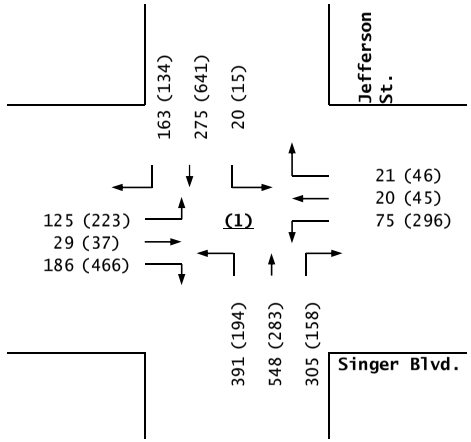
2019
NO BUILD



Trips



2019
BUILD



Singer Blvd. / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

I-25 N. Ramp / Jefferson St.

INTERSECTION: E-W Street: **I-25 N. Ramp**
N-S Street: **Jefferson St.**

(2) Due to the close proximity of the ramps & Drive "A", the volumes were balanced & may not match the existing volumes.

Year of Existing Counts 2018
Implementation Year **2019**

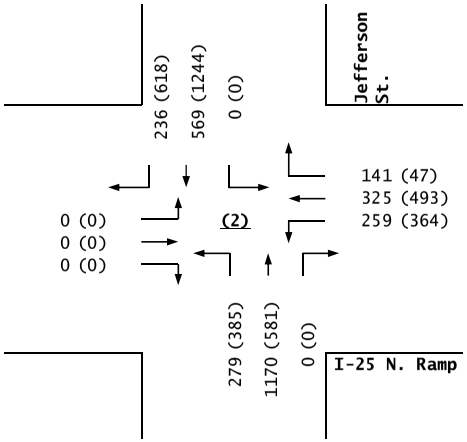
	Growth Rates	0.50%			0.50%			0.60%			0.50%		
		Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	0	0	258	323	140	277	0	0	0	0	235
Background Traffic Growth		0	0	0	1	2	1	2	0	0	0	0	1
Subtotal (NO BUILD - A.M.)		***0***	***0***	***0***	***259***	***325***	***141***	***279***	***1,170***	***0***	***0***	***569***	***236***
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.69%***	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	0	12	0	0	38	10	0	0	10	0
Total AM Peak Hour BUILD Volumes		**0**	**0**	**0**	**271**	**325**	**141**	**317**	**1,180**	**0**	**0**	**579**	**236**

	Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	362	491	47	383	0	0	0	0	615
Background Traffic Growth	0	0	0	2	2	0	2	0	0	0	0	3
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***364***	***493***	***47***	***385***	***581***	***0***	***0***	***1,244***	***618***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.69%***	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	11	0	0	34	9	0	0	9	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**375**	**493**	**47**	**419**	**590**	**0**	**0**	**1,253**	**618**

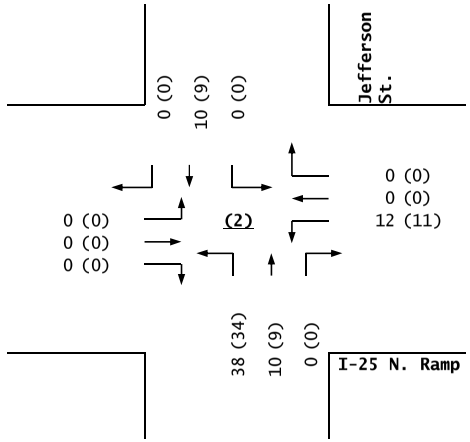
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
2019 AM Peak Hr. Volumes	0	0	0	259	325	141	279	0	0	0	0	236
2019 PM Peak Hr. Volumes	0	0	0	364	493	47	385	0	0	0	0	618

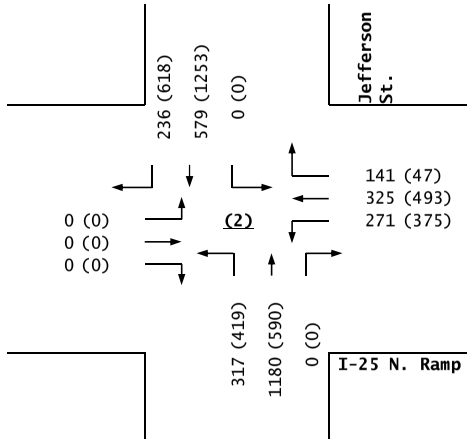
2019
NO BUILD



Trips



2019
BUILD



I-25 N. Ramp / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

I-25 S. Ramp / Jefferson St.

INTERSECTION: E-W Street: **I-25 S. Ramp**
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Implementation Year **2019**

(3) Due to the close proximity of the ramps & Drive "A", the volumes were balanced & may not match the existing volumes.

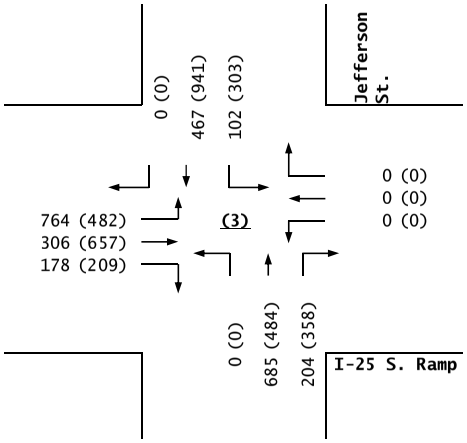
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.60%**		
	Eastbound (I-25 S. Ramp)			**Westbound (I-25 S. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	760	304	177	0	0	0	0	682	203	101	464	0
Background Traffic Growth	4	2	1	0	0	0	0	3	1	1	3	0
Subtotal (NO BUILD - A.M.)	***764***	***306***	***178***	***0***	***0***	***0***	***0***	***685***	***204***	***102***	***467***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***17.69%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.41%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	39	0	0	0	0	48	12	0	23	0
Total AM Peak Hour BUILD Volumes	**764**	**306**	**217**	**0**	**0**	**0**	**0**	**733**	**216**	**102**	**490**	**0**

	Eastbound (I-25 S. Ramp)			**Westbound (I-25 S. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	480	654	208	0	0	0	0	482	356	301	935	0
Background Traffic Growth	2	3	1	0	0	0	0	2	2	2	6	0
Subtotal (NO BUILD - P.M.)	***482***	***657***	***209***	***0***	***0***	***0***	***0***	***484***	***358***	***303***	***941***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***17.69%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.41%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	35	0	0	0	0	43	11	0	21	0
Total PM Peak Hour BUILD Volumes	**482**	**657**	**244**	**0**	**0**	**0**	**0**	**527**	**369**	**303**	**962**	**0**

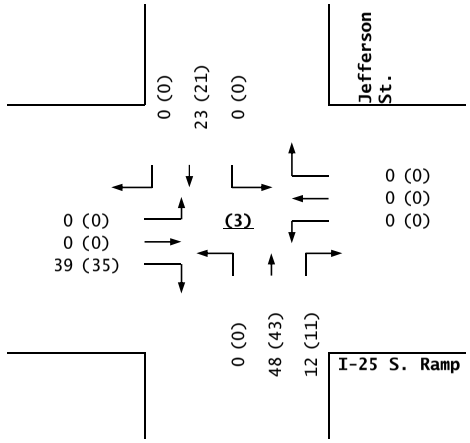
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (I-25 S. Ramp)			**Westbound (I-25 S. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	764	306	178	0	0	0	0	685	204	102	467	0
2019 PM Peak Hr. Volumes	482	657	209	0	0	0	0	484	358	303	941	0

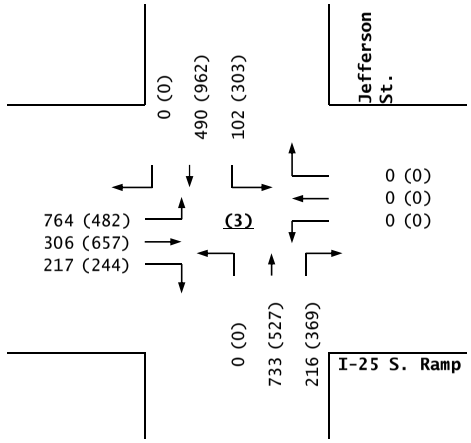
2019
NO BUILD



Trips



2019
BUILD



I-25 S. Ramp / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

McLeod Rd. / Jefferson St.

INTERSECTION: E-W Street: **McLeod Rd.** N-S Street: **Jefferson St.**

Year of Existing Counts 2018

Implementation Year **2019**

(4) Due to the close proximity of the ramps & Drive "A", the volumes were balanced & may not match the existing volumes.

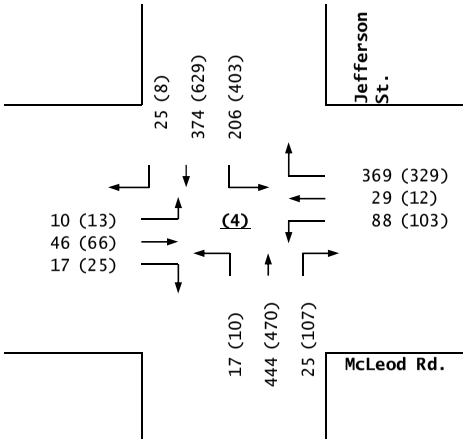
Growth Rates	0.50%			0.50%			0.50%			0.50%		
	Eastbound (McLeod Rd.)			**Westbound (McLeod Rd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	10	46	17	88	29	367	17	442	25	205	372	25
Background Traffic Growth	0	0	0	0	0	2	0	2	0	1	2	0
Subtotal (NO BUILD - A.M.)	***10***	***46***	***17***	***88***	***29***	***369***	***17***	***444***	***25***	***206***	***374***	***25***
Percent Commercial Trips Generated(Entering)	***1.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	*0.00%*	***33.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	***33.05%***	***1.70%***
Total Trips Generated	4	0	0	0	0	81	0	73	0	78	70	4
Total AM Peak Hour BUILD Volumes	**14**	**46**	**17**	**88**	**29**	**450**	**17**	**517**	**25**	**284**	**444**	**29**

	Eastbound (McLeod Rd.)			**Westbound (McLeod Rd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	66	25	102	12	327	10	468	106	401	626	8
Background Traffic Growth	0	0	0	1	0	2	0	2	1	2	3	0
Subtotal (NO BUILD - P.M.)	***13***	***66***	***25***	***103***	***12***	***329***	***10***	***470***	***107***	***403***	***629***	***8***
Percent Commercial Trips Generated(Entering)	***1.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	*0.00%*	***33.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	***33.05%***	***1.70%***
Total Trips Generated	3	0	0	0	0	73	0	66	0	70	63	3
Total PM Peak Hour BUILD Volumes	**16**	**66**	**25**	**103**	**12**	**402**	**10**	**536**	**107**	**473**	**692**	**11**

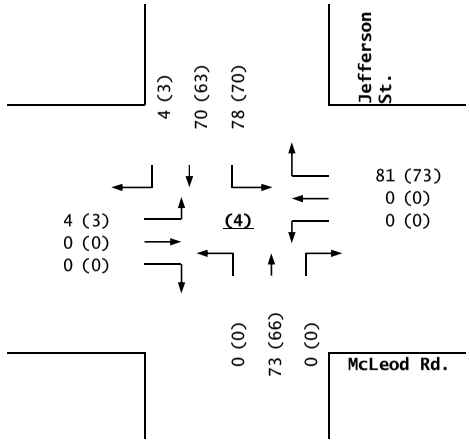
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (McLeod Rd.)			**Westbound (McLeod Rd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	10	46	17	88	29	369	17	444	25	206	374	25
2019 PM Peak Hr. Volumes	13	66	25	103	12	329	10	470	107	403	629	8

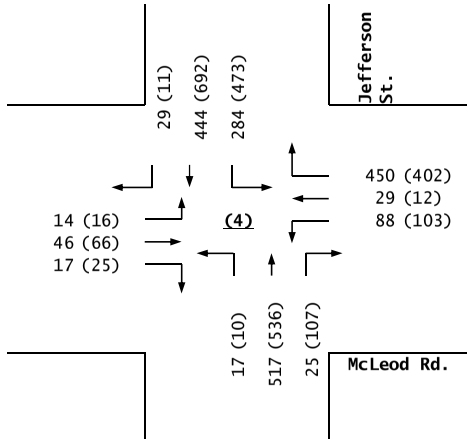
2019
NO BUILD



Trips



2019
BUILD



McLeod Rd. / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Outback Dr. / Jefferson St.

INTERSECTION: E-W Street: **Outback Dr.** (5)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Implementation Year **2019**

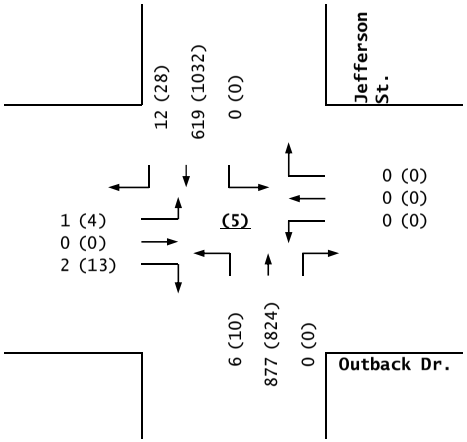
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Outback Dr.)			**Westbound (Outback Dr.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	1	0	2	0	0	0	6	873	0	0	616	12
Background Traffic Growth	0	0	0	0	0	0	0	4	0	0	3	0
Subtotal (NO BUILD - A.M.)	***1***	***0***	***2***	***0***	***0***	***0***	***6***	***877***	***0***	***0***	***619***	***12***
Percent Commercial Trips Generated(Entering)	***0.73%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	***0.73%***
Total Trips Generated	2	0	0	0	0	0	0	158	0	0	152	2
Total AM Peak Hour BUILD Volumes	**3**	**0**	**2**	**0**	**0**	**0**	**6**	**1,035**	**0**	**0**	**771**	**14**

	Eastbound (Outback Dr.)			**Westbound (Outback Dr.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	0	13	0	0	0	10	820	0	0	1,027	28
Background Traffic Growth	0	0	0	0	0	0	0	4	0	0	5	0
Subtotal (NO BUILD - P.M.)	***4***	***0***	***13***	***0***	***0***	***0***	***10***	***824***	***0***	***0***	***1,032***	***28***
Percent Commercial Trips Generated(Entering)	***0.73%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	***0.73%***
Total Trips Generated	1	0	0	0	0	0	0	142	0	0	137	1
Total PM Peak Hour BUILD Volumes	**5**	**0**	**13**	**0**	**0**	**0**	**10**	**966**	**0**	**0**	**1,169**	**29**

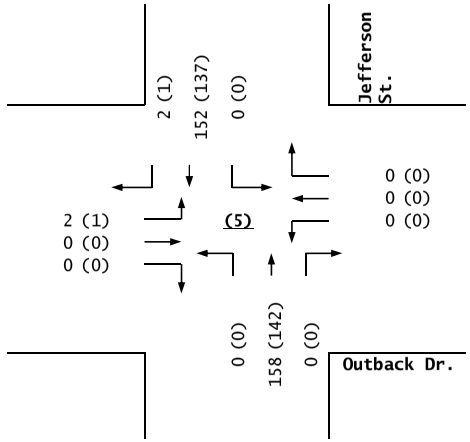
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Outback Dr.)			**Westbound (Outback Dr.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	1	0	2	0	0	0	6	877	0	0	619	12
2019 PM Peak Hr. Volumes	4	0	13	0	0	0	10	824	0	0	1,032	28

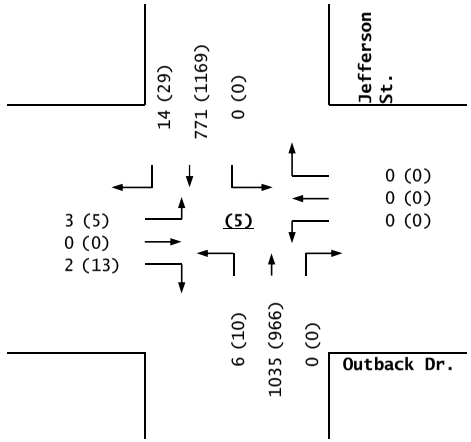
2019
NO BUILD



Trips



2019
BUILD



Outback Dr. / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Driveway "A" / Jefferson St.

INTERSECTION: E-W Street: **Driveway "A"** (6)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Implementation Year **2019**

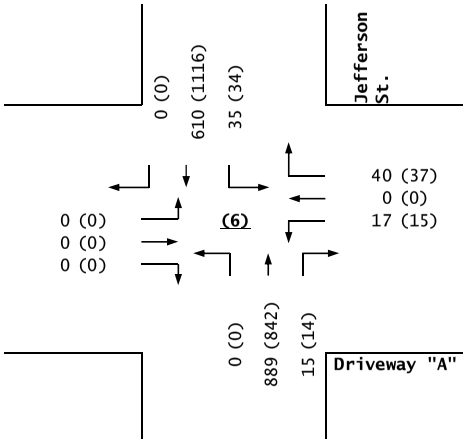
Growth Rates	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Driveway "A")			**Westbound (Driveway "A")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	17	0	40	0	0	15	35	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***17***	***0***	***40***	***0***	***889***	***15***	***35***	***610***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***	***22.44%***
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.04%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	60	0	0	12	50
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**17**	**0**	**40**	**0**	**949**	**15**	**35**	**622**	**50**

	Eastbound (Driveway "A")			**Westbound (Driveway "A")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	15	0	37	0	0	14	34	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***15***	***0***	***37***	***0***	***842***	***14***	***34***	***1,116***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***	***22.44%***
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.04%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	54	0	0	11	45
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**15**	**0**	**37**	**0**	**896**	**14**	**34**	**1,127**	**45**

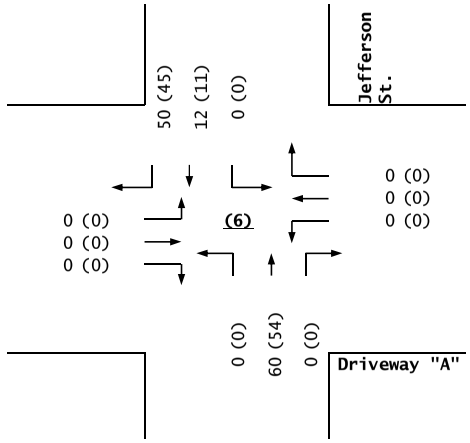
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Driveway "A")			**Westbound (Driveway "A")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	0	0	0	17	0	40	0	0	15	35	0	0
2019 PM Peak Hr. Volumes	0	0	0	15	0	37	0	0	14	34	0	0

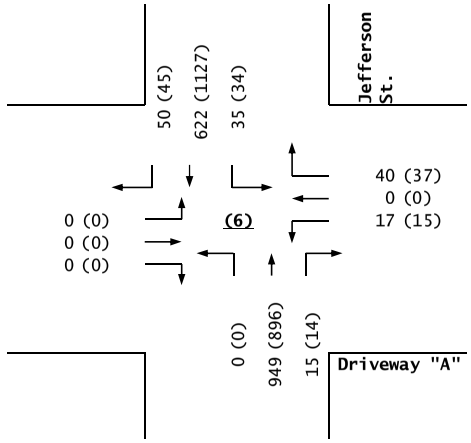
2019
NO BUILD



Trips



2019
BUILD



Driveway "A" / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Driveway "B" / Jefferson St.

INTERSECTION: E-W Street: **Driveway "B"** (7)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Implementation Year **2019**

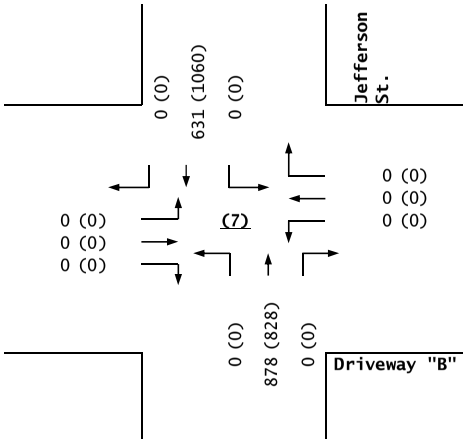
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Driveway "B")			**Westbound (Driveway "B")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***878***	***0***	***0***	***631***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***
Percent Commercial Trips Generated(Exiting)	***28.04%***	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	60	0	153	0	0	0	160	0	0	0	0	12
Total AM Peak Hour BUILD Volumes	**60**	**0**	**153**	**0**	**0**	**0**	**160**	**878**	**0**	**0**	**631**	**12**

	Eastbound (Driveway "B")			**Westbound (Driveway "B")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***828***	***0***	***0***	***1,060***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***
Percent Commercial Trips Generated(Exiting)	***28.04%***	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	54	0	138	0	0	0	144	0	0	0	0	11
Total PM Peak Hour BUILD Volumes	**54**	**0**	**138**	**0**	**0**	**0**	**144**	**828**	**0**	**0**	**1,060**	**11**

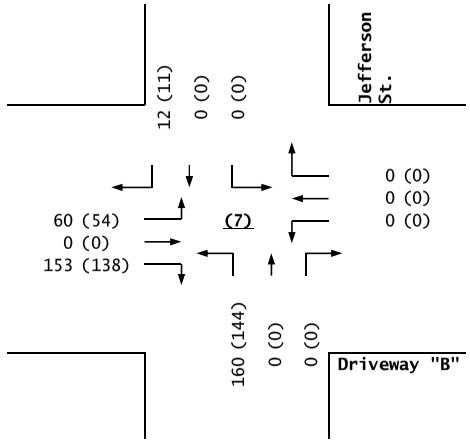
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Driveway "B")			**Westbound (Driveway "B")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2019 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

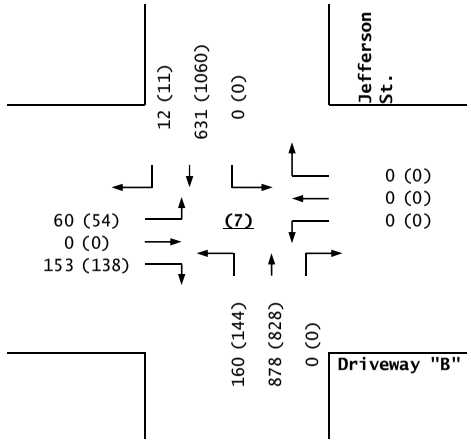
2019
NO BUILD



Trips



2019
BUILD



Driveway "B" / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2029) - 100% Development

INTERSECTION: **Summary**

Singer Blvd. / Jefferson St. (1)

3.0% Truck	0.84 PHF	Eastbound (Singer Blvd.)			Westbound (Singer Blvd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		125	29	186	75	20	21	391	538	305	20	265	163
2029 (NO BUILD - A.M.)		*131*	*31*	*195*	*79*	*21*	*22*	*410*	*564*	*320*	*21*	*279*	*171*
2029 (BUILD - A.M.)		***131***	***31***	***195***	***79***	***21***	***22***	***410***	***574***	***320***	***21***	***289***	***171***
	0.93 PHF	Eastbound (Singer Blvd.)			Westbound (Singer Blvd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		223	37	466	296	45	46	194	274	158	15	632	134
2029 (NO BUILD - P.M.)		*234*	*39*	*490*	*311*	*47*	*49*	*204*	*288*	*166*	*16*	*664*	*140*
2029 (BUILD - P.M.)		***234***	***39***	***490***	***311***	***47***	***49***	***204***	***297***	***166***	***16***	***673***	***140***

I-25 N. Ramp / Jefferson St. (2)

3.0% Truck	0.83 PHF	Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		0	0	0	259	325	141	279	0	0	0	0	236
2029 (NO BUILD - A.M.)		*0*	*0*	*0*	*272*	*341*	*148*	*295*	*1,227*	*0*	*0*	*603*	*248*
2029 (BUILD - A.M.)		***0***	***0***	***0***	***284***	***341***	***148***	***333***	***1,237***	***0***	***0***	***613***	***248***
	0.95 PHF	Eastbound (I-25 N. Ramp)			Westbound (I-25 N. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		0	0	0	364	493	47	385	0	0	0	0	618
2029 (NO BUILD - P.M.)		*0*	*0*	*0*	*382*	*518*	*50*	*408*	*607*	*0*	*0*	*1,318*	*649*
2029 (BUILD - P.M.)		***0***	***0***	***0***	***393***	***518***	***50***	***442***	***616***	***0***	***0***	***1,327***	***649***

I-25 S. Ramp / Jefferson St. (3)

3.0% Truck	0.83 PHF	Eastbound (I-25 S. Ramp)			Westbound (I-25 S. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		764	306	178	0	0	0	0	685	204	102	467	0
2029 (NO BUILD - A.M.)		*802*	*321*	*187*	*0*	*0*	*0*	*0*	*720*	*214*	*108*	*495*	*0*
2029 (BUILD - A.M.)		***802***	***321***	***226***	***0***	***0***	***0***	***0***	***768***	***226***	***108***	***518***	***0***
	0.94 PHF	Eastbound (I-25 S. Ramp)			Westbound (I-25 S. Ramp)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		482	657	209	0	0	0	0	484	358	303	941	0
2029 (NO BUILD - P.M.)		*506*	*690*	*219*	*0*	*0*	*0*	*0*	*509*	*376*	*321*	*997*	*0*
2029 (BUILD - P.M.)		***506***	***690***	***254***	***0***	***0***	***0***	***0***	***552***	***387***	***321***	***1,018***	***0***

McLeod Rd. / Jefferson St. (4)

3.0% Truck	0.80 PHF	Eastbound (McLeod Rd.)			Westbound (McLeod Rd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		10	46	17	88	29	369	17	444	25	206	374	25
2029 (NO BUILD - A.M.)		*11*	*49*	*18*	*93*	*31*	*387*	*18*	*466*	*26*	*216*	*392*	*26*
2029 (BUILD - A.M.)		***15***	***49***	***18***	***93***	***31***	***468***	***18***	***539***	***26***	***294***	***462***	***30***
	0.93 PHF	Eastbound (McLeod Rd.)			Westbound (McLeod Rd.)			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		13	66	25	103	12	329	10	470	107	403	629	8
2029 (NO BUILD - P.M.)		*14*	*70*	*26*	*108*	*13*	*345*	*11*	*494*	*112*	*423*	*660*	*8*
2029 (BUILD - P.M.)		***17***	***70***	***26***	***108***	***13***	***418***	***11***	***560***	***112***	***493***	***723***	***11***

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2029) - 100% Development

INTERSECTION: **Summary**

Outback Dr. / Jefferson St.

(5) 3.0% Truck	0.83 Eastbound (Outback Dr.)			0.83 Westbound (Outback Dr.)			0.83 Northbound (Jefferson St.)			0.83 Southbound (Jefferson St.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	1	0	2	0	0	0	6	877	0	0	619	12	
2029 (NO BUILD - A.M.)	*1*	*0*	*2*	*0*	*0*	*0*	*6*	*921*	*0*	*0*	*650*	*13*	
2029 (BUILD - A.M.)	***3***	***0***	***2***	***0***	***0***	***0***	***6***	***1,079***	***0***	***0***	***802***	***15***	
	0.97 Eastbound (Outback Dr.)			0.97 Westbound (Outback Dr.)			0.97 Northbound (Jefferson St.)			0.97 Southbound (Jefferson St.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	4	0	13	0	0	0	10	824	0	0	1,032	28	
2029 (NO BUILD - P.M.)	*4*	*0*	*14*	*0*	*0*	*0*	*11*	*865*	*0*	*0*	*1,083*	*30*	
2029 (BUILD - P.M.)	***5***	***0***	***14***	***0***	***0***	***0***	***11***	***1,007***	***0***	***0***	***1,220***	***31***	

Driveway "A" / Jefferson St.

(6) 3.0% Truck	0.83 Eastbound (Driveway "A")			0.83 Westbound (Driveway "A")			0.83 Northbound (Jefferson St.)			0.83 Southbound (Jefferson St.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	17	0	40	0	0	15	35	0	0	
2029 (NO BUILD - A.M.)	*0*	*0*	*0*	*18*	*0*	*42*	*0*	*934*	*16*	*37*	*645*	*0*	
2029 (BUILD - A.M.)	***0***	***0***	***0***	***18***	***0***	***42***	***0***	***994***	***16***	***37***	***657***	***50***	
	0.94 Eastbound (Driveway "A")			0.94 Westbound (Driveway "A")			0.94 Northbound (Jefferson St.)			0.94 Southbound (Jefferson St.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	15	0	37	0	0	14	34	0	0	
2029 (NO BUILD - P.M.)	*0*	*0*	*0*	*16*	*0*	*39*	*0*	*885*	*15*	*36*	*1,180*	*0*	
2029 (BUILD - P.M.)	***0***	***0***	***0***	***16***	***0***	***39***	***0***	***939***	***15***	***36***	***1,191***	***45***	

Driveway "B" / Jefferson St.

(7) 3.0% Truck	0.83 Eastbound (Driveway "B")			0.83 Westbound (Driveway "B")			0.83 Northbound (Jefferson St.)			0.83 Southbound (Jefferson St.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2029 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*922*	*0*	*0*	*663*	*0*	
2029 (BUILD - A.M.)	***60***	***0***	***153***	***0***	***0***	***0***	***160***	***922***	***0***	***0***	***663***	***12***	
	0.94 Eastbound (Driveway "B")			0.94 Westbound (Driveway "B")			0.94 Northbound (Jefferson St.)			0.94 Southbound (Jefferson St.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2029 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*869*	*0*	*0*	*1,113*	*0*	
2029 (BUILD - P.M.)	***54***	***0***	***138***	***0***	***0***	***0***	***144***	***869***	***0***	***0***	***1,113***	***11***	

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Singer Blvd. / Jefferson St.

INTERSECTION: E-W Street: **Singer Blvd.** (1)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Horizon Year **2029**

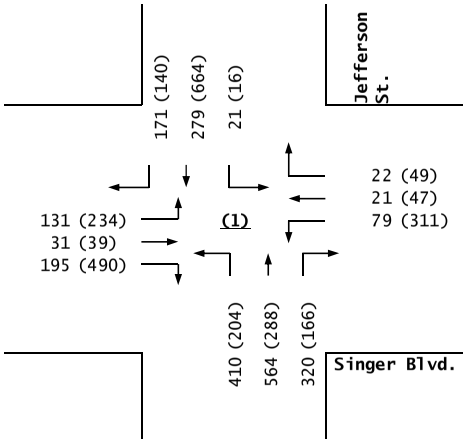
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Singer Blvd.)			**Westbound (Singer Blvd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	124	29	185	75	20	21	389	535	303	20	264	162
Background Traffic Growth	7	2	10	4	1	1	21	29	17	1	15	9
Subtotal (NO BUILD - A.M.)	***131***	***31***	***195***	***79***	***21***	***22***	***410***	***564***	***320***	***21***	***279***	***171***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	10	0	0	10	0
Total AM Peak Hour BUILD Volumes	**131**	**31**	**195**	**79**	**21**	**22**	**410**	**574**	**320**	**21**	**289**	**171**

	Eastbound (Singer Blvd.)			**Westbound (Singer Blvd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	222	37	464	295	45	46	193	273	157	15	629	133
Background Traffic Growth	12	2	26	16	2	3	11	15	9	1	35	7
Subtotal (NO BUILD - P.M.)	***234***	***39***	***490***	***311***	***47***	***49***	***204***	***288***	***166***	***16***	***664***	***140***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	9	0	0	9	0
Total PM Peak Hour BUILD Volumes	**234**	**39**	**490**	**311**	**47**	**49**	**204**	**297**	**166**	**16**	**673**	**140**

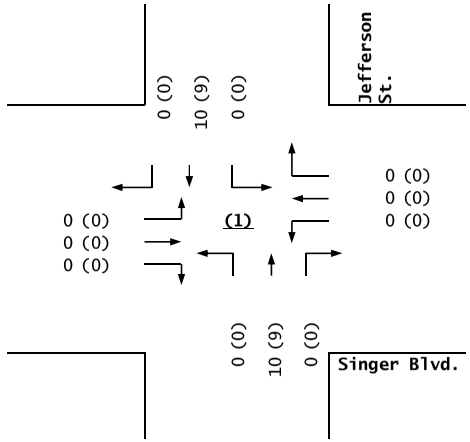
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Singer Blvd.)			**Westbound (Singer Blvd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	125	29	186	75	20	21	391	538	305	20	265	163
2019 PM Peak Hr. Volumes	223	37	466	296	45	46	194	274	158	15	632	134

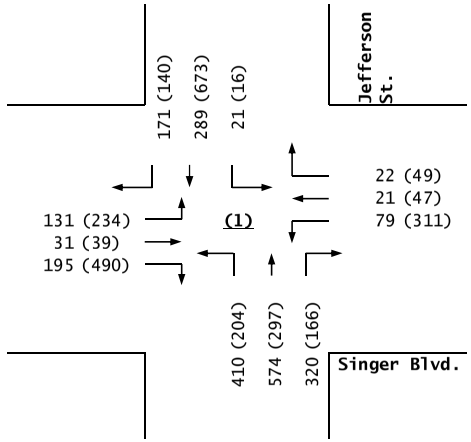
2029
NO BUILD



Trips



2029
BUILD



Singer Blvd. / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

I-25 N. Ramp / Jefferson St.

INTERSECTION: E-W Street: **I-25 N. Ramp**
N-S Street: **Jefferson St.**

(2) Due to the close proximity of the ramps & Drive "A", the volumes were balanced & may not match the existing volumes.

Year of Existing Counts 2018
Horizon Year **2029**

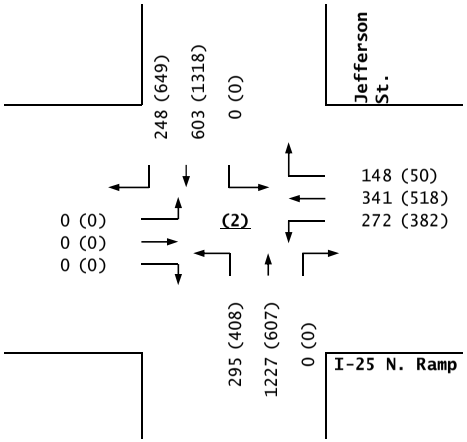
Growth Rates	**0.50%**			**0.50%**			**0.60%**			**0.50%**		
	Eastbound (I-25 N. Ramp)			**Westbound (I-25 N. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	258	323	140	277	0	0	0	0	235
Background Traffic Growth	0	0	0	14	18	8	18	0	0	0	0	13
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***272***	***341***	***148***	***295***	***1,227***	***0***	***0***	***603***	***248***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.69%***	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	12	0	0	38	10	0	0	10	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**284**	**341**	**148**	**333**	**1,237**	**0**	**0**	**613**	**248**

	Eastbound (I-25 N. Ramp)			**Westbound (I-25 N. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	362	491	47	383	0	0	0	0	615
Background Traffic Growth	0	0	0	20	27	3	25	0	0	0	0	34
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***382***	***518***	***50***	***408***	***607***	***0***	***0***	***1,318***	***649***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.72%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.69%***	***4.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	11	0	0	34	9	0	0	9	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**393**	**518**	**50**	**442**	**616**	**0**	**0**	**1,327**	**649**

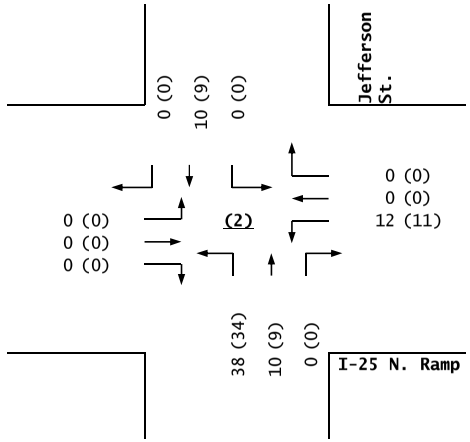
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (I-25 N. Ramp)			**Westbound (I-25 N. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	0	0	0	259	325	141	279	0	0	0	0	236
2019 PM Peak Hr. Volumes	0	0	0	364	493	47	385	0	0	0	0	618

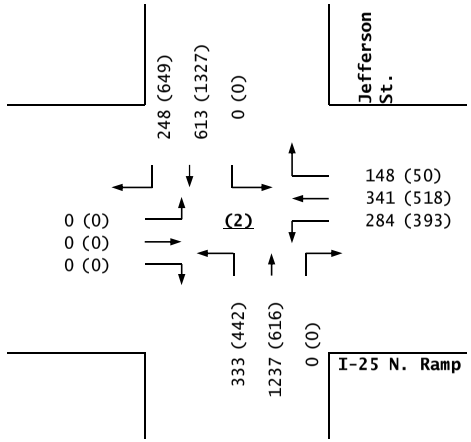
2029
NO BUILD



Trips



2029
BUILD



I-25 N. Ramp / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

I-25 S. Ramp / Jefferson St.

INTERSECTION: E-W Street: **I-25 S. Ramp**
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Horizon Year **2029**

(3) Due to the close proximity of the ramps & Drive "A", the volumes were balanced & may not match the existing volumes.

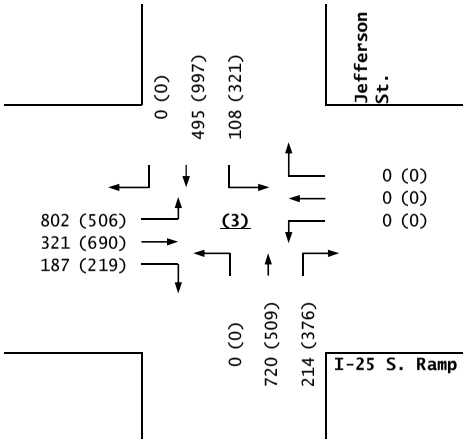
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.60%**		
	Eastbound (I-25 S. Ramp)			**Westbound (I-25 S. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	760	304	177	0	0	0	0	682	203	101	464	0
Background Traffic Growth	42	17	10	0	0	0	0	38	11	7	31	0
Subtotal (NO BUILD - A.M.)	***802***	***321***	***187***	***0***	***0***	***0***	***0***	***720***	***214***	***108***	***495***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***17.69%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.41%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	39	0	0	0	0	48	12	0	23	0
Total AM Peak Hour BUILD Volumes	**802**	**321**	**226**	**0**	**0**	**0**	**0**	**768**	**226**	**108**	**518**	**0**

	Eastbound (I-25 S. Ramp)			**Westbound (I-25 S. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	480	654	208	0	0	0	0	482	356	301	935	0
Background Traffic Growth	26	36	11	0	0	0	0	27	20	20	62	0
Subtotal (NO BUILD - P.M.)	***506***	***690***	***219***	***0***	***0***	***0***	***0***	***509***	***376***	***321***	***997***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***17.69%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.41%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	35	0	0	0	0	43	11	0	21	0
Total PM Peak Hour BUILD Volumes	**506**	**690**	**254**	**0**	**0**	**0**	**0**	**552**	**387**	**321**	**1,018**	**0**

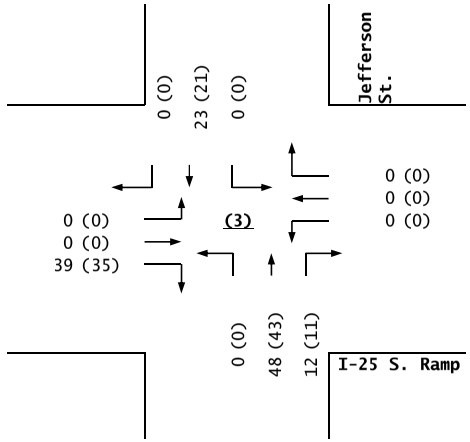
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (I-25 S. Ramp)			**Westbound (I-25 S. Ramp)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	764	306	178	0	0	0	0	685	204	102	467	0
2019 PM Peak Hr. Volumes	482	657	209	0	0	0	0	484	358	303	941	0

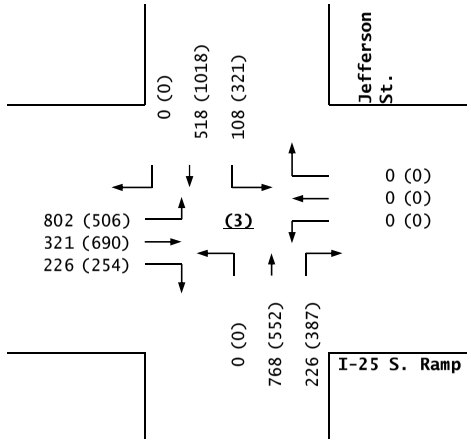
2029
NO BUILD



Trips



2029
BUILD



I-25 S. Ramp / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

McLeod Rd. / Jefferson St.

INTERSECTION: E-W Street: **McLeod Rd.** N-S Street: **Jefferson St.**

Year of Existing Counts 2018

Horizon Year **2029**

(4) Due to the close proximity of the ramps & Drive "A", the volumes were balanced & may not match the existing volumes.

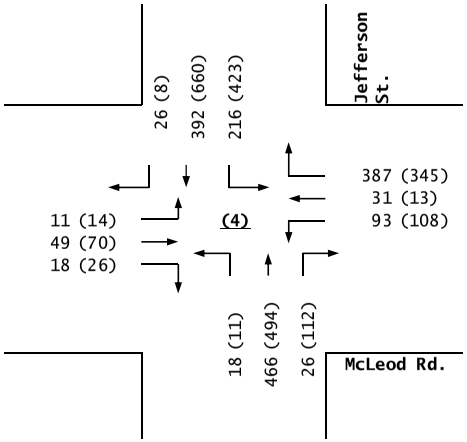
Growth Rates	0.50%			0.50%			0.50%			0.50%		
	Eastbound (McLeod Rd.)			**Westbound (McLeod Rd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	10	46	17	88	29	367	17	442	25	205	372	25
Background Traffic Growth	1	3	1	5	2	20	1	24	1	11	20	1
Subtotal (NO BUILD - A.M.)	***11***	***49***	***18***	***93***	***31***	***387***	***18***	***466***	***26***	***216***	***392***	***26***
Percent Commercial Trips Generated(Entering)	***1.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	*0.00%*	***33.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	***33.05%***	***1.70%***
Total Trips Generated	4	0	0	0	0	81	0	73	0	78	70	4
Total AM Peak Hour BUILD Volumes	**15**	**49**	**18**	**93**	**31**	**468**	**18**	**539**	**26**	**294**	**462**	**30**

	Eastbound (McLeod Rd.)			**Westbound (McLeod Rd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	66	25	102	12	327	10	468	106	401	626	8
Background Traffic Growth	1	4	1	6	1	18	1	26	6	22	34	0
Subtotal (NO BUILD - P.M.)	***14***	***70***	***26***	***108***	***13***	***345***	***11***	***494***	***112***	***423***	***660***	***8***
Percent Commercial Trips Generated(Entering)	***1.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	*0.00%*	***33.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.49%***	***33.05%***	***1.70%***
Total Trips Generated	3	0	0	0	0	73	0	66	0	70	63	3
Total PM Peak Hour BUILD Volumes	**17**	**70**	**26**	**108**	**13**	**418**	**11**	**560**	**112**	**493**	**723**	**11**

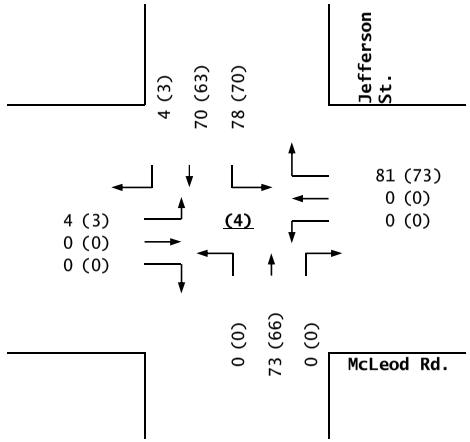
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (McLeod Rd.)			**Westbound (McLeod Rd.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	10	46	17	88	29	369	17	444	25	206	374	25
2019 PM Peak Hr. Volumes	13	66	25	103	12	329	10	470	107	403	629	8

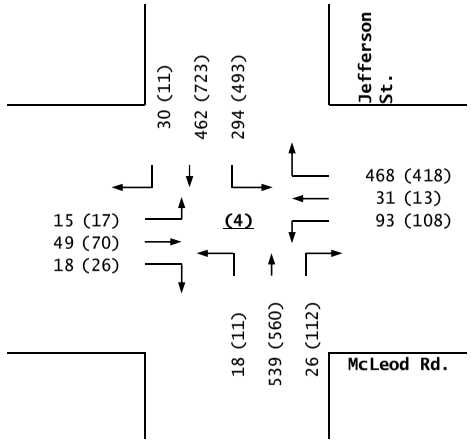
2029
NO BUILD



Trips



2029
BUILD



McLeod Rd. / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Outback Dr. / Jefferson St.

INTERSECTION: E-W Street: **Outback Dr.** (5)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Horizon Year **2029**

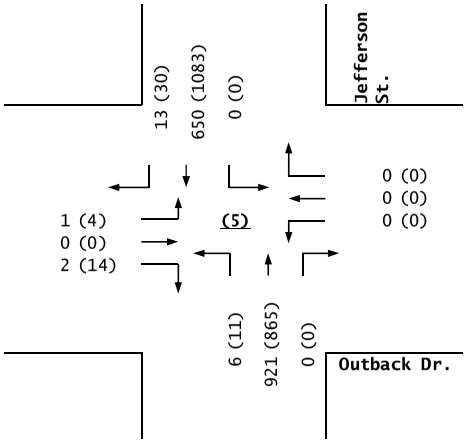
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Outback Dr.)			**Westbound (Outback Dr.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	1	0	2	0	0	0	6	873	0	0	616	12
Background Traffic Growth	0	0	0	0	0	0	0	48	0	0	34	1
Subtotal (NO BUILD - A.M.)	***1***	***0***	***2***	***0***	***0***	***0***	***6***	***921***	***0***	***0***	***650***	***13***
Percent Commercial Trips Generated(Entering)	***0.73%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	***0.73%***
Total Trips Generated	2	0	0	0	0	0	0	158	0	0	152	2
Total AM Peak Hour BUILD Volumes	**3**	**0**	**2**	**0**	**0**	**0**	**6**	**1,079**	**0**	**0**	**802**	**15**

	Eastbound (Outback Dr.)			**Westbound (Outback Dr.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	0	13	0	0	0	10	820	0	0	1,027	28
Background Traffic Growth	0	0	1	0	0	0	1	45	0	0	56	2
Subtotal (NO BUILD - P.M.)	***4***	***0***	***14***	***0***	***0***	***0***	***11***	***865***	***0***	***0***	***1,083***	***30***
Percent Commercial Trips Generated(Entering)	***0.73%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.24%***	***0.73%***
Total Trips Generated	1	0	0	0	0	0	0	142	0	0	137	1
Total PM Peak Hour BUILD Volumes	**5**	**0**	**14**	**0**	**0**	**0**	**11**	**1,007**	**0**	**0**	**1,220**	**31**

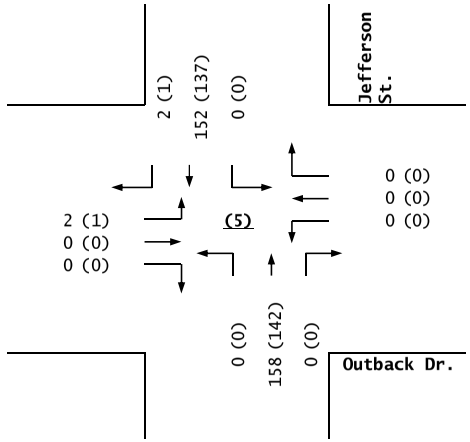
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Outback Dr.)			**Westbound (Outback Dr.)**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	1	0	2	0	0	0	6	877	0	0	619	12
2019 PM Peak Hr. Volumes	4	0	13	0	0	0	10	824	0	0	1,032	28

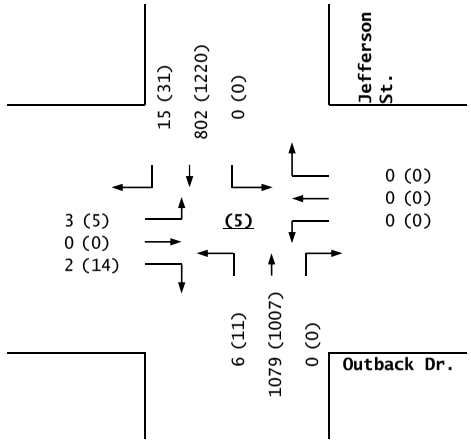
2029
NO BUILD



Trips



2029
BUILD



Outback Dr. / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Driveway "A" / Jefferson St.

INTERSECTION: E-W Street: **Driveway "A"** (6)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Horizon Year **2029**
Growth Rates 0.50% 0.50% 0.50% 0.50%

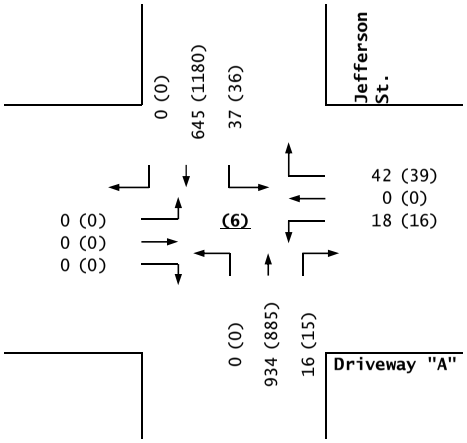
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	17	0	40	0	0	15	35	0	0
Background Traffic Growth	0	0	0	1	0	2	0	0	1	2	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***18***	***0***	***42***	***0***	***934***	***16***	***37***	***645***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***	***22.44%***
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.04%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	60	0	0	12	50
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**18**	**0**	**42**	**0**	**994**	**16**	**37**	**657**	**50**

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	15	0	37	0	0	14	34	0	0
Background Traffic Growth	0	0	0	1	0	2	0	0	1	2	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***16***	***0***	***39***	***0***	***885***	***15***	***36***	***1,180***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***	***22.44%***
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.04%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	54	0	0	11	45
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**16**	**0**	**39**	**0**	**939**	**15**	**36**	**1,191**	**45**

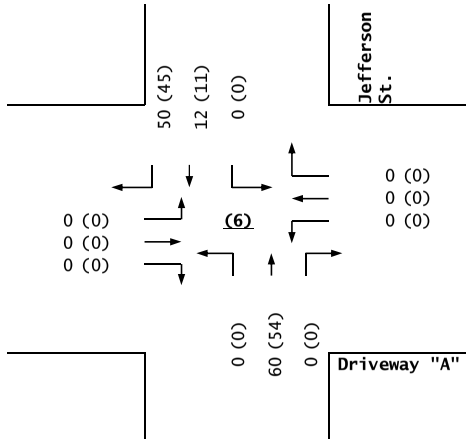
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St.)			Southbound (Jefferson St.)		
2019 AM Peak Hr. Volumes	0	0	0	17	0	40	0	0	15	35	0	0
2019 PM Peak Hr. Volumes	0	0	0	15	0	37	0	0	14	34	0	0

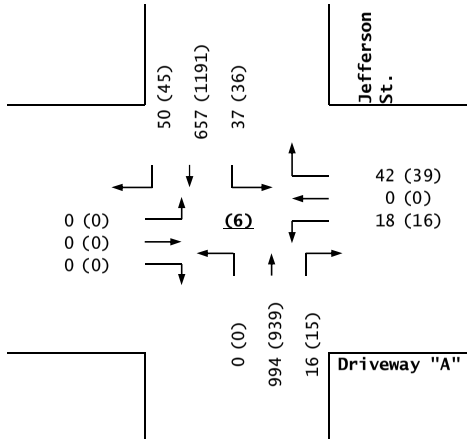
2029
NO BUILD



Trips



2029
BUILD



Driveway "A" / Jefferson St.

Maverik Convenience Store (I-25 / Jefferson St.)

Projected Turning Movements Worksheet

Driveway "B" / Jefferson St.

INTERSECTION: E-W Street: **Driveway "B"** (7)
N-S Street: **Jefferson St.**

Year of Existing Counts 2018
Horizon Year **2029**

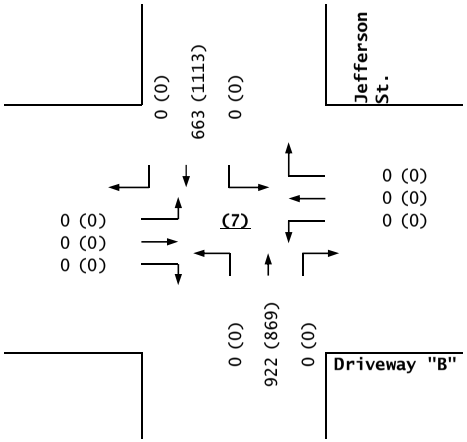
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Driveway "B")			**Westbound (Driveway "B")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***922***	***0***	***0***	***663***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***
Percent Commercial Trips Generated(Exiting)	***28.04%***	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	60	0	153	0	0	0	160	0	0	0	0	12
Total AM Peak Hour BUILD Volumes	**60**	**0**	**153**	**0**	**0**	**0**	**160**	**922**	**0**	**0**	**663**	**12**

	Eastbound (Driveway "B")			**Westbound (Driveway "B")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***869***	***0***	***0***	***1,113***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.60%***
Percent Commercial Trips Generated(Exiting)	***28.04%***	*0.00%*	***71.97%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	54	0	138	0	0	0	144	0	0	0	0	11
Total PM Peak Hour BUILD Volumes	**54**	**0**	**138**	**0**	**0**	**0**	**144**	**869**	**0**	**0**	**1,113**	**11**

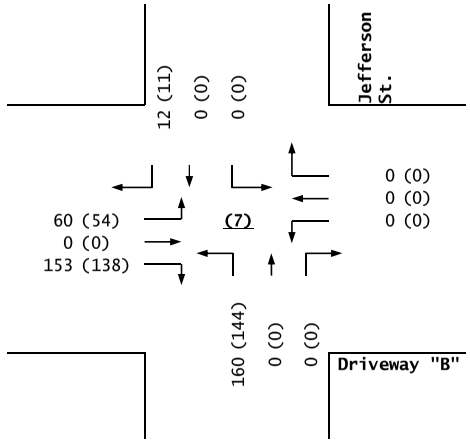
	Entering	Exiting		
Number of Commercial Trips Generated	**222**	**213**	A.M.	100% Commercial Development
	200	**192**	P.M.	

	Eastbound (Driveway "B")			**Westbound (Driveway "B")**			**Northbound (Jefferson St.)**			**Southbound (Jefferson St.)**		
2019 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2019 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

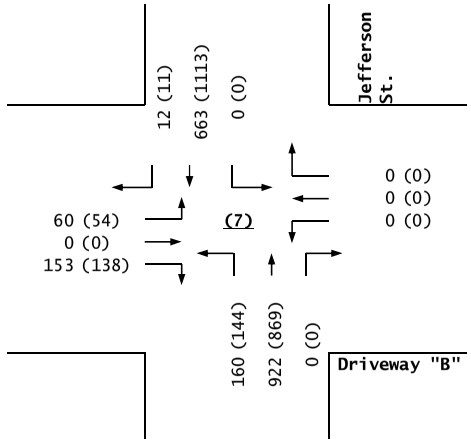
2029
NO BUILD



Trips



2029
BUILD

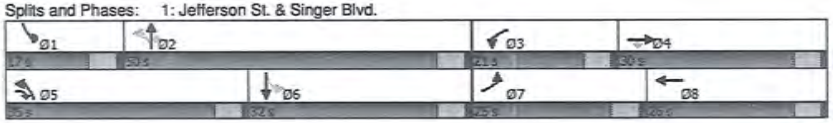


Driveway "B" / Jefferson St.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	125	29	186	75	20	391	538	305	20	265
Future Volume (vph)	125	29	186	75	20	391	538	305	20	265
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	13.2	11.7	38.5	7.9	6.3	58.2	47.1	47.1	37.5	31.4
Actuated g/C Ratio	0.14	0.13	0.41	0.09	0.07	0.63	0.51	0.51	0.40	0.34
v/c Ratio	0.60	0.15	0.28	0.31	0.20	0.72	0.36	0.37	0.07	0.43
Control Delay	48.2	38.6	3.0	44.3	28.0	16.7	15.1	2.8	11.8	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	38.6	3.0	44.3	28.0	16.7	15.1	2.8	11.8	22.2
LOS	D	D	A	D	C	B	B	A	B	C
Approach Delay		22.7			38.5		12.5			21.7
Approach LOS		C			D		B			C

Intersection Summary			
Cycle Length: 118			
Actuated Cycle Length: 92.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Jefferson St. & Singer Blvd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	29	186	75	20	21	391	538	305	20	265	163
Future Volume (veh/h)	125	29	186	75	20	21	391	538	305	20	265	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	149	35	221	89	24	25	465	640	0	24	315	194
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	191	263	511	196	160	143	653	1815		488	823	495
Arrive On Green	0.11	0.14	0.14	0.06	0.09	0.09	0.18	0.51	0.00	0.06	0.39	0.39
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2116	1273
Grp Volume(v), veh/h	149	35	221	89	24	25	465	640	0	24	261	248
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1626
Q Serve(g_s), s	7.2	1.4	9.6	2.2	1.1	1.3	12.6	9.4	0.0	0.7	9.3	9.6
Cycle Q Clear(g_c), s	7.2	1.4	9.6	2.2	1.1	1.3	12.6	9.4	0.0	0.7	9.3	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	191	263	511	196	160	143	653	1815		488	686	633
V/C Ratio(X)	0.78	0.13	0.43	0.45	0.15	0.17	0.71	0.35		0.05	0.38	0.39
Avail Cap(c_a), veh/h	404	531	738	628	424	378	936	1815		630	686	633
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	32.8	23.2	39.9	36.6	36.7	11.3	12.6	0.0	13.6	19.1	19.2
Incr Delay (d2), s/veh	6.8	0.2	0.6	1.6	0.4	0.6	1.5	0.5	0.0	0.0	1.6	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(95%),veh/ln	6.1	1.2	6.4	1.7	0.9	0.9	8.1	6.5	0.0	0.5	7.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	33.0	23.8	41.5	37.0	37.3	12.8	13.1	0.0	13.6	20.7	21.1
LnGrp LOS	D	C	C	D	D	D	B	B		B	C	C
Approach Vol, veh/h		405			138			1105	A		533	
Approach Delay, s/veh		32.3			40.0			13.0			20.6	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	10.0	17.4	21.0	39.0	14.4	12.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	7	11.4	4.2	11.6	14.6	11.6	9.2	3.3
Green Ext Time (p_c), s	0.0	5.0	0.2	0.7	1.4	2.8	0.3	0.2

Intersection Summary		
HCM 6th Ctrl Delay	20.1	
HCM 6th LOS	C	

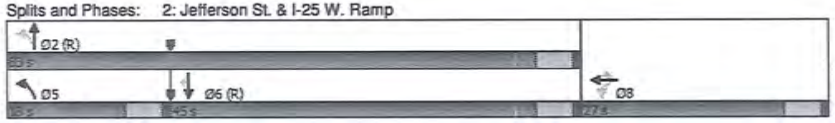
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	259	325	141	279	1170	569	236
Future Volume (vph)	259	325	141	279	1170	569	236
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	27.0	18.0	63.0	45.0	45.0
Total Split (%)	30.0%	30.0%	30.0%	20.0%	70.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	19.3	19.3	19.3	60.7	60.7	44.1	44.1
Actuated g/C Ratio	0.21	0.21	0.21	0.67	0.67	0.49	0.49
v/c Ratio	0.67	0.67	0.42	0.64	0.60	0.40	0.33
Control Delay	42.0	37.0	18.4	15.9	9.9	16.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.0	37.0	18.4	15.9	10.1	16.3	7.1
LOS	D	D	B	B	B	B	A
Approach Delay		34.7			11.2	13.6	
Approach LOS		C			B	B	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0.9 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	325	141	279	1170	0	0	569	236
Future Volume (veh/h)	0	0	0	259	325	141	279	1170	0	0	569	236
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				235	500	170	336	1410	0	0	686	284
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				325	682	289	525	2486	0	0	1889	843
Arrive On Green				0.18	0.18	0.18	0.23	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				235	500	170	336	1410	0	0	686	284
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				11.3	11.4	8.9	7.9	0.0	0.0	0.0	10.1	9.2
Cycle Q Clear(g_c), s				11.3	11.4	8.9	7.9	0.0	0.0	0.0	10.1	9.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				325	682	289	525	2486	0	0	1889	843
V/C Ratio(X)				0.72	0.73	0.59	0.64	0.57	0.00	0.00	0.36	0.34
Avail Cap(c_a), veh/h				432	907	384	579	2486	0	0	1889	843
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.70	0.70	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				34.6	34.6	33.6	6.8	0.0	0.0	0.0	12.0	11.8
Incr Delay (d2), s/veh				4.0	2.1	1.9	1.5	0.7	0.0	0.0	0.5	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
%ile BackOfQ(95%),veh/ln				8.8	9.0	6.3	3.7	0.4	0.0	0.0	6.9	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.6	36.8	35.5	8.3	0.7	0.0	0.0	12.5	12.8
LnGrp LOS				D	D	D	A	A	A	A	B	B
Approach Vol, veh/h					905			1746			970	
Approach Delay, s/veh					37.0			2.1			12.6	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	68.5		15.2	53.2		21.5				
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0				
Max Green Setting (Gmax), s	58.0		13.0	40.0		22.0				
Max Q Clear Time (g_c+I1), s	2.0		9.9	12.1		13.4				
Green Ext Time (p_c), s	16.7		0.3	6.4		3.1				

Intersection Summary		
HCM 6th Ctrl Delay	13.7	
HCM 6th LOS	B	

Notes

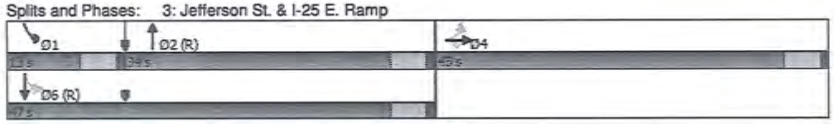
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	764	306	178	685	102	467
Future Volume (vph)	764	306	178	685	102	467
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	34.0	13.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	37.8%	14.4%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	25.7	25.7	25.7	41.3	54.3	54.3
Actuated g/C Ratio	0.29	0.29	0.29	0.46	0.60	0.60
v/c Ratio	0.60	0.59	0.36	0.68	0.43	0.27
Control Delay	32.0	29.4	4.6	23.5	21.2	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	29.4	4.6	23.5	21.2	7.9
LOS	C	C	A	C	C	A
Approach Delay		25.0		23.5		10.2
Approach LOS		C		C		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6.3 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 56.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	764	306	178	0	0	0	0	685	204	102	467	0
Future Volume (veh/h)	764	306	178	0	0	0	0	685	204	102	467	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	461	368	214				0	825	246	123	563	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	914	480	407				0	1390	414	338	2222	0
Arrive On Green	0.26	0.26	0.26				0.00	0.52	0.52	0.11	1.00	0.00
Sat Flow, veh/h	3534	1856	1572				0	2770	798	1767	3618	0
Grp Volume(v), veh/h	461	368	214				0	543	528	123	563	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1712	1767	1763	0
Q Serve(g_s), s	10.0	16.5	10.5				0.0	19.3	19.3	2.8	0.0	0.0
Cycle Q Clear(g_c), s	10.0	16.5	10.5				0.0	19.3	19.3	2.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	914	480	407				0	915	889	338	2222	0
V/C Ratio(X)	0.50	0.77	0.53				0.00	0.59	0.59	0.36	0.25	0.00
Avail Cap(c_a), veh/h	1492	783	664				0	915	889	396	2222	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	28.4	30.9	28.6				0.0	15.0	15.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.6	1.1				0.0	2.8	2.9	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	12.0	7.2				0.0	12.5	12.2	1.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	33.5	29.7				0.0	17.9	18.0	11.0	0.2	0.0
LnGrp LOS	C	C	C				A	B	B	B	A	A
Approach Vol, veh/h		1043						1071			686	
Approach Delay, s/veh		30.7						17.9			2.2	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.0	51.7	28.3	61.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	29.0	38.0	42.0
Max Q Clear Time (g_c+I1), s	4.8	21.3	18.5	2.0
Green Ext Time (p_c), s	0.1	4.1	4.8	4.4

Intersection Summary

HCM 6th Ctrl Delay 18.8
HCM 6th LOS B

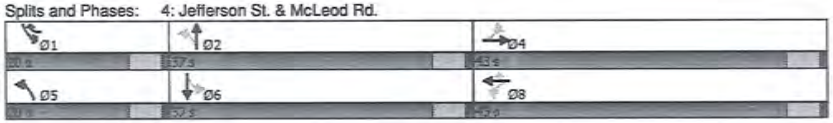
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	46	88	29	369	17	444	206	374
Future Volume (vph)	10	46	88	29	369	17	444	206	374
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	11.3	11.3	11.3	11.3	26.8	38.1	32.3	46.5	37.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.39	0.55	0.47	0.67	0.53
v/c Ratio	0.06	0.26	0.52	0.12	0.68	0.04	0.36	0.43	0.27
Control Delay	25.5	22.3	36.3	26.1	18.5	5.4	13.7	6.7	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	22.3	36.3	26.1	18.5	5.4	13.7	6.7	9.5
LOS	C	C	D	C	B	A	B	A	A
Approach Delay		22.8		22.2			13.4		8.6
Approach LOS		C		C			B		A

Intersection Summary		
Cycle Length: 100		
Actuated Cycle Length: 69.2		
Natural Cycle: 55		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay: 14.6	Intersection LOS: B	
Intersection Capacity Utilization 52.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	46	17	88	29	369	17	444	25	206	374	25
Future Volume (veh/h)	10	46	17	88	29	369	17	444	25	206	374	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	12	58	21	110	36	461	21	555	31	258	468	31
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	344	386	140	437	551	643	525	1367	76	523	1515	100
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.06	0.40	0.40	0.11	0.45	0.45
Sat Flow, veh/h	893	1300	471	1309	1856	1572	1767	3395	189	1767	3357	222
Grp Volume(v), veh/h	12	0	79	110	36	461	21	288	298	258	245	254
Grp Sat Flow(s),veh/h/ln	893	0	1771	1309	1856	1572	1767	1763	1821	1767	1763	1816
Q Serve(g_s), s	0.8	0.0	2.6	5.4	1.1	19.5	0.5	9.3	9.3	6.5	7.0	7.1
Cycle Q Clear(g_c), s	1.9	0.0	2.6	8.0	1.1	19.5	0.5	9.3	9.3	6.5	7.0	7.1
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.10	1.00		0.12
Lane Grp Cap(c), veh/h	344	0	526	437	551	643	525	710	733	523	795	819
V/C Ratio(X)	0.03	0.00	0.15	0.25	0.07	0.72	0.04	0.41	0.41	0.49	0.31	0.31
Avail Cap(c_a), veh/h	505	0	847	674	887	927	747	710	733	659	795	819
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	20.7	0.0	20.5	23.5	20.0	19.7	11.6	17.0	17.0	11.4	13.9	13.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	1.5	0.0	1.7	1.7	0.7	1.0	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(95%),veh/ln	0.3	0.0	1.9	3.0	0.8	11.2	0.3	7.0	7.2	4.3	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	0.0	20.7	23.8	20.1	21.2	11.6	18.7	18.6	12.2	14.9	14.9
LnGrp LOS	C	A	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		91			607			607			757	
Approach Delay, s/veh		20.7			21.6			18.4			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	37.0		28.6	10.0	40.9		28.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	3.5	11.3		4.6	2.5	9.1		21.5				
Green Ext Time (p_c), s	0.4	3.5		0.5	0.0	3.0		2.1				

Intersection Summary		
HCM 6th Ctrl Delay	17.8	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	6	877	619	12
Future Vol, veh/h	1	2	6	877	619	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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	2	7	1057	746	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1296	380	760	0	-	0
Stage 1	753	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	254	*827	1159	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	251	*827	1159	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1159	-	469	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s)	8.1	0.1	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	17	1	40	1	889	15	35	610	1
Future Vol, veh/h	0	0	0	17	1	40	1	889	15	35	610	1
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	35	-	-	-	-	-	-	-	-	-	-	75
Veh in Median Storage,-#		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	20	1	48	1	1071	18	42	735	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1357	1910	368	1534	1902	545	736	0	0	1089	0	0
Stage 1	819	819	-	1082	1082	-	-	-	-	-	-	-
Stage 2	538	1091	-	452	820	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	192	82	*827	*129	84	480	1191	-	-	631	-	-
Stage 1	636	588	-	*230	290	-	-	-	-	-	-	-
Stage 2	492	287	-	*780	587	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	155	73	*827	*118	74	480	1191	-	-	631	-	-
Mov Cap-2 Maneuver	155	73	-	*118	74	-	-	-	-	-	-	-
Stage 1	635	521	-	*230	289	-	-	-	-	-	-	-
Stage 2	440	286	-	*692	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	25.9	0	1.2
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1191	-	-	-	-	241	631	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.29	0.067	-	-
HCM Control Delay (s)	8	0	-	0	0	25.9	11.1	0.6	-
HCM Lane LOS	A	A	-	A	A	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.2	0.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	878	631	1
Future Vol, veh/h	1	1	1	878	631	1
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	1	1	1058	760	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1292	381	761	0	-	0
Stage 1	761	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	257	*827	1158	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	256	*827	1158	-	-	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

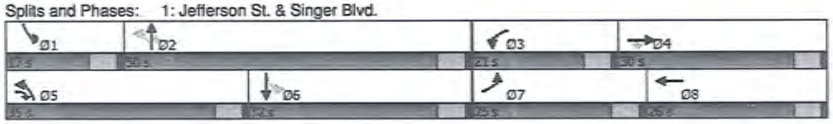
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1158	-	391	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	8.1	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	125	29	186	75	20	391	548	305	20	275
Future Volume (vph)	125	29	186	75	20	391	548	305	20	275
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	13.2	11.7	38.8	7.9	6.3	58.3	47.2	47.2	37.3	31.2
Actuated g/C Ratio	0.14	0.13	0.42	0.08	0.07	0.63	0.51	0.51	0.40	0.34
v/c Ratio	0.60	0.15	0.28	0.31	0.20	0.72	0.37	0.37	0.07	0.44
Control Delay	48.3	38.7	2.9	44.4	28.0	17.0	15.1	2.8	11.8	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	38.7	2.9	44.4	28.0	17.0	15.1	2.8	11.8	23.1
LOS	D	D	A	D	C	B	B	A	B	C
Approach Delay		22.7			38.6		12.7			22.6
Approach LOS		C			D		B			C

Intersection Summary			
Cycle Length: 118			
Actuated Cycle Length: 93			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Jefferson St. & Singer Blvd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	29	186	75	20	21	391	548	305	20	275	163
Future Volume (veh/h)	125	29	186	75	20	21	391	548	305	20	275	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	149	35	221	89	24	25	465	652	0	24	327	194
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	191	263	511	196	160	143	648	1815		485	835	485
Arrive On Green	0.11	0.14	0.14	0.06	0.09	0.09	0.18	0.51	0.00	0.06	0.39	0.39
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2147	1247
Grp Volume(v), veh/h	149	35	221	89	24	25	465	652	0	24	267	254
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1631
Q Serve(g_s), s	7.2	1.4	9.6	2.2	1.1	1.3	12.6	9.6	0.0	0.7	9.5	9.8
Cycle Q Clear(g_c), s	7.2	1.4	9.6	2.2	1.1	1.3	12.6	9.6	0.0	0.7	9.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	191	263	511	196	160	143	648	1815		485	686	635
V/C Ratio(X)	0.78	0.13	0.43	0.45	0.15	0.17	0.72	0.36		0.05	0.39	0.40
Avail Cap(c_a), veh/h	404	531	738	628	424	378	931	1815		626	686	635
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	32.8	23.2	39.9	36.6	36.7	11.4	12.6	0.0	13.6	19.2	19.3
Incr Delay (d2), s/veh	6.8	0.2	0.6	1.6	0.4	0.6	1.5	0.6	0.0	0.0	1.7	1.9
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(95%),veh/ln	6.1	1.2	6.4	1.7	0.9	0.9	8.1	6.6	0.0	0.5	7.3	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	33.0	23.8	41.5	37.0	37.3	13.0	13.2	0.0	13.6	20.9	21.2
LnGrp LOS	D	C	C	D	D	D	B	B		B	C	C
Approach Vol, veh/h		405			138			1117	A		545	
Approach Delay, s/veh		32.3			40.0			13.1			20.7	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	10.0	17.4	21.0	39.0	14.4	12.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	7	11.6	4.2	11.6	14.6	11.8	9.2	3.3
Green Ext Time (p_c), s	0.0	5.1	0.2	0.7	1.4	2.9	0.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

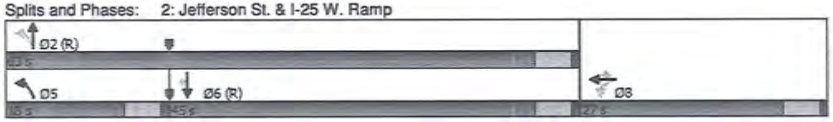
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	271	325	141	316	1180	579	236
Future Volume (vph)	271	325	141	316	1180	579	236
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	27.0	18.0	63.0	45.0	45.0
Total Split (%)	30.0%	30.0%	30.0%	20.0%	70.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	19.5	19.5	19.5	60.5	60.5	43.2	43.2
Actuated g/C Ratio	0.22	0.22	0.22	0.67	0.67	0.48	0.48
v/c Ratio	0.67	0.68	0.42	0.72	0.60	0.42	0.34
Control Delay	42.3	37.2	18.3	20.8	10.1	16.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	42.3	37.2	18.3	20.8	10.3	16.9	8.3
LOS	D	D	B	C	B	B	A
Approach Delay		34.9			12.5	14.4	
Approach LOS		C			B	B	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0.9 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	271	325	141	316	1180	0	0	579	236
Future Volume (veh/h)	0	0	0	271	325	141	316	1180	0	0	579	236
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				240	514	170	381	1422	0	0	698	284
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				331	695	295	536	2473	0	0	1815	810
Arrive On Green				0.19	0.19	0.19	0.26	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				240	514	170	381	1422	0	0	698	284
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				11.5	11.8	8.9	9.6	0.0	0.0	0.0	10.8	9.6
Cycle Q Clear(g_c), s				11.5	11.8	8.9	9.6	0.0	0.0	0.0	10.8	9.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				331	695	295	536	2473	0	0	1815	810
V/C Ratio(X)				0.73	0.74	0.58	0.71	0.57	0.00	0.00	0.38	0.35
Avail Cap(c_a), veh/h				432	907	384	560	2473	0	0	1815	810
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.64	0.64	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				34.4	34.5	33.3	7.3	0.0	0.0	0.0	13.2	12.9
Incr Delay (d2), s/veh				4.2	2.3	1.8	2.6	0.6	0.0	0.0	0.6	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
%ile BackOfQ(95%),veh/ln				9.0	9.2	6.2	4.5	0.4	0.0	0.0	7.4	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.6	36.8	35.1	9.9	0.6	0.0	0.0	13.8	14.0
LnGrp LOS				D	D	D	A	A	A	A	B	B
Approach Vol, veh/h					924			1803			982	
Approach Delay, s/veh					37.0			2.6			13.9	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.1			16.8	51.3		21.9				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		58.0			13.0	40.0		22.0				
Max Q Clear Time (g_c+I1), s		2.0			11.6	12.8		13.8				
Green Ext Time (p_c), s		17.0			0.2	6.5		3.1				

Intersection Summary		
HCM 6th Ctrl Delay	14.1	
HCM 6th LOS	B	

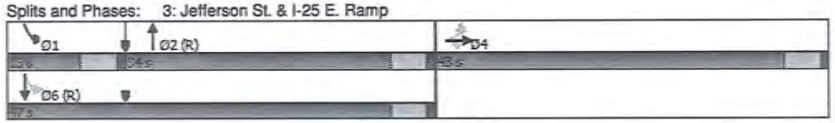
Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	764	306	217	732	102	490
Future Volume (vph)	764	306	217	732	102	490
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	34.0	13.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	37.8%	14.4%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	26.5	26.5	26.5	40.6	53.5	53.5
Actuated g/C Ratio	0.29	0.29	0.29	0.45	0.59	0.59
v/c Ratio	0.58	0.58	0.43	0.74	0.47	0.28
Control Delay	30.8	28.5	7.4	25.5	25.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	28.5	7.4	25.5	25.9	8.3
LOS	C	C	A	C	C	A
Approach Delay		24.0		25.5		11.3
Approach LOS		C		C		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6.3 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	764	306	217	0	0	0	0	732	216	102	490	0
Future Volume (veh/h)	764	306	217	0	0	0	0	732	216	102	490	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	461	368	261				0	882	260	123	590	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	920	483	409				0	1390	409	315	2216	0
Arrive On Green	0.26	0.26	0.26				0.00	0.52	0.52	0.11	1.00	0.00
Sat Flow, veh/h	3534	1856	1572				0	2778	790	1767	3618	0
Grp Volume(v), veh/h	461	368	261				0	578	564	123	590	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1713	1767	1763	0
Q Serve(g_s), s	10.0	16.5	13.2				0.0	21.2	21.3	2.8	0.0	0.0
Cycle Q Clear(g_c), s	10.0	16.5	13.2				0.0	21.2	21.3	2.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.46	1.00		0.00
Lane Grp Cap(c), veh/h	920	483	409				0	912	886	315	2216	0
V/C Ratio(X)	0.50	0.76	0.64				0.00	0.63	0.64	0.39	0.27	0.00
Avail Cap(c_a), veh/h	1492	783	664				0	912	886	374	2216	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	28.3	30.7	29.5				0.0	15.6	15.6	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.5	1.7				0.0	3.4	3.5	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	12.0	8.8				0.0	13.6	13.4	1.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	33.2	31.2				0.0	19.0	19.1	11.9	0.3	0.0
LnGrp LOS	C	C	C				A	B	B	B	A	A
Approach Vol, veh/h		1090						1142			713	
Approach Delay, s/veh		30.8						19.0			2.3	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.0	51.6	28.4	61.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	29.0	38.0	42.0
Max Q Clear Time (g_c+I1), s	4.8	23.3	18.5	2.0
Green Ext Time (p_c), s	0.1	3.5	5.0	4.6

Intersection Summary

HCM 6th Ctrl Delay 19.3
HCM 6th LOS B

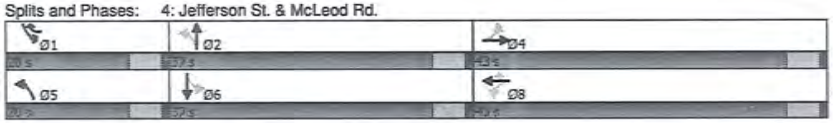
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	46	88	29	449	17	516	282	443
Future Volume (vph)	14	46	88	29	449	17	516	282	443
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	11.4	11.4	11.4	11.4	30.6	37.9	32.1	51.4	40.6
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.42	0.52	0.44	0.71	0.56
v/c Ratio	0.09	0.27	0.54	0.12	0.80	0.04	0.44	0.58	0.30
Control Delay	26.7	23.3	38.7	27.1	25.4	5.5	15.9	8.5	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	23.3	38.7	27.1	25.4	5.5	15.9	8.5	9.5
LOS	C	C	D	C	C	A	B	A	A
Approach Delay		23.9		27.6			15.5		9.1
Approach LOS		C		C			B		A

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 72.8			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	46	17	88	29	449	17	516	25	282	443	29
Future Volume (veh/h)	14	46	17	88	29	449	17	516	25	282	443	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	18	58	21	110	36	561	21	645	31	352	554	36
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	342	435	157	477	621	753	451	1215	58	490	1491	97
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.06	0.35	0.35	0.14	0.44	0.44
Sat Flow, veh/h	815	1300	471	1309	1856	1572	1767	3424	164	1767	3361	218
Grp Volume(v), veh/h	18	0	79	110	36	561	21	332	344	352	290	300
Grp Sat Flow(s),veh/h/ln	815	0	1771	1309	1856	1572	1767	1763	1826	1767	1763	1816
Q Serve(g_s), s	1.4	0.0	2.8	5.8	1.2	26.1	0.6	13.5	13.5	10.7	9.9	9.9
Cycle Q Clear(g_c), s	2.6	0.0	2.8	8.6	1.2	26.1	0.6	13.5	13.5	10.7	9.9	9.9
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	342	0	592	477	621	753	451	625	648	490	782	806
V/C Ratio(X)	0.05	0.00	0.13	0.23	0.06	0.74	0.05	0.53	0.53	0.72	0.37	0.37
Avail Cap(c_a), veh/h	412	0	746	591	782	889	647	625	648	529	782	806
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	21.2	0.0	20.9	23.9	20.4	19.0	15.9	23.1	23.1	15.4	16.7	16.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.2	0.0	2.9	0.0	3.2	3.1	4.3	1.4	1.3
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(95%),veh/ln	0.5	0.0	2.1	3.2	0.9	14.5	0.5	10.0	10.3	8.1	7.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	21.0	24.1	20.4	21.9	15.9	26.3	26.2	19.7	18.1	18.0
LnGrp LOS	C	A	C	C	C	C	B	C	C	B	B	B
Approach Vol, veh/h		97			707			697			942	
Approach Delay, s/veh		21.1			22.2			26.0			18.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	37.0		35.2	10.0	45.0		35.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	12.7	15.5		4.8	2.6	11.9		28.1				
Green Ext Time (p_c), s	0.3	3.9		0.5	0.0	3.5		2.1				

Intersection Summary		
HCM 6th Ctrl Delay	21.9	
HCM 6th LOS	C	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	6	1032	768	14
Future Vol, veh/h	3	2	6	1032	768	14
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	2	7	1243	925	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1570	471	942	0	-	0
Stage 1	934	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	176	*758	1069	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	173	*758	1069	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1069	-	250	-	-
HCM Lane V/C Ratio	0.007	-	0.024	-	-
HCM Control Delay (s)	8.4	0.1	19.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Notes

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

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	0	0	0	17	1	40	0	949	15	35	622	50
Future Vol, veh/h	0	0	0	17	1	40	0	949	15	35	622	50
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	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	75
Veh in Median Storage,-#		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	20	1	48	0	1143	18	42	749	60

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1611	1985	581	749	0	0	1161	0	0
Stage 1	1152	1152	-	-	-	-	-	-	-
Stage 2	459	833	-	-	-	-	-	-	-
Critical Hdwy	6.86	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5.86	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	94	60	454	849	-	-	592	-	0
Stage 1	261	268	-	-	-	-	-	-	0
Stage 2	600	379	-	-	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	83	0	454	849	-	-	592	-	-
Mov Cap-2 Maneuver	83	0	-	-	-	-	-	-	-
Stage 1	261	0	-	-	-	-	-	-	-
Stage 2	527	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	1.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	849	-	-	195	592	-
HCM Lane V/C Ratio	-	-	-	0.358	0.071	-
HCM Control Delay (s)	0	-	-	33.4	11.5	0.6
HCM Lane LOS	A	-	-	D	B	A
HCM 95th %tile Q(veh)	0	-	-	1.5	0.2	-

Intersection	
Int Delay, s/veh	22.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	153	160	878	631	12
Future Vol, veh/h	60	153	160	878	631	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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	72	184	193	1058	760	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1682	387	774	0	-	0
Stage 1	767	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	120	*827	1142	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	71	*827	1142	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	348	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	188.6	2.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1142	-	207	-	-
HCM Lane V/C Ratio	0.169	-	1.24	-	-
HCM Control Delay (s)	8.8	1.3	188.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	13.4	-	-

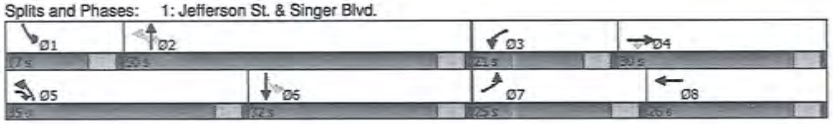
Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	223	37	466	296	45	194	274	158	15	632
Future Volume (vph)	223	37	466	296	45	194	274	158	15	632
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	17.6	10.9	39.6	13.7	7.0	58.7	47.8	47.8	35.9	30.0
Actuated g/C Ratio	0.18	0.11	0.40	0.14	0.07	0.60	0.49	0.49	0.36	0.30
v/c Ratio	0.77	0.20	0.75	0.67	0.35	0.41	0.17	0.20	0.04	0.78
Control Delay	56.2	43.7	28.9	48.4	28.6	14.1	15.1	3.0	13.0	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	43.7	28.9	48.4	28.6	14.1	15.1	3.0	13.0	38.9
LOS	E	D	C	D	C	B	B	A	B	D
Approach Delay		38.0			43.8		11.7			38.4
Approach LOS		D			D		B			D

Intersection Summary			
Cycle Length: 118			
Actuated Cycle Length: 98.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 32.5		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Jefferson St. & Singer Blvd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	37	466	296	45	46	194	274	158	15	632	134
Future Volume (veh/h)	223	37	466	296	45	46	194	274	158	15	632	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	240	40	501	318	48	49	209	295	0	16	680	144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	272	433	513	389	340	303	351	1480		544	1082	229
Arrive On Green	0.15	0.23	0.23	0.11	0.19	0.19	0.09	0.42	0.00	0.05	0.37	0.37
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2895	613
Grp Volume(v), veh/h	240	40	501	318	48	49	209	295	0	16	414	410
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1745
Q Serve(g_s), s	14.2	1.8	25.0	9.7	2.4	2.8	7.4	5.7	0.0	0.6	20.6	20.6
Cycle Q Clear(g_c), s	14.2	1.8	25.0	9.7	2.4	2.8	7.4	5.7	0.0	0.6	20.6	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	272	433	513	389	340	303	351	1480		544	659	652
V/C Ratio(X)	0.88	0.09	0.98	0.82	0.14	0.16	0.60	0.20		0.03	0.63	0.63
Avail Cap(c_a), veh/h	330	433	513	512	345	308	681	1480		660	659	652
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	32.2	35.7	46.4	35.9	36.0	19.6	19.7	0.0	18.2	27.5	27.5
Incr Delay (d2), s/veh	20.5	0.1	33.6	7.7	0.2	0.2	1.6	0.3	0.0	0.0	4.5	4.6
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(95%),veh/ln	12.3	1.5	24.3	8.0	1.9	2.0	5.6	4.3	0.0	0.4	14.4	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	32.3	69.3	54.1	36.1	36.3	21.2	20.0	0.0	18.2	32.0	32.0
LnGrp LOS	E	C	E	D	D	D	C	B		B	C	C
Approach Vol, veh/h		781			415			504	A		840	
Approach Delay, s/veh		66.1			49.9			20.5			31.7	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	17.2	30.0	15.0	45.0	21.5	25.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	6	7.7	11.7	27.0	9.4	22.6	16.2	4.8
Green Ext Time (p_c), s	0.0	2.1	0.5	0.0	0.6	2.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

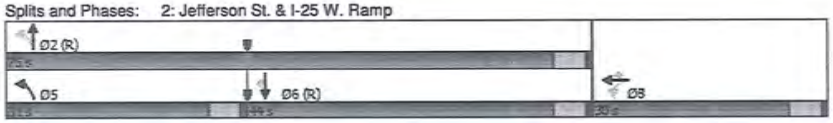
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	364	493	47	385	581	1244	618
Future Volume (vph)	364	493	47	385	581	1244	618
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	30.0	31.0	75.0	44.0	44.0
Total Split (%)	28.6%	28.6%	28.6%	29.5%	71.4%	41.9%	41.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	23.8	23.8	23.8	71.2	71.2	43.5	43.5
Actuated g/C Ratio	0.23	0.23	0.23	0.68	0.68	0.41	0.41
v/c Ratio	0.81	0.81	0.12	0.90	0.26	0.90	0.91
Control Delay	56.4	47.7	4.2	47.2	8.0	40.1	43.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	47.7	4.2	47.2	8.0	40.1	43.9
LOS	E	D	A	D	A	D	D
Approach Delay		48.1			23.6	41.4	
Approach LOS		D			C	D	

Intersection Summary			
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0.7 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 38.4		Intersection LOS: D	
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	364	493	47	385	581	0	0	1244	618
Future Volume (veh/h)	0	0	0	364	493	47	385	581	0	0	1244	618
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				301	634	49	405	612	0	0	1309	651
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				368	772	327	431	2456	0	0	1630	727
Arrive On Green				0.21	0.21	0.21	0.37	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				301	634	49	405	612	0	0	1309	651
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				17.1	17.1	2.7	16.8	0.0	0.0	0.0	33.3	39.9
Cycle Q Clear(g_c), s				17.1	17.1	2.7	16.8	0.0	0.0	0.0	33.3	39.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				368	772	327	431	2456	0	0	1630	727
V/C Ratio(X)				0.82	0.82	0.15	0.94	0.25	0.00	0.00	0.80	0.90
Avail Cap(c_a), veh/h				421	884	374	538	2456	0	0	1630	727
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.64	0.64	0.00	0.00	0.58	0.58
Uniform Delay (d), s/veh				39.7	39.7	34.0	20.7	0.0	0.0	0.0	24.1	25.9
Incr Delay (d2), s/veh				10.8	5.6	0.2	16.2	0.2	0.0	0.0	2.5	10.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.2	13.1	1.9	13.2	0.1	0.0	0.0	18.6	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.5	45.3	34.2	36.8	0.2	0.0	0.0	26.7	36.0
LnGrp LOS				D	D	C	D	A	A	A	C	D
Approach Vol, veh/h					984			1017			1960	
Approach Delay, s/veh					46.3			14.8			29.8	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	78.2		24.6	53.6		26.8
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0
Max Green Setting (Gmax), s	70.0		26.0	39.0		25.0
Max Q Clear Time (g_c+I1), s	2.0		18.8	41.9		19.1
Green Ext Time (p_c), s	4.9		0.8	0.0		2.7

Intersection Summary		
HCM 6th Ctrl Delay		30.0
HCM 6th LOS		C

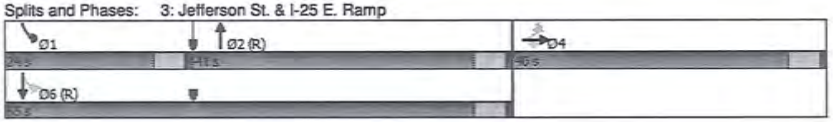
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	482	657	209	484	303	941
Future Volume (vph)	482	657	209	484	303	941
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	40.0	40.0	40.0	41.0	24.0	65.0
Total Split (%)	38.1%	38.1%	38.1%	39.0%	22.9%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	33.2	33.2	33.2	40.3	61.8	61.8
Actuated g/C Ratio	0.32	0.32	0.32	0.38	0.59	0.59
v/c Ratio	0.79	0.78	0.39	0.68	0.81	0.49
Control Delay	44.6	38.1	15.8	27.5	43.6	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	38.1	15.8	27.5	43.6	15.9
LOS	D	D	B	C	D	B
Approach Delay		36.4		27.5		22.6
Approach LOS		D		C		C

Intersection Summary			
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 2.1 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 29.2		Intersection LOS: C	
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	482	657	209	0	0	0	0	484	358	303	941	0
Future Volume (veh/h)	482	657	209	0	0	0	0	484	358	303	941	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	404	852	222				0	515	381	322	1001	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	508	1066	452				0	859	635	439	2177	0
Arrive On Green	0.29	0.29	0.29				0.00	0.44	0.44	0.25	1.00	0.00
Sat Flow, veh/h	1767	3711	1572				0	2025	1429	1767	3618	0
Grp Volume(v), veh/h	404	852	222				0	470	426	322	1001	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1598	1767	1763	0
Q Serve(g_s), s	22.2	22.3	12.3				0.0	21.2	21.2	10.6	0.0	0.0
Cycle Q Clear(g_c), s	22.2	22.3	12.3				0.0	21.2	21.2	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.89	1.00		0.00
Lane Grp Cap(c), veh/h	508	1066	452				0	784	711	439	2177	0
V/C Ratio(X)	0.80	0.80	0.49				0.00	0.60	0.60	0.73	0.46	0.00
Avail Cap(c_a), veh/h	589	1237	524				0	784	711	538	2177	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.34	0.34	0.00
Uniform Delay (d), s/veh	34.6	34.6	31.1				0.0	22.1	22.1	13.4	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.3	0.8				0.0	3.4	3.7	1.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.6	15.7	8.3				0.0	14.3	13.3	4.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	37.9	31.9				0.0	25.4	25.8	14.8	0.2	0.0
LnGrp LOS	D	D	C				A	C	C	B	A	A
Approach Vol, veh/h		1478						896			1323	
Approach Delay, s/veh		37.9						25.6			3.8	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.2	51.7	35.2	69.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	36.0	35.0	60.0
Max Q Clear Time (g_c+I1), s	2.0	23.2	24.3	2.0
Green Ext Time (p_c), s	0.5	4.9	5.9	9.5

Intersection Summary		
HCM 6th Ctrl Delay	22.7	
HCM 6th LOS	C	

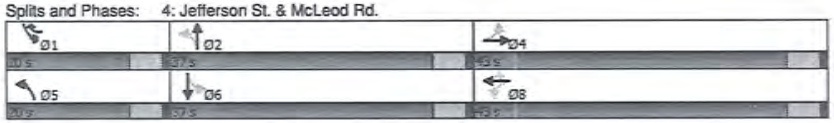
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	66	103	12	329	10	470	403	629
Future Volume (vph)	13	66	103	12	329	10	470	403	629
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	11.6	11.6	11.6	11.6	31.6	37.7	32.1	52.1	41.4
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.43	0.51	0.44	0.71	0.56
v/c Ratio	0.06	0.33	0.55	0.04	0.47	0.02	0.41	0.67	0.35
Control Delay	26.2	24.8	39.3	25.8	11.0	5.6	15.2	10.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	24.8	39.3	25.8	11.0	5.6	15.2	10.9	9.9
LOS	C	C	D	C	B	A	B	B	A
Approach Delay		25.0		18.0			15.0		10.3
Approach LOS		C		B			B		B

Intersection Summary		
Cycle Length: 100		
Actuated Cycle Length: 73.7		
Natural Cycle: 60		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay: 13.8	Intersection LOS: B	
Intersection Capacity Utilization 63.6%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	66	25	103	12	329	10	470	107	403	629	8
Future Volume (veh/h)	13	66	25	103	12	329	10	470	107	403	629	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	14	71	27	111	13	354	11	505	115	433	676	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	316	290	110	326	420	608	509	1192	270	610	1827	24
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.07	0.42	0.42	0.16	0.51	0.51
Sat Flow, veh/h	1007	1281	487	1287	1856	1572	1767	2855	647	1767	3562	47
Grp Volume(v), veh/h	14	0	98	111	13	354	11	311	309	433	334	351
Grp Sat Flow(s),veh/h/ln	1007	0	1768	1287	1856	1572	1767	1763	1739	1767	1763	1847
Q Serve(g_s), s	0.8	0.0	3.5	5.9	0.4	13.7	0.2	9.6	9.7	9.8	8.7	8.7
Cycle Q Clear(g_c), s	1.3	0.0	3.5	9.4	0.4	13.7	0.2	9.6	9.7	9.8	8.7	8.7
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.37	1.00		0.03
Lane Grp Cap(c), veh/h	316	0	400	326	420	608	509	736	726	610	904	948
V/C Ratio(X)	0.04	0.00	0.25	0.34	0.03	0.58	0.02	0.42	0.43	0.71	0.37	0.37
Avail Cap(c_a), veh/h	588	0	876	673	920	1032	739	736	726	672	904	948
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	23.6	0.0	24.3	28.2	23.1	18.6	10.3	15.8	15.8	9.9	11.2	11.2
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.6	0.0	0.9	0.0	1.8	1.8	3.1	1.2	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(95%),veh/ln	0.4	0.0	2.6	3.3	0.3	8.4	0.2	7.1	7.1	6.6	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	24.6	28.8	23.1	19.5	10.4	17.6	17.7	13.0	12.4	12.3
LnGrp LOS	C	A	C	C	C	B	B	B	B	B	B	B
Approach Vol, veh/h		112			478			631			1118	
Approach Delay, s/veh		24.5			21.7			17.5			12.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.3	37.0		22.3	10.0	44.3		22.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	3.8	11.7		5.5	2.2	10.7		15.7				
Green Ext Time (p_c), s	0.5	3.8		0.6	0.0	4.3		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	13	10	824	1032	28
Future Vol, veh/h	4	13	10	824	1032	28
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	16	12	993	1243	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1781	639	1277	0	-	0
Stage 1	1260	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	146	*655	854	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	142	*655	854	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	854	-	354	-	-
HCM Lane V/C Ratio	0.014	-	0.058	-	-
HCM Control Delay (s)	9.3	0.1	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

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	0	0	0	15	1	37	1	842	14	34	1116	1
Future Vol, veh/h	0	0	0	15	1	37	1	842	14	34	1116	1
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	35	-	-	-	-	-	-	-	-	-	-	75
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	16	1	39	1	896	15	36	1187	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1710	2172	594	1572	2166	456	1188	0	0	911	0	0
Stage 1	1259	1259	-	906	906	-	-	-	-	-	-	-
Stage 2	451	913	-	666	1260	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	166	*63	*625	*246	*64	549	*935	-	-	737	-	-
Stage 1	*590	*517	-	*295	*351	-	-	-	-	-	-	-
Stage 2	*555	*348	-	*590	*517	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	*135	*53	*625	*219	*54	549	*935	-	-	737	-	-
Mov Cap-2 Maneuver	*135	*53	-	*219	*54	-	-	-	-	-	-	-
Stage 1	*589	*443	-	*294	*350	-	-	-	-	-	-	-
Stage 2	*513	*347	-	*505	*443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	17.5	0	1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 935	-	-	-	-	343	737	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.164	0.049	-	-
HCM Control Delay (s)	8.9	0	-	0	0	17.5	10.1	0.7	-
HCM Lane LOS	A	A	-	A	A	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.6	0.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	828	1060	1
Future Vol, veh/h	1	1	1	828	1060	1
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, %	3	3	3	3	3	3
Mvmt Flow	1	1	1	881	1128	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1572	565	1129	0	-	0
Stage 1	1129	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	*274	*625	*935	-	-	-
Stage 1	*591	-	-	-	-	-
Stage 2	*611	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*273	*625	*935	-	-	-
Mov Cap-2 Maneuver	*273	-	-	-	-	-
Stage 1	*590	-	-	-	-	-
Stage 2	*611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 935	-	380	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	8.9	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	223	37	466	296	45	194	283	158	15	641
Future Volume (vph)	223	37	466	296	45	194	283	158	15	641
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	17.6	10.9	39.6	13.7	7.0	58.7	47.8	47.8	35.9	30.0
Actuated g/C Ratio	0.18	0.11	0.40	0.14	0.07	0.60	0.49	0.49	0.36	0.30
v/c Ratio	0.77	0.20	0.75	0.67	0.35	0.41	0.18	0.20	0.04	0.79
Control Delay	56.2	43.7	28.9	48.4	28.6	14.4	15.1	3.0	13.0	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	43.7	28.9	48.4	28.6	14.4	15.1	3.0	13.0	39.4
LOS	E	D	C	D	C	B	B	A	B	D
Approach Delay		38.0			43.8		11.9			38.9
Approach LOS		D			D		B			D

Intersection Summary

Cycle Length: 118
Actuated Cycle Length: 98.4
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 32.6 — Intersection LOS: C
Intersection Capacity Utilization 71.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Jefferson St. & Singer Blvd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	37	466	296	45	46	194	283	158	15	641	134
Future Volume (veh/h)	223	37	466	296	45	46	194	283	158	15	641	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	240	40	501	318	48	49	209	304	0	16	689	144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	272	433	513	389	340	303	348	1480		539	1085	226
Arrive On Green	0.15	0.23	0.23	0.11	0.19	0.19	0.09	0.42	0.00	0.05	0.37	0.37
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2903	606
Grp Volume(v), veh/h	240	40	501	318	48	49	209	304	0	16	418	415
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1746
Q Serve(g_s), s	14.2	1.8	25.0	9.7	2.4	2.8	7.4	5.9	0.0	0.6	20.9	20.9
Cycle Q Clear(g_c), s	14.2	1.8	25.0	9.7	2.4	2.8	7.4	5.9	0.0	0.6	20.9	20.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	272	433	513	389	340	303	348	1480		539	659	652
V/C Ratio(X)	0.88	0.09	0.98	0.82	0.14	0.16	0.60	0.21		0.03	0.63	0.64
Avail Cap(c_a), veh/h	330	433	513	512	345	308	679	1480		655	659	652
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	32.2	35.7	46.4	35.9	36.0	19.7	19.7	0.0	18.2	27.6	27.6
Incr Delay (d2), s/veh	20.5	0.1	33.6	7.7	0.2	0.2	1.7	0.3	0.0	0.0	4.6	4.7
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(95%),veh/ln	12.3	1.5	24.3	8.0	1.9	2.0	5.6	4.4	0.0	0.4	14.5	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	32.3	69.3	54.1	36.1	36.3	21.4	20.0	0.0	18.2	32.2	32.3
LnGrp LOS	E	C	E	D	D	D	C	C		B	C	C
Approach Vol, veh/h		781			415			513	A		849	
Approach Delay, s/veh		66.1			49.9			20.6			32.0	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	17.2	30.0	15.0	45.0	21.5	25.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	12.0	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	2.6	7.9	11.7	27.0	9.4	22.9	16.2	4.8
Green Ext Time (p_c), s	0.0	2.1	0.5	0.0	0.6	2.0	0.2	0.4

Intersection Summary

HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	375	493	47	419	590	1253	618
Future Volume (vph)	375	493	47	419	590	1253	618
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	30.0	31.0	75.0	44.0	44.0
Total Split (%)	28.6%	28.6%	28.6%	29.5%	71.4%	41.9%	41.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	23.9	23.9	23.9	71.1	71.1	41.9	41.9
Actuated g/C Ratio	0.23	0.23	0.23	0.68	0.68	0.40	0.40
v/c Ratio	0.82	0.82	0.12	0.93	0.26	0.94	0.95
Control Delay	57.2	48.1	4.2	51.8	8.4	45.9	51.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	48.1	4.2	51.8	8.4	45.9	51.9
LOS	E	D	A	D	A	D	D
Approach Delay		48.6			26.4	47.9	
Approach LOS		D			C	D	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0.7 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 42.4 — Intersection LOS: D
Intersection Capacity Utilization 90.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	375	493	47	419	590	0	0	1253	618
Future Volume (veh/h)	0	0	0	375	493	47	419	590	0	0	1253	618
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				305	645	49	441	621	0	0	1319	651
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				372	781	331	463	2448	0	0	1536	685
Arrive On Green				0.21	0.21	0.21	0.42	1.00	0.00	0.00	0.44	0.44
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				305	645	49	441	621	0	0	1319	651
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				17.3	17.4	2.7	19.5	0.0	0.0	0.0	35.4	41.9
Cycle Q Clear(g_c), s				17.3	17.4	2.7	19.5	0.0	0.0	0.0	35.4	41.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				372	781	331	463	2448	0	0	1536	685
V/C Ratio(X)				0.82	0.83	0.15	0.95	0.25	0.00	0.00	0.86	0.95
Avail Cap(c_a), veh/h				421	884	374	528	2448	0	0	1536	685
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.59	0.59	0.00	0.00	0.57	0.57
Uniform Delay (d), s/veh				39.6	39.6	33.8	20.1	0.0	0.0	0.0	26.7	28.5
Incr Delay (d2), s/veh				11.1	5.9	0.2	18.2	0.1	0.0	0.0	3.8	16.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.4	13.3	1.9	13.6	0.1	0.0	0.0	19.9	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.6	45.5	34.0	38.4	0.1	0.0	0.0	30.5	45.0
LnGrp LOS				D	D	C	D	A	A	A	C	D
Approach Vol, veh/h					999			1062			1970	
Approach Delay, s/veh					46.5			16.0			35.3	
Approach LOS					D			B			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	77.9		27.2	50.7		27.1						
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0						
Max Green Setting (Gmax), s	70.0		26.0	39.0		25.0						
Max Q Clear Time (g_c+I1), s	2.0		21.5	43.9		19.4						
Green Ext Time (p_c), s	5.0		0.7	0.0		2.6						

Intersection Summary

HCM 6th Ctrl Delay 33.0
HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	482	657	244	527	303	962
Future Volume (vph)	482	657	244	527	303	962
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	40.0	40.0	40.0	41.0	24.0	65.0
Total Split (%)	38.1%	38.1%	38.1%	39.0%	22.9%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	33.3	33.3	33.3	39.7	61.7	61.7
Actuated g/C Ratio	0.32	0.32	0.32	0.38	0.59	0.59
v/c Ratio	0.78	0.77	0.46	0.73	0.84	0.50
Control Delay	44.3	37.9	19.3	29.7	47.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	37.9	19.3	29.7	47.3	16.8
LOS	D	D	B	C	D	B
Approach Delay		36.3		29.7		24.1
Approach LOS		D		C		C

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 2.1 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.3 — Intersection LOS: C
Intersection Capacity Utilization 90.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	482	657	244	0	0	0	0	527	369	303	962	0
Future Volume (veh/h)	482	657	244	0	0	0	0	527	369	303	962	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	404	852	260				0	561	393	322	1023	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	509	1069	453				0	879	616	421	2174	0
Arrive On Green	0.29	0.29	0.29				0.00	0.44	0.44	0.25	1.00	0.00
Sat Flow, veh/h	1767	3711	1572				0	2074	1388	1767	3618	0
Grp Volume(v), veh/h	404	852	260				0	499	455	322	1023	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1606	1767	1763	0
Q Serve(g_s), s	22.2	22.3	14.8				0.0	23.1	23.1	10.6	0.0	0.0
Cycle Q Clear(g_c), s	22.2	22.3	14.8				0.0	23.1	23.1	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	509	1069	453				0	782	713	421	2174	0
V/C Ratio(X)	0.79	0.80	0.57				0.00	0.64	0.64	0.77	0.47	0.00
Avail Cap(c_a), veh/h	589	1237	524				0	782	713	519	2174	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.27	0.27	0.00
Uniform Delay (d), s/veh	34.5	34.5	31.9				0.0	22.7	22.7	14.4	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.3	1.2				0.0	4.0	4.3	1.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.5	15.6	9.6				0.0	15.4	14.3	4.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	37.8	33.0				0.0	26.6	27.0	15.9	0.2	0.0
LnGrp LOS	D	D	C				A	C	C	B	A	A
Approach Vol, veh/h		1516						954			1345	
Approach Delay, s/veh		37.8						26.8			3.9	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.2	51.6		35.2		69.8
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	19.0	36.0		35.0		60.0
Max Q Clear Time (g_c+I1), s	12.6	25.1		24.3		2.0
Green Ext Time (p_c), s	0.5	4.8		6.0		9.9

Intersection Summary

HCM 6th Ctrl Delay		23.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	66	103	12	402	10	536	473	692
Future Volume (vph)	16	66	103	12	402	10	536	473	692
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	11.6	11.6	11.6	11.6	31.6	37.7	32.1	52.1	41.4
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.43	0.51	0.44	0.71	0.56
v/c Ratio	0.08	0.33	0.55	0.04	0.59	0.03	0.46	0.83	0.38
Control Delay	26.4	24.8	39.3	25.8	15.8	5.6	15.9	21.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	24.8	39.3	25.8	15.8	5.6	15.9	21.4	10.2
LOS	C	C	D	C	B	A	B	C	B
Approach Delay		25.0		20.7			15.8		14.7
Approach LOS		C		C			B		B

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 73.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Jefferson St. & McLeod Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	66	25	103	12	402	10	536	107	473	692	11
Future Volume (veh/h)	16	66	25	103	12	402	10	536	107	473	692	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	17	71	27	111	13	432	11	576	115	509	744	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	324	333	126	364	482	690	451	1120	223	574	1781	29
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.38	0.38	0.18	0.50	0.50
Sat Flow, veh/h	937	1281	487	1287	1856	1572	1767	2930	583	1767	3551	57
Grp Volume(v), veh/h	17	0	98	111	13	432	11	346	345	509	369	387
Grp Sat Flow(s),veh/h/ln	937	0	1768	1287	1856	1572	1767	1763	1751	1767	1763	1845
Q Serve(g_s), s	1.2	0.0	3.6	6.2	0.4	17.8	0.3	12.6	12.7	14.1	11.1	11.1
Cycle Q Clear(g_c), s	1.6	0.0	3.6	9.8	0.4	17.8	0.3	12.6	12.7	14.1	11.1	11.1
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.33	1.00		0.03
Lane Grp Cap(c), veh/h	324	0	459	364	482	690	451	674	669	574	884	925
V/C Ratio(X)	0.05	0.00	0.21	0.30	0.03	0.63	0.02	0.51	0.52	0.89	0.42	0.42
Avail Cap(c_a), veh/h	506	0	802	614	842	995	662	674	669	574	884	925
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	23.7	0.0	24.3	28.2	23.1	18.2	13.1	19.9	19.9	13.8	13.2	13.2
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.0	0.9	0.0	2.8	2.8	15.4	1.5	1.4
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(95%),veh/ln	0.5	0.0	2.7	3.4	0.3	10.3	0.2	9.3	9.3	11.7	7.9	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	0.0	24.5	28.6	23.1	19.1	13.2	22.7	22.7	29.1	14.6	14.6
LnGrp LOS	C	A	C	C	C	B	B	C	C	C	B	B
Approach Vol, veh/h		115			556			702			1265	
Approach Delay, s/veh		24.4			21.1			22.6			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	37.0		26.7	10.0	47.0		26.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	16.1	14.7		5.6	2.3	13.1		19.8				
Green Ext Time (p_c), s	0.0	4.1		0.6	0.0	4.6		1.9				

Intersection Summary			
HCM 6th Ctrl Delay		21.3	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	13	10	966	1169	29
Future Vol, veh/h	5	13	10	966	1169	29
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	16	12	1164	1408	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2032	722	1443	0	-	0
Stage 1	1426	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	91	*596	765	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	87	*596	765	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	765	-	227	-	-
HCM Lane V/C Ratio	0.016	-	0.096	-	-
HCM Control Delay (s)	9.8	0.2	22.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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

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	0	0	0	15	0	37	0	896	14	34	1127	45
Future Vol, veh/h	0	0	0	15	0	37	0	896	14	34	1127	45
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	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	75
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	16	0	39	0	953	15	36	1199	48

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1633	2232	484	1199	0	0	968	0	0
Stage 1	961	961	-	-	-	-	-	-	-
Stage 2	672	1271	-	-	-	-	-	-	-
Critical Hdwy	6.86	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5.86	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	91	42	526	572	-	-	701	-	0
Stage 1	329	331	-	-	-	-	-	-	0
Stage 2	466	235	-	-	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	77	0	526	572	-	-	701	-	-
Mov Cap-2 Maneuver	77	0	-	-	-	-	-	-	-
Stage 1	329	0	-	-	-	-	-	-	-
Stage 2	394	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.4	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	572	-	-	196	701	-
HCM Lane V/C Ratio	-	-	-	0.282	0.052	-
HCM Control Delay (s)	0	-	-	30.4	10.4	0.8
HCM Lane LOS	A	-	-	D	B	A
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	138	144	828	1060	11
Future Vol, veh/h	54	138	144	828	1060	11
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, %	3	3	3	3	3	3
Mvmt Flow	57	147	153	881	1128	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1881	570	1140	0	-	0
Stage 1	1134	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	*124	*625	*935	-	-	-
Stage 1	*591	-	-	-	-	-
Stage 2	*426	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*84	*625	*935	-	-	-
Mov Cap-2 Maneuver	*84	-	-	-	-	-
Stage 1	*402	-	-	-	-	-
Stage 2	*426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	87.1	2.4	0
HCM LOS	F		

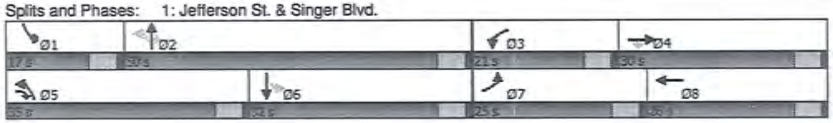
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 935	-	222	-	-
HCM Lane V/C Ratio	0.164	-	0.92	-	-
HCM Control Delay (s)	9.6	1.1	87.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	7.7	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	131	31	195	79	21	410	564	320	21	279
Future Volume (vph)	131	31	195	79	21	410	564	320	21	279
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	13.7	12.0	41.5	8.1	6.4	59.2	48.0	48.0	35.9	29.7
Actuated g/C Ratio	0.15	0.13	0.44	0.09	0.07	0.63	0.51	0.51	0.38	0.31
v/c Ratio	0.61	0.16	0.26	0.32	0.21	0.75	0.38	0.39	0.07	0.48
Control Delay	49.2	39.1	2.9	45.2	28.4	18.9	15.4	2.8	12.3	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	39.1	2.9	45.2	28.4	18.9	15.4	2.8	12.3	24.4
LOS	D	D	A	D	C	B	B	A	B	C
Approach Delay		23.0			39.3		13.4			23.9
Approach LOS		C			D		B			C

Intersection Summary			
Cycle Length: 118			
Actuated Cycle Length: 94.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Jefferson St. & Singer Blvd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	31	195	79	21	22	410	564	320	21	279	171
Future Volume (veh/h)	131	31	195	79	21	22	410	564	320	21	279	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	156	37	232	94	25	26	488	671	0	25	332	204
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	198	271	535	195	160	143	646	1807		468	793	477
Arrive On Green	0.11	0.15	0.15	0.06	0.09	0.09	0.19	0.51	0.00	0.06	0.38	0.38
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2116	1273
Grp Volume(v), veh/h	156	37	232	94	25	26	488	671	0	25	275	261
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1626
Q Serve(g_s), s	7.5	1.5	10.0	2.3	1.1	1.3	13.7	10.1	0.0	0.7	10.2	10.5
Cycle Q Clear(g_c), s	7.5	1.5	10.0	2.3	1.1	1.3	13.7	10.1	0.0	0.7	10.2	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	198	271	535	195	160	143	646	1807		468	661	610
V/C Ratio(X)	0.79	0.14	0.43	0.48	0.16	0.18	0.76	0.37		0.05	0.42	0.43
Avail Cap(c_a), veh/h	403	528	754	625	422	376	906	1807		609	661	610
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	32.7	22.4	40.1	36.8	36.9	12.1	12.9	0.0	14.4	20.3	20.4
Incr Delay (d2), s/veh	6.8	0.2	0.6	1.8	0.4	0.6	2.3	0.6	0.0	0.0	1.9	2.2
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(95%),veh/ln	6.5	1.2	6.6	1.8	0.9	1.0	8.9	7.0	0.0	0.5	7.8	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	32.9	23.0	42.0	37.3	37.5	14.5	13.5	0.0	14.4	22.3	22.6
LnGrp LOS	D	C	C	D	D	D	B	B		B	C	C
Approach Vol, veh/h		425			145			1159	A		561	
Approach Delay, s/veh		31.9			40.4			13.9			22.1	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	10.0	17.8	22.1	37.9	14.8	13.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	7	12.1	4.3	12.0	15.7	12.5	9.5	3.3
Green Ext Time (p_c), s	0.0	5.2	0.2	0.8	1.4	2.9	0.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

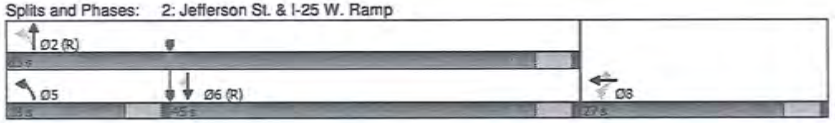
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	272	341	148	295	1227	603	248
Future Volume (vph)	272	341	148	295	1227	603	248
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	27.0	18.0	63.0	45.0	45.0
Total Split (%)	30.0%	30.0%	30.0%	20.0%	70.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	19.8	19.8	19.8	60.2	60.2	43.3	43.3
Actuated g/C Ratio	0.22	0.22	0.22	0.67	0.67	0.48	0.48
v/c Ratio	0.68	0.68	0.43	0.70	0.63	0.43	0.36
Control Delay	42.4	37.1	18.9	19.7	10.8	17.0	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	42.4	37.1	18.9	19.7	10.9	17.0	8.8
LOS	D	D	B	B	B	B	A
Approach Delay		34.9			12.6	14.7	
Approach LOS		C			B	B	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0.9 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	272	341	148	295	1227	0	0	603	248
Future Volume (veh/h)	0	0	0	272	341	148	295	1227	0	0	603	248
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				246	525	178	355	1478	0	0	727	299
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				336	706	299	512	2463	0	0	1837	819
Arrive On Green				0.19	0.19	0.19	0.24	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				246	525	178	355	1478	0	0	727	299
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				11.8	12.0	9.3	8.7	0.0	0.0	0.0	11.2	10.1
Cycle Q Clear(g_c), s				11.8	12.0	9.3	8.7	0.0	0.0	0.0	11.2	10.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				336	706	299	512	2463	0	0	1837	819
V/C Ratio(X)				0.73	0.74	0.59	0.69	0.60	0.00	0.00	0.40	0.36
Avail Cap(c_a), veh/h		-->		432	907	384	551	2463	0	0	1837	819
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.64	0.64	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				34.3	34.4	33.3	7.5	0.0	0.0	0.0	13.0	12.8
Incr Delay (d2), s/veh				4.6	2.5	1.9	2.2	0.7	0.0	0.0	0.6	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.2	9.4	6.5	4.2	0.4	0.0	0.0	7.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.8	36.8	35.2	9.7	0.7	0.0	0.0	13.6	13.9
LnGrp LOS				D	D	D	A	A	A	A	B	B
Approach Vol, veh/h					949			1833			1026	
Approach Delay, s/veh					37.0			2.4			13.7	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.9			16.0	51.9		22.1				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		58.0			13.0	40.0		22.0				
Max Q Clear Time (g_c+I1), s		2.0			10.7	13.2		14.0				
Green Ext Time (p_c), s		18.2			0.3	6.8		3.1				

Intersection Summary		
HCM 6th Ctrl Delay	14.1	
HCM 6th LOS	B	

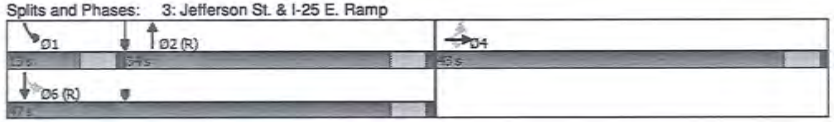
Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	802	321	187	720	108	495
Future Volume (vph)	802	321	187	720	108	495
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	34.0	13.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	37.8%	14.4%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	27.2	27.2	27.2	39.9	52.8	52.8
Actuated g/C Ratio	0.30	0.30	0.30	0.44	0.59	0.59
v/c Ratio	0.59	0.59	0.37	0.74	0.50	0.29
Control Delay	30.7	28.2	5.5	25.9	27.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	28.2	5.5	25.9	27.7	8.5
LOS	C	C	A	C	C	A
Approach Delay		24.2		25.9		12.0
Approach LOS		C		C		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6.3 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	802	321	187	0	0	0	0	720	214	108	495	0
Future Volume (veh/h)	802	321	187	0	0	0	0	720	214	108	495	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	483	386	225				0	867	258	130	596	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	952	500	424				0	1359	404	315	2184	0
Arrive On Green	0.27	0.27	0.27				0.00	0.51	0.51	0.11	1.00	0.00
Sat Flow, veh/h	3534	1856	1572				0	2772	796	1767	3618	0
Grp Volume(v), veh/h	483	386	225				0	570	555	130	596	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1712	1767	1763	0
Q Serve(g_s), s	10.4	17.3	11.0				0.0	21.2	21.3	3.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	17.3	11.0				0.0	21.2	21.3	3.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.46	1.00		0.00
Lane Grp Cap(c), veh/h	952	500	424				0	894	868	315	2184	0
V/C Ratio(X)	0.51	0.77	0.53				0.00	0.64	0.64	0.41	0.27	0.00
Avail Cap(c_a), veh/h	1492	783	664				0	894	868	372	2184	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	27.8	30.3	28.0				0.0	16.2	16.2	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.6	1.0				0.0	3.5	3.6	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	12.4	7.5				0.0	13.7	13.4	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	32.9	29.1				0.0	19.6	19.8	12.3	0.3	0.0
LnGrp LOS	C	C	C				A	B	B	B	A	A
Approach Vol, veh/h		1094						1125			726	
Approach Delay, s/veh		30.1						19.7			2.4	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.1	50.7	29.2	60.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	29.0	38.0	42.0
Max Q Clear Time (g_c+I1), s	5.0	23.3	19.3	2.0
Green Ext Time (p_c), s	0.1	3.4	5.0	4.7

Intersection Summary

HCM 6th Ctrl Delay 19.3
HCM 6th LOS B

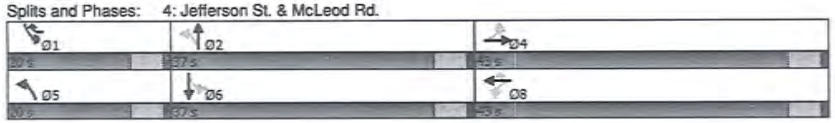
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	49	93	31	387	18	466	216	392
Future Volume (vph)	11	49	93	31	387	18	466	216	392
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	11.7	11.7	11.7	11.7	28.2	38.2	32.3	47.7	37.9
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.40	0.54	0.46	0.68	0.54
v/c Ratio	0.06	0.27	0.54	0.13	0.71	0.04	0.39	0.46	0.28
Control Delay	25.8	22.7	37.5	26.4	19.8	5.6	14.6	7.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	22.7	37.5	26.4	19.8	5.6	14.6	7.1	9.7
LOS	C	C	D	C	B	A	B	A	A
Approach Delay		23.1		23.5			14.3		8.8
Approach LOS		C		C			B		A

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 70.6			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	49	18	93	31	387	18	466	26	216	392	26
Future Volume (veh/h)	11	49	18	93	31	387	18	466	26	216	392	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	14	61	22	116	39	484	22	582	32	270	490	32
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	344	401	145	446	572	666	504	1334	73	506	1500	98
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.39	0.39	0.12	0.45	0.45
Sat Flow, veh/h	872	1302	469	1305	1856	1572	1767	3398	187	1767	3360	219
Grp Volume(v), veh/h	14	0	83	116	39	484	22	302	312	270	257	265
Grp Sat Flow(s),veh/h/ln	872	0	1771	1305	1856	1572	1767	1763	1822	1767	1763	1816
Q Serve(g_s), s	0.9	0.0	2.8	5.8	1.2	20.9	0.6	10.2	10.2	7.0	7.7	7.7
Cycle Q Clear(g_c), s	2.2	0.0	2.8	8.5	1.2	20.9	0.6	10.2	10.2	7.0	7.7	7.7
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.10	1.00		0.12
Lane Grp Cap(c), veh/h	344	0	546	446	572	666	504	692	715	506	787	811
V/C Ratio(X)	0.04	0.00	0.15	0.26	0.07	0.73	0.04	0.44	0.44	0.53	0.33	0.33
Avail Cap(c_a), veh/h	482	0	826	652	865	914	721	692	715	628	787	811
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	20.7	0.0	20.5	23.6	19.9	19.6	12.4	18.1	18.1	12.1	14.6	14.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	1.9	0.0	2.0	1.9	0.9	1.1	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(95%),veh/ln	0.3	0.0	2.0	3.2	0.9	11.9	0.4	7.7	7.9	4.7	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	0.0	20.6	23.9	20.0	21.4	12.4	20.1	20.1	13.0	15.7	15.7
LnGrp LOS	C	A	C	C	B	C	B	C	C	B	B	B
Approach Vol, veh/h		97			639			636			792	
Approach Delay, s/veh		20.6			21.8			19.8			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	37.0		30.1	10.0	41.4		30.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	9.0	12.2		4.8	2.6	9.7		22.9				
Green Ext Time (p_c), s	0.4	3.7		0.5	0.0	3.2		2.2				

Intersection Summary		
HCM 6th Ctrl Delay	18.6	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	6	921	650	13
Future Vol, veh/h	1	2	6	921	650	13
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	2	7	1110	783	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1360	400	799	0	-	0
Stage 1	791	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	225	*827	1110	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	221	*827	1110	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1110	-	432	-	-
HCM Lane V/C Ratio	0.007	-	0.008	-	-
HCM Control Delay (s)	8.3	0.1	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	18	1	42	1	934	16	37	645	1
Future Vol, veh/h	0	0	0	18	1	42	1	934	16	37	645	1
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	35	-	-	-	-	-	-	-	-	-	-	75
Veh in Median Storage,-#		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	22	1	51	1	1125	19	45	777	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1432	2013	389	1616	2005	572	778	0	0	1144	0	0
Stage 1	867	867	-	1137	1137	-	-	-	-	-	-	-
Stage 2	565	1146	-	479	868	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	162	68	*827	*108	69	461	1136	-	-	601	-	-
Stage 1	585	552	-	*213	273	-	-	-	-	-	-	-
Stage 2	474	270	-	*780	551	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	128	59	*827	*97	60	461	1136	-	-	601	-	-
Mov Cap-2 Maneuver	128	59	-	*97	60	-	-	-	-	-	-	-
Stage 1	583	479	-	*213	272	-	-	-	-	-	-	-
Stage 2	419	269	-	*677	478	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	31.5	0	1.3
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1136	-	-	-	-	208	601	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.353	0.074	-	-
HCM Control Delay (s)	8.2	0	-	0	0	31.5	11.5	0.7	-
HCM Lane LOS	A	A	-	A	A	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.5	0.2	-	-

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	922	663	1
Future Vol, veh/h	1	1	1	922	663	1
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	1	1	1111	799	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1358	400	800	0	-	0
Stage 1	800	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	225	*827	1109	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	225	*827	1109	-	-	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

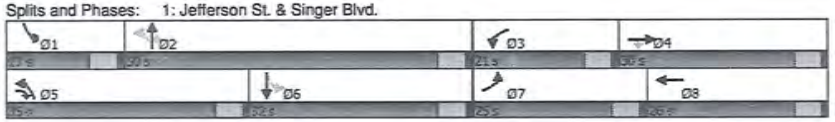
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	354	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	8.2	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	131	31	195	79	21	410	574	320	21	289
Future Volume (vph)	131	31	195	79	21	410	574	320	21	289
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	13.7	12.0	41.8	8.1	6.4	59.3	48.1	48.1	35.6	29.5
Actuated g/C Ratio	0.14	0.13	0.44	0.09	0.07	0.63	0.51	0.51	0.38	0.31
v/c Ratio	0.61	0.16	0.28	0.32	0.21	0.75	0.38	0.39	0.07	0.50
Control Delay	49.3	39.1	2.9	45.2	28.4	19.4	15.5	2.8	12.4	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	39.1	2.9	45.2	28.4	19.4	15.5	2.8	12.4	25.3
LOS	D	D	A	D	C	B	B	A	B	C
Approach Delay		23.0			39.3		13.6			24.7
Approach LOS		C			D		B			C

Intersection Summary			
Cycle Length: 118			
Actuated Cycle Length: 94.5			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Jefferson St. & Singer Blvd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	31	195	79	21	22	410	574	320	21	289	171
Future Volume (veh/h)	131	31	195	79	21	22	410	574	320	21	289	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	156	37	232	94	25	26	488	683	0	25	344	204
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	198	271	535	195	160	143	641	1807		465	805	468
Arrive On Green	0.11	0.15	0.15	0.06	0.09	0.09	0.19	0.51	0.00	0.06	0.38	0.38
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2145	1248
Grp Volume(v), veh/h	156	37	232	94	25	26	488	683	0	25	281	267
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1631
Q Serve(g_s), s	7.5	1.5	10.0	2.3	1.1	1.3	13.7	10.3	0.0	0.7	10.4	10.7
Cycle Q Clear(g_c), s	7.5	1.5	10.0	2.3	1.1	1.3	13.7	10.3	0.0	0.7	10.4	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	198	271	535	195	160	143	641	1807		465	661	612
V/C Ratio(X)	0.79	0.14	0.43	0.48	0.16	0.18	0.76	0.38		0.05	0.43	0.44
Avail Cap(c_a), veh/h	403	528	754	625	422	376	901	1807		606	661	612
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	32.7	22.4	40.1	36.8	36.9	12.2	12.9	0.0	14.4	20.4	20.5
Incr Delay (d2), s/veh	6.8	0.2	0.6	1.8	0.4	0.6	2.5	0.6	0.0	0.0	2.0	2.3
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(95%),veh/ln	6.5	1.2	6.6	1.8	0.9	1.0	8.9	7.2	0.0	0.5	8.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	32.9	23.0	42.0	37.3	37.5	14.7	13.5	0.0	14.4	22.4	22.8
LnGrp LOS	D	C	C	D	D	D	B	B		B	C	C
Approach Vol, veh/h		425			145			1171	A		573	
Approach Delay, s/veh		31.9			40.4			14.0			22.2	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	10.0	17.8	22.1	37.9	14.8	13.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	9.7	12.3	4.3	12.0	15.7	12.7	9.5	3.3
Green Ext Time (p_c), s	0.0	5.3	0.2	0.8	1.4	3.0	0.3	0.2

Intersection Summary		
HCM 6th Ctrl Delay	21.0	
HCM 6th LOS	C	

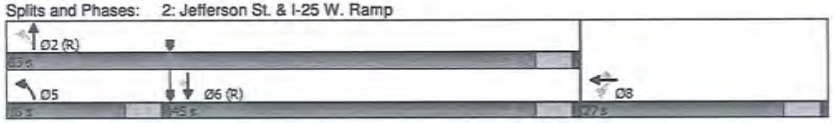
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	284	341	148	332	1237	613	248
Future Volume (vph)	284	341	148	332	1237	613	248
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	27.0	18.0	63.0	45.0	45.0
Total Split (%)	30.0%	30.0%	30.0%	20.0%	70.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	19.9	19.9	19.9	60.1	60.1	42.5	42.5
Actuated g/C Ratio	0.22	0.22	0.22	0.67	0.67	0.47	0.47
v/c Ratio	0.69	0.69	0.43	0.79	0.64	0.45	0.37
Control Delay	42.7	37.3	18.8	26.4	10.9	17.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	42.7	37.3	18.8	26.4	11.1	17.6	9.9
LOS	D	D	B	C	B	B	A
Approach Delay		35.2			14.3	15.4	
Approach LOS		D			B	B	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0.9 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	284	341	148	332	1237	0	0	613	248
Future Volume (veh/h)	0	0	0	284	341	148	332	1237	0	0	613	248
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				251	538	178	400	1490	0	0	739	299
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				342	718	304	526	2452	0	0	1762	786
Arrive On Green				0.19	0.19	0.19	0.28	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				251	538	178	400	1490	0	0	739	299
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				12.0	12.3	9.3	10.5	0.0	0.0	0.0	11.9	10.6
Cycle Q Clear(g_c), s				12.0	12.3	9.3	10.5	0.0	0.0	0.0	11.9	10.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				342	718	304	526	2452	0	0	1762	786
V/C Ratio(X)				0.73	0.75	0.59	0.76	0.61	0.00	0.00	0.42	0.38
Avail Cap(c_a), veh/h				432	907	384	533	2452	0	0	1762	786
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.58	0.58	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				34.1	34.2	33.0	8.2	0.0	0.0	0.0	14.2	13.9
Incr Delay (d2), s/veh				4.8	2.7	1.8	3.7	0.7	0.0	0.0	0.7	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.4	9.6	6.5	4.9	0.4	0.0	0.0	8.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.9	36.9	34.8	11.9	0.7	0.0	0.0	14.9	15.2
LnGrp LOS				D	D	C	B	A	A	A	B	B
Approach Vol, veh/h					967			1890			1038	
Approach Delay, s/veh					37.0			3.0			15.0	
Approach LOS					D			A			B	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	67.6		17.6	50.0		22.4				
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0				
Max Green Setting (Gmax), s	58.0		13.0	40.0		22.0				
Max Q Clear Time (g_c+I1), s	2.0		12.5	13.9		14.3				
Green Ext Time (p_c), s	18.5		0.1	6.9		3.1				

Intersection Summary		
HCM 6th Ctrl Delay	14.7	
HCM 6th LOS	B	

Notes

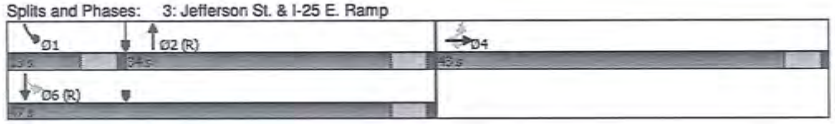
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	802	321	226	767	108	518
Future Volume (vph)	802	321	226	767	108	518
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	34.0	13.0	47.0
Total Split (%)	47.8%	47.8%	47.8%	37.8%	14.4%	52.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	27.3	27.3	27.3	39.7	52.7	52.7
Actuated g/C Ratio	0.30	0.30	0.30	0.44	0.59	0.59
v/c Ratio	0.59	0.58	0.45	0.79	0.54	0.30
Control Delay	30.5	28.1	9.3	27.9	32.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	28.1	9.3	27.9	32.0	8.7
LOS	C	C	A	C	C	A
Approach Delay		24.2		27.9		12.7
Approach LOS		C		C		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6.3 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 60.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	802	321	226	0	0	0	0	767	226	108	518	0
Future Volume (veh/h)	802	321	226	0	0	0	0	767	226	108	518	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	483	386	272				0	924	272	130	624	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	959	503	426				0	1358	399	294	2178	0
Arrive On Green	0.27	0.27	0.27				0.00	0.51	0.51	0.11	1.00	0.00
Sat Flow, veh/h	3534	1856	1572				0	2780	789	1767	3618	0
Grp Volume(v), veh/h	483	386	272				0	605	591	130	624	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1714	1767	1763	0
Q Serve(g_s), s	10.4	17.2	13.7				0.0	23.3	23.4	3.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	17.2	13.7				0.0	23.3	23.4	3.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.46	1.00		0.00
Lane Grp Cap(c), veh/h	959	503	426				0	891	866	294	2178	0
V/C Ratio(X)	0.50	0.77	0.64				0.00	0.68	0.68	0.44	0.29	0.00
Avail Cap(c_a), veh/h	1492	783	664				0	891	866	351	2178	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	27.7	30.2	28.9				0.0	16.8	16.8	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	2.5	1.6				0.0	4.2	4.3	0.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	12.4	9.0				0.0	14.9	14.7	1.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	32.7	30.5				0.0	20.9	21.1	13.4	0.3	0.0
LnGrp LOS	C	C	C				A	C	C	B	A	A
Approach Vol, veh/h		1141						1196			754	
Approach Delay, s/veh		30.2						21.0			2.5	
Approach LOS		C						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.1	50.5	29.4	60.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	29.0	38.0	42.0
Max Q Clear Time (g_c+I1), s	5.0	25.4	19.2	2.0
Green Ext Time (p_c), s	0.1	2.4	5.2	4.9

Intersection Summary

HCM 6th Ctrl Delay 19.9
HCM 6th LOS B

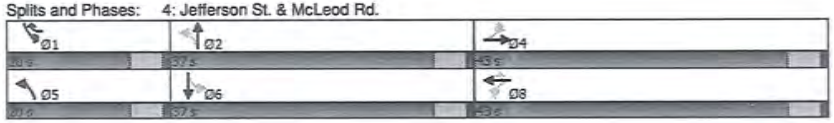
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	49	93	31	467	18	538	292	461
Future Volume (vph)	15	49	93	31	467	18	538	292	461
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	11.8	11.8	11.8	11.8	31.3	37.9	32.1	51.6	40.7
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.43	0.52	0.44	0.70	0.55
v/c Ratio	0.09	0.28	0.56	0.13	0.83	0.05	0.46	0.61	0.32
Control Delay	26.5	23.3	39.1	26.9	27.8	5.7	16.4	9.8	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	23.3	39.1	26.9	27.8	5.7	16.4	9.8	9.8
LOS	C	C	D	C	C	A	B	A	A
Approach Delay		23.9		29.5			16.1		9.8
Approach LOS		C		C			B		A

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 73.4			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	49	18	93	31	467	18	538	26	292	461	30
Future Volume (veh/h)	15	49	18	93	31	467	18	538	26	292	461	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	19	61	22	116	39	584	22	672	32	365	576	38
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	339	447	161	483	637	775	434	1184	56	479	1480	98
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.05	0.35	0.35	0.15	0.44	0.44
Sat Flow, veh/h	795	1302	469	1305	1856	1572	1767	3426	163	1767	3357	221
Grp Volume(v), veh/h	19	0	83	116	39	584	22	346	358	365	302	312
Grp Sat Flow(s),veh/h/ln	795	0	1771	1305	1856	1572	1767	1763	1826	1767	1763	1816
Q Serve(g_s), s	1.5	0.0	3.0	6.2	1.3	27.8	0.7	14.8	14.8	11.7	10.7	10.7
Cycle Q Clear(g_c), s	2.8	0.0	3.0	9.2	1.3	27.8	0.7	14.8	14.8	11.7	10.7	10.7
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.09	1.00		0.12
Lane Grp Cap(c), veh/h	339	0	608	483	637	775	434	609	631	479	777	801
V/C Ratio(X)	0.06	0.00	0.14	0.24	0.06	0.75	0.05	0.57	0.57	0.76	0.39	0.39
Avail Cap(c_a), veh/h	393	0	727	571	761	880	624	609	631	501	777	801
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	21.4	0.0	21.0	24.1	20.4	19.0	16.9	24.7	24.7	16.7	17.5	17.5
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	3.3	0.0	3.8	3.7	6.5	1.5	1.4
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(95%),veh/ln	0.5	0.0	2.2	3.5	1.0	15.4	0.5	10.9	11.2	9.0	8.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	21.1	24.4	20.5	22.2	17.0	28.5	28.4	23.2	18.9	18.9
LnGrp LOS	C	A	C	C	C	C	B	C	C	C	B	B
Approach Vol, veh/h		102			739			726			979	
Approach Delay, s/veh		21.1			22.5			28.1			20.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.8	37.0		36.8	10.0	45.8		36.8
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	5.0	32.0		38.0	15.0	32.0		38.0
Max Q Clear Time (g_c+I1), s	3.7	16.8		5.0	2.7	12.7		29.8
Green Ext Time (p_c), s	0.2	3.9		0.6	0.0	3.7		2.0

Intersection Summary		
HCM 6th Ctrl Delay	23.3	
HCM 6th LOS	C	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	6	1076	799	15
Future Vol, veh/h	3	2	6	1076	799	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	2	7	1296	963	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1634	491	981	0	-	0
Stage 1	972	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	154	*758	1020	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	150	*758	1020	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1020	-	221	-	-
HCM Lane V/C Ratio	0.007	-	0.027	-	-
HCM Control Delay (s)	8.6	0.1	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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

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	0	0	0	18	0	42	0	994	16	37	657	50
Future Vol, veh/h	0	0	0	18	0	42	0	994	16	37	657	50
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	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	22	0	51	0	1198	19	45	792	60

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1694	2090	609	792	0	0	1217	0	0
Stage 1	1208	1208	-	-	-	-	-	-	-
Stage 2	486	882	-	-	-	-	-	-	-
Critical Hdwy	6.86	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5.86	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	83	51	436	818	-	-	563	-	0
Stage 1	244	252	-	-	-	-	-	-	0
Stage 2	581	360	-	-	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	71	0	436	818	-	-	563	-	-
Mov Cap-2 Maneuver	71	0	-	-	-	-	-	-	-
Stage 1	244	0	-	-	-	-	-	-	-
Stage 2	498	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	40.3	0	1.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	818	-	-	172	563	-
HCM Lane V/C Ratio	-	-	-	0.42	0.079	-
HCM Control Delay (s)	0	-	-	40.3	11.9	0.8
HCM Lane LOS	A	-	-	E	B	A
HCM 95th %tile Q(veh)	0	-	-	1.9	0.3	-

Intersection	
Int Delay, s/veh	33.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	153	160	922	663	12
Future Vol, veh/h	60	153	160	922	663	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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	72	184	193	1111	799	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1748	407	813	0	-	0
Stage 1	806	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	105	*827	1093	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	~ 57	*827	1093	-	-	-
Mov Cap-2 Maneuver	~ 57	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	298.8	2.6	0
HCM LOS	F		

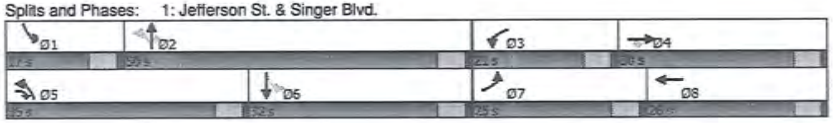
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	172	-	-
HCM Lane V/C Ratio	0.176	-	1.492	-	-
HCM Control Delay (s)	9	1.5	298.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	16.4	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	234	39	490	311	47	204	288	166	16	664
Future Volume (vph)	234	39	490	311	47	204	288	166	16	664
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	18.3	11.4	41.2	14.0	7.1	59.2	48.2	48.2	35.4	29.4
Actuated g/C Ratio	0.18	0.11	0.41	0.14	0.07	0.59	0.48	0.48	0.36	0.29
v/c Ratio	0.79	0.20	0.77	0.70	0.37	0.43	0.18	0.21	0.04	0.85
Control Delay	57.6	43.9	29.9	49.8	28.5	16.0	15.4	3.0	13.2	43.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	43.9	29.9	49.8	28.5	16.0	15.4	3.0	13.2	43.4
LOS	E	D	C	D	C	B	B	A	B	D
Approach Delay		39.1			44.8		12.5			42.8
Approach LOS		D			D		B			D

Intersection Summary			
Cycle Length: 118			
Actuated Cycle Length: 99.7			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Jefferson St. & Singer Blvd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	39	490	311	47	49	204	288	166	16	664	140
Future Volume (veh/h)	234	39	490	311	47	49	204	288	166	16	664	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	252	42	527	334	51	53	219	310	0	17	714	151
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	431	518	404	334	298	340	1473		533	1063	225
Arrive On Green	0.16	0.23	0.23	0.12	0.19	0.19	0.10	0.42	0.00	0.05	0.37	0.37
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2896	612
Grp Volume(v), veh/h	252	42	527	334	51	53	219	310	0	17	434	431
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1745
Q Serve(g_s), s	15.0	1.9	25.0	10.3	2.6	3.0	7.9	6.0	0.0	0.6	22.3	22.3
Cycle Q Clear(g_c), s	15.0	1.9	25.0	10.3	2.6	3.0	7.9	6.0	0.0	0.6	22.3	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	283	431	518	404	334	298	340	1473		533	647	641
V/C Ratio(X)	0.89	0.10	1.02	0.83	0.15	0.18	0.64	0.21		0.03	0.67	0.67
Avail Cap(c_a), veh/h	328	431	518	509	344	307	661	1473		648	647	641
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	32.5	36.1	46.4	36.4	36.6	20.6	20.0	0.0	18.7	28.6	28.6
Incr Delay (d2), s/veh	22.5	0.1	44.1	8.8	0.2	0.3	2.0	0.3	0.0	0.0	5.5	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(95%),veh/ln	13.0	1.6	27.1	8.4	2.1	2.1	6.0	4.6	0.0	0.5	15.5	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	32.6	80.2	55.2	36.6	36.9	22.7	20.3	0.0	18.7	34.1	34.2
LnGrp LOS	E	C	F	E	D	D	C	C		B	C	C
Approach Vol, veh/h		821			438			529	A		882	
Approach Delay, s/veh		73.6			50.8			21.3			33.8	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	17.7	30.0	15.5	44.5	22.3	25.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	6	8.0	12.3	27.0	9.9	24.3	17.0	5.0
Green Ext Time (p_c), s	0.0	2.2	0.4	0.0	0.6	1.4	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

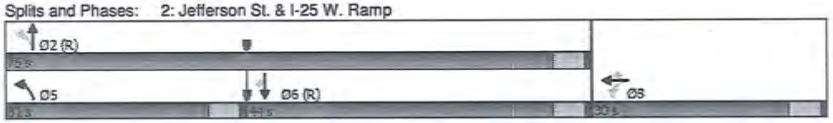
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	382	518	50	408	607	1318	649
Future Volume (vph)	382	518	50	408	607	1318	649
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	30.0	31.0	75.0	44.0	44.0
Total Split (%)	28.6%	28.6%	28.6%	29.5%	71.4%	41.9%	41.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	24.1	24.1	24.1	70.9	70.9	42.2	42.2
Actuated g/C Ratio	0.23	0.23	0.23	0.68	0.68	0.40	0.40
v/c Ratio	0.84	0.84	0.13	0.92	0.27	0.99	0.99
Control Delay	59.2	49.5	5.0	48.5	8.5	53.5	60.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	49.5	5.0	48.5	8.5	53.5	60.8
LOS	E	D	A	D	A	D	E
Approach Delay		50.1			24.6	55.9	
Approach LOS		D			C	E	

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 105		
Offset: 0.7 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green		
Natural Cycle: 75		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.99		
Intersection Signal Delay: 46.4	Intersection LOS: D	
Intersection Capacity Utilization 92.2%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	382	518	50	408	607	0	0	1318	649
Future Volume (veh/h)	0	0	0	382	518	50	408	607	0	0	1318	649
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				316	666	53	429	639	0	0	1387	683
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				379	796	337	452	2433	0	0	1527	681
Arrive On Green				0.21	0.21	0.21	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				316	666	53	429	639	0	0	1387	683
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				18.0	18.0	2.9	19.4	0.0	0.0	0.0	38.6	45.5
Cycle Q Clear(g_c), s				18.0	18.0	2.9	19.4	0.0	0.0	0.0	38.6	45.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				379	796	337	452	2433	0	0	1527	681
V/C Ratio(X)				0.83	0.84	0.16	0.95	0.26	0.00	0.00	0.91	1.00
Avail Cap(c_a), veh/h				421	884	374	519	2433	0	0	1527	681
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.56	0.56	0.00	0.00	0.51	0.51
Uniform Delay (d), s/veh				39.4	39.5	33.5	21.0	0.0	0.0	0.0	27.8	29.8
Incr Delay (d2), s/veh				12.4	6.5	0.2	17.3	0.1	0.0	0.0	5.3	25.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				13.9	13.7	2.0	13.1	0.1	0.0	0.0	21.5	26.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				51.8	46.0	33.7	38.3	0.1	0.0	0.0	33.1	55.2
LnGrp LOS				D	D	C	D	A	A	A	C	F
Approach Vol, veh/h					1035			1068			2070	
Approach Delay, s/veh					47.1			15.5			40.4	
Approach LOS					D			B			D	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	77.5		27.0	50.5		27.5
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0
Max Green Setting (Gmax), s	70.0		26.0	39.0		25.0
Max Q Clear Time (g_c+I1), s	2.0		21.4	47.5		20.0
Green Ext Time (p_c), s	5.2		0.6	0.0		2.5

Intersection Summary		
HCM 6th Ctrl Delay	35.7	
HCM 6th LOS	D	

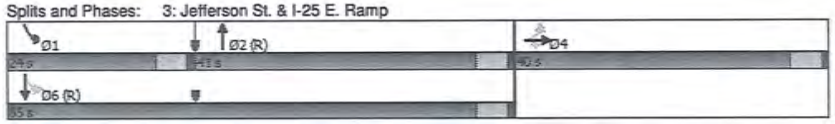
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	506	690	219	509	321	997
Future Volume (vph)	506	690	219	509	321	997
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	40.0	40.0	40.0	41.0	24.0	65.0
Total Split (%)	38.1%	38.1%	38.1%	39.0%	22.9%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	33.9	33.9	33.9	38.5	61.1	61.1
Actuated g/C Ratio	0.32	0.32	0.32	0.37	0.58	0.58
v/c Ratio	0.81	0.80	0.41	0.75	0.87	0.52
Control Delay	45.8	38.8	18.3	31.1	49.2	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	45.8	38.8	18.3	31.1	49.2	17.2
LOS	D	D	B	C	D	B
Approach Delay		37.5		31.1		25.0
Approach LOS		D		C		C

Intersection Summary		
Cycle Length: 105		
Actuated Cycle Length: 105		
Offset: 2.1 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay: 31.4	Intersection LOS: C	
Intersection Capacity Utilization 92.2%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	690	219	0	0	0	0	509	376	321	997	0
Future Volume (veh/h)	506	690	219	0	0	0	0	509	376	321	997	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	424	894	233				0	541	400	341	1061	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	523	1099	466				0	822	608	427	2145	0
Arrive On Green	0.30	0.30	0.30				0.00	0.43	0.43	0.27	1.00	0.00
Sat Flow, veh/h	1767	3711	1572				0	2025	1429	1767	3618	0
Grp Volume(v), veh/h	424	894	233				0	493	448	341	1061	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1598	1767	1763	0
Q Serve(g_s), s	23.3	23.5	12.9				0.0	23.4	23.5	11.7	0.0	0.0
Cycle Q Clear(g_c), s	23.3	23.5	12.9				0.0	23.4	23.5	11.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.89	1.00		0.00
Lane Grp Cap(c), veh/h	523	1099	466				0	750	680	427	2145	0
V/C Ratio(X)	0.81	0.81	0.50				0.00	0.66	0.66	0.80	0.49	0.00
Avail Cap(c_a), veh/h	589	1237	524				0	750	680	508	2145	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.19	0.19	0.00
Uniform Delay (d), s/veh	34.2	34.3	30.5				0.0	24.1	24.1	14.9	0.0	0.0
Incr Delay (d2), s/veh	7.5	3.9	0.8				0.0	4.5	4.9	1.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	16.4	8.6				0.0	15.7	14.6	4.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	38.1	31.4				0.0	28.5	29.0	16.4	0.2	0.0
LnGrp LOS	D	D	C				A	C	C	B	A	A
Approach Vol, veh/h		1551						941			1402	
Approach Delay, s/veh		38.1						28.8			4.1	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.2	49.7	36.1	68.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	36.0	35.0	60.0
Max Q Clear Time (g_c+I1), s	3.0	25.5	25.5	2.0
Green Ext Time (p_c), s	0.5	4.6	5.7	10.4

Intersection Summary		
HCM 6th Ctrl Delay	23.6	
HCM 6th LOS	C	

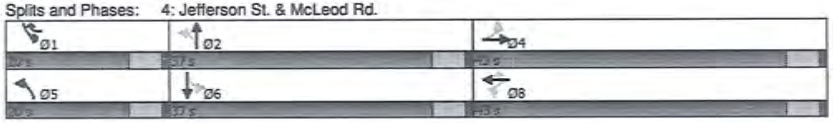
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	70	108	13	345	11	494	423	660
Future Volume (vph)	14	70	108	13	345	11	494	423	660
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	32.0	37.8	32.1	52.1	41.4
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.43	0.51	0.43	0.70	0.56
v/c Ratio	0.07	0.34	0.57	0.05	0.50	0.03	0.44	0.72	0.37
Control Delay	26.1	24.9	39.6	25.5	12.3	5.7	15.7	13.8	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	24.9	39.6	25.5	12.3	5.7	15.7	13.8	10.3
LOS	C	C	D	C	B	A	B	B	B
Approach Delay		25.0		19.0			15.5		11.7
Approach LOS		C		B			B		B

Intersection Summary		
Cycle Length: 100		
Actuated Cycle Length: 74.1		
Natural Cycle: 60		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.72		
Intersection Signal Delay: 14.8	Intersection LOS: B	
Intersection Capacity Utilization 65.8%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	70	26	108	13	345	11	494	112	423	660	8
Future Volume (veh/h)	14	70	26	108	13	345	11	494	112	423	660	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	15	75	28	116	14	371	12	531	120	455	710	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	317	300	112	329	432	631	489	1165	262	600	1827	23
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.41	0.41	0.17	0.51	0.51
Sat Flow, veh/h	990	1288	481	1281	1856	1572	1767	2859	643	1767	3565	45
Grp Volume(v), veh/h	15	0	103	116	14	371	12	327	324	455	351	368
Grp Sat Flow(s),veh/h/ln	990	0	1769	1281	1856	1572	1767	1763	1740	1767	1763	1847
Q Serve(g_s), s	0.9	0.0	3.7	6.4	0.5	14.5	0.3	10.6	10.7	10.8	9.5	9.5
Cycle Q Clear(g_c), s	1.4	0.0	3.7	10.1	0.5	14.5	0.3	10.6	10.7	10.8	9.5	9.5
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.37	1.00		0.02
Lane Grp Cap(c), veh/h	317	0	412	329	432	631	489	719	709	600	903	947
V/C Ratio(X)	0.05	0.00	0.25	0.35	0.03	0.59	0.02	0.45	0.46	0.76	0.39	0.39
Avail Cap(c_a), veh/h	565	0	856	651	898	1026	714	719	709	640	903	947
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	23.8	0.0	24.5	28.6	23.3	18.4	11.1	16.9	16.9	10.9	11.7	11.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.6	0.0	0.9	0.0	2.1	2.1	4.9	1.3	1.2
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(95%),veh/ln	0.4	0.0	2.8	3.5	0.4	8.8	0.2	7.9	7.9	7.7	6.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	24.8	29.3	23.3	19.3	11.1	19.0	19.1	15.8	12.9	12.9
LnGrp LOS	C	A	C	C	C	B	B	B	B	B	B	B
Approach Vol, veh/h		118			501			663			1174	
Approach Delay, s/veh		24.7			21.7			18.9			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.2	37.0		23.3	10.0	45.2		23.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	12.8	12.7		5.7	2.3	11.5		16.5				
Green Ext Time (p_c), s	0.4	4.0		0.6	0.0	4.5		1.8				

Intersection Summary		
HCM 6th Ctrl Delay	17.4	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	14	11	865	1083	30
Future Vol, veh/h	4	14	11	865	1083	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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	17	13	1042	1305	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1870	671	1341	0	-	0
Stage 1	1323	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	128	*625	832	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	123	*625	832	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	832	-	328	-	-
HCM Lane V/C Ratio	0.016	-	0.066	-	-
HCM Control Delay (s)	9.4	0.2	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

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	0	0	0	16	1	39	1	885	15	36	1180	1
Future Vol, veh/h	0	0	0	16	1	39	1	885	15	36	1180	1
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	35	-	-	-	-	-	-	-	-	-	-	75
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	17	1	41	1	941	16	38	1255	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1804	2290	628	1655	2283	479	1256	0	0	957	0	0
Stage 1	1331	1331	-	951	951	-	-	-	-	-	-	-
Stage 2	473	959	-	704	1332	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	*43	*49	*596	*224	*50	530	*891	-	-	708	-	-
Stage 1	*562	*493	-	*277	*334	-	-	-	-	-	-	-
Stage 2	*538	*331	-	*562	*493	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	*11	*40	*596	*193	*41	530	*891	-	-	708	-	-
Mov Cap-2 Maneuver	*11	*40	-	*193	*41	-	-	-	-	-	-	-
Stage 1	*561	*405	-	*276	*333	-	-	-	-	-	-	-
Stage 2	*493	*330	-	*462	*405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19.4	0	1.2
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 891	-	-	-	-	310	708	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.192	0.054	-	-
HCM Control Delay (s)	9	0	-	0	0	19.4	10.4	0.9	-
HCM Lane LOS	A	A	-	A	A	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.7	0.2	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	869	1113	1
Future Vol, veh/h	1	1	1	869	1113	1
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, %	3	3	3	3	3	3
Mvmt Flow	1	1	1	924	1184	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1649	593	1185	0	-	0
Stage 1	1185	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	*225	*625	*935	-	-	-
Stage 1	*591	-	-	-	-	-
Stage 2	*596	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*224	*625	*935	-	-	-
Mov Cap-2 Maneuver	*224	-	-	-	-	-
Stage 1	*590	-	-	-	-	-
Stage 2	*596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 935	-	330	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	8.9	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	234	39	490	311	47	204	297	166	16	673
Future Volume (vph)	234	39	490	311	47	204	297	166	16	673
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	25.0	30.0	35.0	21.0	26.0	35.0	50.0	50.0	17.0	32.0
Total Split (%)	21.2%	25.4%	29.7%	17.8%	22.0%	29.7%	42.4%	42.4%	14.4%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Max	Min	Max
Act Effct Green (s)	18.3	11.4	41.2	14.0	7.1	59.2	48.2	48.2	35.4	29.4
Actuated g/C Ratio	0.18	0.11	0.41	0.14	0.07	0.59	0.48	0.48	0.36	0.29
v/c Ratio	0.79	0.20	0.77	0.70	0.37	0.43	0.19	0.21	0.04	0.86
Control Delay	57.6	43.9	29.9	49.8	28.5	16.0	15.4	3.0	13.2	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	43.9	29.9	49.8	28.5	16.0	15.4	3.0	13.2	44.2
LOS	E	D	C	D	C	B	B	A	B	D
Approach Delay		39.1			44.8		12.5			43.6
Approach LOS		D			D		B			D

Intersection Summary

Cycle Length: 118
Actuated Cycle Length: 99.7
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 34.7 — Intersection LOS: C
Intersection Capacity Utilization 74.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Jefferson St. & Singer Blvd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	39	490	311	47	49	204	297	166	16	673	140
Future Volume (veh/h)	234	39	490	311	47	49	204	297	166	16	673	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	252	42	527	334	51	53	219	319	0	17	724	151
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	431	518	404	334	298	337	1473		528	1066	222
Arrive On Green	0.16	0.23	0.23	0.12	0.19	0.19	0.10	0.42	0.00	0.05	0.37	0.37
Sat Flow, veh/h	1767	1856	1572	3428	1763	1572	1767	3526	1572	1767	2904	605
Grp Volume(v), veh/h	252	42	527	334	51	53	219	319	0	17	439	436
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1763	1572	1767	1763	1572	1767	1763	1747
Q Serve(g_s), s	15.0	1.9	25.0	10.3	2.6	3.0	7.9	6.2	0.0	0.6	22.6	22.6
Cycle Q Clear(g_c), s	15.0	1.9	25.0	10.3	2.6	3.0	7.9	6.2	0.0	0.6	22.6	22.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	283	431	518	404	334	298	337	1473		528	647	641
V/C Ratio(X)	0.89	0.10	1.02	0.83	0.15	0.18	0.65	0.22		0.03	0.68	0.68
Avail Cap(c_a), veh/h	328	431	518	509	344	307	658	1473		643	647	641
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	32.5	36.1	46.4	36.4	36.6	20.8	20.1	0.0	18.7	28.7	28.7
Incr Delay (d2), s/veh	22.5	0.1	44.1	8.8	0.2	0.3	2.1	0.3	0.0	0.0	5.7	5.7
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(95%),veh/ln	13.0	1.6	27.1	8.4	2.1	2.1	6.0	4.7	0.0	0.5	15.7	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	32.6	80.2	55.2	36.6	36.9	22.9	20.4	0.0	18.7	34.4	34.5
LnGrp LOS	E	C	F	E	D	D	C	C		B	C	C
Approach Vol, veh/h		821			438			538	A		892	
Approach Delay, s/veh		73.6			50.8			21.4			34.1	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.0	17.7	30.0	15.5	44.5	22.3	25.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	12.0	45.0	16.0	25.0	30.0	27.0	20.0	21.0
Max Q Clear Time (g_c+I1), s	2.6	8.2	12.3	27.0	9.9	24.6	17.0	5.0
Green Ext Time (p_c), s	0.0	2.3	0.4	0.0	0.6	1.3	0.2	0.4

Intersection Summary

HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	393	518	50	442	616	1327	649
Future Volume (vph)	393	518	50	442	616	1327	649
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases		8		5	2	6	
Permitted Phases	8		8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	10.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	30.0	31.0	75.0	44.0	44.0
Total Split (%)	28.6%	28.6%	28.6%	29.5%	71.4%	41.9%	41.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	C-Max	C-Max	C-Max
Act Effct Green (s)	24.3	24.3	24.3	70.7	70.7	40.6	40.6
Actuated g/C Ratio	0.23	0.23	0.23	0.67	0.67	0.39	0.39
v/c Ratio	0.84	0.84	0.13	0.95	0.27	1.03	1.03
Control Delay	59.3	49.6	4.9	54.0	8.9	65.7	73.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	49.6	4.9	54.0	8.9	65.7	73.3
LOS	E	D	A	D	A	E	E
Approach Delay		50.2			27.8	68.2	
Approach LOS		D			C	E	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0.7 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 53.2 — Intersection LOS: D
Intersection Capacity Utilization 94.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: Jefferson St. & I-25 W. Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	393	518	50	442	616	0	0	1327	649
Future Volume (veh/h)	0	0	0	393	518	50	442	616	0	0	1327	649
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				320	677	53	465	648	0	0	1397	683
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				383	804	341	484	2426	0	0	1437	641
Arrive On Green				0.22	0.22	0.22	0.47	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1767	3711	1572	1767	3618	0	0	3618	1572
Grp Volume(v), veh/h				320	677	53	465	648	0	0	1397	683
Grp Sat Flow(s),veh/h/ln				1767	1856	1572	1767	1763	0	0	1763	1572
Q Serve(g_s), s				18.2	18.4	2.9	22.1	0.0	0.0	0.0	40.8	42.8
Cycle Q Clear(g_c), s				18.2	18.4	2.9	22.1	0.0	0.0	0.0	40.8	42.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				383	804	341	484	2426	0	0	1437	641
V/C Ratio(X)				0.84	0.84	0.16	0.96	0.27	0.00	0.00	0.97	1.07
Avail Cap(c_a), veh/h				421	884	374	510	2426	0	0	1437	641
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.50	0.50	0.00	0.00	0.50	0.50
Uniform Delay (d), s/veh				39.3	39.4	33.3	20.1	0.0	0.0	0.0	30.5	31.1
Incr Delay (d2), s/veh				12.7	6.9	0.2	19.0	0.1	0.0	0.0	11.4	44.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.1	14.0	2.0	13.5	0.1	0.0	0.0	24.0	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.1	46.3	33.5	39.2	0.1	0.0	0.0	41.9	75.7
LnGrp LOS				D	D	C	D	A	A	A	D	F
Approach Vol, veh/h					1050			1113			2080	
Approach Delay, s/veh					47.4			16.4			53.0	
Approach LOS					D			B			D	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	77.2	29.4	47.8	27.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	70.0	26.0	39.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	24.1	44.8	20.4
Green Ext Time (p_c), s	5.3	0.3	0.0	2.4

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	506	690	254	552	321	1018
Future Volume (vph)	506	690	254	552	321	1018
Turn Type	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4		6	
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0
Total Split (s)	40.0	40.0	40.0	41.0	24.0	65.0
Total Split (%)	38.1%	38.1%	38.1%	39.0%	22.9%	61.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	33.9	33.9	33.9	38.2	61.1	61.1
Actuated g/C Ratio	0.32	0.32	0.32	0.36	0.58	0.58
v/c Ratio	0.81	0.80	0.48	0.80	0.90	0.53
Control Delay	45.8	38.8	21.6	33.7	51.9	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	45.8	38.8	21.6	33.7	51.9	17.7
LOS	D	D	C	C	D	B
Approach Delay		37.6		33.7		25.9
Approach LOS		D		C		C

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 2.1 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 32.4 — Intersection LOS: C
Intersection Capacity Utilization 94.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Jefferson St. & I-25 E. Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	690	254	0	0	0	0	552	387	321	1018	0
Future Volume (veh/h)	506	690	254	0	0	0	0	552	387	321	1018	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	424	894	270				0	587	412	341	1083	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	525	1102	467				0	841	590	410	2143	0
Arrive On Green	0.30	0.30	0.30				0.00	0.42	0.42	0.27	1.00	0.00
Sat Flow, veh/h	1767	3711	1572				0	2072	1389	1767	3618	0
Grp Volume(v), veh/h	424	894	270				0	523	476	341	1083	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572				0	1763	1606	1767	1763	0
Q Serve(g_s), s	23.3	23.4	15.3				0.0	25.5	25.5	11.7	0.0	0.0
Cycle Q Clear(g_c), s	23.3	23.4	15.3				0.0	25.5	25.5	11.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.87	1.00		0.00
Lane Grp Cap(c), veh/h	525	1102	467				0	749	682	410	2143	0
V/C Ratio(X)	0.81	0.81	0.58				0.00	0.70	0.70	0.83	0.51	0.00
Avail Cap(c_a), veh/h	589	1237	524				0	749	682	490	2143	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.10	0.10	0.00
Uniform Delay (d), s/veh	34.1	34.2	31.3				0.0	24.7	24.7	15.8	0.0	0.0
Incr Delay (d2), s/veh	7.5	3.8	1.3				0.0	5.4	5.9	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	16.4	9.9				0.0	17.0	15.8	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	38.0	32.6				0.0	30.0	30.6	16.9	0.1	0.0
LnGrp LOS	D	D	C				A	C	C	B	A	A
Approach Vol, veh/h		1588						999			1424	
Approach Delay, s/veh		38.0						30.3			4.1	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.2	49.6		36.2		68.8
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	19.0	36.0		35.0		60.0
Max Q Clear Time (g_c+I1), s	13.7	27.5		25.4		2.0
Green Ext Time (p_c), s	0.5	4.2		5.7		10.8

Intersection Summary

HCM 6th Ctrl Delay		24.1
HCM 6th LOS		C

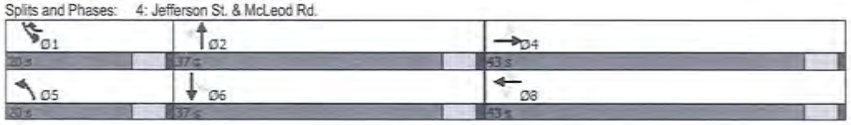
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	17	70	108	13	418	11	560	493	723
Future Volume (vph)	17	70	108	13	418	11	560	493	723
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	1	5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	1	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	10.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	20.0	20.0	37.0	20.0	37.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	20.0%	20.0%	37.0%	20.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Max	Min	Max
Act Effct Green (s)	12.0	12.0	12.0	12.0	32.0	37.8	32.1	52.1	41.4
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.43	0.51	0.43	0.70	0.56
v/c Ratio	0.08	0.34	0.57	0.05	0.62	0.03	0.48	0.89	0.40
Control Delay	26.3	24.9	39.6	25.5	16.8	5.7	16.4	29.0	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.3	24.9	39.6	25.5	16.8	5.7	16.4	29.0	10.6
LOS	C	C	D	C	B	A	B	C	B
Approach Delay		25.1		21.6			16.3		18.0
Approach LOS		C		C			B		B

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 74.1			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Jefferson St. & McLeod Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	70	26	108	13	418	11	560	112	493	723	11
Future Volume (veh/h)	17	70	26	108	13	418	11	560	112	493	723	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	18	75	28	116	14	449	12	602	120	530	777	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	328	346	129	371	499	701	430	1106	220	554	1760	27
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.38	0.38	0.18	0.50	0.50
Sat Flow, veh/h	922	1288	481	1281	1856	1572	1767	2931	583	1767	3554	55
Grp Volume(v), veh/h	18	0	103	116	14	449	12	362	360	530	385	404
Grp Sat Flow(s),veh/h/ln	922	0	1769	1281	1856	1572	1767	1763	1751	1767	1763	1846
Q Serve(g_s), s	1.2	0.0	3.8	6.6	0.5	18.8	0.3	13.6	13.7	15.0	12.0	12.0
Cycle Q Clear(g_c), s	1.7	0.0	3.8	10.4	0.5	18.8	0.3	13.6	13.7	15.0	12.0	12.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.33	1.00		0.03
Lane Grp Cap(c), veh/h	328	0	476	371	499	701	430	665	661	554	873	914
V/C Ratio(X)	0.05	0.00	0.22	0.31	0.03	0.64	0.03	0.54	0.55	0.96	0.44	0.44
Avail Cap(c_a), veh/h	493	0	793	601	832	983	639	665	661	554	873	914
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	23.5	0.0	24.1	28.1	22.8	18.2	13.6	20.7	20.7	15.2	13.8	13.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.0	1.0	0.0	3.2	3.2	27.6	1.6	1.5
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(95%),veh/ln	0.5	0.0	2.9	3.6	0.4	10.8	0.2	9.9	9.9	14.6	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	24.3	28.6	22.9	19.2	13.6	23.8	23.9	42.8	15.4	15.4
LnGrp LOS	C	A	C	C	C	B	B	C	C	D	B	B
Approach Vol, veh/h		121			579			734			1319	
Approach Delay, s/veh		24.2			21.2			23.7			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	37.0		27.8	10.0	47.0		27.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	15.0	32.0		38.0	15.0	32.0		38.0				
Max Q Clear Time (g_c+I1), s	17.0	15.7		5.8	2.3	14.0		20.8				
Green Ext Time (p_c), s	0.0	4.2		0.7	0.0	4.8		2.0				

Intersection Summary		
HCM 6th Ctrl Delay	24.5	
HCM 6th LOS	C	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	14	11	1007	1220	31
Future Vol, veh/h	5	14	11	1007	1220	31
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	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	17	13	1213	1470	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2122	754	1507	0	-	0
Stage 1	1489	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	77	*566	743	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	72	*566	743	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.1	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	743	-	202	-	-
HCM Lane V/C Ratio	0.018	-	0.113	-	-
HCM Control Delay (s)	9.9	0.3	25.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Notes

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

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	0	0	0	16	0	39	0	939	15	36	1191	45
Future Vol, veh/h	0	0	0	16	0	39	0	939	15	36	1191	45
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	-	-	Free
Storage Length	-	-	-	-	-	-	-	-	-	-	-	75
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	17	0	41	0	999	16	38	1267	48

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1717	2350	508	1267	0	0	1015	0	0
Stage 1	1007	1007	-	-	-	-	-	-	-
Stage 2	710	1343	-	-	-	-	-	-	-
Critical Hdwy	6.86	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	5.86	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	80	35	507	539	-	-	673	-	0
Stage 1	312	314	-	-	-	-	-	-	0
Stage 2	446	217	-	-	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	65	0	507	539	-	-	673	-	-
Mov Cap-2 Maneuver	65	0	-	-	-	-	-	-	-
Stage 1	312	0	-	-	-	-	-	-	-
Stage 2	361	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.9	0	1.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	539	-	-	170	673	-
HCM Lane V/C Ratio	-	-	-	0.344	0.057	-
HCM Control Delay (s)	0	-	-	36.9	10.7	1
HCM Lane LOS	A	-	-	E	B	A
HCM 95th %tile Q(veh)	0	-	-	1.4	0.2	-

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	138	144	869	1113	11
Future Vol, veh/h	54	138	144	869	1113	11
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, %	3	3	3	3	3	3
Mvmt Flow	57	147	153	924	1184	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1958	598	1196	0	-	0
Stage 1	1190	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	*102	*625	*935	-	-	-
Stage 1	*591	-	-	-	-	-
Stage 2	*416	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*68	*625	*935	-	-	-
Mov Cap-2 Maneuver	*68	-	-	-	-	-
Stage 1	*392	-	-	-	-	-
Stage 2	*416	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	140.2	2.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 935	-	189	-	-
HCM Lane V/C Ratio	0.164	-	1.081	-	-
HCM Control Delay (s)	9.6	1.2	140.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	9.8	-	-

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

Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2018**

E-W Street: **Singer Blvd.**

N-S Street: **Jefferson St.**

Speed Limit (Singer Blvd.)= **30** MPH

Speed Limit (Jefferson St.)= **35** MPH

Signalized

10/31/18

Begin Time	End Time	Eastbound (Singer Blvd.)				Westbound (Singer Blvd.)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~27~~	~~4~~	~~33~~	~~0~~	~~12~~	~~9~~	~~5~~	~~0~~	~~82~~	~~109~~	~~72~~	~~0~~	~~5~~	~~55~~	~~35~~	~~0~~
7:15 AM	7:30 AM	**31**	**8**	**41**	**1**	**21**	**6**	**4**	**0**	**88**	**123**	**77**	**0**	**6**	**68**	**40**	**0**
7:30 AM	7:45 AM	**32**	**11**	**44**	**1**	**23**	**8**	**6**	**0**	**126**	**167**	**92**	**0**	**7**	**76**	**39**	**3**
7:45 AM	8:00 AM	**28**	**6**	**42**	**0**	**17**	**2**	**6**	**0**	**90**	**126**	**72**	**2**	**2**	**61**	**45**	**0**
8:00 AM	8:15 AM	**31**	**4**	**54**	**0**	**11**	**4**	**5**	**0**	**78**	**109**	**57**	**2**	**5**	**56**	**36**	**0**
8:15 AM	8:30 AM	~~28~~	~~10~~	~~57~~	~~1~~	~~15~~	~~6~~	~~9~~	~~0~~	~~59~~	~~90~~	~~57~~	~~2~~	~~2~~	~~53~~	~~21~~	~~0~~
8:30 AM	8:45 AM	~~36~~	~~9~~	~~48~~	~~0~~	~~17~~	~~4~~	~~5~~	~~0~~	~~82~~	~~104~~	~~50~~	~~2~~	~~3~~	~~67~~	~~28~~	~~0~~
8:45 AM	9:00 AM	~~15~~	~~1~~	~~29~~	~~0~~	~~7~~	~~1~~	~~5~~	~~0~~	~~31~~	~~54~~	~~24~~	~~2~~	~~2~~	~~50~~	~~10~~	~~0~~
AM Peak Hour Volumes		**122**	**29**	**181**	**2**	**72**	**20**	**21**	**0**	**382**	**525**	**298**	**4**	**20**	**261**	**160**	**3**
Percent Approach		36.7%	8.7%	54.5%		63.7%	17.7%	18.6%		31.7%	43.6%	24.7%		4.5%	59.2%	36.3%	

Intersection

AM Peak Hour Factor	*0.93*	*0.76*	0.83	*0.78*	*0.90*

Begin Time	End Time	Eastbound (Singer Blvd.)				Westbound (Singer Blvd.)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~40~~	~~12~~	~~70~~	~~1~~	~~41~~	~~6~~	~~8~~	~~0~~	~~69~~	~~72~~	~~36~~	~~0~~	~~4~~	~~92~~	~~30~~	~~0~~
4:15 PM	4:30 PM	~~45~~	~~12~~	~~95~~	~~1~~	~~72~~	~~7~~	~~5~~	~~0~~	~~57~~	~~65~~	~~36~~	~~0~~	~~5~~	~~146~~	~~50~~	~~0~~
4:30 PM	4:45 PM	**53**	**9**	**104**	**4**	**54**	**3**	**7**	**0**	**45**	**80**	**38**	**1**	**1**	**125**	**33**	**0**
4:45 PM	5:00 PM	**61**	**13**	**113**	**0**	**88**	**14**	**15**	**1**	**49**	**64**	**40**	**1**	**3**	**156**	**36**	**0**
5:00 PM	5:15 PM	**53**	**10**	**93**	**0**	**60**	**6**	**8**	**0**	**59**	**78**	**44**	**0**	**5**	**151**	**32**	**0**
5:15 PM	5:30 PM	**47**	**5**	**140**	**1**	**80**	**20**	**14**	**0**	**37**	**48**	**33**	**3**	**6**	**195**	**31**	**0**
5:30 PM	5:45 PM	~~22~~	~~5~~	~~37~~	~~0~~	~~58~~	~~4~~	~~3~~	~~0~~	~~21~~	~~24~~	~~29~~	~~0~~	~~7~~	~~100~~	~~31~~	~~0~~
5:45 PM	6:00 PM	~~41~~	~~4~~	~~78~~	~~4~~	~~36~~	~~9~~	~~8~~	~~0~~	~~32~~	~~60~~	~~47~~	~~0~~	~~5~~	~~109~~	~~24~~	~~0~~
PM Peak Hour Volumes		**214**	**37**	**450**	**5**	**282**	**43**	**44**	**1**	**190**	**270**	**155**	**5**	**15**	**627**	**132**	**0**
Percent Approach		30.5%	5.3%	64.2%		76.4%	11.7%	11.9%		30.9%	43.9%	25.2%		1.9%	81.0%	17.1%	

Intersection

PM Peak Hour Factor	*0.91*	*0.79*	0.94	*0.85*	*0.83*

AM Peak Hour Raw Count	121	29	180	65	18	19	374	515	293	20	261	160			
% Change	1%	0%	1%	11%	11%	11%	2%	2%	2%	0%	0%	0%			
AM Peak Hour Raw Count	202	35	427	261	41	42	179	254	146	15	627	132			
% Change	6%	6%	5%	8%	5%	5%	6%	6%	6%	0%	0%	0%			

Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2018** E-W Street: **I-25 E. Ramp** Speed Limit (I-25 E. Ramp)= **30** MPH

N-S Street: **Jefferson St.** Speed Limit (Jefferson St.)= **35** MPH

Signalized **11/1/18**

Begin	End	Eastbound (I-25 E. Ramp)				Westbound (I-25 E. Ramp)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~153~~	~~51~~	~~45~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~104~~	~~52~~	~~0~~	~~12~~	~~95~~	~~0~~	~~0~~
7:15 AM	7:30 AM	~~191~~	~~52~~	~~36~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~129~~	~~60~~	~~1~~	~~18~~	~~115~~	~~0~~	~~0~~
7:30 AM	7:45 AM	**189**	**64**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**170**	**54**	**0**	**23**	**126**	**0**	**0**
7:45 AM	8:00 AM	**215**	**86**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**246**	**53**	**0**	**35**	**132**	**0**	**1**
8:00 AM	8:15 AM	**184**	**64**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**51**	**1**	**21**	**94**	**0**	**0**
8:15 AM	8:30 AM	**172**	**90**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**45**	**0**	**22**	**112**	**0**	**0**
8:30 AM	8:45 AM	~~159~~	~~90~~	~~52~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~116~~	~~45~~	~~1~~	~~35~~	~~118~~	~~0~~	~~0~~
8:45 AM	9:00 AM	~~131~~	~~65~~	~~41~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~112~~	~~38~~	~~0~~	~~26~~	~~133~~	~~0~~	~~0~~
AM Peak Hour Volumes		**760**	**304**	**177**	**1**	**0**	**0**	**0**	**0**	**0**	**682**	**203**	**1**	**101**	**464**	**0**	**1**
Percent Approach		61.2%	24.5%	14.3%		#DIV/0!	#DIV/0!	#DIV/0!		0.0%	77.1%	22.9%		17.9%	82.1%	0.0%	

Intersection

AM Peak Hour Factor		*0.90*				*#DIV/0!*		**0.83**		*0.74*				*0.85*			

Begin	End	Eastbound (I-25 E. Ramp)				Westbound (I-25 E. Ramp)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~138~~	~~145~~	~~58~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~102~~	~~75~~	~~0~~	~~78~~	~~185~~	~~0~~	~~0~~
4:15 PM	4:30 PM	**123**	**170**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**85**	**0**	**75**	**193**	**0**	**0**
4:30 PM	4:45 PM	**113**	**156**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**129**	**96**	**0**	**70**	**240**	**0**	**0**
4:45 PM	5:00 PM	**138**	**150**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**113**	**90**	**0**	**63**	**219**	**0**	**1**
5:00 PM	5:15 PM	**106**	**178**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**119**	**85**	**0**	**93**	**283**	**0**	**1**
5:15 PM	5:30 PM	~~105~~	~~203~~	~~43~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~141~~	~~96~~	~~0~~	~~53~~	~~161~~	~~0~~	~~0~~
5:30 PM	5:45 PM	~~85~~	~~105~~	~~39~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~104~~	~~64~~	~~0~~	~~47~~	~~159~~	~~0~~	~~0~~
5:45 PM	6:00 PM	~~98~~	~~98~~	~~36~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~93~~	~~46~~	~~0~~	~~46~~	~~82~~	~~0~~	~~0~~
PM Peak Hour Volumes		**480**	**654**	**208**	**0**	**0**	**0**	**0**	**0**	**0**	**482**	**356**	**0**	**301**	**935**	**0**	**2**
Percent Approach		35.8%	48.7%	15.5%		#DIV/0!	#DIV/0!	#DIV/0!		0.0%	57.5%	42.5%		24.4%	75.6%	0.0%	

Intersection

PM Peak Hour Factor		*0.95*				*#DIV/0!*		**0.94**		*0.93*				*0.82*			

AM Peak Hour Raw Count	739	296	171	1	0	0	0	0	0	678	202	1	101	462	0	1
% Change	3%	3%	4%	0%	N/A	N/A	N/A	N/A	N/A	1%	0%	0%	0%	0%	N/A	0%
AM Peak Hour Raw Count	461	629	201	0	0	0	0	0	0	470	347	0	294	911	0	2
% Change	4%	4%	3%	N/A	N/A	N/A	N/A	N/A	N/A	3%	3%	N/A	2%	3%	N/A	0%

Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2018** E-W Street: **I-25 W. Ramp** Speed Limit (I-25 W. Ramp)= **30** MPH

N-S Street: **Jefferson St.** Speed Limit (Jefferson St.)= **35** MPH

Signalized **11/1/18**

Begin	End	Eastbound (I-25 W. Ramp)				Westbound (I-25 W. Ramp)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~52~~	~~37~~	~~31~~	~~0~~	~~76~~	~~176~~	~~0~~	~~2~~	~~0~~	~~53~~	~~38~~	~~1~~
7:15 AM	7:30 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~66~~	~~41~~	~~25~~	~~0~~	~~49~~	~~232~~	~~0~~	~~1~~	~~0~~	~~63~~	~~42~~	~~0~~
7:30 AM	7:45 AM	0	0	0	0	73	74	40	0	53	279	0	1	0	79	74	0
7:45 AM	8:00 AM	0	0	0	0	72	115	33	0	83	366	0	0	0	89	61	0
8:00 AM	8:15 AM	0	0	0	0	62	85	27	0	77	290	0	1	0	67	53	0
8:15 AM	8:30 AM	0	0	0	0	51	49	40	0	64	229	0	1	0	80	47	0
8:30 AM	8:45 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~75~~	~~58~~	~~26~~	~~0~~	~~74~~	~~192~~	~~0~~	~~1~~	~~0~~	~~66~~	~~59~~	~~0~~
8:45 AM	9:00 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~76~~	~~55~~	~~43~~	~~0~~	~~27~~	~~168~~	~~0~~	~~1~~	~~0~~	~~72~~	~~73~~	~~1~~
AM Peak Hour Volumes		**0**	**0**	**0**	**0**	**258**	**323**	**140**	**0**	**277**	**1164**	**0**	**3**	**0**	**315**	**235**	**0**
Percent Approach		#DIV/0!	#DIV/0!	#DIV/0!		35.8%	44.8%	19.4%		19.2%	80.8%	0.0%		0.0%	57.3%	42.7%	
								Intersection									
AM Peak Hour Factor			***#DIV/0!***				***0.82***	**0.83**			***0.80***				***0.90***		

Begin	End	Eastbound (I-25 W. Ramp)				Westbound (I-25 W. Ramp)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~68~~	~~78~~	~~26~~	~~0~~	~~105~~	~~148~~	~~0~~	~~0~~	~~0~~	~~143~~	~~125~~	~~1~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~96~~	~~107~~	~~23~~	~~0~~	~~86~~	~~135~~	~~0~~	~~0~~	~~0~~	~~190~~	~~146~~	~~0~~
4:30 PM	4:45 PM	0	0	0	0	65	91	28	0	89	150	0	0	0	195	141	1
4:45 PM	5:00 PM	0	0	0	0	96	111	19	0	91	142	0	0	0	212	169	0
5:00 PM	5:15 PM	0	0	0	0	100	149	0	0	100	149	0	0	0	235	149	1
5:15 PM	5:30 PM	0	0	0	0	101	140	0	0	103	143	0	0	0	211	156	0
5:30 PM	5:45 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~111~~	~~132~~	~~0~~	~~0~~	~~110~~	~~132~~	~~0~~	~~0~~	~~0~~	~~156~~	~~117~~	~~0~~
5:45 PM	6:00 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~91~~	~~96~~	~~0~~	~~0~~	~~85~~	~~91~~	~~0~~	~~0~~	~~0~~	~~79~~	~~90~~	~~0~~
PM Peak Hour Volumes		**0**	**0**	**0**	**0**	**362**	**491**	**47**	**0**	**383**	**584**	**0**	**0**	**0**	**853**	**615**	**2**
Percent Approach		#DIV/0!	#DIV/0!	#DIV/0!		40.2%	54.6%	5.2%		39.6%	60.4%	0.0%		0.0%	58.1%	41.9%	
								Intersection									
PM Peak Hour Factor			***#DIV/0!***				***0.90***	**0.95**			***0.97***				***0.96***		

AM Peak Hour Raw Count	0	0	0	0	252	315	137	0	277	1162	0	3	0	315	235	0
% Change	N/A	N/A	N/A	N/A	2%	3%	2%	N/A	0%	0%	N/A	0%	N/A	0%	0%	N/A
AM Peak Hour Raw Count	0	0	0	0	397	519	19	0	396	555	0	0	0	787	571	1
% Change	N/A	N/A	N/A	N/A	-9%	-5%	147%	N/A	-3%	5%	N/A	N/A	N/A	8%	8%	100%

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **McLeod Blvd.**
N-S Street: **Jefferson St.**

Signalized

Speed Limit (McLeod Blvd.)= **35** MPH
Speed Limit (Jefferson St.)= **35** MPH

11/1/18

Begin Time	End Time	Eastbound (McLeod Blvd.)				Westbound (McLeod Blvd.)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	6	6	7	0	19	9	72	0	3	86	6	1	60	84	5	0
7:15 AM	7:30 AM	2	15	3	0	24	3	77	0	4	103	9	0	44	97	4	0
7:30 AM	7:45 AM	2	15	6	0	27	11	123	0	8	147	9	0	47	109	12	0
7:45 AM	8:00 AM	0	10	1	0	18	6	95	0	2	106	1	0	54	82	4	0
8:00 AM	8:15 AM	~~2~~	~~9~~	~~7~~	~~0~~	~~29~~	~~3~~	~~90~~	~~0~~	~~1~~	~~79~~	~~2~~	~~0~~	~~43~~	~~83~~	~~10~~	~~0~~
8:15 AM	8:30 AM	~~4~~	~~2~~	~~1~~	~~0~~	~~25~~	~~2~~	~~70~~	~~0~~	~~2~~	~~70~~	~~6~~	~~0~~	~~64~~	~~72~~	~~3~~	~~0~~
8:30 AM	8:45 AM	~~2~~	~~3~~	~~4~~	~~0~~	~~29~~	~~5~~	~~65~~	~~1~~	~~7~~	~~76~~	~~16~~	~~2~~	~~54~~	~~94~~	~~8~~	~~0~~
8:45 AM	9:00 AM	~~3~~	~~3~~	~~1~~	~~0~~	~~18~~	~~5~~	~~65~~	~~0~~	~~3~~	~~72~~	~~10~~	~~0~~	~~63~~	~~84~~	~~5~~	~~0~~
AM Peak Hour Volumes		**10**	**46**	**17**	**0**	**88**	**29**	**367**	**0**	**17**	**442**	**25**	**1**	**205**	**372**	**25**	**0**
% of Total Traffic		0.6%	2.8%	1.0%		5.4%	1.8%	22.3%		1.0%	26.9%	1.5%		12.5%	22.6%	1.5%	
% Directional			4.4%				29.5%		Intersection		29.5%				36.6%		
AM Peak Hour Factor			*0.79*				*0.75*		0.80		*0.74*				*0.90*		

Begin Time	End Time	Eastbound (McLeod Blvd.)				Westbound (McLeod Blvd.)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~8~~	~~11~~	~~9~~	~~0~~	~~22~~	~~4~~	~~62~~	~~0~~	~~1~~	~~107~~	~~18~~	~~0~~	~~82~~	~~139~~	~~6~~	~~0~~
4:15 PM	4:30 PM	7	18	11	0	28	6	76	0	3	111	37	0	103	163	1	0
4:30 PM	4:45 PM	3	14	5	0	22	1	86	0	5	112	20	0	101	140	2	0
4:45 PM	5:00 PM	2	16	6	0	21	4	91	0	2	113	29	0	113	178	4	1
5:00 PM	5:15 PM	1	18	3	0	31	1	74	0	0	132	20	0	84	145	1	0
5:15 PM	5:30 PM	~~1~~	~~6~~	~~2~~	~~0~~	~~18~~	~~4~~	~~75~~	~~0~~	~~0~~	~~79~~	~~17~~	~~0~~	~~83~~	~~112~~	~~0~~	~~0~~
5:30 PM	5:45 PM	~~4~~	~~5~~	~~1~~	~~0~~	~~26~~	~~6~~	~~60~~	~~0~~	~~3~~	~~71~~	~~11~~	~~0~~	~~61~~	~~49~~	~~3~~	~~0~~
5:45 PM	6:00 PM	~~1~~	~~7~~	~~5~~	~~0~~	~~11~~	~~0~~	~~54~~	~~2~~	~~0~~	~~65~~	~~8~~	~~0~~	~~56~~	~~79~~	~~3~~	~~0~~
PM Peak Hour Volumes		**13**	**66**	**25**	**0**	**102**	**12**	**327**	**0**	**10**	**468**	**106**	**0**	**401**	**626**	**8**	**1**
% of Total Traffic		0.6%	3.0%	1.2%		4.7%	0.6%	15.1%		0.5%	21.6%	4.9%		18.5%	28.9%	0.4%	
% Directional			4.8%				20.4%		Intersection		27.0%				47.8%		
PM Peak Hour Factor			*0.72*				*0.95*		0.93		*0.96*				*0.88*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Outback Drive**
N-S Street: **Jefferson St.**

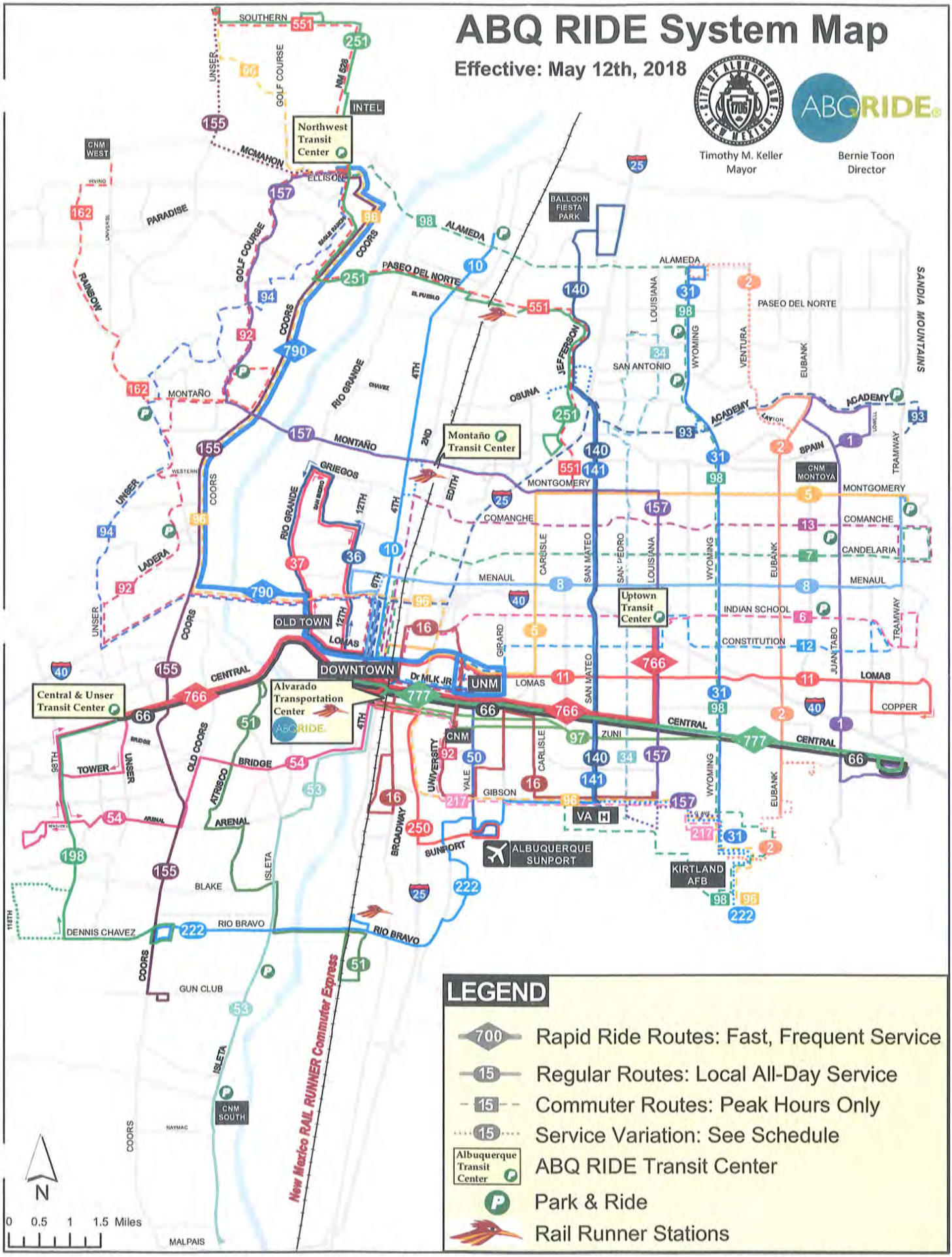
Speed Limit (Outback Drive)= **25** MPH
Speed Limit (Jefferson St.)= **35** MPH

Unsignalized

11/1/18

Begin Time	End Time	Eastbound (Outback Drive)				Westbound (Outback Drive)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~166~~	~~0~~	~~0~~	~~0~~	~~156~~	~~0~~	~~0~~
7:15 AM	7:30 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~182~~	~~0~~	~~1~~	~~0~~	~~137~~	~~0~~	~~0~~
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	2	268	0	0	0	185	0	0
7:45 AM	8:00 AM	1	0	0	0	0	0	0	0	1	251	0	0	0	153	3	0
8:00 AM	8:15 AM	0	0	2	0	0	0	0	0	0	186	0	0	0	135	2	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	3	168	0	1	0	143	7	0
8:30 AM	8:45 AM	~~1~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~154~~	~~0~~	~~0~~	~~0~~	~~164~~	~~4~~	~~0~~
8:45 AM	9:00 AM	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~141~~	~~0~~	~~0~~	~~0~~	~~154~~	~~4~~	~~0~~
AM Peak Hour Volumes		1	0	2	0	0	0	0	0	6	873	0	1	0	616	12	0
% of Total Traffic		0.1%	0.0%	0.1%		0.0%	0.0%	0.0%		0.4%	57.8%	0.0%		0.0%	40.8%	0.8%	
% Directional			0.2%				0.0%				58.2%				41.6%		
AM Peak Hour Factor			*0.38*					**Intersection**	**0.83**		*0.81*				*0.85*		

Begin Time	End Time	Eastbound (Outback Drive)				Westbound (Outback Drive)				Northbound (Jefferson St.)				Southbound (Jefferson St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~3~~	~~0~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~185~~	~~0~~	~~0~~	~~0~~	~~264~~	~~2~~	~~0~~
4:15 PM	4:30 PM	1	0	0	0	0	0	0	0	2	199	0	0	0	229	4	0
4:30 PM	4:45 PM	1	0	2	0	0	0	0	0	4	208	0	0	0	265	5	0
4:45 PM	5:00 PM	1	0	8	0	0	0	0	0	3	202	0	0	0	267	9	2
5:00 PM	5:15 PM	1	0	3	0	0	0	0	0	1	211	0	0	0	266	10	0
5:15 PM	5:30 PM	~~3~~	~~0~~	~~4~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~181~~	~~0~~	~~0~~	~~0~~	~~210~~	~~3~~	~~0~~
5:30 PM	5:45 PM	~~3~~	~~0~~	~~4~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~147~~	~~0~~	~~0~~	~~0~~	~~132~~	~~12~~	~~0~~
5:45 PM	6:00 PM	~~3~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~125~~	~~0~~	~~0~~	~~0~~	~~121~~	~~3~~	~~0~~
PM Peak Hour Volumes		4	0	13	0	0	0	0	0	10	820	0	0	0	1027	28	2
% of Total Traffic		0.2%	0.0%	0.7%		0.0%	0.0%	0.0%		0.5%	43.1%	0.0%		0.0%	54.0%	1.5%	
% Directional			0.9%				0.0%				43.6%				55.5%		
PM Peak Hour Factor			*0.47*					**Intersection**	**0.97**		*0.98*				*0.96*		



For more detailed information visit www.myabqride.com or call 243-7433 (243-RIDE)

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown

MEETING DATE: August 28, 2018

ATTENDEES: Consultant Team; COA Transportation Development Review; NMDOT

PROJECT: C-Store I-25 and Jefferson St., Zone Atlas # F-17

REQUESTED CITY ACTION: ___ Zone Change ___ Site Development Plan

___ Subdivision _X_ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: New 14 pump (future 28 pump) gas convenience market at SW corner of I-25 and Jefferson St.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 10th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. I-25 and Jefferson ramps (all)
   b. Jefferson and Mcleod
   c. Jefferson and Singer

   Unsignalized Intersections;
   a. Jefferson and Mclane (private road south of site)

   Driveway Intersections: all site drives.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
   Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
Type III arrival type (see "2016 Highway Capacity Manual" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.

1.5 mile radius – commercial;

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data. Take into account pass-by trip, but include strong explanation of reasoning.

Residential - Ts = (Tt) (Se / D) / (Se / D)
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - Ts = (Tt) (Sp / D) / (Sp / D)
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
Ts = (Tt) (Sp) / (Sp)
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Method of intersection capacity analysis - planning or operational (see "2016 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year:

9. Traffic conditions for analysis:
   a. Existing analysis __ yes _X_ no - year ();
   b. Phase implementation year(s) without proposed development – 2019
   c. Phase implementation year(s) with proposed development – 2019
   d. Project completion year without proposed development – 2029
   e. Project completion year with proposed development – 2029
   f. Other –

10. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

11. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
    c. Arterial LOS analysis;
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures.
    h. Accident analyses __ yes _X_ no; Location(s):
    i. Weaving analyses __ yes _X_ no; Location(s):

12. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 paper copy
   b. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3633.

_____ 8/31/18

Ernest Armijo, P.E. Date
Senior Engineer for
Transportation Development Section

via: email
C: TIS Task Force Attendees, file